

Pioneer Valley
Unified Planning Work Program

Fiscal Year 2015
October 1, 2014 to September 30, 2015

Draft Document

April 25, 2014

Prepared by the
Pioneer Valley Planning Commission

For the Pioneer Valley
Metropolitan Planning Organization

Pioneer Valley MPO Members

Name	Title
Richard A. Davey	Secretary and CEO of the Massachusetts Department of Transportation
Frank DePaola	Administrator of the Massachusetts Department of Transportation Highway Division
Walter Gunn	Chairman of the Pioneer Valley Executive Committee
John Musante	Chairman of the Pioneer Valley Transit Authority Advisory Board
Mayor Domenic Sarno	Mayor of Springfield
Mayor Alexander Morse	Mayor of Holyoke
Mayor Richard Cohen	Mayor of Agawam
Mayor David Narkewicz	Mayor of Northampton
George Archible	Belchertown Board of Selectmen
Marcus Boyle	Hatfield Board of Selectmen
Alternates	
Mayor Richard Kos	Mayor of Chicopee
Mayor Daniel M. Knapik	Mayor of Westfield
Aimee Burnham	Huntington Board of Selectmen
Ex-Officio (Non-Voting)	
Pamela Stephenson	Federal Highway Administration
Mary Beth Mello	Federal Transit Administration
Stephen Roberts	Economic Development Council of Western Massachusetts
Mary MacInnes	Administrator of the Pioneer Valley Transit Authority
James Czach	Chairman – 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.

Table of Contents

EXECUTIVE SUMMARY	1
INTRODUCTION	2
THE EIGHT PLANNING FACTORS.....	4
MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY (MAP-21)	5
PIONEER VALLEY METROPOLITAN PLANNING ORGANIZATION MEMBERS.....	7
JOINT TRANSPORTATION COMMITTEE (JTC).....	9
TRANSPORTATION PLANNING STAFF.....	10
STAFFING REPORT	10
PREVIOUS TRANSPORTATION STUDIES	11
STUDIES COMPLETED AS PART OF THE FY 2014 UPWP	13
WORK ELEMENT 1 – MANAGEMENT AND CERTIFICATION OF THE 3C PROCESS	15
Task 1.1 Management of the 3-C Process.....	15
Task 1.2 Unified Planning Work Program	16
Task 1.3 Public Participation Process	16
Task 1.4 Transportation Improvement Plan (TIP) Development	17
Task 1.5 Title VI and Environmental Justice	18
WORK ELEMENT 2 - TECHNICAL SUPPORT & DATA COLLECTION	21
Task 2.1 Traffic Counting	21
Task 2.2 Regional Travel Demand Modeling/Clean Air Planning.....	22
Task 2.3 GIS, Mapping and Graphics	23
Task 2.4 Information Center.....	24
Task 2.5 Regional Congestion Management Process (CMP) - Data Collection.....	26
Task 2.6 Regional Pavement Management System - Data Collection.....	27
Task 2.7 Regional Performance Measures	28
WORK ELEMENT 3 - REGIONAL TRANSPORTATION PLANNING.....	30
Task 3.1 Regional Transportation Plan Update.....	30
Task 3.2 Transit System Surveys and Route Implementation.....	31
Task 3.3 Interstate Route I-91 Corridor Planning Assistance.....	31
Task 3.4 Regional Freight Planning	32
Task 3.5 Regional Congestion Management Process-Project Development	33
Task 3.6 Regional Pavement Management System - Project Development	34
Task 3.7 Route 9 Safety and Livability Study	35
Task 3.8 Regional Safety and Planning Studies	36
Task 3.9 Intelligent Transportation Systems (ITS) and Regional Evacuation Planning.....	37
Task 3.10 Climate Change Implementation	38
Task 3.11 Green Streets and Infrastructure	39
Task 3.12 Regional Bicycle and Pedestrian Planning	40
WORK ELEMENT 4 - ONGOING TRANSPORTATION PLANNING	42
Task 4.1 Regional Transit Planning	42
Task 4.2 Paratransit Planning Assistance.....	44
Task 4.3 Implementing the Regional Land Use Plan	45
Task 4.4 Off-Road Bicycle and Pedestrian Network Planning.....	46
Task 4.5 Local Technical Assistance	47
Task 4.6 Local Pavement Management Program	48
Task 4.7 Scenic Byways Support.....	49
Task 4.8 Regional Bicycle Commute Week	50
Task 4.9 Route 112 and Jacob's Ladder Trail Scenic Byways Trails Linkages Project.....	51
Task 4.10 Enhancing the Recreational Experience on the Connecticut River Scenic Byway	52
Task 4.11 Connecticut River Byway Corridor Management Plan Update	54
ESTIMATED COMPLETION SCHEDULE OF PLANNING ACTIVITIES	56
ADDITIONAL PLANNING PROJECTS.....	57
Interstate Route I-91 Exit 15 Study.....	57
Blanche Barlow Acres/Goose Pond Recreational Access Project –Jacob's Ladder Trail Scenic Byway	58
FUNDING PROFILE	61
FUNDING SUMMARY.....	62
SUMMARY OF COMMENTS ON UPWP	63
MPO ENDORSEMENT.....	64

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 other members of the MPO including the Pioneer Valley Transit Authority and the Massachusetts Department of Transportation (MassDOT).

The UPWP also identifies the federal, state, and local funding sources used to carry out the proposed tasks. This document was prepared in compliance with the Moving Ahead for Progress in the 21st century Act (MAP-21) and addresses its seven national goals and eight planning factors. Tasks included in the UPWP were developed to advance key emphasis areas as identified by the Federal Highway Administration and the Federal Transit Administration. Planning activities also comply with MassDOT's GreenDOT Initiative. The UPWP is divided into the following sections:

Work Element 1 - Work Element 1 encompasses the administration and support of the 3-C transportation process. Major products under this task include the development of the Transportation Improvement Program (TIP), the UPWP, regional public participation process, and Environmental Justice and Title VI planning.

Work Element 2 – Data collection and other planning services required to support the UPWP are included as part of this Work Element. Work performed as part of Element 2 is traditionally used to assist in transportation analysis and the development of figures and tables included in technical reports.

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. New studies included in Work Element 3 for FY 2014 include:

- Task 3.1 – Regional Transportation Plan Update will consist of the update of the RTP as required every four years. This update will focus on incorporating new planning requirements such as regional performance measures into the long range plan.
- Task 3.5 – Regional Congestion Management Process Project Development will complete a study on congestion associated with the regional Interstate Highway System and major arterial roadways to determine the level of greenhouse gas produced during peak travel periods.
- Task 3.7 – Route 9 Safety and Livability Study consists of the completion of a study initiated as part of the FY2014 UPWP. The focus of this study is to improve safety along the Route 9 corridor in the City of Northampton from New South Street to Hawley Street. To date, all data collection has been completed and efforts will focus on the development of appropriate recommendations for the study area.
- Task 3.8 – Regional Safety and Planning Studies will perform a study at the intersection of Cherry Street with Homestead Avenue in the City of Holyoke, MA and a study of the effectiveness of recent improvements at the Route 5/57 rotary in Agawam, MA.

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 included regional fixed route and paratransit planning, bicycle and pedestrian planning, and local technical assistance. Federal and state funded transportation planning studies funded outside of the region's allotted Planning (PL) and Section 5303 budgets are included as part of Work Element 4.

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. As always, the UPWP continues and extends the PVPC's emphasis on "results-oriented" tasks. In addition, several tasks are specifically targeted to implement provisions of several pieces of federal legislation, particularly the Moving Ahead for Progress in the 21st Century (MAP-21), the Clean Air Act Amendments of 1990 (CAAA) and the Americans with Disabilities Act (ADA).

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 adjusted by redefining the scope of the tasks and/or reallocating funds among tasks. Such adjustments 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.

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

Funding Source	Fiscal Period:
FHWA/MassDOT	October 1, 2014 through September 30, 2015
FTA/MassDOT	April 1, 2014 through March 30, 2015
PVTA	April, 2014 through September, 2015
Scenic Byways Program	Various Contract Periods

The Pioneer Valley Metropolitan Planning Organization endorses the Unified Planning Work Program for the Pioneer Valley MPO once it has been developed cooperatively and in accordance with the Public Participation Process established for this region.

TRANSPORTATION PLANNING FUNDING SOURCES

FHWA/MassDOT - 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 multi-year contracts with planning agencies to conduct transportation related planning activities within each region. These multi-year 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. Below is a summary of PVPC's continuing PL funding account.

Total PL Allocations as of October 1, 2014 (FFY 2015)	\$19,123,626
Total PL Expenditures as of March 31, 2013	\$16,714,922
Estimated PL Expenditure for Remainder of FFY 2013 UPWP	\$685,727
Current PL Balance (Estimated)	\$1,722,977
Estimated PL Expenditure in FFY 2014 UPWP	\$978,586
Estimated PL Balance as of September 30, 2013	\$744,391

Source: PVPC

A total of \$978,586 in PL funds has been programmed for the FY2015 Transportation Work Program. Direct Costs are expected to vary among tasks in the UPWP and are subject to change. A total of \$25,000 has been allocated for Direct Costs in FY2015.

FTA/MassDOT/PVTA –Two types of funds are used for transit planning purposes in the Pioneer Valley region; Section 5303 (formerly Section 8 Metropolitan Planning) and Section 5307 funds (formerly Section 9 Capital) 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. 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 PVPC for assistance on a wide range of planning activities. Both funds require a 20% local match, which is provided by the RTA.

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.

PVPC also receives 10% of the regional allocation of Section 5316 (Job Access and Reverse Commute) and Section 5317 (New Freedom) funds for administration of these two programs. Both programs are a competitive process. Section 5316 funds are used to address the unique transportation challenges faced by welfare recipients and low-income persons seeking to get and keep jobs. Section 5317 funds are used to support new public transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act (ADA) of 1990. In the past, PVPC has chosen to allocate 100% of these funds to the successful applicants.

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 the 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.

THE EIGHT PLANNING FACTORS

All metropolitan planning organizations are required to incorporate eight factors into their planning process. The Pioneer Valley MPO has taken great strides to incorporate these eight factors into the Unified Planning Work Program. The Eight Planning Factors are:

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 3.3 - Interstate Route I-91 Major Corridor Planning Study Task 3.4 - Regional Freight Planning
2	Increase the safety of the transportation system for motorized and non-motorized users.	Task 3.8 - Regional Safety and Planning Studies Task 3.7 - Route 9 Safety and Livability Study - Northampton Task 3.12 - Regional Bicycle and Pedestrian Planning
3	Increase the security of the transportation system for motorized and non-motorized users.	Task 3.2 - Transit System Surveys and Route Implementation Task 3.9 - Intelligent Transportation Systems (ITS) and Regional Evacuation Planning Task 4.1 - Regional Transit Planning
4	Increase the accessibility and mobility of people and for freight.	Task 3.4 - Regional Freight Planning Task 4.1 - Regional Transit Planning Task 4.4 - Regional Bicycle and Pedestrian 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 3.10 - Climate Change Implementation Task 3.11 - Green Streets and Infrastructure
6	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.	Task 3.2 - Transit System Surveys and Route Implementation Task 3.4 - Regional Freight Planning Task 3.12 Regional Bicycle and Pedestrian Planning
7	Promote efficient system management and operation.	Task 2.7 - Regional Performance Measures Task 3.2 Transit System Surveys and Route Implementation Task 3.5 - Regional Congestion Management Process - Project Development
8	Emphasize the preservation of the existing transportation system.	Task 3.6 - Regional Pavement Management System - Project Development Task 3.10 Climate Change Implementation Task 3.11 Green Streets and Infrastructure

MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY (MAP-21)

The MAP-21 legislation was signed into law by President Obama on July 6, 2012. This transportation bill creates a performance-based surface transportation program to address the challenges faced the U.S. transportation system. MAP-21 specifically addresses all modes of transportation and refines many of the existing programs defined in past transportation legislation.

As part of the transition to a performance-based transportation program, states will begin to invest in transportation improvements that demonstrate progress towards the following seven national goal areas:

- **Safety**—To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure condition**—To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion reduction**—To achieve a significant reduction in congestion on the NHS.
- **System reliability**—To improve the efficiency of the surface transportation system.
- **Freight movement and economic vitality**—To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental sustainability**—To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced project delivery delays**—To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

The Pioneer Valley MPO has developed Task 2.7 – Regional Performance Measures to assist in the development measures that advance the seven national goals and are consistent with Massachusetts GreenDOT policy and the Pioneer Valley Regional Transportation Plan. In addition, a number of tasks included as part of Work Element 3 of the UPWP advance a number of planning efforts that support the seven national goals.

Task	Description	National Goals Supported
3.1	Regional Transportation Plan Update will consist of the update of the RTP as required every four years. This update will focus on incorporating new planning requirements from the MAP-21 legislation into the long range plan. Goals and strategies will also be updated to include regional performance measures.	All
3.2	Transit System Surveys and Route Implementation – This ongoing task uses existing route data and ridership surveys to assist in improving the reliability and performance of the PVTA fixed route system. Staff has also been utilizing data available from the ITS equipped transit vehicle to develop new performance measures.	Safety, Congestion Reduction, System Reliability
3.4	Regional Freight Planning – The freight planning task focuses on identifying opportunities to enhance the movement of freight in the region.	Freight Movement and Economic Vitality

3.5	Regional Congestion Management Process (CMP) – The CMP uses a variety of data sources to measure congestion along regional corridors and identify congestion bottlenecks. The MPO collects vehicle travel time data to assist in tracking congestion. Planning studies are developed for congested areas to assist in developing projects to reduce congestion.	Congestion Reduction, System Reliability
3.6	Regional Pavement Management System – Pavement condition data is collected for all federal aid eligible roadways in the region on a four year cycle. The impact of planned roadway improvement projects can be analyzed under a variety of funding levels to identify the level of investment required to keep pavement in a good state of repair.	Infrastructure Condition, Reduce Project Delivery Delays
3.7	Route 9 Safety and Livability Study – Route 9 in Northampton, MA is ranked as one of the Top 25 High Crash segments in the Pioneer Valley. This area also has a history of bicycle and pedestrian crashes. This study will review safety and develop recommendations to reduce crashes and improve livability in downtown Northampton.	Safety, Congestion Reduction, System Reliability
3.8	Regional Safety and Planning Studies – The MPO develops a list of the Top 100 High Crash Intersections every four years. The Top 100 list is used to monitor the effectiveness of regional safety improvements and to advance planning studies to identify potential safety improvements.	Safety, Reduce Project Delivery Delays
3.9	Intelligent Transportation System (ITS) and Regional Evacuation Planning – This task assists in ongoing regional ITS and evacuation planning efforts to increase the deployment of ITS technology, provide real time information to the public, and enhance regional transportation security.	Safety, Congestion Reduction, System Reliability
3.10	Climate Change Implementation – This task assists Pioneer Valley communities to plan for the impacts of climate change on the regional transportation system. It also serves to develop strategies and projects that can have a positive impact on greenhouse gas emissions from transportation sources in compliance with the Massachusetts GreenDOT policy.	Infrastructure Condition, Environmental Sustainability
3.11	Green Street and Infrastructure - Encourages the use of green streets and green infrastructure where practical to reduce stormwater and other environmental impacts the regional transportation system.	Infrastructure Condition, Environmental Sustainability

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 number of voting members was increased from eight to ten and consists of the following officials or their designee or alternate.

- 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 Administrator of the Pioneer Valley Transit Authority
- The Mayors of two of the following three (3) urban core cities:

Chicopee	Holyoke	Springfield
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- The Mayor or a Selectman of one of the following four (4) cities and towns:

Agawam	Southwick	Westfield
West Springfield		

- The Mayor or a Selectman of one of the following five (5) cities and towns:

Amherst	Easthampton	Hadley
Northampton	South Hadley	

- A Selectman of 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	

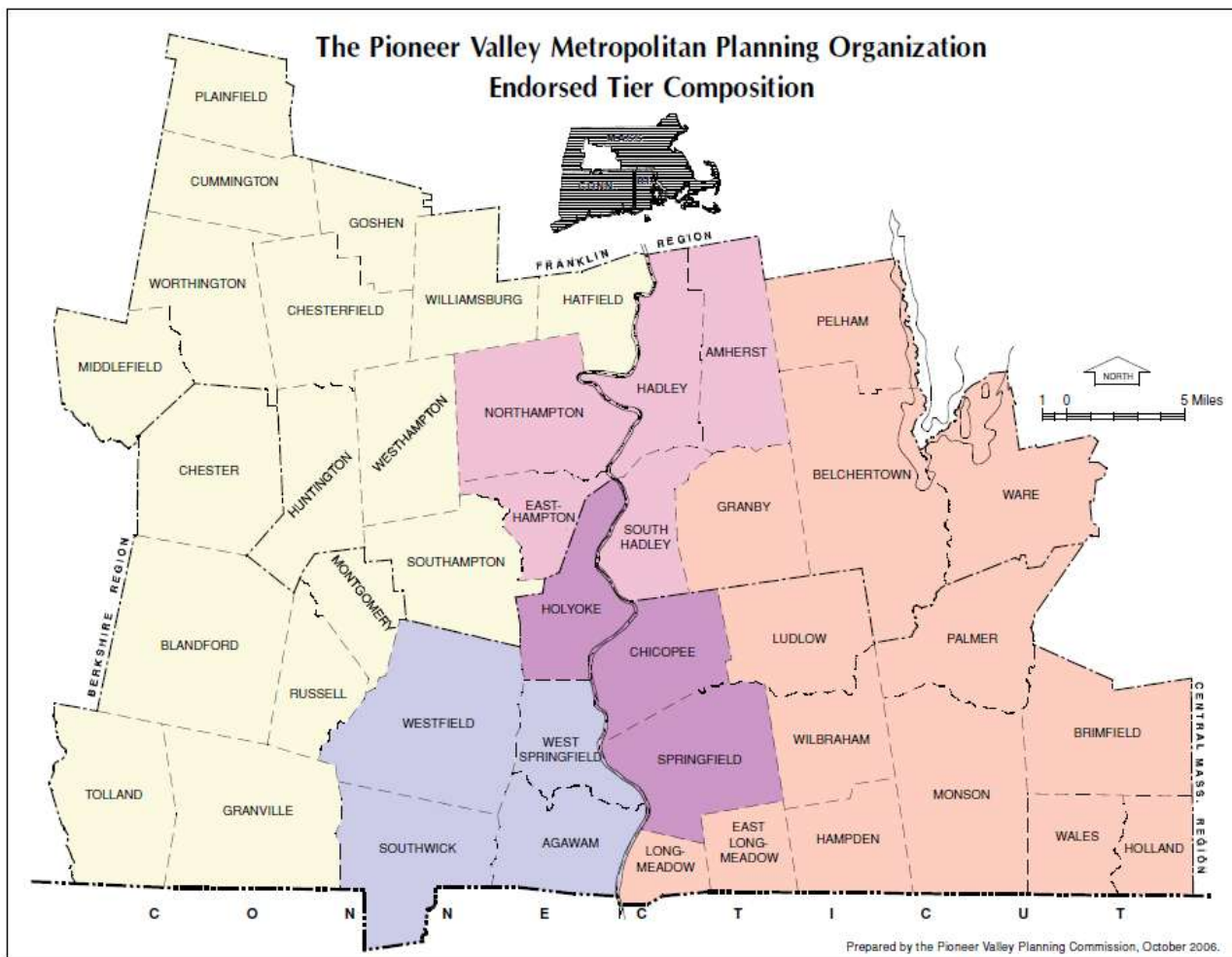
- A Selectman of one of the following seventeen (17) suburban and rural towns:

Blandford	Chester	Chesterfield
Cummington	Goshen	Granville
Hatfield	Huntington	Middlefield
Montgomery	Plainfield	Russell
Southampton	Tolland	Westhampton
Williamsburg	Worthington	

In addition, the Joint Transportation Committee (JTC) Chairman, and one representative each from the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Chair of the Infrastructure Committee of the Western Massachusetts Economic Development Council (EDC), 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.

Pioneer Valley MPO Members

Name	Title
Richard A. Davey	Secretary and CEO of the Massachusetts Department of Transportation
Frank DePaola	Administrator of the Massachusetts Department of Transportation Highway Division
Walter Gunn	Chairman of the Pioneer Valley Executive Committee
John Musante	Chairman of the Pioneer Valley Transit Authority Advisory Board
Mayor Domenic Sarno	Mayor of Springfield
Mayor Alexander Morse	Mayor of Holyoke
Mayor Richard Cohen	Mayor of Agawam
Mayor David Narkewicz	Mayor of Northampton
George Archible	Belchertown Board of Selectmen
Marcus Boyle	Hatfield Board of Selectmen
Alternates	
Mayor Richard Kos	Mayor of Chicopee
Mayor Daniel M. Knapik	Mayor of Westfield
Aimee Burnham	Huntington Board of Selectmen



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 intended that the JTC be representative of both public and private interests in the region and provide a forum to guide transportation planning activities and transportation improvements in the region. The JTC also serves in an advisory capacity to the MPO as they decide on whether accepting and endorsing a plan or project is appropriate.

Pioneer Valley Joint Transportation Committee Members and Alternates

Community	Member	Alternate
Agawam	Christopher Golba	Michelle Chase
Amherst	Guilford Mooring	Jason Skeels
Barnes Municipal Airport	Brian P. Barnes	
Belchertown	Steven Williams	Gary Brougham/Douglas Albertson
Blandford	Vacant	
Brimfield	Vacant	
Chester	Rene Senecal	
Chesterfield	Edward Dahill	Matt Smith
Chicopee	Jeffrey Neece	Catherine Brown /Steven Frederick
Cummington	Rob Dextraze	
East Longmeadow	Robert Peirent	John M. Claffey
Easthampton	James Gracia	Jessica Allen
Goshen	Joe Dunn	
Granby	David Derosiers	
Granville	Doug Roberts	Kathryn Martin
Hadley		
Hatfield	Phil Genovese	
Holland	Jim Wettlaufer	Brian Johnson
Holyoke	Matt Sokop	Jeffrey Burkott
Huntington	Charles Dazelle	
Longmeadow	Paul Santaniello	Yem Lip
Ludlow	Paul Dzubick	Elie Villeno
MassBike	Don Podolski	Elaine Formica
MassDOT District 1	Mark Moore	Peter Frieri
MassDOT District 2	Richard Masse	Darryl Amaral
Middlefield	Rodney Savery, Jr.	Alan Vint
Monson	John Morrell	
Montgomery	Curtis Bush, Jr.	
Northampton	Wayne Feiden	
Palmer	Graig Dolan	Andrew Golas
Pelham	Rick Adamcek	
Peter Pan Bus Lines	Peter Picknelly, Jr.	
Pioneer Valley Railroad	Michael Rennie	
Pioneer Valley Transit Authority		
Plainfield	Merton Taylor Jr.	
Russell	Pandora Hague	
South Hadley	Jim Reidy	
Southampton	Edward J. Cauley	
Southwick	Randy Brown	Richard Grannells
Springfield	Christopher Cignoli	Peter Shumway
Tolland	James Deming	
University of Massachusetts	Glen Barrington	
Wales	Michael Wasiluk	
Ware	Thom Martens	David Tworek
Western Massachusetts Economic Development Council	Ken Delude	
Westfield	Mark Cressotti	
Westhampton	David Blakesly	Brian Mulvehill
West Springfield	James W. Lyons	James Czach
Wilbraham	Tonya Bosch	
Williamsburg	William Turner	
Worthington	Cork Nugent	

TRANSPORTATION PLANNING STAFF

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

<u>Name</u>	<u>Title</u>
Rana Al Jammal	Senior Transportation Planner - Specialist
Alexander Forrest	Transit Planner II
David Johnson	Transportation Planner - Specialist
Amir Kouzehkanani	Principal Planner – Manager
Andrew McCaul	Transportation Planner I
Dmitriy Mayboroda	Transportation Planner II
Jeffrey McCollough	Senior Transportation Planner I
Khyati Parmar	Senior Transportation Planner II
Joshua Rickman	Transportation Planner I
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 FY2015 Unified Planning Work Program. The percentage of each staff member's time devoted to Transportation Planning Tasks is approximated under "% Time on Transportation".

<u>Staff</u>	<u>Position</u>	<u>% Time on Transportation</u>
Rana Al Jammal	Senior Transportation Planner - Specialist	100%
Jayne Armington	Housing Specialist	3%
Jaimye Bartak	Senior Planner	3%
David Elvin	Senior Planner	7%
Ray Centeno	Graphics Designer	25%
Christopher Curtis	Chief Planner/Section Manager	16%
Jacob Dolinger	GIS Specialist	25%
Christopher Dunphy	Community Development Senior Planner	10%
Alexander Forrest	Transit Planner II	100%
Patty Gambarini	Senior Planner	7%
Molly Goren-Watts	Principal Planner/Manager of Information and Policy	23%
Dave Johnson	Transit Planner - Specialist	100%
Erica Johnson	Community Development Planner	10%
Amir Kouzehkanani	Principal Transportation Planner/Manager	100%
Andrew Loew	Community Development Planner	10%
Dmitriy Mayboroda	Transportation Planner II	100%
James Mazik	Deputy Director for Operation/Community Development Section Manager	5%
Andrew McCaul	Transportation Planner I	100%
Jeffrey McCollough	Senior Transportation Planner	100%
Josiah Neiderbach	Land Use Planner	16%
Khyati Parmar	Senior Transportation Planner II	100%
Catherine Ratte	Principal Planner/Section Manager	1%
Joshua Rickman	Transportation Planner II	100%
Dana Roscoe	Principal Planner – Section Manager	100%
Gary Roux	Principal Planner – Section Manager	100%
Ashley Shea	Communications Manager	19%
Larry Smith	Senior Planner	8%
Dillon Sussman	Land Use Planner	5%
Todd Zukowski	GIS/Cartographic Section Manager	25%
Transportation Interns (2)	Intern	100%
Data Interns (2)	Intern	50%

PREVIOUS TRANSPORTATION STUDIES

Jacob's Ladder Trail Scenic Byway - Landscape Inventory & Assessment
Jacob's Ladder Trail Scenic Byway Study- Executive Summary
Jacob's Ladder Trail Scenic Byway - Highway and Safety Analysis
Jacob's Ladder Trail Scenic Byway- Cultural Resources Inventory
Jacob's Ladder Trail Scenic Byway Study- Land Use Strategies
Touring Jacob's Ladder Trail by Bicycle or Car
Jacob's Ladder Trail Scenic Byway Development Guidebook
Jacob's Ladder Trail Scenic Byway. Improvements Plan: Phase II
Town of Hadley Ma. Americans with Disability Act. Transition Plan.
The Pioneer Valley Plan For Progress
Connecticut River Walk & Bikeway Analysis
Valley Vision: The Regional Land Use Plan
A View of Our Valley: Population
A View Of Our Valley: Transportation
A View of Our Valley: Employment & Income
A View of Our Valley: Market Trends
Employment Projections for the PVPC
Major Employers Inventory for the Pioneer Valley Region
1997 Major Employers Inventory Report
Route 9 Corridor Study, Traffic Improvements
I- 91 Corridor Study: An Impact Analysis of the Cultural Landscape
Southwick Report: A Report on Traffic Issues
1990 Transit Riders Study
Route 10 Corridor Study
Route 9 Corridor Supplemental Report
Route 5 Corridor Study
Rte.9 Corridor Study: Land Use Trends
Rte.9 Corridor Study Addendum
Rte. 5 Corridor Study Supplemental Reports:
Rte. 5 Signal Coordination
Elmwood Area Preliminary Travel Demand Analysis
Route 10/202 Corridor Study
Regional Traffic Count Reports
Origin/Destination Survey of PVRTA Rte. 107
Complimentary Paratransit Plan
Forging a Link Between Land Use & Transportation Planning in the Pioneer Valley Region
Boston Road Corridor Study
The VMT Reduction Workbook
PVRTA Economic Benefit and Impact Study
1997 Pioneer Valley Regional Transportation Plan
Regional Pavement Management Report
State Street Signal Coordination Project
Pioneer Valley Region Congestion Mgmt. System
Traffic and Parking Study Update Report for Easthampton
Connecticut River Scenic Farm Byway Study
Route 20 Corridor Study – Westfield/West Springfield
Town of Wilbraham Pavement Management Study
Town of Belchertown Pavement Management Study
Town of Ludlow Pavement Management Study
PVRTA Green 01 Transit Route Survey
PVRTA Bus Stop Survey
Downtown Amherst Parking Study
Downtown Ware Parking Study
East Longmeadow Rotary Study
There's No Place Like Our Home (Strategy 2000)
Springfield Street Traffic Study – Agawam
Norwottuck Rail Trail Parking Study
Public Participation within the Transportation Planning Process
State of the Pioneer Valley: 2000
State of the Pioneer Valley: 2001
Trends in Building Permits: 1988 to 1997
Data Digest: Commercial and Industrial Capacity in the Pioneer Valley Region
Data Digest: Residential Property in the Pioneer Valley Region: 1993 - 98
Regional Profile: A Statistical Profile of the Hartford-Springfield Interstate Region
Agawam Pavement Management Study
Pioneer Valley Regional Bicycle and Pedestrian Transportation Plan
Bradley Airport Study for Western Massachusetts
2000 Pioneer Valley Regional Transportation Plan
[Outer Belt Transportation Study](#)
[Holyoke Downtown Flow Study](#)
Hampden County House of Correction Parking Study
Linden Street Traffic Study
Northampton Transportation Plan
2003 Regional Transportation Plan Update
West Springfield Parking Study
PVRTA Garage Parking Study
[Longmeadow Route 5 Traffic Study](#)
[Norwottuck Rail Trail User Survey](#)
Executive Order 418 Community Development Plans (various)
[Route 32 – Ware Traffic Study](#)
Springfield – St. James Ave./St. James Blvd. Study
[Merrick/Memorial Neighborhood Plan – Phase I](#)
[Route 9 at North and South Maple Street Safety Study](#)
[Massachusetts Turnpike Exit 6 at I-291 Safety Study](#)
Route 5 at Conz Street Safety Study
Pavement Management Informational Brochure
[Springfield Riverwalk User Survey](#)
Updates to the Regional Congestion Management System
Center Street Traffic Study – Ludlow
Feeding Hills Center Safety Study – Agawam
Florence Road at Burts Pit Road Safety Study – Northampton
[Boston and Maine Railroad Bridge Safety Study – Northampton](#)
West Street at Pantry Road Safety Study – Hatfield
Regional Bike Map Update
Amendment to the 2003 Regional Transportation Plan
2006 Update to Joint Transportation Committee Bylaws
Regional Traffic Count Report Summary: 2001-2005
SABIS School Study – Springfield
[Amostown Road and Morgan Road Traffic Study – West Springfield](#)
Connecticut River Walk and Bikeway Brochure
[Main Street at Jackson Street Safety Study – Holyoke](#)
Route 141 Safety Study – Easthampton and Holyoke
I-291 Exit 6 off ramp at Shawinigan Drive Safety Study – Chicopee

[Downtown Huntington Parking Study](#)
 Route 57 intersection study – Southwick
 Regional CMS Data Collection Update
 Merrick/Memorial Truck and Pedestrian Surveys
 Palmer Park and Ride Lot Study
 Local Technical Assistance Requests (various)
 2007 Regional Transportation Plan Update
 Route 141 Safety Study Updates – Easthampton and Holyoke
 Valley Vision 2
[Regional Bicycle and Pedestrian Plan Update](#)
[Feeding Hills Center Transportation and Safety Study Final Report](#)
 Regional CMP Annual Report Update
[Top 100 Crash Locations in the Pioneer Valley](#)
 Route 202 Transportation Study – Belchertown
 Florence Road Traffic Study – Northampton
 Palmer Redevelopment Authority Track Capacity Improvements
 Route 10/202 Transportation Study – Southwick
 Route 57 Transportation Study – Southwick
 North Pleasant Street at Fearing Street Study – Amherst
 PVPC Regional Bridge Map
 Palmer Bike Path Study
 Route 112 Scenic Byway Study - Draft
 Public Participation Plan for the Pioneer Valley MPO Update
 STCC Environmental Justice Analysis
 Regional Traffic Counts: 2003-2007
 State of the Region/People 2008
 PVRTA Fare Assessment
 Route 10 Corridor Study Existing Conditions Analysis– Easthampton
 R41 and Nashawannuck Express Passenger Surveys
 PVRTA Systemwide Passenger Survey
 Amherst Parking and Transit Survey
 Granby Master Plan – Transportation Component
 Adams Road Safety Study – Williamsburg
 Feeding Hills Center Crash Data Review – Agawam
 Route 9 at North Street and Petticoat Hill Road Study – Williamsburg
 Southwick Transit Study
 Intermodal Connector Review
 Major Employers Report Update
 Westfield CBD Traffic Circulation Study
 Page Boulevard at Goodwin Street Congestion Study - Springfield
[Berkshire Avenue at Cottage Street Congestion Study - Springfield](#)
 Route 5 Traffic Signal Coordination Study – Holyoke
[Granby Road at McKinstry Avenue and Montgomery Street Safety Study – Chicopee](#)
 Maple Street at Resnic Boulevard Safety Study – Holyoke
 Dwight Street at Worthington Street Safety Study – Springfield
[Congestion Management Process Report \(CMP\)](#)
 Jacob's Ladder Trail II – Transportation Section Update
[Chicopee Parking Study](#)
[Telecommuter Survey](#)
[North Main Street at Wilbraham Street, Sykes Street, and Shearer Street Safety Study – Palmer](#)
[Public Participation Plan for the Pioneer Valley MPO Update](#)
[Regional Traffic Count Report: 2005 – 2009](#)
[PVRTA Northern/Eastern Region Onboard Bus Rider Survey](#)

[Regional Bottlenecks Report](#)
[Route 116 at Route 33 and Lyman Street Safety Study – South Hadley](#)
[East Street at Winsor Street and Hampden Street Study – Ludlow](#)
[West Avenue at Fuller Street Study – Ludlow](#)
 Transportation Chapter – Ludlow Master Plan
 Manhan Rail Trail User Survey
[Downtown Ware Signalization Study](#)
 Longmeadow Local Pavement Management
 West Springfield Local Pavement Management
 Greenleaf Community Center Safety Study
[FFY 2012 Unified Planning Work Program](#)
 FFY 2011 Transportation Improvement Program Amendments
 FFY 2012 – 2015 Transportation Improvement Program
 Project Development Process Primer Video
 Manhan Rail Trail User Survey Report
[2012 Update to the Regional Transportation Plan](#)
 Transit Mystery Rider Reports
[PVRTA Non-Rider Survey](#)
 Route 10 Build Out Analysis – Easthampton
 Springfield Crash Data Analysis
 Cottage Street at Robbins Road Safety Study – Springfield, MA
 Route 9 (Locust Street) at Hatfield Street Safety Study – Northampton, MA
 Valley Vision Update
 Pioneer Valley Trail Map
 Southampton Local Pavement Management Study
[FFY 2013 Unified Planning Work Program](#)
 FFY 2012 Transportation Improvement Program Amendments
[FFY 2013 – 2016 Transportation Improvement Program](#)
[Route 9 \(Federal Street\) at Bay Road Safety Study – Belchertown, MA](#)
[Cottage Street, Robbins Road and Industry Avenue Intersection: Springfield Safety Study](#)
 PVPC/CRCOG MOU
 Regional Traffic Count Report: 2007 – 2011
 Regional Saturation Flow Rate Analysis
 Paratransit User Survey
 Mobility Chapter – Southampton Master Plan
 Pleasant Street Congestion Study – Holyoke, MA
 Regional Pavement Management Report Update
[Top 100 High Crash Intersections 2007 - 2009](#)
 Williamsburg Pedestrian Safety Study
 I-91 Corridor Planning Study Data Collection
 PVRTA Schedule Changes and Updates
[Coordinated Public Transit Human Service Transportation Plan](#)
 PVPC Green Tips
 Valley Vision ToolBox Update
 2012 Bike Commute Week
 Merrick/Memorial Phase 2 Data Collection
 FFY 2014 Unified Planning Work Program
 FFY 2013 Transportation Improvement Program Amendments
 FFY 2014 – 2017 Transportation Improvement Program
 CMP Report Update
 EJ and Title VI Reports to MassDOT
 Regional Saturation Flow Rate Report
 Mystery Rider Reports
 PVRTA Schedule Changes and Updates

PVPC Green Tips
Valley Vision ToolBox Update
2013 Bike Commute Week
Merrick/Memorial Phase 2 Existing Conditions
Brimfield Safety Study

[State of the Pioneer Valley Update](#)
Southern Service Area Customer Satisfaction Survey
Pine Street Congestion Study – Florence, MA
Final Top 100 High Crash Intersections 2007 – 2009

STUDIES COMPLETED AS PART OF THE FY 2014 UPWP

[Community and Facility Profiles](#) (various)
Local Technical Assistance Requests (various)
FFY 2015 Unified Planning Work Program
FFY 2014 Transportation Improvement Program Amendments
FFY 2015 – 2018 Transportation Improvement Program
MassHighway Crash Data Updates
CMP Corridor and Bottleneck Update
EJ and Title VI Reports to MassDOT
CMAQ and Greenhouse Gas Analysis
Mystery Rider Reports
I-91 Corridor Planning Study – Existing Conditions
PVTA Schedule Changes and Updates
Valley Vision ToolBox Update
2014 Bike Commute Week
Merrick/Memorial Phase 2 Study
Regional Traffic Count Summary (2009-2013)
New PVPC Website
Regional Performance Measures Summary Report
Ware Shuttle Survey
Palmer Shuttle Survey
Route 9 Safety and Livability Study Data Collection
Depot Street/Sheep Pasture/Powder Mill Road Safety Study
Route 202 at Amherst Street Traffic Signal Warrant Analysis

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

This work element encompasses the administration and support of the 3-C transportation process and has been divided into the following tasks for FY 2015.

Task 1.1 Management of the 3-C Process

OBJECTIVE:

To assist, support, and facilitate an open Comprehensive, Cooperative, and Continuing (3C) transportation planning and programming process at all levels of government in conformance with federal and state requirements as described in the 3C Memorandum of Understanding.

PREVIOUS WORK:

1. Management of the 3C process using previous Unified Planning Work Program and prospectus documents, transportation plans, Memorandum of Understanding, and Annual Review Reports.

PROPOSED ACTIVITIES:

1. Provide liaisons between PVPC communities, PVTA, private transportation providers, abutting regions and communities including the State of Connecticut, and other organizations at the local, regional, state, and federal levels on transportation related matters, issues and actions.
2. Work with the Metropolitan Planning Organization (MPO) and its constituent members. Present transportation plans, studies and programs developed through the 3C public participation process for appropriate MPO action.
3. Coordinate required MPO caucuses to solicit recommendations for local MPO members.
4. Provide technical assistance to the Joint Transportation Committee and subgroups thereof.
5. Participate in the Massachusetts Transportation Managers Group as a means to continually improve the quality and operation of the transportation planning process.
6. Review and comment on federal and state transportation-related plans, programs, regulations and guidelines.
7. Provide transportation planning services in support of the PVPC's comprehensive planning programs.
8. Participate in informational transportation programs and courses. Review literature on new transportation planning procedures.

PRODUCTS:

1. Technical memoranda and reports as needed.
2. Monthly Invoices
3. Updates to certification documents as required.
4. MPO meeting minutes.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$ 28,000	14 weeks
MassDOT (20% match)	\$ 7,000	4 weeks
FTA S.5303	\$ 15,000	8 weeks
TOTAL	\$50,000	26 weeks

Direct Labor	\$22,852
Indirect Costs	\$27,148

Task 1.2 Unified Planning Work Program

OBJECTIVE:

To prepare and maintain a Unified Planning Work Program (UPWP) that describes all anticipated transportation-related planning activities in the PVPC region. 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 - 2014.

PROPOSED ACTIVITIES:

1. Review and amend relevant portions of the PVPC's UPWP in order 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. 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 2016)

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$6,000	3 weeks
MassDOT (20% match)	\$1,500	1 week
FTA S.5303	<u>\$1,250</u>	<u>1 week</u>
TOTAL	\$8,750	5 weeks

Direct Labor	\$3,999
Indirect Costs	\$4,751

Task 1.3 Public Participation Process

OBJECTIVE:

To foster an inclusive involvement in the transportation decision making process through a commitment to early and continuous opportunities for the public to be involved in the identification of the social, economic and environmental impacts of transportation. PVPC will reach beyond traditional stakeholders to identify low-income, minority and LEP populations within the Region, identifying population appropriate strategies to be utilized to engage such populations and to seek their input on specific decisions. Our inclusive public participation process will be constantly improving and expanding to include contacts with community-based organizations and networks that can reach the minority, low-income and LEP populations while supporting the objectives of MAP-21.

PREVIOUS WORK:

1. Upgraded audio equipment for public meetings to comply with new state regulations.
2. Pioneer Valley Public Participation Process.

3. Use of social media including Twitter, Facebook, and the PVPC webpage.
4. Press releases announcing transportation projects and events
5. Quarterly PVPC newsletter “Regional Reporter”

PROPOSED ACTIVITIES:

1. Updated “visioning” tools approaches to improve public participation and outreach efforts including new online mapping tools for the RTP using the PVPC GIS server capabilities.
2. Focus groups and strategic outreach efforts that actively engage organizations and groups within the framework of existing and established venues.
3. 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 activities.
4. Define and incorporate new performance measures for the Public Participation Process and implement changes as needed.
5. Explore alternative media outlets for reaching the Limited English Proficient (LEP) population in the region.
6. Network with social service agencies, neighborhood groups and community organizations to enhance existing outreach.
7. Coordinate public participation with ongoing Environmental Justice Planning (Task 1.5).
8. Include revisions to the PVPC webpage to maintain current information on transportation studies and ongoing projects.

PRODUCTS:

1. Meeting minutes.
2. Press releases for transportation projects.
3. Web based information distribution.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$12,040	8 weeks
MassDOT (20% match)	\$ 3,010	2 weeks
FTA S.5303	\$ 7,500	4 weeks
TOTAL	\$22,550	14 weeks

Direct Labor	\$10,306
Indirect Costs	\$12,244

Task 1.4 Transportation Improvement Plan (TIP) Development

OBJECTIVE:

Evaluate, coordinate and prioritize a listing of financially constrained transportation improvement projects in cooperation with MassDOT and the Joint Transportation Committee (JTC) for the next four Federal Fiscal years. During this process staff will work to ensure the TIP is consistent with the goals and objectives of MAP-21, the Massachusetts GreenDOT Policy, and the current Regional Transportation Plan for the Pioneer Valley. PVPC Staff, with guidance from the Pioneer Valley Metropolitan Planning Organization (MPO) will organize an extensive public outreach program to develop the TIP with the most current project information available.

PREVIOUS WORK:

1. Pioneer Valley Transportation Improvement Programs 1974 – 2015
2. Updates to the Transportation Improvement Program Database

3. Annual Transportation Evaluation Criteria (TEC) Forms Update
4. Annual TEC summary sheet to assist in populating the Draft TIP.
5. TIP Project locations mapped using GPS

PROPOSED ACTIVITIES:

1. Update and improve PVPC’s database of transportation projects. Data will satisfy the requirements of the Metropolitan Planning Rules. The MassDOT “Grants Plus +” system will be used to develop project information as appropriate.
2. Assist Communities with the development of new and existing projects in order to meet MassDOT Design Guide Book and Green DOT Policy requirements.
3. Assist the JTC in utilizing project evaluation criteria to develop a financially constrained project listing for each program year.
4. Maintain the financial element for all years of the TIP. Financial constraint will be maintained based on funding targets provided by MassDOT. Funding sources will also be provided when available.
5. Present air quality conformity findings and Greenhouse Gas emissions calculations. Analyses and documentation will satisfy the requirements of the Metropolitan Planning Rules and be consistent with the Massachusetts Global Warming Solutions Act.
6. Conduct appropriate public participation for the TIP consistent with the public participation plan for the region.
7. Conduct formal amendments and adjustments as necessary.
8. Provide links on the PVPC web site for communities to access current as well as archived TIP documents and project information.
9. Collect GPS data for all projects programmed on the TIP for use with GIS based analysis.
10. Update and clarify TEC sub categories in order to meet MAP – 21 requirements.
11. Utilize FHWA’s Infrastructure Voluntary Evaluation Sustainability Tool (INVEST) as appropriate to assess the sustainability of projects included as part of the TIP.
12. Implement draft transportation project evaluation criteria upon endorsement by the MPO.

PRODUCTS:

1. FFY 2016 - 2019 Transportation Improvement Program.
2. TIP Amendments and Adjustments as necessary.
3. Summary report for comments received during public review for amendments made to the TIP.
4. Ranked list of evaluated TIP projects, with corresponding TEC sheets.
5. Map displaying the 4 years of programmed projects.
6. TIP webpage providing all pertinent project information.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$45,000	22 weeks
MassDOT (20% match)	\$11,250	6 weeks
FTA S.5303	\$12,500	6 weeks
TOTAL	\$68,750	34 weeks

Direct Labor	\$31,421
Indirect Costs	\$37,329

Task 1.5 Title VI and Environmental Justice

OBJECTIVE:

To foster an inclusive involvement in the transportation decision making through a commitment to early and continuous opportunities for the public

to be involved in the identification of social, economic and environmental impacts of transportation. This will include the identification of low-income, minority and LEP populations within the Region to seek input on the transportation planning process. Tasks outlined in this section will assist PVPC in identifying Title VI responsibilities and addressing environmental justice and social equity issues as part of its transportation planning process. These specific tasks address the goals of the RTP, Limited English Proficiency Plan, Environmental Justice plan and Disadvantaged Business Enterprise plan to enhance the existing public participation process, better identify protected populations, engage low income and minority populations, and develop performance measures to evaluate transportation deficiencies, benefits, and burdens. Staff will continue to improve its planning process to ensure that it is conducted in accordance with Title VI of the Civil Right Act of 1964, the revised FHWA/FTA guidance on Limited English Proficiency (LEP), and new requirements of Executive Order 12898 (Environmental Justice) to give full and fair consideration to all residents in the region.

PREVIOUS WORK:

1. Expanded the database of non-profit contacts in the region.
2. Revised the Notice to Beneficiaries to comply with definitions requested by MassDOT.
3. Expanded translation of project related documents and notices to address LEP specific issues.
4. Develop bilingual public notices for the Transportation Improvement Plan and the Regional Transportation Plan. Explored options for reaching Spanish speaking residents through “alternative” local newspapers.
5. Participated in statewide Title VI networking sessions with the MassDOT Title VI Specialist and other RPAs.
6. Developed bi-lingual survey forms for transit surveys.
7. Coordination with Baystate Health Systems, Springfield Health Coalition, Live Well Springfield, the Rails to Trails Conservancy, and the Springfield Planning Department to create an ongoing Built Environment Task Force to examine transportation barriers in Springfield neighborhoods.

PROPOSED ACTIVITIES:

1. Develop strategic LEP outreach plans for individual planning studies as appropriate.
2. Map childhood obesity rates for PVPC communities.
3. Continue to expand database of email contacts for non-profit and community based organizations.
4. Enhanced evaluation related to Title VI and EJ performance measures.
5. Work closely with the MassDOT Title VI Specialist and CTPS to assess jurisdictional responsibilities for any potential complaints and maintain an open dialog.
6. Provide the MassDOT Title VI Specialist with an annual update of documented complaints, Title VI related activities, and progress in implementing Title VI programs.
7. Conduct analysis of demographic data including GIS layers of minority populations, languages that meet the 5% threshold in their area, Limited English Proficient populations, Environmental Justice, gender, age, and disability against the location of the projects in the region. This mapping tool (GIS) will be used as a reference during decision making and/or prioritization.

8. Complete a Four Factor analysis and use the results to formulate a Language Access Plan as required under Executive Order 13166.
9. 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.
10. Distribute Notice of Beneficiaries to community organizations and relevant contacts as identified in the Public Participation Plan
11. Enhance training opportunities for staff regarding federal revisions to Title VI, LEP and EJ. Work with MassDOT, Massachusetts RPAs, and local partners to identify best practices to improve LEP and Environmental Justice outreach and planning.
12. Continue to seek out stake holders and meet with regional organizations and groups that work with the Environmental Justice Community to facilitate and coordinate participation in the regional transportation planning process.
13. Continue to incorporate “visioning techniques” in new projects and planning tasks that will better engage low income and minority populations.
14. Develop bilingual surveys for PVTa and bilingual public notices for the Transportation Improvement Plan and the Unified Planning Work Program to provide increased opportunities for under-served populations to be represented in the public participation process.
15. Continue to assess proposed transportation investments in the Pioneer Valley region to determine whether low-income and minority communities are receiving a fair allocation of available resources.
16. Review Measures of Effectiveness (MOEs) regarding the implementation of Title VI.

PRODUCTS:

1. Annual reporting to MassDOT on EJ, Title VI and LEP.
2. Mapping of Title VI population demographics and related impacts.
3. Expanded database of email contacts for non-profits.
4. Ongoing coordination of the Springfield Partners for Healthier Communities Built Environment Task Force.
5. Race sensitivity training for staff as appropriate.
6. Revisions and updates to the PVPC Disadvantaged Business Enterprise program.
7. Revised public notice on documents and notices to conform to new MassDOT requirements.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$35,000	17 weeks
MassDOT (20% match)	\$ 8,750	4 weeks
FTA S.5303	\$ 9,375	5 weeks
TOTAL	\$53,125	26 weeks

Direct Labor	\$24,280
Indirect Costs	\$28,845

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 traffic data collection services to support MassDOT, the PVPC's 43 member communities, and planning tasks included in the FY2015 UPWP.

PREVIOUS WORK:

1. Regional Traffic Counting Program 1985 - 2014.
2. Data collection and analysis as part of Highway Performance Monitoring System (HPMS).
3. Traffic count library and database at PVPC.
4. Regional Traffic Counts, 2009 – 2013.

PROPOSED ACTIVITIES:

1. Collect 48 hour Automatic Traffic Recorder (ATR) count data and GPS coordinates to assist in mapping at locations requested by MassDOT.
2. Provide up to 2 free daily traffic counts per member community on request.
3. Collect HPMS data and perform analysis, as requested by MassDOT.
4. Collect Turning Movement Count (TMC) data as requested by MassDOT and member communities.
5. Upload all ATR count data into the MassDOT MS2 website.
6. Collect daily and peak hour traffic count data to support UPWP tasks such as the Regional Transportation Model, Local Technical Assistance, the Regional Pavement Management System, and the Regional Congestion Management Process.
7. Update and maintain the PVPC traffic count database.
8. Collect bicycle and pedestrian volumes at pre-determined locations.
9. Update the PVPC's Regional Traffic Count summary report to include ATR counts for the most recent 5 year period.

PRODUCTS:

1. Summary reports of daily traffic count information for the region.
2. PVPC web page Average Daily Traffic counts by community.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$30,000	17 weeks
MassDOT (20% match)	\$ 7,500	4 weeks
TOTAL	\$37,500	21 weeks

Direct Labor	\$17,139
Indirect Costs	\$20,361

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, and forecast long range transportation needs. Support local and regional sustainability and livability initiatives through analysis of corridors and projects in terms of circulation impacts and Green House Gas emission reductions. To address the transportation sector's regional impact on air pollution and climate change by estimating travel demand and the effectiveness of mitigation strategies.

PREVIOUS WORK:

1. Analysis of activity center destinations along select bus routes based on transit rider count data.
2. Creation of a new Transportation Analysis Zone Layer based upon the 2010 Census geographies.
3. Created a Cross Classification using the number of vehicles and number of people in a household for the 2010 model year.
4. Created a Productions and Attractions table for the 2010 Model Year.
5. Updated the roadway network with connections to the newly created centroids for the 2010 model year.
6. Created a User's Guide for socio-economic and geography updates.

PROPOSED ACTIVITIES:

1. Continue development and refinement of the 2010 base model for the PVPC region. Perform calibration as appropriate. Upgrade old model macros to read new data and geographies for current and future years.
2. Create a geocoded database for traffic count locations. This includes new Average Daily Traffic data at community lines and external stations gathered from in-house traffic counts as well as from surrounding planning agencies.
3. Obtain up to date information on non-exempt regional projects for inclusion in the statewide model from the Office of Transportation Planning (ongoing).
4. Perform air quality conformity determinations for TIP projects to be funded under the Congestion Mitigation and Air Quality (CMAQ) program and for potential projects applying for funding under the Transportation Demand Management (TDM) program (ongoing).
5. Perform Greenhouse Gas emissions calculations for projects included on the TIP consistent with the Massachusetts Global Warming Solutions Act (ongoing).
6. Provide supporting data from the regional travel model to communities and MassDOT upon request (ongoing).
7. Utilize the regional travel model to assist in the development of future build out estimates of transportation planning activities (ongoing).
8. Estimate effects of transportation improvement projects on communities by activating local roadway links within the regional model (as needed).
9. Incorporate intermodal analysis into the modeling of alternatives in the Interstate I-91 highway project in Springfield and compare with data analyzed by MassDOT consultants.

PRODUCTS:

1. Update and maintenance of the regional travel demand model.
2. Air quality conformity and greenhouse gas analysis in support of the TIP.
3. Maps for graphical representation of existing model structure.
4. Transportation build out analysis for TIP projects as needed.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$48,000	24 weeks
MassDOT (20% match)	\$12,000	6 weeks
FTA S. 5303	\$ 5,625	2 weeks
TOTAL	\$65,625	32 weeks

Direct Labor	\$29,993
Indirect Costs	\$35,632

Task 2.3 GIS, Mapping and Graphics

OBJECTIVE:

An on-going effort to collect, maintain and create geo-spatial data that supports the overarching performance initiatives of MAP21 and the project-specific goals outlined in this UPWP. Through these activities, PVPC GIS/Graphics staff will provide planners and government partners with traditional GIS mapping products intended to support their 3-C planning processes and decision-making. Additionally, PVPC GIS/Graphics staff will provide much greater access to the general public through online GIS mapping and enhanced web content for planning project information throughout the Pioneer Valley Region.

PREVIOUS WORK:

1. Created and maintained GIS regional bus system database; including updates to the transit system map, preparation of individual maps and schedules, regional transit service analysis, and support to PVRTA web page. (Ongoing Task)
2. Acquired, revised and integrated relevant GIS spatial data/map coverages generated at local, state and federal levels into Pioneer Valley regional projects, including: road centerlines, road names, updated municipal zoning, land use, parcel, and critical public infrastructure data. (Ongoing Task)
3. Developed, enhanced, and maintained several spatial data layers to support transportation-related projects, including: functional classification of roads, traffic count locations, congestion management, parking facilities, signalization, pavement conditions, regional bicycle and pedestrian infrastructure, ADA transit service area, areas of regional growth, etc. (Ongoing Task)
4. Continued to support and participate in the statewide GIS Advisory Committee, Western Massachusetts GIS User group, and direct assistance to Pioneer Valley communities. (Ongoing Task).

PROPOSED ACTIVITIES:

1. Continue to develop and implement management strategies, which address staff training, establish agency data standards and data collection protocol, and conformance to map design that can be applied to all GIS products. (Ongoing Task)
2. Pursue the use of GIS and other automated mapping and spatial analytical technologies for transportation applications. Enhance existing digital base map data and develop geographically referenced data layers for use in transit service analysis, regional land use & smart growth planning activities, emergency response,

- critical infrastructure assessment, public works and pavement management, and transportation system planning. (Ongoing Task)
3. Integrate information generated to support transit and transportation management systems into the GIS. Create maps and graphics to promote understanding of related issues. (Ongoing Task)
 4. Continue to create and update digital municipal spatial data on a phased basis using aerial photography, digital orthophoto quads, municipal sources, field survey, and liaison with officials. (Ongoing Task)
 5. Work with state and federal agencies to review, correct and enhance regional GIS map coverages and related data to meet state and federal standards and support development to Homeland Security and pre-disaster mitigation spatial data for western Massachusetts. (Ongoing Task)
 6. Work with PVPC staff to assimilate state and federal data and data structure (i.e., road centerline/road inventory) into the Commission's database and analytic modeling programs. (Ongoing Task)
 7. Improve access and use of web-based GIS data/analysis, online data and map products.
 8. Promote the agency and its efforts to resolve regional issues through published materials, thematic maps, and distribution of information over the worldwide web, and educational multi-media presentations. (Ongoing Task)

PRODUCTS:

1. Development of new and enhanced digital data layers.
2. Update to municipal planimetric base maps as necessary.
3. Transportation systems facility and planning maps.
4. Expand, update and maintain the GIS website.
5. Development of regional spatial data to support federal and state initiatives (i.e., Massachusetts spatial data infrastructure, preparations to 2010 U.S. Census, homeland security and disaster planning).
6. Update centerline/road inventory and functionally classified roads, as necessary.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$40,132	21 weeks
MassDOT (20% match)	\$10,033	5 weeks
FTA S. 5303	\$ 8,750	4 weeks
PVTA S. 5307	\$15,000	8 weeks
TOTAL	\$73,915	38 weeks

Direct Labor	\$33,782
Indirect Costs	\$40,133

Task 2.4 Information Center

OBJECTIVE:

Support initiatives and goals of MAP-21 by serving as a regional data and analysis resource to transportation, economic development, land use, and municipal planning staff throughout the region. In particular, this Task will provide data and resource to support Task 2.7 regional performance measure development. Additionally, continue to maintain regional data and related technical infrastructure as well as collect, analyze, and interpret data about the Pioneer Valley region. Focus will continue to be place on collecting and summarizing data from multiple sources to provide digital and print products that will inform stake holders in a variety of methods to support ongoing transportation activities. The

Information Center produces high quality written and graphic information and research products that are easily accessible and understandable to the public. As technology opportunities expand, we continue to place more weight on making data and products easily available to download and manipulate through online venues.

PREVIOUS WORK:

1. Updated population, household, and employment estimates and projections which comply with the new 2010 Census.
2. Published data products focused on population and housing shifts, Major Employers, and access to food in the Pioneer Valley region.
3. Continued maintenance and updating of a municipal indicators database for every city and town in the Pioneer Valley and updated through January 2013 data.
4. Assisted with analysis of employment centers for regional TOD analysis.
5. Continued data updates in the development of updated definitions of Environmental Justice populations for the Pioneer Valley Region.
6. State of the Region/People – 2013 Update.
7. Analyzed labor market for proposed regional passenger rail project.
8. Regional economic development strategy that for a green regional economy and expanded regional transportation system.
9. Developed a data downloads website available to regional planners and the public. www.pioneervalleydata.org
10. Completed first round of integrating community profiles into “Our Communities” page of the PVPC website to allow for easier updating and data access.

PROPOSED ACTIVITIES:

1. Collect and analyze data regarding current transportation, economic development, land use, and municipal planning issues. This is an ongoing, annual task.
2. Assist decision makers and community members make informed decisions about their community by sharing information widely. This activity continues to focus on making data easily available and understandable, pulling from a variety of sources including the American Community Survey, the Economic Census, Census population estimates, municipal finance data, current economic indicators, and labor market information that will assist in positive transportation planning and decision making. Continued maintenance and improvements to data access through the website will be a key component of this work to ensure the timeliness of the information available. This is an ongoing, annual task.
3. Respond to requests for data and analysis from municipalities and other external stakeholders as requested. This is an ongoing, annual task.
4. Maintain regional data indicators related to socio-economics, transportation, and sustainability to include in State of the Region database, websites, and community and regional profiles. This is an ongoing, annual task.
5. Update data for Pioneer Valley region’s Environmental Justice definitions and assist with the use of these definitions and data in mapping activities and transportation planning efforts. Ensure consistency of Environmental Justice definitions across all planning areas of the PVPC. Continue to maintain and improve the Information Center’s regional database to integrate transportation, demographic, economic, health, education and municipal data. This is an ongoing, annual task.

6. Assist in the integration of transportation related initiatives within the regional economic development plan. This is an ongoing, annual task.
7. Provide support to transportation planners as they update the regional transportation model with the most up to date population and employment data and projections for future analysis. This is an ongoing, annual task.
8. Continue to maintain region wide data indicators with updated data and analysis on the State of the Pioneer Valley website to measure progress and needs of the region in the areas of transportation, economic development, and health. This year will focus on adapting the set of indicators examined to match the newly re-developed regional economic development plan. Additionally, we will continue to explore new web technologies to make this website and the data included more accessible and appealing as well as more efficient to maintain. This is an ongoing, annual task.
9. Maintain current knowledge base of which transportation related data is available and advise planning staff on which might be useful for regional transportation indicators.
10. Provide data and analysis to support transportation planners in the update of the Regional Transportation Plan.

PRODUCTS:

1. Maintain information systems of socio-economic and disparate data.
2. Maintain up to date data on the upgraded PVPC website and continue to work on upgrades that allow users to view, manipulate, and download data in easy to understand formats. Continued technology upgrades allow for more efficient use of staff time.
3. Update region wide data indicators on State of the Pioneer Valley website. This will include a new set of data indicators adjusted to match the newly updated Plan for Progress economic development plan as well as related transportation goals. Continue to upgrade technology and automation of website data updating when possible.
4. Maintain and continue to upgrade through PVPC website to allow for more useful, clear, and informative data available to all relevant parties including government agencies, planners, businesses, non-profit organizations, and the general public.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$38,200	19 weeks
MassDOT (20% match)	\$ 9,550	5 weeks
FTA S. 5303	<u>\$ 1,250</u>	<u>1 week</u>
TOTAL	\$49,000	25 weeks

Direct Labor	\$22,395
Indirect Costs	\$26,605

Task 2.5 Regional Congestion Management Process (CMP) - Data Collection

OBJECTIVE:

PVPC staff will work with the MassDOT, the JTC, and MPO to identify new data to collect and integrate into the existing Regional Congestion Management Process. PVPC staff will continue its 4 year cycle of travel time data collection, look at ways to improve performance measures used as the basis for the CMP in order to assist in the analysis of potential congested corridors and monitor the effectiveness of the

region's operational management strategies. PVPC will continue to integrate regional ITS data into the CMP Process.

PREVIOUS WORK:

1. Analysis of data to update top congested corridors and regional bottlenecks
2. Development of the PVPC CMP database.
3. Travel time data runs to verify congested areas and document the effectiveness of recently completed transportation improvement projects.
4. Regional Park and Ride Lot data collection.
5. Analysis of PVTA user surveys to identify the number of daily riders per CMP corridor.
6. Analysis of number of crashes per mile for each CMP corridor.

PROPOSED ACTIVITIES:

1. Collect data for CMP problem verification, studies, regional model calibration, and transportation monitoring.
2. Collect transit travel time, delay, percentage of riders making transfers, and other appropriate performance measure data to assist in the identification of congested corridors.
3. Collect data at existing park and ride facilities in the region.
4. Monitor CMP performance measures and update data as appropriate.
5. Begin collecting Greenhouse Gas (GHG) samples for all corridors identified as having severe congestion

PRODUCTS:

1. Updated Pioneer Valley CMP Database.
2. Updated regional performance measures.
3. Update CMP Corridors based on data.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$11,000	6 weeks
MassDOT (20% match)	\$ 2,750	2 weeks
TOTAL	\$13,750	8 weeks

Direct Labor	\$6,284
Indirect Costs	\$7,466

Task 2.6 Regional Pavement Management System - Data Collection

OBJECTIVE:

Develop and maintain an updated pavement distress database for the Pioneer Valley Regional Pavement Management System (RPMS) on all federal aid eligible roadways. PVPC staff collects pavement distress data based on a 4-year cycle. The region has been divided into a number of sub-regions based on geography and density. This is an ongoing task.

PREVIOUS WORK:

1. Development of PVPC regional PMS database.
2. Collection of roadway pavement distress data and Roadway condition information for all federal aid eligible roadways in the PVPC region.
3. Development of Roadway Overall Condition Index (OCI) to assist in the evaluation and prioritization of proposed transportation improvement projects.

PROPOSED ACTIVITIES:

1. Collect roadway pavement distress data including but not limited to, rutting, various cracking, distortion, and conditions that adversely impact surface friction such as asphalt bleeding and polished aggregate on all federal aid roadways for the region's suburban communities including Northampton, Agawam, West Springfield, Amherst, and Ludlow.
2. Collect and verify additional roadway information such as posted speed, shoulder width, functional class, curb reveal, area zoning, and special route designations.
3. Collect roadway pavement distress and condition information for proposed transportation improvement projects in the region to continue to assist in the regional project evaluation process.
4. Continue to Work towards collecting existing sidewalk surface condition information for selected/interested communities in the region.
5. Continue to maintain and update the MassDOT Roadway Inventory database for the Pioneer Valley Region.
6. Work with MassDOT and Massachusetts MPOs to coordinate regional pavement management data collection and analysis.

PRODUCTS:

1. Pioneer Valley regional PMS Database.
2. Region existing Overall Condition Index (OCI) Maps.
3. Community existing OCI Maps.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$25,000	13 weeks
MassDOT (20% match)	\$ 6,250	4 weeks
TOTAL	\$31,250	17 weeks

Direct Labor	\$14,282
Indirect Costs	\$16,968

Task 2.7 Regional Performance Measures

OBJECTIVE:

Collect data to evaluate regional performance measures for the Pioneer Valley Region consistent with the goals of MAP-21, the Massachusetts GreenDOT Policy, and the Pioneer Valley Regional Transportation Plan.

PREVIOUS WORK:

1. Regional Congestion Management Process
2. Regional Pavement Management Process

PROPOSED ACTIVITIES:

1. Work with MassDOT the JTC and MPO to identify new regional performance measures to document the effectiveness of transportation improvements in the Pioneer Valley.
2. Collect and maintain data to document the status of current regional performance measures.
3. Evaluate regional performance measures based on accepted methodology in consultation with MassDOT.

PRODUCTS:

1. Regional Performance Measures Status Report

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$ 14,000	7 weeks
MassDOT (20% match)	\$ 3,500	3 weeks
TOTAL	\$ 17,500	10 weeks

Direct Labor	\$ 7,998
Indirect Costs	\$ 9,502

WORK ELEMENT 3 - REGIONAL TRANSPORTATION 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 Transportation Plan Update

OBJECTIVE:

Perform an update of the 2012 Regional Transportation Plan for the Pioneer Valley Metropolitan Planning Organization (RTP). Work with MassDOT, the JTC, and MPO to incorporate appropriate Needs, Strategies and Projects for the Pioneer Valley region that address the requirements of MAP-21 and the Massachusetts GreenDOT Policy. Integrate newly developed regional performance measures into the long range planning process.

PREVIOUS WORK:

1. Regional Transportation Plans for the Pioneer Valley MPO – 1993, 1997, 2000, 2003, 2007, 2012

PROPOSED ACTIVITIES:

1. Update the status of current short and long range transportation recommendations included as part of the 2012 RTP.
2. Organize a series of comprehensive outreach efforts such as online surveys and regional focus groups to identify appropriate Needs, Strategies and Projects to be considered for inclusion in the RTP Update.
3. Develop a public participation schedule to present the RTP to the Pioneer Valley Region.
4. Incorporate appropriate regionally significant transportation recommendations from recently completed studies.
5. Update sections of the RTP as appropriate to incorporate new requirements resulting from the MAP-21 legislation.
6. Work with the Office of Transportation Planning to develop a financially constrained listing of regional transportation improvement projects
7. Conduct air quality conformity and greenhouse gas analysis as necessary.
8. Develop a consultation strategy to integrate comments from regional environmental organizations into the RTP.
9. Develop a variety of visual and web-based products to assist in the distribution of draft and final versions of the RTP.
10. Update the PVPC website to present timely information on the status of the RTP.

PRODUCTS:

1. RTP Public Participation Process
2. RTP Outline
3. Regional Focus Groups
4. Draft and Final RTP

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$ 94,841	51 weeks
MassDOT (20% match)	\$ 23,710	12 weeks
FTA S. 5303	\$ <u>25,000</u>	<u>13 weeks</u>
TOTAL	\$ 143,551	76 weeks

Direct Labor	\$ 65,608
Indirect Costs	\$ 77,943

Task 3.2 Transit System Surveys and Route Implementation

OBJECTIVE:

Work closely with PVTA to monitor their fixed route and paratransit service utilizing Mystery Riders. Perform on-site observations utilizing PVPC staff and Mystery Riders to monitor PVTA's fixed route On-time Performance. Work with PVTA to implement any service changes associated with the Comprehensive Service Analysis. Conduct surveys of current transit riders and potential transit users as requested by PVTA.

PREVIOUS WORK:

1. PVTA onboard Mystery Rider fixed route field observations (reports submitted quarterly).
2. PVTA onboard Mystery Rider paratransit van rider field observations (reports submitted quarterly).
3. PVTA onboard K9 Mystery Rider field observations (reports submitted quarterly).
4. PVTA On-time performance monitoring, (reports submitted quarterly).
5. Comprehensive Service Analysis.
6. Ware Shuttle survey
7. Palmer Shuttle survey

PROPOSED ACTIVITIES:

1. Mystery rider observations for fixed route (including K-9) paratransit services.
2. On time performance field observations.
3. Perform route specific surveys for PVTA as requested.
4. Update Mystery Rider survey forms as needed with PVTA's input.
5. Work with PVTA to implement approved changes to PVTA's schedules/routes based on recommendations from the Comprehensive Service Analysis.

PRODUCTS:

1. Mystery Rider fixed route, paratransit, and K9 quarterly reports
2. On-time performance quarterly report.
3. Updated printed bus schedules from Comprehensive Service Analysis.
4. Other technical analysis and assistance as required by PVTA.

Source	Budget	Est. Staff Effort
FTA S. 5303	\$ 62,500	31 weeks
PVTA S. 5307	\$ 81,250	41 weeks
TOTAL	\$143,750	72 weeks

Direct Labor	\$65,699
Indirect Costs	\$78,051

Task 3.3 Interstate Route I-91 Corridor Planning Assistance

OBJECTIVE:

Continue to work with MassDOT, their consultant, and surrounding communities to assist in the management of traffic related to the viaduct reconstruction project and the advancement of a long range planning study to develop future improvement alternatives for the I-91 corridor.

PREVIOUS WORK

- 1. Data collection and analysis supporting the I-91 improvement project as requested by MassDOT.
- 2. I-91 Corridor Study Existing Conditions Report and Appendices.

PROPOSED ACTIVITIES:

- 1. Develop an I-91 Corridor Coalition for the purpose of coordinating the many multimodal projects proposed within the I-91 corridor. Work with MassDOT, FRCOG, ConnDOT, CRCOG, AMTRAK, bordering communities, and representatives from the railroad industry to develop the I-91 coalition and coordinate the status of ongoing activities along the corridor. Coordinate efforts with the I-95 Corridor Coalition as appropriate.
- 2. Participate as a member of the Project Advisory Committee for the Long Range Planning Study for I-91.
- 3. Assist MassDOT in the project public participation process to obtain feedback and guidance from project stakeholders.
- 4. Collect data to assist with ongoing planning and construction projects. (Ongoing Task)

PRODUCTS:

- 1. Alternatives analysis of options for the I-91 corridor as appropriate.
- 2. Technical reports and analysis as requested by MassDOT.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$18,000	9 weeks
MassDOT (20% match)	\$ 4,500	2 weeks
TOTAL	\$22,500	11 weeks

Direct Labor	\$10,283
Indirect Costs	\$12,217

Task 3.4 Regional Freight Planning

OBJECTIVE:

Work with appropriate public and private partners to plan for the efficient movement of freight. Freight modes covered under this task include rail, truck, air (when applicable), water (when applicable) and pipelines. This task will complete the regional freight plan that was started in FY2014.

PREVIOUS WORK

- 1. Merrick Memorial Neighborhood Study Freight Analysis.
- 2. Ware E.O. 418 Transportation Component – Rail Freight Analysis
- 3. Palmer Redevelopment Authority Track Capacity Improvements.
- 4. Pioneer Valley RR TIGER submission for track improvements.

PROPOSED ACTIVITIES:

- 1. Coordinate and cooperate with affected constituencies, both decision makers and stakeholders, from the public and private sectors to identify regional freight bottlenecks and improve conditions for the movement of freight in and out of the region. Ongoing task.
- 2. Work with MassDOT and Pan Am officials to assure that passenger rail service on the Conn River line will not adversely impact freight rail traffic. Continue to work with MassDOT to identify any adverse impacts to freight movement resulting from the proposed Inland Route for passenger rail service.
- 3. Continue working with MassDOT, West Springfield officials and CSX representatives on the redevelopment of the CSX yard with

proposed access via the Union Street Bridge and a new truck access road.

4. Participate in FHWA web conferences, and other related workshops and conferences concerning freight movement. As needed.
5. Continue to work with the Capital Region Council of Governments (CRCOG) and the Vermont Agency of Transportation (VTRANS) to address regional freight issues and improve the movement of goods between Hartford and Springfield as well as northern core cities.
6. Utilize FHWA's Freight Analysis Framework (FAF) data to assess freight origin and destination flows through the region...

PRODUCTS:

1. Technical reports, memoranda, surveys, computerized databases, GIS and other map products, meetings, workshops, forums, grant applications, project proposals, etc. which are produced in conjunction with the execution of this work task.
2. Regional Freight Plan

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$17,000	9 weeks
MassDOT (20% match)	\$ 4,250	2 weeks
TOTAL	\$21,250	11 weeks

Direct Labor	\$9,712
Indirect Costs	\$11,538

Task 3.5 Regional Congestion Management Process-Project Development

OBJECTIVE:

The Congestion Management Process (CMP) is a federally mandated requirement, seeking to monitor congestion, mobility, and safety needs across all modes of transportation while identifying locations requiring additional analysis through the UPWP .The Congestion Management Process (CMP) in the PVMPO Region follows federal guidelines and recommendations from the MPO, JTC, and MassDOT. The CMP will set goals, objectives, and performance measures; identify congested locations; determine the causes of congestion; and identify locations requiring further study. The CMP will be used to assist in the development of the TIP, the RTP, and the UPWP. The next CMP cycle will include the use of electronic monitoring data for I-91 in Springfield and Route 9 in Hadley to help determine roadway travel-time and, identify existing conditions. PVPC staff will continue to integrate Greenhouse Gas (GHG) data collection and analysis into the CMP.

PREVIOUS WORK:

1. Downtown Signal Coordination Study – Ware
2. Berkshire Avenue and Cottage Street Congestion Study
3. 2010 CMP Report
4. Regional Bottlenecks Report
5. Pine Street Study - Northampton

PROPOSED ACTIVITIES:

1. Work on updating the regional CMP performance measures according to the MAP-21 guidelines. Continue to develop and modify methodology to collect and utilize additional forms data to further integrate alternative modes of transportation into the CMP.

2. Continue to coordinate with the Regional Transportation Information Center (RTIC) and PVTA Automated Vehicle Location (AVL) system the collection and integration of data in to the CMP.
3. Advance new strategies to encourage public participation in the CMP process.
4. Update CMP corridor rankings and Bottleneck report based on updated data.
5. Update Congestion Severity Formula to incorporate addition performance measures
6. Travel time runs including GHG data collection and analysis of the Interstate Highway System and other major arterial roadways in the urbanized area of the Pioneer Valley.

PRODUCTS:

1. GHG analysis in urbanized area on major roadways.
2. CMP Corridor ranking update.
3. CMP Report Update.
4. CMP Bottleneck update.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$ 48,000	26 weeks
MassDOT (20% match)	\$ 12,000	7 weeks
FTA S. 5303	\$ 10,000	5 weeks
TOTAL	\$70,000	38 weeks

Direct Labor	\$31,993
Indirect Costs	\$38,007

Task 3.6 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 2.6. This is an ongoing task.

PREVIOUS WORK:

1. Regional PMS report for the Pioneer Valley Region.
2. Regional roadway improvement backlog included in the Regional Transportation Plan update.
3. Community roadway improvement backlog.

PROPOSED ACTIVITIES:

1. Analysis of the newly collected pavement distress data for the region's suburban communities' federal-aid roadways in order to calculate OCI ratings, benefit/cost ratio listings, and develop a backlog of recommended improvement projects.
2. Perform various budget scenario analyses including the calculation of backlog of repairs for the region's federal-aid roadways.
3. Analysis of existing sidewalk segment conditions in selected communities and in support of ongoing transportation planning activities.
4. Assist in the prioritization of pavement projects included as part of the Pioneer Valley TIP.
5. Provide member communities with pavement distress data analysis as appropriate.

PRODUCTS:

1. Pavement OCI maps on each community's surveyed federal aid eligible roadways.

2. Pavement regional OCI map.
3. Sidewalk condition work maps.
4. Community roadway improvement backlog.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$34,000	17 weeks
MassDOT (20% match)	\$ 8,500	4 weeks
TOTAL	\$42,500	21 weeks

Direct Labor	\$19,424
Indirect Costs	\$23,076

Task 3.7 Route 9 Safety and Livability Study

OBJECTIVE:

This study, initiated in 2014, began a review of the safety of the Route 9 corridor from Hawley Street to New South Street in downtown Northampton. To date, all data collection has been completed. PVPC will advance the above task into 2015 to identify a range of short and long term recommendations based on the previously completed work. The renewed focus will be on emphasizing multimodal serviceability of the corridor and to integrate safety and congestion management planning along with planning for transit, bicyclists and pedestrians while maintaining a satisfactory level of service for all modes.

PREVIOUS WORK:

1. Stakeholder Survey data identifying opportunities for further improvements along the corridor.
2. Crash History and Collision Diagrams.
3. Traffic Counts and transit data.
4. Pedestrian and bicyclist information.
5. Parking data for on street and off street facilities.

PROPOSED ACTIVITIES:

1. Based on the survey results, identify major concerns of the stakeholders as well as highlight opportunities for further improving transportation conditions along the study area.
2. Utilize the available crash information to identify problems related to safety. The information on low property damage crash calls obtained from police department would also help in identifying underlying minor issues; alleviating those could make the corridor safer for bicyclists and pedestrians.
3. Derive Level of Service for all modes based on the available data collected for each mode.
4. Develop a range of short and long term recommendations in cooperation with the City for maintaining higher multimodal level of service and increase safety along the corridor.
5. Identify opportunities for further improvements and developments along the downtown to make it more pedestrian and bicyclist friendly along with safe and efficient movement of motorists and transit vehicles.

PRODUCTS:

- 1. Draft Report.
- 2. Final Report.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$25,000	13 weeks
MassDOT (20% match)	\$ 6,250	3 weeks
TOTAL	\$31,250	16 weeks

Direct Labor	\$14,282
Indirect Costs	\$16,968

Task 3.8 Regional Safety and Planning Studies

OBJECTIVE:

To utilize available safety data for the region from the Massachusetts Department of Transportation (MassDOT), local police departments, the University of Massachusetts Traffic Safety Research Program (UMassSafe) Traffic Safety Data Warehouse, and other sources to advance the traffic safety goals of the Commonwealth. Transportation staff will work in cooperation with local and state authorities to develop studies at key locations to ensure the safe and efficient movement of people and goods.

PREVIOUS WORK:

- 1. Signal warrant analysis at the intersection of Route 202 and Amherst in the Town of Granby
- 2. Southwick traffic safety study for the Depot Street/Sheep Pasture Road/Powder Mill Road area.
- 3. Top 100 High Crash Intersections 2007 - 2009.
- 4. Cottage Street and Robbins Road Intersection Safety Study – Springfield.

PROPOSED ACTIVITIES:

- 1. To advance safety planning efforts and work towards achieving Strategic Highway Safety Plan objectives for the region. Participate as part of the Strategic Highway Safety Plan Steering Committee. Ongoing task.
- 2. Participate along with MassDOT and other local agencies in Roadway Safety Audits.
- 3. Initiate a traffic and transportation safety study at the South End Bridge (Route 5) / Henry E Bodurtha Highway (Route 57) / Route 5 / Meadow Street Rotary in Agawam. This location was identified as one of the top crash locations in the region based on 2007-2009 crash history. MassDOT completed a range of transportation improvements at the rotary in August 2012. The objective of the study is to compare the safety and crash scenario at this location before and after the improvements to assess their effectiveness.
- 4. To advance a traffic safety study at the intersection of Cherry Street and Homestead Avenue in Holyoke to review traffic volumes and transportation operations in order to determine if geometric and lane modifications are required along the study area. This intersection was recommended for further study as part of a Roadway Safety Audit completed along the Cherry Street corridor in 2012.
- 5. Develop safety performance measures for the Pioneer Valley Region in cooperation with MassDOT, the JTC, and MPO. Assist member communities in reviewing crash data to determine the potential

eligibility of transportation improvement projects for Highway Safety Improvement Program funding. Ongoing task.

6. Perform safety, traffic calming and truck exclusion route studies as requested by member communities. As necessary.

PRODUCTS:

1. Agawam Rotary Improvements Study.
2. Safety study for the intersection of Cherry Street with Homestead Avenue in the City of Holyoke.
3. Other safety reports and data as appropriate.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$ 50,000	27 weeks
MassDOT (20% match)	\$ 12,500	6 weeks
FTA S. 5303	\$ 6,250	3 weeks
TOTAL	\$68,750	36 weeks

Direct Labor	\$31,421
Indirect Costs	\$37,329

Task 3.9 Intelligent Transportation Systems (ITS) and Regional Evacuation Planning

OBJECTIVE:

Promote and advance the implementation of the Western Massachusetts Regional ITS Architecture. Assist in ongoing regional evacuation planning efforts to enhance regional transportation security.

PREVIOUS WORK

1. Massachusetts Strategic ITS Planning and Coordination Committee
2. PVTA ITS System Architecture and Deployment Plan.
3. RTIC Steering Committee.
4. Statewide Evacuation Coordination Planning Committee
5. Western Massachusetts Regional Homeland Security Advisory Committee.

PROPOSED ACTIVITIES:

1. Work with communities to incorporate the FHWA ITS National Architecture into future improvement projects. Ongoing task.
2. Serve as a member of the Steering Committee for the Regional Traffic Information Center (RTIC). Ongoing Task.
3. Certify TIP project compliance with the Western Massachusetts Regional Architecture. Ongoing task as needed.
4. Analysis and support of data from regional ITS projects such as the I-91 ITS system and PVTA AVL system.
5. Serve as a member of the Massachusetts Strategic ITS Planning and Coordination Committee (SIPCC) and Regional ITS Planning and Coordination Committee (RIPCC). Work with MassDOT to assist in the development of Statewide ITS Performance Measures.
6. Participate in ongoing planning efforts of the Western Massachusetts Regional Homeland Security Advisory Committee. Ongoing Task.
7. Serve as a stakeholder for the Massachusetts Statewide Evacuation Coordination Project. A final document is estimated to be completed by a private consultant in FY2015.
8. Review and update regional ITS and security goals and objectives of the RTP. Incorporate regional ITS and Security performance measures to comply with MAP-21.
9. Assist communities in regional evacuation planning as necessary.

PRODUCTS:

1. Recommendations and comments as necessary as part of Committee activities.
2. Technical Memoranda and reports as appropriate.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$25,000	12 weeks
MassDOT (20% match)	\$ 6,250	3 weeks
FTA S. 5303	\$ 6,250	3 weeks
TOTAL	\$37,500	18 weeks

Direct Labor	\$17,139
Indirect Costs	\$20,361

Task 3.10 Climate Change Implementation

OBJECTIVE:

To respond to the urgencies of climate change by reducing greenhouse gas emissions from transportation in compliance with the Massachusetts GreenDOT policy. To assist Pioneer Valley communities to plan for the reality of climate change.

PREVIOUS WORK:

1. Completed draft Climate Change Toolkit for municipalities, including fact sheets and model strategies for local and regional actions to reduce GHG emissions. Disseminated toolkit to municipalities and posted on PVPC website.
2. Established a Climate Action and Clean Energy Advisory Committee to help promote the Climate Change toolkit and plan. Coordinate regular Committee meetings.
3. Completed "Climate Action and Clean Energy Plan" for the Pioneer Valley region in 2013, as part of the Sustainable Knowledge Corridor project.
4. Worked, in concert with transportation staff, to update Transportation Project Evaluation criteria to include climate and sustainability criteria.

PROPOSED ACTIVITIES:

1. Coordinate meetings of a Climate Action Advisory Committee to help promote action on the Climate Change Toolkit and plan.
2. Continue a program of technical assistance to communities to implement elements of the Climate Change Toolkit, including zoning for GHG reduction and Green Communities designations.
3. Develop an inventory of critical Pioneer Valley transportation and other infrastructure which is vulnerable to the impacts of climate change (i.e. severe weather, flooding). Identify strategies for storm proofing, armoring and reducing vulnerabilities of targeted infrastructure and seek resources to implement the strategies.
4. Continue to refine and seek adoption of updated Transportation Project Evaluation criteria which include climate and sustainability criteria.

PRODUCTS:

1. Meetings of Climate Action Advisory Committee.
2. Inventory of critical transportation infrastructure in the Pioneer Valley.
3. Adoption of Climate Change Toolkit strategies in selected communities.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$ 9,520	4 weeks
MassDOT (20% match)	\$ 2,380	1 weeks
TOTAL	\$11,900	5 weeks

Direct Labor	\$ 5,439
Indirect Costs	\$ 6,461

Task 3.11 Green Streets and Infrastructure

OBJECTIVE:

To encourage communities to adopt policies and regulations 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. Finalized, reproduced and distributed a Green Infrastructure Toolkit including a set of model municipal strategies to achieve green streets and green infrastructure.
2. Coordinated a series of green infrastructure workshops for municipal DPW and other officials to provide detailed information on green streets, urban stormwater control and low impact development (LID) tools.
3. Prepared “Green Infrastructure Plan” for the Pioneer Valley region in 2013, as part of the Sustainable Knowledge Corridor project.

PROPOSED ACTIVITIES:

1. Continue a program of local technical assistance to municipalities to implement model green infrastructure strategies, including green streets policies and LID zoning.
2. Work with member communities to develop model green streets pilot projects to demonstrate the effectiveness of this strategy.
3. Continue to work with MassDOT’s Impaired Waters Program to reduce stormwater impacts from I-91 and other highways that adversely impact combined sewer overflows in urban communities.

PRODUCTS:

1. Adoption of green infrastructure strategies in selected communities.
2. Implementation of green streets pilot projects in selected communities.
3. Strategies to reduce highway stormwater impacts to combined sewer overflows.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$5,100	3 weeks
MassDOT (20% match)	\$1,275	1 week
TOTAL	\$6,375	4 weeks

Direct Labor	\$2,914
Indirect Costs	\$3,461

Task 3.12 Regional Bicycle and Pedestrian Planning

OBJECTIVE:

To identify opportunity and implement the goals and objectives of the Regional Transportation Plan with respect to bicycling and walking. To assist the State of Massachusetts in reaching mode shift goals and to advance directives outlined in the Massachusetts GreenDOT Policy by promoting healthy transportation options such as walking and bicycling for all residents of the Pioneer Valley. 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.

PREVIOUS WORK:

1. Baystate Bike Week 2014.
2. Support for the Live Well Springfield Initiative including bicycle purchase for the Pioneer Valley Rowing Club and related PVRC engagement activities.
3. Facilitated planning related to the Norwottuck Rail Trail rehabilitation.
4. Successful implementation of regionally significant bicycling and walking projects including components of the Baystate Greenway.
5. Facilitated Safe Route to School initiatives.
6. Assisted Baystate Roads in developing a Complete Streets workshop.

PROPOSED ACTIVITIES:

1. Map bicycle and pedestrian crash clusters using updated RMV data and research EMT discharge data.
2. Work with the JTC’s Bicycle and Pedestrian subcommittee as well as national organizations such the Rails to Trails Conservancy to ensure consistency with the RTP and implement sustainable transportation strategies.
3. Revise online mapping tools for regionally significant bicycle facilities.
4. PVPC staff will work with MassDOT, Massachusetts Department of Conservation and Recreation, Norwottuck Rail Trail Advisory Committee and the MassBike Pioneer Valley Chapter to coordinate efforts related to the Norwottuck Rail Trail (a Baystate Greenway MassCentral Corridor project).
5. Review bicycle and pedestrian projects for eligibility under various federal funding programs.
6. Update bicycle level of service data collection efforts for Holyoke and South Hadley.
7. Assist local communities in efforts to develop Complete Streets policy initiatives and a local implementation plan and coordination with Baystate Roads.
8. Assist communities in the development of bicycle and pedestrian infrastructure and programs.
9. Review opportunities for sidewalk data collection.
10. Participate in the Massachusetts Statewide Bicycle Advisory Board.

PRODUCTS:

1. JTC Bicycle Advisory Committee meeting minutes and notices.
2. Updated Bicycle Level of Service Evaluation data layer.
3. Online regional bikeways map product.

4. Norwottuck Rail Trail Advisory Committee meetings.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$32,000	16 weeks
MassDOT (20% match)	<u>\$ 8,000</u>	<u>4 weeks</u>
TOTAL	\$40,000	20 weeks

Direct Labor	\$18,282
Indirect Costs	\$21,718

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 Regional Transit Planning

OBJECTIVE:

To provide comprehensive transit planning services and facilities, including technical assistance, organizational support, and regulatory compliance; support for operational analyses of transit services; and public involvement and agency participation to the Pioneer Valley Transit Authority (PVTA), PVTA member municipalities and the Pioneer Valley Metropolitan Planning Organization (PVMPO). Included in this task is identification and updating of unmet regional transit needs consistent with MAP-21 and the Massachusetts GreenDOT Policy.

PREVIOUS WORK:

1. General planning assistance and support for PVTA fixed bus route and paratransit services and facilities.
2. Coordination, production and inventory management of PVTA fixed bus route schedules, bus operator's field guide, and related signage for print and electronic distribution.
3. Support and analysis of the PVTA ITS systems including (AVL, GTFS, Replay)
4. Support for PVTA Advisory Board and subcommittee activities.
5. Attendance, coordination and participation in public and agency involvement meetings and activities for regional transportation planning.
6. Staffing meetings of municipal public transportation committees in the region.
7. Coordination and facilitation of transit items of TIP planning.
8. Assistance with regulatory compliance, environmental justice impact analysis and related activities.
9. Planning assistance and technical support for the Comprehensive Service Analysis of PVTA's fixed route system.
10. Production of PVTA Comprehensive Service Analysis Implementation Plan.
11. Participation on selection committees for comprehensive service analysis of paratransit services.
12. Coordination and facilitation of Bus Rider Forums, van riders meetings and LEP outreach.
13. Creation and production of PVTA's Fixed Route Performance Measures for PVTA website and for reporting to MASSDOT.
14. Evaluation of service changes implemented in FY2012 and the Fall/Winter of FY2013.
15. Production of videos for emergency response training.

PROPOSED ACTIVITIES:

1. Review and analysis of PVTA fixed routes and facilities to identify opportunities for improved and efficient operations. This work includes: evaluation of routes and related costs, support for regulatory compliance with environmental and Title VI, service quality monitoring, project development, and other tasks as requested.
2. Ongoing review and evaluation of PVTA new fixed route service introduced through the Comprehensive Service Analysis.

3. Planning assistance and production of materials to market new services provided by PVTA.
4. Ongoing incorporation of GIS and GPS technologies to support transit route and facilities planning, scheduling and customer information.
5. Coordination of transit planning activities of the PVMPO region among PVTA, MassDOT, Franklin Regional Transit Authority, Connecticut Department of Transportation, Capital Regional Council of Governments and other stakeholders to enhance inter-regional transit services.
6. Support and guidance to PVTA, PVMPO and agencies for regulatory compliance with Title VI, environmental justice and other federal requirements.
7. Continue to assist PVTA in their preparation for relocation to Union Station, Westfield Intermodal Center and to the Springfield maintenance facility. This will include new route planning, bay assignments, turning movement counts and other tasks as requested.
8. Produce a video to promote PVTA's Travel Training Program. This video will be shared with local public access channels and played on PVTA monitors in the Springfield Bus Terminal and the Holyoke Transportation Center.
9. Production of new System Map for the PVTA service area. This work will include hosting rider focus group meetings to review and critique the draft products.
10. Updates, production and inventory management of PVTA fixed route schedules and associated graphics products and signs. Included in this task is developing a new mapping template for PVTA schedules.
11. Coordination of public involvement for transit planning, including bus rider forums, paratransit van user meetings, community outreach and meetings for LEP residents, agency coordination, and other public meetings, hearings and outreach as requested.

PRODUCTS:

1. Studies, reports, presentations, technical memoranda and field observations to support the evaluation and development of existing and new transit services (introduced through CSA) and facilities provided to PVTA and PVMPO member communities.
2. Presentations and translated materials to LEP populations.
3. Quarterly Performance Measures Report for fixed route Services.
4. Monthly Performance Measures Report for fixed route produced for MassDOT.
5. Print and digital production of PVTA fixed route schedule and maps.
6. Maps, posters, brochures, placards and other printed and electronic graphic products as requested (annual updates).
7. Creation and update of bus stop by laws and associated graphics for PVTA member communities.
8. One-year and multi-year action plans for LEP programs. Engagement of LEP populations to inform them of new fixed route services provided by PVTA.
9. Monthly progress reports to PVTA.

10. PVTA's Travel Training Program video. Other marketing and training videos as requested.

Source	Budget	Est. Staff Effort
FTA S. 5303	\$ 76,971	41 weeks
PVTA S. 5307	\$107,500	58 weeks
TOTAL	\$184,471	99 weeks

Direct Labor	\$ 84,310
Indirect Costs	\$ 100,161

Task 4.2 Paratransit Planning Assistance

OBJECTIVE:

To fulfill the planning and programming requirements of USDOT Section 504 regulations and other planning requirements under the Americans with Disabilities Act. This task includes providing technical assistance to PVTA for planning services for paratransit services for disabled and senior residents of the region. Technical assistance is also provided to communities, human service agencies, councils on aging, private entities and other parties involved in providing ADA transportation in the PVMPO region.

PREVIOUS WORK:

1. Coordination, facilitation and support of Paratransit Van Riders meetings.
2. Coordination, facilitation and support for meetings on the impact that incorporation of IVR software would have on riders and the system.
3. Training video for paratransit employees.
4. Coordination and technical assistance to agencies seeking capital grants under FTA Section 5311.
5. Member of selection committee for the comprehensive service analysis for paratransit.
6. Analysis of the Town of Ware's paratransit and senior service utilization.

PROPOSED ACTIVITIES:

1. Continue assisting PVTA with planning for actions to comply with regulations of the Americans with Disabilities Act (ADA), including public participation activities, operational analyses of policies and services.
2. Provide technical and administrative support to the MPO's Joint Transportation Committee (JTC) on mobility issues and concerns of the region's elderly and disabled residents.
3. Continued participation with the Pioneer Valley Regional Coordination Council.
4. Provide assistance and support to PVTA in the implementation of the IVR paratransit scheduling and information software system.
5. Planning assistance and technical support for the Comprehensive Service Analysis of PVTA's paratransit system.
6. Review zone assignment of paratransit vans in the PVTA service area. This work will include the creation of an origin-destination matrix of paratransit trips and a comparison to the current zone assignments.
7. Perform paratransit surveys and studies requested by PVTA and MPO municipalities.
8. Facilitate paratransit van riders meetings.

PRODUCTS:

1. Creation of meeting notices and distribution to riders, agencies and municipalities for paratransit user meetings.
2. Meeting notes from paratransit user meetings.
3. Survey results, technical memoranda, reports and presentations for PVTA, JTC and MPO member municipalities as needed.
4. Digital data to support schedule, paratransit and information software systems.
5. Performance measure report for PVTA paratransit services.
6. Monthly Performance Measures Report to MassDOT.

Source	Budget	Est. Staff Effort
FTA S. 5303	\$12,500	6 weeks
PVTA S. 5307	\$16,250	8 weeks
TOTAL	\$28,750	14 weeks

Direct Labor	\$13,140
Indirect Costs	\$15,610

Task 4.3 Implementing the Regional Land Use Plan

OBJECTIVE:

The objective of this task is to work with local communities to implement the new “Valley Vision 2, the Regional Land Use Plan for the Pioneer Valley” region. Valley Vision promotes compact, efficient urban growth centered around existing urban and town centers, served by existing transportation and other public infrastructure and services; discourages urban sprawl, inefficient land use, and development in environmentally sensitive areas; helps the region meet air quality goals by reducing auto trips and promoting use of transportation alternatives, such as transit, walking, biking and car-pooling. Assist in the support of Transit Oriented Development in and around the region’s new passenger rail stations and high capacity bus routes.

PREVIOUS WORK:

1. Prepared updated Valley Vision 4, Regional Land Use Plan for the Pioneer Valley in 2013, and Regional Housing Plan, as part of the Sustainable Knowledge Corridor project.
2. Completed a Valley Vision Toolbox of strategies for smart growth.
3. Created the Valley Development Council to oversee the development of Valley Vision and to help implement its recommendations.
4. Technical assistance to implement smart growth strategies in Hadley, Easthampton, Westfield, Palmer, Chesterfield, Amherst, and other communities
5. Assisted Holyoke in developing TOD zoning regulations..

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 2. Coordinate ongoing VDC activities, including:
 - a) Establish a speaker's bureau to educate local planning/other municipal boards regarding smart growth/sustainability concepts and projects;
 - b) Work to implement the new Regional Housing Plan with a focus on identifying strategies for transit-oriented and community center mixed use housing development;

- c) Coordinate the second VDC-sponsored Smart Growth Awards program.
- 2. Provide continued, targeted technical assistance to communities across the Pioneer Valley on an as-needed basis to implement pilot projects for Valley Vision strategies in the following key areas: commercial development standards; traditional neighborhood developments; mixed use village centers; cluster or creative development bylaws; transfer of development rights bylaws; inclusionary housing bylaws; local strategies to address global climate change and reduce greenhouse gas emissions. These strategies may include new local zoning bylaws and land use regulations, and policies on infrastructure improvements/extensions.
- 3. Work with selected communities to develop new zoning standards to incentivize Transit Oriented Development, and investigate other policies, grants and programs to support TOD area infrastructure improvements and project development costs.

PRODUCTS:

- 1. Coordination of quarterly meetings of the Valley Development Council and related products.
- 2. Summary of assistance provided to communities to implement strategies from Valley Vision, and copies of adopted bylaws/ordinances.
- 3. Model TOD overlay zoning regulations.
- 4. Community specific local technical assistance on TOD.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$24,956	13 weeks
MassDOT (20% match)	\$ 6,239	3 weeks
TOTAL	\$31,195	16 weeks

Direct Labor	\$14,257
Indirect Costs	\$16,938

Task 4.4 Off-Road Bicycle and Pedestrian Network Planning

OBJECTIVE:

To help facilitate the development and increased use of a comprehensive, linked regional network of off-road bicycle and pedestrian trails, in order to provide a viable, green and sustainable alternative to auto-based trips in the Pioneer Valley..

PREVIOUS WORK:

- 1. Continued to coordinate design/engineering work and advisory committees for riverwalks in Agawam, Chicopee, Holyoke, and West Springfield.
- 2. Created a River Walk brochure and website to help promote broad public support for, and use of, the River Walk, including bicyclists, landowners, businesses, residents.
- 3. Prepared the Regional Biking Map and the Pioneer Valley Trails Map.

PROPOSED ACTIVITIES:

- 1. Coordinate meetings of the Regional Connecticut Riverwalk Advisory Committee, as needed. Provide meeting notices, materials, and staff support. (Schedule: ongoing).
- 2. Promote the completion of engineering and construction phases on the Riverwalk and Canalwalk segments in Chicopee, West Springfield, Agawam and Holyoke, by providing intercommunity

liaison services and technical assistance to communities in project planning, design and construction issues on an ongoing basis. (Schedule: ongoing).

3. Complete development of a plan for policing, long-term maintenance and increased parking for the Connecticut River Walk and Bikeway as segments complete construction and are opened to public use.
4. Add components on the Connecticut Riverwalk to the Connecticutriver.us and PVPC websites, to promote public use of the Riverwalk by illustrating trail maps, parking locations and destinations on the Riverwalk. (Schedule: ongoing).
5. Continue development of the regional trails map website (www.connecticutriver.us), linked with the PVPC website, to provide access to the new Regional Trails Map and detailed hiking and biking trail data for individual hiking and biking destinations.
6. Continue development of a new, updated regional trails map, with an expanded roster of participating trails. Utilize newly released DCR state trails data to update map.
7. Work with community officials to continue an analysis of alternatives to link existing components of the region's bikeway/walkway network to other components and key regional destinations.

PRODUCTS:

1. Regional Riverwalk Advisory Committee meetings and activities.
2. Technical assistance to communities on advancing Riverwalk segments.
3. Policing, maintenance and parking plan for the Riverwalk.
4. Connecticutriver.us and PVPC website information for Riverwalk users.
5. Pioneer Valley Trails Map in web-based format.
6. Updated and expanded regional trails map.
7. Updated analysis of regional bikeway/walkway network linkages

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$13,780	7 weeks
MassDOT (20% match)	\$ 3,445	2 weeks
TOTAL	\$17,225	9 weeks

Direct Labor	\$7,872
Indirect Costs	\$9,353

Task 4.5 Local Technical Assistance

OBJECTIVE:

Assist PVPC communities and organizations through short term technical support as requested. To review transportation related impact reports, traffic studies, and environmental notification forms. To provide education on the benefits of sustainable development and a sustainable transportation system. This is an ongoing task.

PREVIOUS WORK:

1. Data collection activities at the request of local communities.
2. Reviews of all MEPA documents filed in the Pioneer Valley Region.
3. Model sidewalk ordinances.
4. Montgomery Truck Exclusion counts and analysis.
5. Brimfield Trail Mapping

PROPOSED ACTIVITIES:

1. Provide Local Technical Assistance (LTA) to communities on an as requested basis. Each community will be limited to three requests per year. Typical activities may include data collection, operational analysis, and safety studies.
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.
3. Application of the latest versions of transportation software programs to perform analysis and test recommendations.
4. Present findings to communities through documentation and oral presentation as required.
5. Assist communities in implementing past corridor study recommendations.
6. Work with PVRTA and member communities to assure understanding of transit options in the region.

PRODUCTS:

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

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$19,400	10 weeks
MassDOT (20% match)	\$ 4,850	3 weeks
TOTAL	\$24,250	13 weeks

Direct Labor	\$11,083
Indirect Costs	\$13,167

Task 4.6 Local Pavement Management Program

OBJECTIVE:

To promote pavement management services among member communities by conducting road condition, budget, and plan analyses on a contract basis for the locally maintained roadway system.

PREVIOUS WORK:

1. Local Pavement Management Study for Southampton.
2. Local Pavement Management Data Collection for Longmeadow
3. Holyoke Sidewalk Management Phases 1-4.

PROPOSED ACTIVITIES:

1. Continue to assess the condition of sidewalks in the City of Holyoke. Work on the identification and data collection for the fifth sub area (Phase V).
2. Identify additional communities interested in conducting local pavement management programs. 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 staff on the identification of pavement distresses as well as sidewalk distress and data recording techniques.
4. Provide follow-up technical assistance to other communities with pavement management programs already in place. Assist

communities in the development of new roadway improvement projects based on their annual maintenance budget.

5. Ensure that any new roadway is officially accounted for by Collecting GPS coordinate information to assist in Mapping.

PRODUCTS:

1. OCI Updates for specific roadways in communities with an existing Pavement Management Program as requested.
2. Holyoke Sidewalk Inventory/Management Analysis – Phase V
3. Updates for existing municipal pavement management plans, as requested.

Source	Budget	Est. Staff Effort
Estimated Local Funds	\$4,000	2 weeks
TOTAL	\$4,000	2 weeks

Direct Labor	\$1,828
Indirect Costs	\$2,172

Task 4.7 Scenic Byways Support

OBJECTIVE:

The objective of this task is to work with the Byway Area Committees for the Connecticut River Byway and the Route 112 Byway to prioritize projects for each byway and to provide planning services and technical assistance to each of the communities involved in these two Scenic Byways. The Connecticut River Scenic Farm Byway was designated as the first National Scenic Byway in Massachusetts, and runs along the Connecticut River on Route 47 in the PVPC towns of South Hadley and Hadley. The Route 112 Scenic Byway is a state-designated Scenic Byway in the PVPC towns of Huntington, Goshen, Cummington and Worthington. Both Byways continue from the Pioneer Valley region into Franklin County, and PVPC and FRCOG have assisted these communities in completing Byway Plans, which identify projects and strategies.

PREVIOUS WORK

1. Completed, with FRCOG, a comprehensive scenic byway plans for the Connecticut River Scenic Farm Byway on Routes 47 and 63 in South Hadley, Hadley, Sunderland, Montague, and Northfield, and the Route 112 Scenic Byway in Huntington, Goshen, Cummington, Worthington and Franklin County towns.
2. Provided staff support to the two Scenic Byway Area Committees for both of the Byways.
3. Developed priority projects for Scenic Byway funding and prepared applications for funding.
4. Secured funding for purchase of scenic easements along the corridor, and for other projects.
5. Implemented an intergovernmental compact for land protection along the Connecticut River Scenic Byway, between and among Hadley, South Hadley, MassDOT, DCR, DOA, Kestrel Trust and The Trustees of Reservations.

PROPOSED ACTIVITIES:

1. Coordinate meetings of the Byway Area Committees for the Connecticut River Byway and the Route 112 Scenic Byway. Provide meeting notices, materials, and staff support.
2. Work with Byway Area Committees and community representatives to continue to develop and prioritize scenic byway implementation projects, such as land protection, acquisition of scenic easements,

- signage, scenic overlooks, trails and river access, and similar projects.
3. Provide technical assistance to communities in byway project development, including identification of funding sources.
 4. Initiate work to expand the Connecticut River Byway to the west side of the Connecticut River in Hatfield and other communities.
 5. Contribute to website updates for Western Massachusetts Byways website.

PRODUCTS:

1. Byway Area Committee meetings and activities, as needed;
2. Technical assistance to communities in securing scenic byway implementation funding.
3. Updated Western Massachusetts Byways website.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$5,100	3 weeks
MassDOT (20% match)	\$1,275	1 week
TOTAL	\$6,375	4 weeks

Direct Labor	\$2,914
Indirect Costs	\$3,461

Task 4.8 Regional Bicycle Commute Week

OBJECTIVE:

To promote livability, sustainability and bicycle friendly communities by making it easy and fun for people to try bicycling by facilitating the 14th annual Pioneer Valley Bicycle Commute Week, which in 2010 became merged with Bay State Bike Week. Thanks to the success and commitment of the PVPC and the western Mass chapter of MassBike and with financial and technical support from the MassDOT.

PREVIOUS WORK:

1. Successful Bike Commute Week activities since 1999.

PROPOSED ACTIVITIES:

1. Facilitate Pioneer Valley Bike Commute Week to coincide with national Bike Commute Week—the third week of May and to coincide with Bay State Bike Week.
2. Recruit community participation and identify leaders in each community to promote their community's activities.
3. Act as a liaison with MassDOT and MassBike.
4. Assure publicity and broad promotion of Bike Commute Week activities.

PRODUCTS:

1. Bike Commute week report.

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$ 8,800	4 weeks
MassDOT (20% match)	\$ 2,200	1 week
TOTAL	\$11,000.00	5 weeks

Direct Labor	\$5,027
Indirect Costs	\$5,973

**Task 4.9 *Route 112 and Jacob's Ladder Trail Scenic Byways
Trails Linkages Project***

OBJECTIVE:

Develop an overall strategy to expand and protect trail networks throughout the Jacob's Ladder Trail (JLT) and Route 112 Scenic Byways region. The project's geographic area encompasses the municipalities of Russell, Huntington, Chester, Becket, and Lee along the JLT, and Huntington, Worthington, Cummington, and Goshen along the Route 112 Scenic Byway. Project work will include: development of a trails inventory and planning map; an investigation into the feasibility of trail linkages; and an action plan that prioritizes trail linkages and protection efforts and elaborates on specific trail projects for the Byways. The Pioneer Valley Planning Commission will work in tandem with the Berkshire Regional Planning Commission and The Trustees of Reservations to draw together and work with trail stakeholders throughout the eight towns of the Byways region over a two-year time frame.

PREVIOUS WORK:

1. Finalized contract for project and received notice to proceed from MassDOT on July 29, 2013.
2. Subcontracted with Berkshire Regional Planning Commission and The Trustees of Reservations for project services
3. Recruited trail stakeholders throughout the region to serve on project advisory committee, including municipal representative from each of the region's towns: Huntington, Worthington, Cummington, Goshen, Russell, Chester, Becket, and Lee
4. Prepared inventory and planning work maps for use by each advisory committee member to help in gathering information
5. Convened four meetings with lead project team and two meetings with large advisory group of trail stakeholders

PROPOSED ACTIVITIES:

1. Develop an inventory and planning map that shows existing formal and informal trails, status of each trail, points of access, and all public and conservation lands in the region of the two Byways. To help with project work, PVPC will invite trails stakeholders in the region (trails groups and other trails interests) to participate in the project working group.
2. Explore the feasibility of specific linkages in and around villages and throughout the region, which would include a series of community meetings (including local snowmobile clubs), regional meetings, and conversations with the region's largest landowners.
3. Develop an action plan prioritizing linkages and protection efforts, and next steps from which specific funding requests can be made for trail development and protection work. The action plan will also elaborate on specific trail projects for the Route 112 and JLT Scenic Byways region, describing partnerships, strategies, and likely funding sources.

PRODUCTS:

1. List of trails stakeholders throughout the region
2. List of project working group members
3. Minimum of 6 meetings with project working group, including trails stakeholders, to help in the development of the inventory and planning map; trails linkages feasibility investigation; and action plan

4. Working map for the 9 communities along the Jacob's Ladder Trail and Route 112 (in Hampshire County) Scenic Byways using multiple layers from MassGIS and local towns. This map will be updated with information as work progresses.
5. Matrix that shows major trail linkages opportunities with names and contacts of key landowners, description of obstacles and strategies, and summary notes from meetings within communities and with key landowners
6. Action plan that elaborates on specific trail development/linkages and protection projects for the Byways.

Source	Budget	Est. Staff Effort
Scenic Byway Funds	\$68,375	24 months
TOTAL*	\$68,375	24 months

Direct Labor	\$16,282
Indirect Costs	\$19,343
Direct Costs	\$32,750

Task 4.10 *Enhancing the Recreational Experience on the Connecticut River Scenic Byway*

OBJECTIVE:

Improve recreational access from the Byway to the Connecticut River and scenic, natural, and historic areas along the Byway, including creating a waypoint center to provide visitors with information on Byway features, history and destinations. The project will also work with existing public lands and easements, and willing landowners to develop plans for a canoe and kayak access to the Connecticut River, and several trails that link the Byway to the Connecticut River, Mount Warner, and other nearby scenic natural resources. Most of the proposed activities will be done through the use of consultants. This is year one of a two year contract.

PREVIOUS WORK:

1. Finalized contract for project and received notice to proceed from MassDOT on October 15, 2013.
2. Prepared and issued three bid documents: one for trail and trailhead design, another for trail easement negotiation, and a third for design of exhibits at Byway Waypoint Visitor's Center
3. Convened meetings to review submissions scheduled with local representatives

PROPOSED ACTIVITIES:

1. Work with partners at the Porter Phelps Huntington House Museum to establish a new visitor's waypoint interpretive center at the historic museum complex in Hadley.
2. Conduct a feasibility study and develop design plans and specifications for a car-top boat access point for canoes and kayaks, with fishing access, to the Connecticut River at Ferry Road in North Hadley. Work will include surveying and purchasing of recreational easements as needed.
3. Work with the Porter Phelps Huntington House Museum, the Trustees of Reservations, the Kestrel Trust and adjacent landowners to explore feasibility and to develop design plans and specifications

for an interpretive hiking trail system linking the Byway to the Connecticut River and to Mount Warner.

4. Develop design plans and specifications for improved trailhead signage, interpretive information and safe, attractive parking for the New England National Scenic Trail (NENST) near its crossing of the Connecticut River Byway. Recreational easements will be negotiated and secured on the trail route.
5. Develop a trail layout plan for a two-mile Connecticut River hiking trail segment on town-owned and private land in the Bachelor Brook/Stony Brook Conservation Area, along the Connecticut River bank near South Hadley center and linking to trails on the Mount Holyoke Range, working in concert with willing property owners. Work will also include a feasibility study for connecting this trail to the neighboring Mount Holyoke Range State Park.
6. Work with the Massachusetts Department of Conservation and Recreation and a consultant to undertake a feasibility analysis and trail layout plan for a Connecticut River hiking trail segment along the riverbank in North Hadley, focusing on state-owned land under the Department of Conservation and Recreation, and working in concert with willing private property owners to secure needed permissions and access agreements.

PRODUCTS:

1. New visitor's Waypoint Interpretive Center at the Porter Phelps Huntington House Museum
2. Design plans and specifications for a canoe/kayak access area on Ferry Road in North Hadley
3. Design plans and specifications for a trail that links the Byway to the Connecticut River/Porter Phelps Huntington House and Mount Warner
4. Improved trailhead, interpretive information, and safe and attractive parking for the New England National Scenic near its crossing of the Byway
5. Feasibility study and design plans for a two-mile Connecticut River hiking trail segment in South Hadley on town-owned and private land in the Bachelor Brook/Stony Brook Conservation Area
6. Feasibility study for connecting the two-mile hiking trail segment along the Connecticut River in South Hadley to the neighboring Mount Holyoke Range State Park
7. Feasibility study and design plans for a Connecticut River hiking trail segment in North Hadley, focusing on state owned land

Source	Budget	Est. Staff Effort
Scenic Byway Funds	\$203,364	24 months
TOTAL	\$203,364	24 months

Direct Labor	\$ 9,872
Indirect Costs	\$ 11,728
Direct Costs	\$181,764

Task 4.11 Connecticut River Byway Corridor Management Plan Update

OBJECTIVE:

Develop an updated corridor management plan and accompanying public participation process to recognize, interpret, preserve, and promote the Byways' unique scenic, cultural, archeological, natural, and recreational resources. This project will involve a multi-regional collaborative effort by the Franklin Regional Council of Governments (FRCOG), and the Pioneer Valley Planning Commission (PVPC) as the 38 mile Scenic Byway route passes through Franklin County (Northfield, Erving, Montague, and Sunderland) and Hampshire County (Hadley and South Hadley).

Also evaluate the expansion of the Byway on the west side of the River into the towns of Hatfield, Whately, Deerfield and Greenfield. If there is an interest on the part of these towns (Hatfield has already expressed an interest) to join the Byway, the exact route will be determined based on input received from the towns and the necessary legislation for the expanded Scenic Byway designation will be written and filed with the Massachusetts Legislature. This is a two year contract.

PREVIOUS WORK:

1. Primary contractor, FRCOG, received notice to proceed from MassDOT
2. FRCOG and PVPC signed Memorandum of Understanding April 14, 2014.

PROPOSED ACTIVITIES:

1. Re-invigorate and expand the two Byway Area Committees (one for Franklin County and one for Hampshire County) that will assist and guide the Corridor Management Plan Update development process.
2. Organize and conduct one public forum in each county to receive input on the Connecticut River Byway Corridor Management Plan Update.
3. Discuss and receive input from the towns of Hatfield, Whately, Deerfield, and Greenfield on the expansion of the Byway on the west side of the Connecticut River, prepare the necessary legislative language, and work with area legislators to have the special legislation for the expansion submitted for approval by the State Legislature.
4. Develop and update the corridor management plan for the Byway. The work will include completing updated inventories of the Byway resources, documenting any issues of concern, and developing recommendations to preserve and protect Byway resources while also fostering future sustainable economic development for the area. This update will also include evaluations based on the six intrinsic qualities for areas of expansion of the Byway to the west side of the river. The potential expansions routes include consideration of River Road and/or Route 5/10, although the final determination will be made based on the input from the communities.

PRODUCTS:

1. Two Byway Area Committees.
2. 16 Byway Area Committee quarterly meetings (quarterly) for each Byway Area Committee a total of 16 meetings

3. Two public forums (one for Franklin County and one for Hampshire County)
4. Outreach to the towns of Hatfield, Whately, Deerfield and Greenfield to determine interest in expanding the Scenic Byway.
5. Chapters of the Corridor Management Plan Update that are devoted to the documentation and assessment of and recommendations for the following along the Byway: roadway and transportation system; cultural, historic and heritage resources; natural resources; landscape features and view sheds; tourism related attractions; community planning; recreational resources and connections to the recreational resources along other neighboring Byways.
6. Maps for the plan illustrating the following: transportation infrastructure and recommended roadway improvements; historic, cultural and heritage resources; natural resources; and the locations of scenic road segments and prominent view sheds.
7. 80 copies of the Corridor Management Plan Update for the Connecticut River Byway including implementation strategies.

Source	Budget	Est. Staff Effort
Scenic Byway Funds	\$78,067	24 months
TOTAL	\$78,067	24 months

Direct Labor	\$33,303
Indirect Costs	\$39,564
Direct Costs	\$ 5,200

ESTIMATED COMPLETION SCHEDULE OF PLANNING ACTIVITIES

Task	Product	Anticipated Completion
1.1	Invoices	Monthly
1.2	FY2015 UPWP	August 2015
1.3	PVPC Regional Reporter Newsletter	Quarterly
1.4	FY2015 - 2018 TIP	August 2015
1.5	Reports as required for EJ, Title VI, and LEP	Annually (September 2015)
2.1	Regional Traffic Counts	Ongoing (April – November)
2.2	TIP Project Build Out Analysis (as needed)	May 2015
2.2	CMAQ and Greenhouse Gas Analysis	As needed (typically June)
2.3	GIS updates to centerline/road inventory	Summer 2015
2.3	GIS spatial data analysis	As needed
2.4	Information Center Reports	Summer 2015
2.4	Update region wide data indicators	September 2015
2.5	CMP Data Collection	Ongoing (September – June)
2.6	PMS Data Collection	Ongoing (requires dry pavement)
2.7	Regional Performance Measures Data Collection	Ongoing
2.7	Regional Performance Measures Report	September 2015
3.1	RTP Outline	October 2014
3.1	RTP Public Participation Process	Ongoing (Nov. 2104 – May 2015)
3.1	Draft RTP	July 2015
3.1	Final RTP	September 2015
3.2	Mystery Rider, K-9, On time Performance reporting	Quarterly
3.2	Bus Schedule Updates	As needed
3.3	I-91 Technical Reports and Analysis	As needed
3.4	Regional Freight Plan	September 2015
3.5	CMP Corridor and Bottleneck Update	September 2015
3.5	GHG Analysis for Major Corridors	July 2015
3.5	CMP Database Updates	Monthly (September – June)
3.6	PMS Project Development Database Updates	Ongoing - Monthly
3.7	Route 9 Safety and Livability Study	December 2014
3.8	Agawam Rotary Improvements Study	February 2015
3.8	Cherry Street at Homestead Avenue Safety Study	September 2015
3.9	PVTA AVL Data Analysis	Monthly
3.9	Regional Homeland Security Advisory Committee	Monthly
3.10	Critical Infrastructure Inventory	September 2015
3.11	Highway stormwater reduction strategies	September 2015
3.11	Pilot Project Implementation	Summer 2015
3.12	JTC Bicycle Subcommittee	Monthly
3.12	Bicycle Level of Service Update	May 2015
4.1	Fixed Route Service Performance Measures Report	Quarterly
4.1	PVTA Schedule Updates	Summer 2015 and Fall 2015
4.1	Bus Stop Bylaws Updates	June 2015
4.1	One year and multiyear LEP Action Plans	September 2015
4.2	Paratransit Performance Measure Report	July 2015
4.3	Valley Vision Summary of Assistance Updates	September 2015
4.3	Valley Development Council meetings	Quarterly meetings
4.3	Public Outreach tools and PVPC's Green Tips	Monthly
4.4	Riverwalk maintenance and policing plan	September 2015
4.4	Riverwalk website and content	September 2015
4.4	Draft updated regional trails map	September 2015
4.4	Analysis of bikeway linkages	September 2015
4.5	Local Technical Assistance	As requested
4.6	Holyoke Sidewalk Management – Phase V	Summer 2015
4.7	Byway Area Committee meetings	Quarterly meetings
4.7	Updated website	Summer 2015
4.8	Bike Commute Week Report	Summer 2015
4.9	Working Map for JLT and Route 112	September 2015
4.9	Trail linkage matrix	December 2015
4.9	Action Plan	April 2016
4.10	Fesibility Studies for hiking trails	Winter 2015
4.11	Corridor Management Plan Update	April 2016

ADDITIONAL PLANNING PROJECTS

This section outlines activities for which funding has not yet been secured. These proposed tasks are provided for information purposes only. An amendment to the UPWP will be completed to reflect any contracts secured for these proposed tasks.

Interstate Route I-91 Exit 15 Study

OBJECTIVE:

In 2009, through a grant received as part of the Chapter 43D process, the City of Holyoke initiated a study of the Lower Westfield Road Corridor in an effort to evaluate the transportation related issues and concerns within the Ingleside area of the City of Holyoke, and to identify strategies that could be utilized to effectively address these problems. The City of Holyoke commissioned the services of a transportation consulting firm to perform this study.

The completed study identified traffic congestion and delay, roadway layout, maneuverability, traffic safety and enforcement as concerns that should be addressed. The most notable issue at the exit 15 off-ramp signalized intersections was identified as the difficult vehicle maneuvers that occur between each intersection and the high number of crashes in this area. Observations revealed that the high volume of left turns onto the entrance ramps at each location during peak hours forces the shared through/left lanes to operate as de facto left turn lanes. This creates a situation where the majority of the through vehicles will only use the right lane, and not the shared through/left lane. This generally leads to traffic flow problems through this area since most through vehicles will position themselves in the right lane prior to each intersection resulting in longer queues. This also appears to lead to vehicles making abrupt lane changes near the ramp intersections in an effort to navigate around delayed left turning vehicles. The long-term recommendation of the study of a partial cloverleaf interchange may be impacted by proposed development in the area.

An additional concern/issue identified in this study was that vehicles traveling eastbound along Lower Westfield Road destined for the Holyoke Mall conflict with vehicles exiting the I-91 northbound off ramp who desire to turn left onto Whiting Farms Road or continue straight along Lower Westfield Road. This may partially explain the high average number of crashes (16) per year, and the crash rate of 1.40 which is higher than both the statewide and District 2 averages for signalized intersections. This difficult weaving maneuver is result of the current geometric design of the I-91 northbound off ramp.

The City of Holyoke therefore requests a new study be initiated through the Massachusetts Department of Transportation that will further develop the recommended concepts in the consultant study. The new study should evaluate traffic operations; traffic count data, crash data and a thorough origin/destination travel survey as well as other appropriate methods.

Source	Budget	Est. Staff Effort
TBD	TBD	TBD

Blanche Barlow Acres/Goose Pond Recreational Access Project –Jacob’s Ladder Trail Scenic Byway

OBJECTIVE:

To provide Byway travelers direct access to an extensive hiking trail system throughout 147 acres of conservation land enabling access to both Goose Pond and the Appalachian Trail. This project will connect the trail system to the traveling public by providing a paved access road from the Byway (State Route 20) to a new parking area. This parking area will provide space for seven cars inclusive of one van accessible space with access aisle. A bike rack will also be installed in this area so visitors traveling by bicycle will have a secure location to leave their bike while utilizing the trails. Finally, interpretive signage will highlight the site’s history and inhabitants, the broader Berkshire region, and the collaboration between the Scenic Byway, The Trustees of Reservation and the Lee Land Trust.

PREVIOUS WORK:

1. Roadside Landscape Improvements – 2009
2. Hampden Park Revitalization – 2009
3. Historic Society (Former Methodist Church) Rehabilitation – 2008
4. Appalachian Trail Parking & Trailhead Improvements – 2005
5. Scenic Easement at Summit Cairn – 2004
6. Boulder Park Accessible Trail – 2003
7. Byway Gateway Signs – 2002 & 2003
8. H. Newman Marsh Hiking Trail & Overlook – 2000

PROPOSED ACTIVITIES:

1. The Pioneer Valley Planning Commission (PVPC) will serve as project manager on behalf of Jacob’s Ladder Trail Scenic Byway, Inc. (JLTSB).
2. PVPC staff will conduct the procurement process for a project designer. Preference will be given to landscape designers with prior scenic byway, trail-head and/or handicapped accessible projects.
3. The designer selected will produce completed design plans based on the application submitted to the Federal Highway Administration with ongoing guidance from JLTSB.
4. The project designer will attend regular meetings with JLTSB and MassDOT during the design process. Representatives from the Lee Land Trust and The Trustees for Reservation will be encouraged to attend and provide feedback on project development.
5. PVPC staff, in conjunction with JLTSB, will gather and prepare historical material for the site’s interpretive signage.
6. PVPC staff, in conjunction with the project designer, will conduct the procurement for project construction.
7. The contractor awarded the project will complete all work in accordance with the plans and specifications developed by the project designer and approved by MassDOT.

PRODUCTS:

Completed paved access driveway, parking area with accessible space, bike rack and accessible picnic table, interpretive signage and native landscaping.

Source	Budget	Est. Staff Effort
FHWA (80%)	\$21,160	14 months
MassDOT (20%)	\$5,290	4 months
TOTAL	\$26,450	18 months

Direct Labor	\$12,089
Indirect Costs	\$14,361

FUNDING PROFILE

	Total	FHWA 3C		MassDOT		FTA S. 5303	PVTA S. 5303	PVTA S. 5307	Scenic Byways	
		PL	Match	3C	Local Match					
1.0 Management & Certification of the 3C Process										
1.1 Management of the 3C Process	50,000	28,000	7,000			12,000	3,000			
1.2 Unified Planning Work Program	8,750	6,000	1,500			1,000	250			
1.3 Public Participation Process	22,550	12,040	3,010			6,000	1,500			
1.4 TIP Development	68,750	45,000	11,250			10,000	2,500			
1.5 Title VI and Environmental Justice	53,125	35,000	8,750			7,500	1,875			
Subtotal of Section 1.0	203,175	126,040	31,510			36,500	9,125			
2.0 Technical Support & Data Collection										
2.1 Traffic Counting	37,500	30,000	7,500							
2.2 Regional Travel Demand Modeling/Clean Air Planning	65,625	48,000	12,000			4,500	1,125			
2.3 GIS, Mapping and Graphics	73,915	40,132	10,033			7,000	1,750	12,000	3,000	
2.4 Information Center	49,000	38,200	9,550			1,000	250			
2.5 Regional Congestion Management System - Data Collection	13,750	11,000	2,750							
2.6 Regional Pavement Management System - Data Collection	31,250	25,000	6,250							
2.7 Regional Performance Measures	17,500	14,000	3,500							
Subtotal of Section 2.0	288,540	206,332	51,583			12,500	3,125	12,000	3,000	
3.0 RTP Planning										
3.1 Regional Transportation Plan Update	143,551	94,841	23,710			20,000	5,000			
3.2 Transit System Surveys & Route Implementation	143,750					50,000	12,500	65,000	16,250	
3.3 Interstate Route I-91 Corridor Planning Assistance	22,500	18,000	4,500							
3.4 Regional Freight Planning	21,250	17,000	4,250							
3.5 Regional Congestion Management System - Project Development	70,000	48,000	12,000			8,000	2,000			
3.6 Regional Pavement Management System - Project Development	42,500	34,000	8,500							
3.7 Route 9 Safety and Livability Study - Northampton	31,250	25,000	6,250							
3.8 Regional Safety and Planning Studies	68,750	50,000	12,500			5,000	1,250			
3.9 Intelligent Transportation Systems (ITS) and Regional Evacuation Planning	37,500	25,000	6,250			5,000	1,250			
3.10 Climate Change Implementation	11,900	9,520	2,380							
3.11 Green Streets and Infrastructure	6,375	5,100	1,275							
3.12 Regional Bicycle and Pedestrian Planning	40,000	32,000	8,000							
Subtotal of Section 3.0	639,326	358,461	89,615			88,000	22,000	65,000	16,250	
4.0 Ongoing Transportation Planning										
4.1 Regional Transit Planning	184,471					61,577	15,394	86,000	21,500	
4.2 Paratransit Planning Assistance	28,750					10,000	2,500	13,000	3,250	
4.3 Implementing the Regional Land Use Plan	31,195	24,956	6,239							
4.4 Off-Road Bicycle and Pedestrian Network Planning	17,225	13,780	3,445							
4.5 Local Technical Assistance	24,250	19,400	4,850							
4.6 Local Pavement Management Program	4,000			4,000						
4.7 Scenic Byways Support	6,375	5,100	1,275							
4.8 Regional Bicycle Commute Week	11,000	8,800	2,200							
4.9 Rte 112 and Jacob's Ladder Trail Scenic Byways Trails Linkages Project	0		0						68,375	
4.10 Enhancing the Recreational Experience on the CT River Scenic Byway	203,364		0						203,364	
4.11 Connecticut River Byway Corridor Management	78,067		0						78,067	
Subtotal of Section 4.0	588,697	72,036	18,009	4,000		71,577	17,894	99,000	24,750	349,806
MHD 3C Direct Costs	25,000	20,000	5,000							
Program Sum	1,813,114	782,869	195,717	4,000		208,577	52,144	176,000	44,000	349,806

*PVTA S. 5303 match is 20% of total program amount only.

FUNDING SUMMARY

Transportation Funding	Value	% of Total
FHWA PL (80%)	\$ 782,869.00	43.18%
MassHighway PL (20% match)	\$ 195,717.00	10.79%
FTA Section 5307 (80%)	\$ 176,000.00	9.71%
PVTA Section 5307 (20% match)	\$ 44,000.00	2.43%
FTA Section 5303 (80%)	\$ 208,577.00	11.50%
PVTA Section 5303 (20% match)	\$ 52,144.00	2.88%
Local Funds (includes in-kind contributions)	\$ 4,000.00	0.22%
Scenic Byways	\$ 349,806.00	19.29%
Total	\$ 1,813,113.00	100.00%

Other Funding	Value	% of Total
Other Commonwealth of Massachusetts	\$ 1,085,522.00	23.56%
US Environmental Protection Agency	\$ 620,000.00	13.46%
US Department of Transportation	\$ 410,000.00	8.90%
US Department Health/Human Services	\$ 640,000.00	13.89%
US Economic Development Administration	\$ 75,000.00	1.63%
US Department of Energy	\$ 5,000.00	0.11%
Local Grants	\$ 1,678,000.00	36.43%
Local Assessments	\$ 93,000.00	2.02%
Total	\$ 4,606,522.00	100.00%

Overall Funding	Value	% of Total
FHWA PL (80%)	\$ 782,869.00	12.19%
MassHighway PL (20% match)	\$ 195,717.00	3.05%
FTA Section 5307 (80%)	\$ 176,000.00	2.74%
PVTA Section 5307 (20% match)	\$ 44,000.00	0.69%
FTA Section 5303 (80%)	\$ 208,577.00	3.25%
PVTA Section 5303 (20% match)	\$ 52,144.00	0.81%
Local Funds (includes in-kind contributions)	\$ 4,000.00	0.06%
Scenic Byways	\$ 349,806.00	5.45%
Other Commonwealth of Massachusetts	\$ 1,085,522.00	16.91%
US Environmental Protection Agency	\$ 620,000.00	9.66%
US Department of Transportation	\$ 410,000.00	6.39%
US Department Health/Human Services	\$ 640,000.00	9.97%
US Economic Development Administration	\$ 75,000.00	1.17%
US Department of Energy	\$ 5,000.00	0.08%
Local Grants	\$ 1,678,000.00	26.14%
Local Assessments	\$ 93,000.00	1.45%
Total	\$ 6,419,635.00	100.00%

* Denotes Pass-through Funding

SUMMARY OF COMMENTS ON UPWP

Task/Section	Comment	From	Response

MPO ENDORSEMENT