

PIONEER VALLEY PLANNING COMMISSION (PVPC)
Minutes of the Joint Transportation Committee Meeting
Wednesday, January 14, 2026, 10:00 a.m.

Committee Members Present:

Daryl Amaral, MassDOT Highway District 2
Daniel Banister, Williamsburg
Mark Berman, East Longmeadow
Ben Breger, Bowman
John Broderick, South Hadley
Paul Burns, PVTA
Sarah Cannamela, MassDOT Highway District 2
Nick Dines, Williamsburg
Doug Ellis, Chicopee
Peter Frieri, MassDOT Highway District 1
Dena Grochmal, Wilbraham
Alexis Hosea-Abbott, MassBike
Betsy Johnson, Pedestrian Representative, Springfield
Connor Knightly, West Springfield
Andrew Krar, Springfield
Thomas Kulig, Russell
Linda Leduc, Belchertown
Carolyn Misch, Northampton
Benjamin Murphy, Monson
Diane Rossini-Smith, Easthampton
Daniel Shearer, Barnes Airport
Matthew Smith, Chesterfield

Guests:

Nancy Dutta, VHB
Rob Nagi, VHB
Kayla Northup, VHB
Toni Marie Pignatelli, IMEG

PVPC Staff Present:

Carl Jackson, Principal Transit Planner
Peter Kuusisto, Senior Transit Planner
Andrew McCaul, Deputy Director of Transportation Planning
Jeff McCollough, Principal Transportation Planner
Khyati Parmar, Principal Transportation Planner
Gary Roux, Principal Planner/Traffic Manager

1. Call to Order

The January 14, 2026, Pioneer Valley Planning Commission Joint Transportation Committee meeting was called to order at 10:00 a.m. by Gary Roux, and everyone in attendance was welcomed. Roll call was taken, and a quorum was present.

2. Minutes of Previous Meeting

Mr. Roux asked for a motion to approve the minutes of the December 10, 2025, Joint Transportation Committee (JTC) meeting.

MOVED BY PAUL BURNS, SECONDED BY LINDA LEDUC, TO APPROVE THE DECEMBER 10, 2025, JOINT TRANSPORTATION COMMITTEE MINUTES. THE MOTION CARRIED UNANIMOUSLY FOLLOWING A ROLL CALL VOTE.

3. Public Comment

There was no comment.

4. Safe Streets and Roads for All (SS4A) Update: Review, Discussion, and Recommendation to the MPO to Release the Proposed Vision Zero Statement for a 21-Day Public Review Period

Kayla Northup provided an update regarding the regional Safe Streets and Roads for All grant and the Regional Safety Action Plan. The team, including members from VHB and IMEG, outlined their roles in updating the Vision Zero and Safe System statement, engaging stakeholders, and developing the safety action plan for the Pioneer Valley region. The plan is scheduled for completion by the end of June, followed by a demonstration project, with the overall grant requiring completion by 2027.

The Vision Zero statement, recently revised in 2023, needs further updating to align with state and regional transportation goals and the Safe Streets for All principles. The team analyzed crash trends and goals from other Massachusetts regions and ultimately recommended a realistic target for the Pioneer Valley: reducing fatalities and serious injuries to zero by 2050. The updated Vision Zero statement emphasizes improving safety, promoting healthy and equitable mobility, and providing resilient infrastructure, while committing to integrating the safe system approach into daily practice.

Betsy Johnson described a recent interaction with the Springfield police superintendent, who was unfamiliar with Vision Zero and skeptical about its feasibility. Ms. Johnson emphasized that Springfield's involvement is crucial to the success of Vision Zero in the region. She expressed that technical language must be translated into terms that law enforcement and other stakeholders can understand.

Ms. Northup clarified that the Vision Zero goal applies to all streets in the region, including interstates, and is separate from federally required regional performance measures. The overarching goal is to eliminate serious injuries and fatalities, and it requires coordination with MassDOT and other agencies.

Mr. Roux noted that the Safe System strategy is part of the Vision Zero statement and that the Regional Safety Action Plan will include specific strategies for enforcement, education, and agency collaboration. Police engagement and education are seen as particularly challenging but essential for success.

Mr. Roux discussed adopting the Safe System approach, noting that it is a federal recommendation and will be documented for public review. There was concern about voting on an approach that some participants had not seen, but it was clarified that the strategy is well-established in planning and engineering.

Mr. Roux confirmed that highway fatalities are included in the region's safety data, even though some highways are not under local jurisdiction. Coordination with MassDOT ensures alignment of safety performance targets across Massachusetts.

Ms. Johnson shared data on nearly 40 fatalities in Hampden County in 2025, noting a significant increase in highway deaths, including a tragic crash involving three workers.

MOVED BY PAUL BURNS, SECONDED BY LINDA LEDUC, TO RECOMMEND TO THE MPO TO RELEASE THE PROPOSED VISION ZERO STATEMENT FOR A 21-DAY PUBLIC REVIEW PERIOD. THE MOTION CARRIED UNANIMOUSLY FOLLOWING A ROLL CALL VOTE.

5. JTC Review, Discussion, and Recommendation to the MPO to Approve CY 2026 PM1 Safety Performance Targets

Khyati Parmar shared that the PVPC region annually adopts MassDOT's statewide safety performance targets, rather than setting separate regional targets, to support unified planning and compliance with federal requirements. The five key metrics include total fatalities, fatality rate, total serious injuries, serious injury rate, and non-motorized fatalities and serious injuries. Recent data shows a downward trend in fatalities and serious injuries in the region, with targets based on a 3% annual reduction for most categories and a 5% reduction for non-motorized incidents. The region's efforts, including VRU safety plans, have contributed to these positive results.

MOVED BY PAUL BURNS, SECONDED BY BENJAMIN MURPHY, TO RECOMMEND TO THE MPO TO APPROVE THE CY 2026 PM1 SAFETY PERFORMANCE TARGETS. THE MOTION CARRIED UNANIMOUSLY FOLLOWING A ROLL CALL VOTE.

6. JTC Review, Discussion, and Recommendation to the MPO to Approve CY 2026 Pioneer Valley Transit Authority (PVTA) Safety Targets

Paul Burns reported that the PVTA is required by federal law to set annual safety targets for both fixed route and paratransit services, using a rolling average of three to five years of data. For fixed route services, the 2026 draft targets include: five major events, 63 collisions, 50 injuries, 115 assaults on transit workers, one pedestrian collision, 64 vehicular collisions, 65 total collisions, and zero fatalities. System reliability goals are 2.15 preventable accidents per 100,000 miles and 20,500 miles between breakdowns. For paratransit, the targets are: one major event, 20 collisions, one injury, one assault on a transit worker, zero pedestrian collisions, zero fatalities, one preventable accident per 100,000 miles, and 40,000 miles between breakdowns. These targets are currently drafts and will be presented to the Advisory Board for approval the week of January 19.

MOVED BY LINDA LEDUC, SECONDED BY DOUG ELLIS, TO RECOMMEND TO THE MPO TO APPROVE THE CY 2026 PIONEER VALLEY TRANSIT AUTHORITY (PVTA) SAFETY TARGETS. THE MOTION CARRIED UNANIMOUSLY FOLLOWING A ROLL CALL VOTE.

7. JTC Review, Discussion, and Recommendation to the MPO to Endorse the FFY 2026 Transportation Improvement Program (TIP) Amendment No. 2, Currently Out for the 21-Day Public Review Period

Andrew McCaul recommended the re-endorsement of the FFY 2026 Transportation Improvement Program Amendment No. 2, which is currently under public review. Most of the changes discussed were previously presented, including the application of unspent earmarks to current TIP projects and the carryover of SS4A grant funds from 2025 to 2026. The Huntington bridge project was removed from the 2026 TIP, and the Springfield bridge project was reclassified due to its combination with another bridge, resulting in a TIP amendment. Financial adjustments freed up nearly \$5 million, with the possibility of moving Northampton funding forward as the year progresses. The Longmeadow at Grade rail crossing funds were also carried forward because they were not applied in 2025.

MOVED BY DOUG ELLIS, SECONDED BY DANIEL BANISTER, TO RECOMMEND TO THE MPO TO ENDORSE FFY 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT NO. 2, CURRENTLY OUT FOR THE 21-DAY PUBLIC REVIEW PERIOD. THE MOTION CARRIED UNANIMOUSLY FOLLOWING A ROLL CALL VOTE.

8. FFY 2027 Unified Planning Work Program (UPWP) and Transportation Improvement Program (TIP) – Development

Mr. McCaul shared that the development of the 2027 to 2031 TIP and the federal fiscal year 2027 UPWP has officially begun, with project proponents expected to review and update their TEC forms by February 6, 2026. The next JTC meeting will focus on evaluation criteria, and separate emails will be sent for TEC form updates and meeting sign-ups. A draft list of 48 projects totaling just under \$500 million is under review, and updates are being requested to ensure accurate information for decision-making in March. The draft UPWP and TIP are planned for release in April, 2026, with endorsements expected in May, 2026. Guidance on federal and state planning priorities is awaited, and a solicitation for planning study requests will be sent in February, 2026. All relevant materials will be posted online, and communications will include links to a new TIP page.

9. Upcoming Vulnerable Road User Safety Study Location Solicitation

Ms. Parmar reported that the study is in its third year and focuses on vulnerable road user safety through dedicated studies, data collection, analysis, and assessments. Each study addresses unique local challenges, with strong public participation and innovative solutions, such as infrastructure improvements and partnerships. The program is now seeking new locations for 2026, inviting communities to submit official solicitations by February 15, 2026. The process includes a spring and summer data collection phase, followed by safety assessments and draft reports in the fall.

10. Update on Ongoing Recruitment Activities: MPO and JTC Membership and Participation

Mr. McCaul noted that the MPO is conducting its annual member recruitment, with solicitations open until January 20, 2026, for Sub-Areas 2, 3, 4, and 5. Mayor McCabe of Westfield and Mayor Reichelt of West Springfield have expressed interest in representing Sub-Area 2. Mayor Sciarra of Northampton and Mayor Derby of East Hampton have expressed interest in representing Sub-Area 3. Sub-Area 4 is still seeking an alternate, and coordination for Sub-Area 5 with Roger Fuller as a potential member is ongoing. The JTC is also actively reaching out to communities to fill vacancies, including a request for membership updates in an upcoming TIP development letter.

11. Other Business

- Project List Review and Community Action – Ms. Parmar announced that the “top 100” project list, now expanded to 103 locations, is nearly ready for public release. The list includes completed, in-progress, and planned projects. Six communities – Springfield, Holyoke, Chicopee, West Springfield, Westfield, and Granby – are asked to review and update the information, especially regarding improvements and completed projects, to ensure accuracy before publication. An email will be sent to these communities for their input.
- Grant Funding Opportunities – Mr. Roux discussed ongoing and upcoming grant funding opportunities for municipalities. Some grants recently closed, but more are expected, and updates will be provided. Additionally, details were sent via email regarding a second round of speed feedback signs. Staff are available to assist with questions or applications related to these opportunities.

The next JTC meeting is scheduled for March 11, 2026, at 10:00 a.m.

12. Adjournment

There being no further discussion, Mr. Roux adjourned the meeting at 11:11 a.m.

Respectfully Submitted,