



Prepared by



Pioneer Valley
Planning Commission

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Pioneer Valley
Metropolitan Planning Organization

Pioneer Valley Unified Planning Work Program

Fiscal Year 2027

October 1, 2026 to September 30, 2027

Unified Planning Work Program
for the Pioneer Valley Metropolitan Planning Organization

Federal Fiscal Year 2027
October 1, 2026 to September 30, 2027

Draft Document

April 2026

Pioneer Valley MPO Members

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Jonathan L. Gulliver	Administrator of the Massachusetts Department of Transportation Highway Division
William Dwyer	Chair of the Pioneer Valley Executive Committee
JM Sorrell	Chair of the Pioneer Valley Transit Authority Advisory Board
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Mayor Joshua Garcia	City of Holyoke
Mayor Michael McCabe	City of Westfield
Mayor Gina-Louise Sciarra	City of Northampton
James Whalen	Holland Selectboard
Roger Fuller	Chesterfield Selectboard
Aaron Vega	Economic Development Council of Western Massachusetts
Alternates	
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Mayor William C. Reichelt	City of West Springfield
Mayor Salem Derby	City of Easthampton
Vacant	Selectboard Town of Holland (Sub-Region 4)
Stephen Thor Johnson	Selectboard Town of Southampton (Sub-Region 5)
Ex-Officio (Non-Voting)	
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Sandra Sheehan	Pioneer Valley Transit Authority Administrator
Tina Cote	Franklin Regional Transit Authority Administrator
Carmen Rosado	Chair of the Pioneer Valley Joint Transportation Committee

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

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

Federal Transit Administration
Office of Civil Rights
Attention: Complaint Team East Building, 5th Floor—TCR 1200 New Jersey Avenue, SE
Washington, DC 20590
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Executive Summary

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

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

The UPWP is divided into the following sections:

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

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

Work Element 3 - This work element is comprised of transportation planning that directly supports the development of projects included in the Regional Transportation Plan (RTP) or the development of RTPs. Key studies included in Work Element 3 for FFY 2027 include:

- Task 3.1 – Bicycle and Pedestrian Planning supports local, regional, and state Complete Streets planning to accommodate all modes of transportation. This task includes work to support Bay State Bike Month and the expansion of the region’s on-road and off-road pedestrian and bicycle network.
- Task 3.2 – Regional Pavement Projects will analyze the data collected under Task 2.4 in the communities of Amherst, Belchertown, Chicopee, Granby, Hadley, Ludlow, Pelham, S. Hadley, and Ware.

- Task 3.3 – Regional Freight Planning assists in the planning of the efficient movement of all forms of freight. Work under this task will advance a data collection plan to measure existing and future freight volumes.
- Task 3.4 – Regional Congestion Management Process Project Development analyzes regional travel time data along major transportation corridors to confirm areas of congestion. Staff will utilize data to identify locations with a high percentage of unclassified congestion and perform analysis to identify the actual cause of congestion.
- Task 3.5 – Regional Performance Measures Assessment will continue to review and assess adopted regional performance targets and score projects for the TIP using the regional Transportation Evaluation Criteria. PM1, PM2, and PM3 targets will be updated in cooperation with MassDOT. Regional transit targets will be updated in cooperation with the PVTA.
- Task 3.6 – Regional Safety and Planning Studies. Work under this task will continue to advance the fourth year of the vulnerable road user safety studies program. A Transportation Safety Study will be completed for two intersections as requested by the Town of Hampden.
- Task 3.7 – Transit Surveys, Performance Management, and Safety is conducted in partnership with PVTA to survey, monitor, and assess the quality of fixed-route and paratransit services. The survey of PVTA Paratransit Riders started in the FFY2026 UPWP will be finalized in FFY2027. Work on a survey of the PVTA Southern System will be performed as part of this task.
- Task 3.8 – Regional Transit Planning provides technical assistance and analysis for transit planning, operations and capital programs in cooperation with the PVTA. Staff will conduct and enhance outreach to transit customers to assure compliance with requirements of Title VI for PVTA and the MPO. Mystery Rides and transit facility inspections will be reported on each quarter. A Triennial Update to the PVTA TAM Plan will be completed as part of the FFY2027 UPWP.
- Task 3.9 – Paratransit and Suspension Appeals Planning Assistance supports the paratransit services for people with disabilities and seniors that are provided by PVTA in fulfillment of the requirements of USDOT Section 504 regulations and other planning requirements under the Americans with Disabilities Act.
- Task 3.10 – Skyline Trail Scenic Byway Planning will build on the work started in FFY2026 to assist the communities of Chester, Huntington, and Middlefield to obtaining designation as a National Scenic Byway.
- Task 3.11 – Regional Transportation Plan Update will begin the initial work to review the content of the 2024 Regional Transportation Plan for the Pioneer Valley MPO and coordinate public participation to educate the public about the RTP and gather input on transportation investment priorities for the region.

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

Additional Planning Projects - This section outlines activities funded by others and includes tasks that have not yet been provided funds. Proposed tasks are provided for information purposes only.

Introduction

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

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

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

Funding Source	Fiscal Period:
FHWA/FTA/MassDOT	October 1, 2026 through September 30, 2027
PVTA	October 1, 2026 through September 30, 2027

The Pioneer Valley Metropolitan Planning Organization will consider endorsement of the Unified Planning Work Program for the Pioneer Valley MPO at their May 26, 2026 meeting.

UPWP AMENDMENT

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

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

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

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

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

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

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

TRANSPORTATION PLANNING FUNDING SOURCES

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

Within the Pioneer Valley region the predominant source of funding from MassDOT is PL funds. Funds not used during a program year are de-obligated and are available for future use upon availability and approval from MassDOT.

A total of \$1,785,779 in PL funds has been programmed for the FFY2027 Transportation Work Program. Direct Costs are expected to vary among tasks in the UPWP and are subject to change. A total of \$55,000 is allocated for Direct Costs in FY2027.

Transit Funding—Two types of funds are used for transit planning purposes in the Pioneer Valley region; Section 5303 and Section 5307 funds of the Federal Transit Act Amendments of 1991. Section 5303 funds are earmarked for use in planning and technical studies related to urban mass transportation. They are filtered down from the Federal Transit Administration through the MassDOT to the regional planning agencies in the Commonwealth. Beginning in FFY2020, Section 5303 funding was combined with PL funding in a single contract to be administered through FHWA with MassDOT providing the required 20% match.¹ All total, \$443,983 in Section 5303 funds was transferred from FTA to FHWA for the FFY2027 UPWP. The total amount of PL funds programmed for the FFY2027 Transportation Work Program includes this transfer of Section 5303 funds.

Section 5307 funds can be used for planning as well as other purposes, and are distributed by the FTA on the basis of the Regional Transit Authority (RTA) service area population. The Pioneer Valley Transit Authority, using Section 5307 funds from the FTA, contracts with the PVPC for assistance on a wide range of planning activities. The required 20% local match for

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

5307 Funds is provided by the PVTA. A total of \$320,000 in transit funds has been programmed for the FFY2027 Transportation Work Program.

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

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

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

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

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

De-Obligated PL Funding – The Pioneer Valley Planning Commission requested permission from MassDOT to use \$228,467.07 in previously de-obligated PL Funding in FFY2027. This approval is pending.

FAST Act Planning Factors

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

Table 1 – FAST Act Planning Factors

Factor	Description
1	Support the economic vitality of the metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency.
2	Increase the safety of the transportation system for motorized and non-motorized users.
3	Increase the security of the transportation system for motorized and non-motorized users.
4	Increase the accessibility and mobility of people and for freight.
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.
6	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7	Promote efficient system management and operation.
8	Emphasize the preservation of the existing transportation system.
9	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10	Enhancing travel and tourism.

Infrastructure Investment and Jobs Act

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

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

IIJA requires each MPO to use at least 2.5 percent of its PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. The Pioneer Valley MPO has included Task 3.1 – Regional Bicycle and Complete Streets Planning and Task 3.5 - Regional Safety and Planning Studies in the UPWP for many years. These tasks work with federal, state and local authorities to assist in the advancement of a safe and accessible transportation system for all users and travel modes in the Pioneer Valley Region. Similarly, IIJA also requires that “states and metropolitan planning organizations use at least 2.5 percent of their planning funding on activities related to Complete Streets or travel on foot, by bike, in a vehicle or using public transit.” A number of planning tasks meet this requirement. This information is summarized in Tables 9 and 13.

Pioneer Valley MPO Vision and Goals

The Pioneer Valley Metropolitan Planning Organization developed a vision and regional goals to provide a framework for the development of the RTP. The UPWP strives to achieve this vision by incorporating the regional goals in all planning activities. For a complete description of the regional vision and goals, please visit: <https://pvpc.org/wp-content/uploads/2025/05/Final-2024-RTP-complete.pdf#page=13>

Performance Based Planning and Programming

As a continuation of the FAST Act (previous law), the Infrastructure Investment and Jobs Act (IIJA) requires MPOs, in collaboration with the state DOT and transit agencies, to formally establish targets for performance measures aligned with the national goals. Performance Based Planning and Programming (PBPP) refers to the application of performance management within the parameters of the IIJA to achieve desired outcomes for the multimodal transportation system. It is intended to advance transportation investments based on their ability to meet established goals. This includes setting targets for the federally mandated performance measures.

Performance measures are intended to monitor and track performance over time and assess the effectiveness of projects and strategies in meeting national goal areas. The Pioneer Valley MPO used performance-based planning methods to develop the Transportation Evaluation Criteria to program projects in the Transportation Improvement Program.

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

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

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

Table 2 - Regional Performance Target Status

Final Rule	Effective Date	Status	Updated
Safety Performance Measures (PM1)	14-Apr-16	MPO adopted state targets on January 27, 2026	Annually
Pavement/Bridge Performance Measures (PM2)	20-May-17	MPO adopted state targets on February 28, 2023 / Mid - Performance Period Update 10/22/24	Every Two Years / Four Years
System Performance Measures (PM3)	20-May-17	MPO adopted state targets on February 28, 2023 / Mid - Performance Period Update 10/22/24	Every Two Years / Four Years
Transit Asset Management Plan (TAM)	26-Jul-16	MPO adopted PVTA TAM Plan Targets on February 25, 2022 (plan annually)	Every Four Years
Public Transportation Agency Safety Plan (PTASP)	18-Nov-20	MPO adopted PVTA – PTASP on January 27, 2026	Annually

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

Table 3 - Performance Targets for the Pioneer Valley MPO

Rule	Performance Measure	MPO Target 2026
PM1	Total Number of Fatalities	Reduce the 5-year average fatalities to 357 or less statewide with an overarching goal of zero fatalities.
PM1	Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)	Reduce the Rate of Fatalities to 0.56/100 million VMT or less statewide with an overarching goal of zero fatalities/100 million VMT.
PM1	Total Number of Serious Injuries	Reduce the 5-year average of the total number of Serious Injuries to 2562 or less statewide
PM1	Rate of Serious Injuries per 100 Million VMT	Reduce the Rate of Serious Injuries to 4.03/100 million VMT or less statewide
PM1	Total Number of Non-Motorized Fatalities and Serious Injuries	Decrease the 5-year average of non-motorist fatalities and serious injuries to 512 (2022-2026) or less, a 5% reduction
PM2	Percentage of pavement of the Interstate System in Good condition	Maintain a condition of 70% or better for 2023 and 2025
PM2	Percentage of pavement of the Interstate System in Poor condition	Maintain a condition of 2% or less for 2023 and 2025
PM2	Percentage of pavement of the non-Interstate NHS in Good condition	Maintain a condition of 30% or better for 2023 and 2025
PM2	Percentage of pavement of the non-Interstate NHS in Poor condition	Maintain a condition of 5% or less for 2023 and 2025
PM2	Percentage of NHS bridges classified in Good condition	Maintain a condition of 16% or better for 2023 and 2025
PM2	Percentage of NHS bridges classified in Poor condition	Maintain a condition of 12% or less for 2023 and 2025
PM3	Level of Travel Time Reliability (LOTTR) on the Interstate System	Maintain a LOTTR at or above 74% statewide for the Interstate System in 2023 and above 76% for 2025
PM3	Level of Travel Time Reliability (LOTTR) on the Interstate System	Maintain a LOTTR at or above 74% statewide for the Interstate System in 2023 and above 76% for 2025
PM3	Level of Travel Time Reliability (LOTTR) on non-Interstate NHS	Maintain a LOTTR at or above 85% statewide for the non-Interstate NHS in 2023 and above 87% in 2025
PM3	Level of Truck Travel Time Reliability (TTTR)	Maintain a TTTR of 1.80 or better statewide for the Interstate System in 2023 and 1.75 or better in 2025
PM3	Peak Hour Excessive Delay (annual hours per capita)	Do not exceed 6.5 annual hours per capita in the Springfield Urbanized Area for 2023 and 6 annual hours in 2025

Rule	Performance Measure	MPO Target 2026
PM3	Percent of Non-Single Occupancy Vehicles (SOV) Travel - Springfield	Maintain a condition of 22.7% non-SOV or better for 2025
PM3	Percentage of Non Single Occupant Vehicle (SOV) Travel	Maintain at least 22.2% for Non-SOV Travel in the Springfield Urbanized Area for 2023 and 22.2% for Non-SOV Travel in 2025
PM3	On-road mobile source emissions from projects funded under the Congestion Mitigation and Air Quality Program (CMAQ) for City of Springfield	Currently no CMAQ projects programmed in the City of Springfield.
PM3	Percent change in tailpipe CO2 emissions on the NHS relative to 2022. Emissions relative to the calendar year (CY) 2022 reference year, NHS GHG emissions were 13.82 MMTCO2e.	MassDOT established a 2025 NHS GHG emissions target of 12.72 million metric tons CO2 equivalent (MMTCO2e), which represents a 7.9% reduction in NHS GHG
TAM	Percent of revenue vehicles by asset class that have met or exceeded their Useful Life Benchmark (ULB)	All Revenue Vehicles = 77%, Bus = 40%, Cutaway Bus = 100%,
TAM	Percent of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Automobiles = 50% Trucks and other Rubber Tire Vehicles = 50%
TAM	Percent of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administrative and Maintenance = 50%

Safety Performance Measures Fixed Route			
Rule	Performance Measure	CY 2026 Target	CY 2026 Target Rate per 10K VRM
PTASP	Major Events	5	0.01
PTASP	Pedestrian Collisions	1	0.02
PTASP	Vehicular Collisions	64	1.29
PTASP	Total Collisions	65	1.3
PTASP	Fatalities	0	0
PTASP	Transit worker Fatalities	0	0
PTASP	Injuries	50	1
PTASP	Transit Worker Injuries	5	0.01
PTASP	Assaults on Transit Workers	115	2.32
PTASP	System Reliability		
PTASP	Preventable Crashes	n/a	2.15
PTASP	Miles Between Breakdowns	20,500	n/a

Safety Performance Measures Paratransit			
PTASP	Performance Measure	CY 2026 Target	CY 2026 Target Rate per 10K VRM
PTASP	Major Events	1	0.03
PTASP	Pedestrian Collisions	0	0
PTASP	Vehicular Collisions	20	0.67
PTASP	Total collisions	20	0.67
PTASP	Fatalities	0	0
PTASP	Transit worker Fatalities	0	0
PTASP	Injuries	1	0.03
PTASP	Transit Worker Injuries	1	0.03
PTASP	Assaults on Transit Workers	1	0.03
PTASP	System Reliability		
PTASP	Preventable Crashes	n/a	1
PTASP	Miles Between Breakdowns	40,000	N/A

Pioneer Valley Metropolitan Planning Organization Members

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

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

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

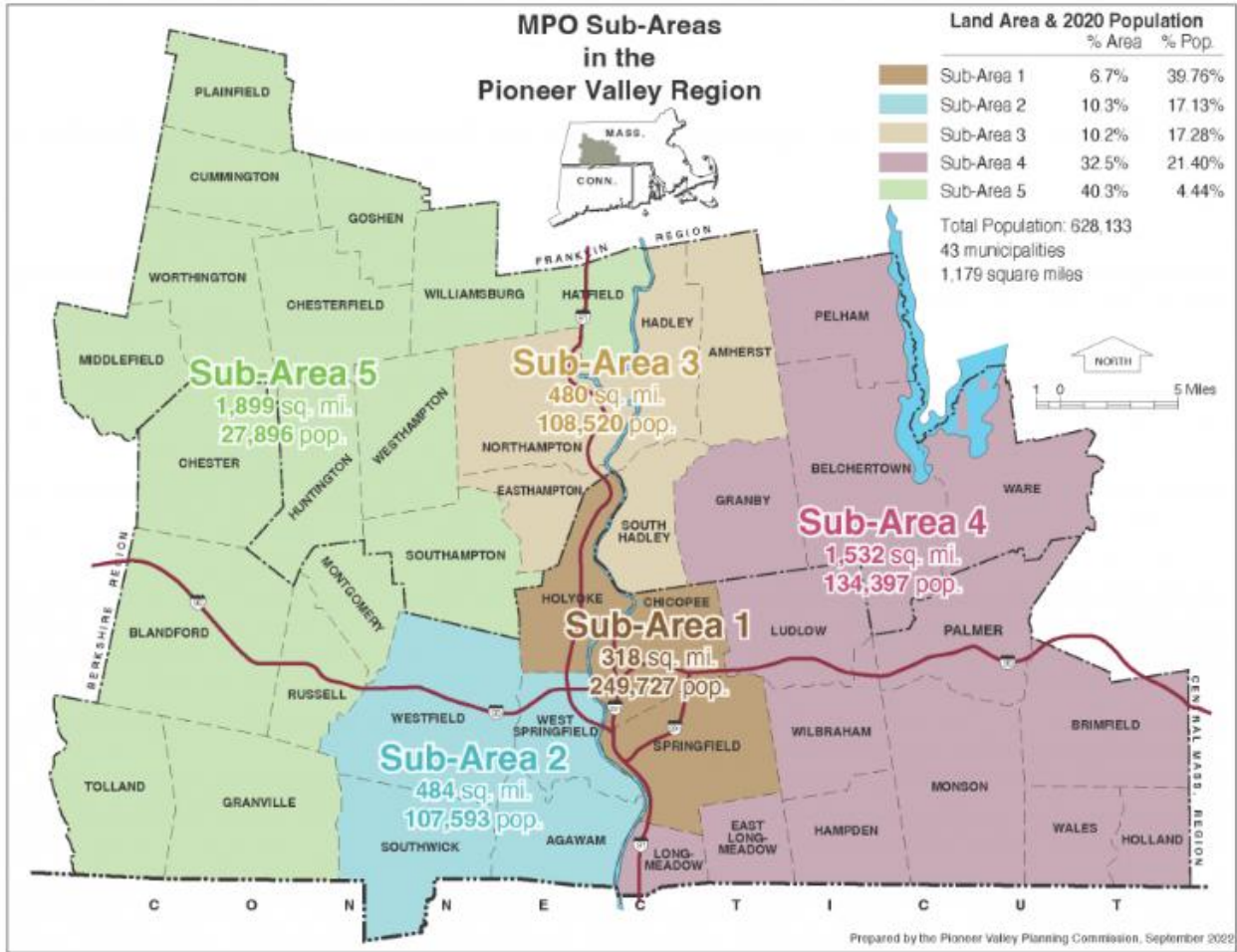
Administration (FTA), the five (5) alternate community MPO representatives, and one representative each from both the Massachusetts Department of Transportation Highway Division District One and District Two Offices shall be considered ex-officio, non-voting members of the Pioneer Valley MPO. Alternate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

<https://pvpc.org/about-us/mpo/memorandum-of-understanding-for-the-pioneer-valley-metropolitan-planning-organization/>

Table 4 - Pioneer Valley MPO Members

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

Figure 1 – Pioneer Valley MPO Map



Joint Transportation Committee (JTC)

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

Table 5 - Pioneer Valley Joint Transportation Committee Members and Alternates

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

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

Transportation Planning Staff

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

Table 6 – Transportation Staff

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

Staffing Report

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

Table 7 – Proposed Staff Time for FFY2027 UPWP

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

Funding Profile

Funding estimates for FFY2027 were provided to the Pioneer Valley MPO by the MassDOT Office of Transportation Planning. All total, \$1,785,779 in PL funding was programmed in the FFY2027 UPWP. This includes a total of \$443,983 in former Section 5303 funds transferred from FTA to FHWA. A breakdown of this funding is summarized in Tables 8 - 12

Table 8 - Program Funding Summary

Funding Source	Federal Share	Local/State Match	Total
FHWA PL	\$1,073,436.80	\$268,359.20	\$1,341,796.00
FTA 5303	\$355,186.40	\$88,796.60	\$443,983.00
Other - PVTA	\$0	\$320,000.00	\$320,000.00
De-Obligated PL	\$182,773.66	\$45,693.41	\$228,467.07
SS4A	\$312,000.00	\$78,000.00	\$390,000.00
Other - Local	\$0	\$20,000.00	\$20,000.00
Total	\$1,923,396.86	\$820,849.21	\$2,744,246.07

Assumptions:

1. Federal Funding amounts are based on information provided by the Massachusetts Office of Transportation Planning on March 31, 2026. MassDOT provides the required 20% match to secure Federal PL and 5303 Funds.
2. PVTA Funds are sourced from FTA Section 5307 and local revenue.
3. The current PVPC Indirect Rate is 120.37% and was approved by MassDOT on November 20, 2025.
4. SS4A and Other – Local Fund amounts are estimated based on current trends. The 20% match to secure the SS4A Funds is provided by MassDOT.
5. De-Obligated PL Funds are based on totals provided by MassDOT on January 30, 2026. PVPC requested use of these funds on April 3, 2026. Approval is pending.
6. Direct Costs are calculated based on the current federal mileage reimbursement rate of \$0.725/mile. Costs have been assigned to UPWP Tasks based on past spending.
7. Estimates of PVPC Staff Hours are based on actual labor rates as of 4/13/2026. All staff labor rates are approved in advance by MassDOT per current contract requirements.
8. Procurement of consultants for the UPWP is a competitive process and follows all federal and Massachusetts procurement laws.

Table 9 – Budget by Task

TASK	FHWA PL	FTA 5303	MassDOT Match	Other - PVTA	SS4A	State/Local Match	Total
1.1	\$8,400.00	\$9,600.00	\$12,000.00	\$0	\$0	\$0	\$60,000.00
1.2	\$18,400.00	\$4,000.00	\$5,600.00	\$0	\$0	\$0	\$28,000.00
1.3	\$20,000.00	\$4,000.00	\$6,000.00	\$0	\$0	\$0	\$30,000.00
1.4	\$72,000.00	\$40,000.00	\$28,000.00	\$0	\$0	\$0	\$140,000.00
1.5	\$12,000.00	\$4,000.00	\$4,000.00	\$0	\$0	\$0	\$20,000.00
2.1	\$60,000.00	\$0	\$15,000.00	\$0	\$0	\$0	\$75,000.00
2.2	\$84,000.00	\$0	\$21,000.00	\$0	\$0	\$0	\$105,000.00
2.3	\$24,000.00	\$8,000.00	\$8,000.00	\$25,000.00	\$0	\$0	\$65,000.00
2.4	\$64,000.00	\$0	\$16,000.00	\$0	\$0	\$0	\$80,000.00
3.1	\$112,000.00	\$16,000.00	\$32,000.00	\$0	\$0	\$0	\$160,000.00
3.2	\$80,000.00	\$0	\$20,000.00	\$0	\$0	\$0	\$100,000.00
3.3	\$52,000.00	\$0	\$13,000.00	\$0	\$0	\$0	\$65,000.00
3.4	\$104,000.00	\$0	\$26,000.00	\$0	\$0	\$0	\$130,000.00
3.5	\$20,000.00	\$0	\$5,000.00	\$0	\$0	\$0	\$25,000.00
3.6	\$159,036.80	\$35,186.40	\$48,555.80	\$0	\$0	\$0	\$242,779.00
3.7	\$0	\$100,000.00	\$25,000.00	\$125,000.00	\$0	\$0	\$250,000.00
3.8	\$0	\$120,000.00	\$30,000.00	\$150,000.00	\$0	\$0	\$300,000.00
3.9	\$0	\$0	\$0	\$10,000.00	\$0	\$0	\$10,000.00
3.10	\$9,600.00	\$0	\$2,400.00	\$0	\$0	\$0	\$12,000.00
3.11	\$24,000.00	\$14,400.00	\$9,600.00	\$0	\$0	\$0	\$48,000.00
4.1	\$32,000.00	\$0	\$8,000.00	\$0	\$0	\$0	\$40,000.00
4.2	\$24,000.00	\$0	\$6,000.00	\$0	\$0	\$0	\$30,000.00
4.3	\$28,000.00	\$0	\$7,000.00	\$0-	\$0	\$0	\$35,000.00
Direct	\$36,000.00	\$0	\$9,000.00	\$10,000.00	\$0	\$0	\$55,000.00
TOTAL	\$1,073,436.80	\$355,186.40	\$357,155.80	\$320,000.00	\$0	\$0	\$2,105,779.00
SS4A	\$0	\$0	\$0-	\$0	\$312,000.00	\$78,000.00	\$390,000.00
Local	\$0	\$0	\$0-	\$0	\$0	\$20,000.00	\$20,000.00
DeObligated PL	\$182,773.66	\$0	\$45,693.41	\$0	\$312,000.00	\$98,000.00	\$0
GRAND TOTAL	\$1,256,210.46	\$355,186.40	\$402,849.21	\$320,000.00	\$312,000.00	\$98,000.00	\$2,744,246.07

Table 10 – Cost Category Summary

Category	FHWA PL	FTA 5303	MassDOT Match	Other - PVTA	SS4A	State/Local Match	Total
Staff Labor	\$470,770.43	\$161,177.29	\$157,986.93	\$140,672.51	\$32,672.32	\$16,336.16	\$979,615.65
Indirect	\$566,666.37	\$194,009.11	\$190,168.87	\$169,327.49	\$39,327.68	\$19,663.84	\$1,179,163.35
Consultants	\$167,814.40	\$0	\$41,953.60	\$9,000.00	\$240,000.00	\$60,000.00	\$518,768.00
Direct Costs	\$50,959.26	\$0	\$12,739.81	\$1,000.00	\$0	\$2,000.00	\$66,699.07
Total	\$1,256,210.46	\$355,186.40	\$402,849.21	\$320,000.00	\$312,000.00	\$98,000.00	\$2,744,246.07

Table 11 – Budget Reconciliation

Check Item	Amount
Program Funding Summary	\$2,744,246.07
Task Budget Total	\$2,744,246.07
Cost Category Total	\$2,744,246.07
Difference	\$0

A total of \$55,000 is programmed in the FFY2027 UPWP for direct costs. Direct expenses greater than \$1,000 require approval in advance of the purchase from MassDOT. Direct costs have been programmed into their specific UPWP task and are estimated as follows:

Table 12 – Direct Cost Breakdown for the FFY2027 UPWP

Direct Cost	PL Direct Costs	PVTA Direct Costs
Computer Equipment and Software	\$13,000	
Traffic Counting Equipment and Supplies	\$4,000	
Parking, Tolls, Mileage Reimbursement	\$7,000	
Professional Development	\$7,000	
Translation Services	\$500	
Advertising	\$2,000	
Postage	\$50	
Printing	\$450	
Consultant Services	\$10,000	\$9,000
Miscellaneous	\$1,000	\$1,000
Total	\$45,000	\$10,000

A provision in IJA requires that “states and metropolitan planning organizations use at least 2.5 percent (\$30,254.31) of their planning funding on activities related to Complete Streets or travel on foot, by bike, in a vehicle or using public transit.” The Pioneer Valley MPO estimates that \$100,000 in Complete Streets planning activities have been programmed in the UPWP.

Table 13 provides more detail in how Complete Streets related activities are funded in the FFY2027 UPWP.

Table 13 – Complete Streets Funding Programmed in the FFY2027 UPWP

Planning Task	Funding Programmed
3.1 Regional Bicycle, Pedestrian Planning	\$55,000
3.3 Regional Freight Planning	\$5,000
3.6 Regional Safety and Planning Studies	\$20,000
3.8 Regional Transit Planning	\$20,000
Total	\$100,000

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

This work element encompasses the administration and support of the 3C transportation process and has been divided into the following tasks for FFY 2027.

Task 1.1 Management of the 3C Process

PURPOSE:

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

OBJECTIVE:

1. Ensure a continuing planning process.
2. Foster cooperation among agencies and governments.

PREVIOUS WORK:

1. 2024 Federal Certification Review of the Pioneer Valley MPO.
2. FFY2026 3C Process.

PROPOSED ACTIVITIES:

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

PRODUCT SCHEDULE:

Product Description	Estimated Completion
Updates to certification documents	As Needed
Monthly Invoices	Q1 – Q4
MPO meeting minutes	Q1 – Q4

RESPONSIBLE PARTIES:

Gary Roux

FUNDING:

Source	Budget	Est. Staff Hours
FHWA PL	\$ 74,200	400.0
Direct Labor	\$ 27,227	
Indirect Costs	\$ 32,773	
Direct Costs	\$ 14,200	

RELATION TO PERFORMANCE MEASURES AND PLANNING FACTORS:

1. Planning Factor(s) Supported:
 - a. Support the economic vitality of the metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency.
 - b. Promote efficient system management and operation.
2. Performance Measures Supported:
 - a. All

Task 1.2 Unified Planning Work Program

PURPOSE:

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

OBJECTIVE:

1. Develop and maintain a fiscally constrained Unified Planning Work Program (UPWP).

PREVIOUS WORK:

1. Pioneer Valley Unified Work Programs 1974 - 2026.

PROPOSED ACTIVITIES:

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

PRODUCT SCHEDULE:

Product Description	Estimated Completion
Amendments to the current UPWP	As Needed
FFY2028 UPWP	Q3

RESPONSIBLE PARTIES:

Rana Al-Jammal	Ray Centeno	Carl Jackson
Geoffrey Klafeta	Amir Kouzehkanani	Peter Kuusisto
Andrew McCaul	Jeffrey McCollough	Khyati Parmar
Gary Roux		

FUNDING:

Source	Budget	Est. Staff Hours
FHWA PL	\$ 28,000	235.0
Direct Labor	\$ 12,706	
Indirect Costs	\$ 15,294	

RELATION TO PERFORMANCE MEASURES AND PLANNING FACTORS:

1. Planning Factor(s) Supported:
 - a. Support the economic vitality of the metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency.
 - b. Promote efficient system management and operation.
2. Performance Measures Supported:
 - a. All

Task 1.3 Public Participation

PURPOSE:

To provide the public with complete information, timely notice, full access to key decisions, and opportunities for early and continuing involvement in the 3C process in compliance with IJJA.

OBJECTIVE:

1. Expand the public engagement process to integrate Virtual Public Involvement (VPI) tools and engage local organizations and populations with diverse viewpoints in the decision-making process.
2. To implement a Public Participation Plan (PPP) to include minority, underserved, and low-income populations in transportation decision making.

PREVIOUS WORK:

1. Updated and revised Constant Contact resources for enhanced outreach and capacity building.
2. Expanded capacity for in-person and hybrid meetings.

PROPOSED ACTIVITIES:

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

PRODUCT SCHEDULE:

Product Description	Estimated Completion
Meeting Minutes and Meeting Notices	Q1 – Q4
Website updates and press releases (as necessary).	Q1 – Q4
Updates to Public Participation Plan	Q3
Updated Constant Contact outreach database	Q4

RESPONSIBLE PARTIES:

Geoffrey Klafeta
Gary Roux

Andrew McCaul

Jeffrey McCollough

FUNDING:

Source	Budget	Est. Staff Hours
FHWA PL	\$ 43,000	270.0
Direct Labor	\$ 13,613	
Indirect Costs	\$ 16,387	
Direct Costs	\$ 13,000	

RELATION TO PERFORMANCE MEASURES AND PLANNING FACTORS:

1. Planning Factor(s) Supported:

- a. Support the economic vitality of the metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency. A robust public participation process ensures a coordinated approach and planning efforts improve opportunities for all residents and assure that no population is left out or deprived of the benefits of an efficient transportation system.
 - b. Emphasize the preservation of the existing transportation system. Title VI protects neighborhoods and communities that might otherwise not have a voice.
2. Performance Measures Supported:
- a. PM2: Pavement condition data has been used to evaluate regional disparities based on Title VI populations. Federal Planning Factors

Task 1.4 Transportation Improvement Program

PURPOSE:

Management of the current year TIP and development of the TIP for FFY 2028. For the active TIP, staff will perform amendments and adjustments as needed to ensure all programmed projects advance towards advertisement. During Quarters 3 and 4, staff will develop the next FFY TIP in collaboration with the MPO, MassDOT and our Regional Partners.

OBJECTIVE:

- 1. Fund regionally significant projects that help achieve regional performance targets.
- 2. Monitor projects to ensure all programmed projects are advertised in current FFY.
- 3. Evaluate the performance of the TIP development process.

PREVIOUS WORK:

- 1. TIP Development 1974-2027.
- 2. Updated list of ranked regional significant projects (project universe).
- 3. Demographic and Economic analysis of all programmed projects.

PROPOSED ACTIVITIES:

- 1. Development of the 2028-2032 TIP.
- 2. Update project status in support of TIP development.
- 3. Adjustments and amendments to the current TIP as required.
- 4. Update project universe (including TEC forms).
- 5. Demographic and Economic analysis of developmental TIP to ensure projects are meeting the needs of the region.
- 6. Assist PVTAs with development of the TIP as needed.
- 7. Perform public outreach to ensure the TIP process is transparent.
- 8. Evaluate all programmed projects to ensure the TIP positively impacts regional performance measures.

PRODUCT SCHEDULE:

Product Description	Estimated Completion
TIP adjustments and amendments	ongoing
2028-2032 TIP Development	Q3
Ranked list of eligible projects, with corresponding TEC forms	Q3
Summary of comments received during public review	ongoing

RESPONSIBLE PARTIES:

Geoffrey Klafeta Andrew McCaul

FUNDING:

Source	Budget	Est. Staff Hours
FHWA PL	\$ 140,000	1,417.5
Direct Labor	\$ 63,530	
Indirect Costs	\$ 76,470	

RELATION TO PERFORMANCE MEASURES AND PLANNING FACTORS:

1. Planning Factor(s) Supported:
 - a. Increase the safety of the transportation system for motorized and non-motorized users.
 - b. Emphasize the preservation of the existing transportation system.
2. Performance Measures Supported:
 - a. All. The regional Transportation Evaluation Criteria (TEC) were developed based on current federal and state regulations, therefore the TIP is developed to both integrate the federal planning factors as well as to have a positive impact on our regional performance measures for both highway and transit infrastructure.

Task 1.5 Title VI Planning

PURPOSE:

To ensure that transportation planning and investments comply with federal civil rights laws, prohibiting discrimination based on race, color, or national origin. Its core objective is to guarantee that protected populations are not denied benefits or disproportionately impacted by transportation projects and are meaningfully included in the planning process.

OBJECTIVE:

1. To guarantee that protected populations are not denied benefits or disproportionately impacted by transportation projects and are meaningfully included in the planning process.

2. To identify protected Title VI populations, and to develop performance measures to evaluate transportation deficiencies, benefits, and burdens and monitor progress.
3. To comply with Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) mandates to ensure federally funded transportation projects are equitable.

PREVIOUS WORK:

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

PROPOSED ACTIVITIES:

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

PRODUCT SCHEDULE:

Product Description	Estimated Completion
Updated Language Access Plan	Q4
PVTA Title VI Report as Subrecipient	Q3
MassDOT Title VI Annual Report	Q4
Title VI Resource Distribution Mapping	ongoing

RESPONSIBLE PARTIES:

Jeffrey McCollough

FUNDING:

Source	Budget	Est. Staff Hours
FHWA PL	\$ 20,000	150.0
Direct Labor	\$ 9,076	
Indirect Costs	\$ 10,924	

RELATION TO PERFORMANCE MEASURES AND PLANNING FACTORS:

1. Planning Factor(s) Supported:
 - a. Emphasize the preservation of the existing transportation system. Title VI protects neighborhoods and communities that might otherwise not have a voice.
 - b. Increase the accessibility and mobility of people and for freight. Title VI efforts assure that population with lower incomes have access to affordable transportation opportunities.
2. Performance Measures Supported:
 - a. PM1: Safety Performance Measures: Title VI populations are at greater risk for fatal and serious injuries and this planning tasks assures that all populations are included, and that regional disparities based on Title VI populations are evaluated.

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

PURPOSE:

To provide accurate and efficient bicycle, pedestrian and vehicle data collection services to support MassDOT, the PVPC’s 43 member communities, and planning tasks included in the FFY2027 UPWP.

OBJECTIVE:

1. Support Planning and Investment Decisions.
2. Monitor System Performance and Safety.
3. Optimize day-to-day operations and assess impacts for regional communities.

PREVIOUS WORK:

1. Regional Traffic Counting Program and database 1985 - 2026.
2. Updates to MassDOT MS2 traffic count site.

PROPOSED ACTIVITIES:

1. Collect 2027 48-hour traffic counts and HPMS data as requested by MassDOT.
2. Collect 48-hour traffic counts on PVPC list of regional significance locations.
3. Collect bicycle and pedestrian count, travel speed data, and vehicle classification count data as needed.
4. Perform Turning Movement Count (TMC) data as requested by member communities and MassDOT.
5. Work in cooperation with local communities to develop a speed data collection program by utilizing existing speed feedback signs.
6. Upload and update the MassDOT MS2 website as well as the PVPC traffic count database and dashboard.

PRODUCT SCHEDULE:

Product Description	Estimated Completion
2027 Traffic Counting Program	Q3, Q4
Traffic Count Dashboard Update	Q4
MS2 Site Updates	Q2
Speed Data Summaries	Q4

RESPONSIBLE PARTIES:

Ray Centeno

Amir Kouzehkanani

Interns

FUNDING:

Source	Budget	Est. Staff Hours
FHWA PL	\$ 82,500	1,095.0
Direct Labor	\$ 34,034	
Indirect Costs	\$ 40,966	
Direct Costs	\$ 7,500	

RELATION TO PERFORMANCE MEASURES AND PLANNING FACTORS:

1. Planning Factor(s) Supported:
 - a. Increase the safety of the transportation system for motorized and non-motorized users.
 - b. Promote efficient system management and operation.
2. Performance Measures Supported:
 - a. All.

Task 2.2 Regional Travel Demand Modeling/Clean Air Planning

PURPOSE

To forecast travel pattern changes based on current conditions and plan for addressing future impacts.

OBJECTIVE:

1. To support local and regional resiliency and local initiatives with the analysis of corridors and transportation projects and their impact on circulation.
2. To maintain a baseline travel demand model for estimating future travel demand, calculating vehicles miles traveled, forecasting long range transportation needs and analyzing impacts on air quality.
3. To develop future build year models for testing planning scenarios.

PREVIOUS WORK:

1. Assessed the impact of a road closure event for on ramp 1A to Interstate I-291 using the Replica online modeling tool.
2. Collaborated with CTPS on the statewide TAZ update project for the TDM27 model.

PROPOSED ACTIVITIES:

1. Continue the corridor analysis started in the FFY2026 UPWP to compare changes in regional traffic patterns resulting from roadway improvements on Route 9 in Hadley between Mill Valley Street and Route 47.
2. Perform an analysis of the impacts of the reconstruction of the Route 20 Bridge (North End Bridge) connecting Springfield to West Springfield.

3. Coordinate with CTPS to finalize the TAZ layer and its associated matching 2020 socio economic data for the statewide model TDM27.
4. Review assumptions of vehicle occupancy and trip rates to include assessment of traffic volume changes post pandemic.
5. Update the traffic count database with current Average Daily Traffic data at community lines and external stations gathered from in-house traffic counts and surrounding planning agencies. Coordinate the exchange of data with MassDOT, surrounding Massachusetts RPAs, and Connecticut’s Capital Region Council of Governments.
6. Update information on non-exempt regional projects for inclusion in the statewide model from the Office of Transportation Planning.
7. Utilize the regional transportation model to assist in the development of future build out estimates, provide supporting data and estimate the effects of planned transportation improvements. Assess future growth impact for planning studies conducted by staff.
8. Perform research to improve the existing Speed/Capacity Lookup table used in running the Regional Transportation Model macro.
9. Participate in MassDOT’s Statewide Social Economic Projections Committee to develop future projections for the update to the Regional Transportation Plan. Update the regional model with new socio-economic data for each build out year.
10. Follow developments of the new Massachusetts Traveler Survey and incorporate new data results into the regional model.

PRODUCT SCHEDULE:

Product Description	Estimated Completion
Analysis of Route 9 lane changes in Hadley	Q3
Springfield/West Springfield North End Bridge Analysis	Q4
Refinement and maintenance of the regional travel demand model.	Q1 – Q4
Air quality conformity and greenhouse gas analysis in support of the TIP	As Necessary
Analysis for projects and scenarios associated with the long-range regional transportation plan	As Necessary
Review the regional Roadway Network Layer updates	Q2
Review the regional TAZ layer Updated with 2020 socioeconomic data	Q3

RESPONSIBLE PARTIES:

Rana Al-Jammal

FUNDING:

Source	Budget	Est. Staff Hours
FHWA PL	\$ 105,000	1,020.0
Direct Labor	\$ 47,647	
Indirect Costs	\$ 57,353	

RELATION TO PERFORMANCE MEASURES AND PLANNING FACTORS:

1. Planning Factor(s) Supported:
 - a. 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.
 - b. Promote efficient system management and operation.
2. Performance Measures Supported:
 - a. PM 3 - Estimates of Vehicle Miles Traveled for base and future years are used to project traffic pattern changes and impacts of growth. Data results are used in transportation planning activities and included as part of the RTP.

Task 2.3 GIS, Mapping, and Graphics

PURPOSE

This ongoing effort creates, collects, and maintains geospatial data and is intended to support the efforts of all other tasks outlined in the UPWP.

OBJECTIVE:

1. Provide planners, government partners, and the public with visual mapping products and web applications to support the 3C planning process.
2. Enhance PVPC's reports and deliverables with visual aids created using GIS tools representing relevant information.
3. Employ the use of drone technology to capture aerial videos and photographs for efficient data collection.

PREVIOUS WORK:

1. Performed transit service analyses and Title VI analyses using GIS software.
2. Worked with state and federal agencies to update authoritative databases related to Critical Freight Corridors and the Road Inventory.
3. Captured aerial videography using the PVPC's drone to supplement report recommendations.

PROPOSED ACTIVITIES:

1. Perform data collection as necessary using the PVPC drone. PVPC is fully licensed by the FAA for small Unmanned Aircraft System sUAS aka drone operation. PVPC follows FAA guidance and industry best practices for all flights.
2. Support activities in the FFY2027 UPWP with maps and graphics.
3. Utilize state-sponsored tools like RITIS to produce an updated map of the service area included in PVPC’s Congestion Management Process (CMP).
4. Produce an interactive web map that provides information on projects programmed in the Transportation Improvement Program (TIP) for 2028 through 2032
5. Pursue the use of GIS in transit service analysis, emergency response, pavement management, and Title VI analysis tasks (ongoing)
6. Provide support for transit planning services for the PVTA, including graphic layout, production of bus schedules and maps, and public information for passengers, such as rider guides and other vital documents (ongoing)
7. Identify local updates to existing authoritative GIS data layers, such as the Road Inventory, Pedestrian Facilities Inventory, and speed limit data, to be shared with MassDOT (ongoing)

PRODUCT SCHEDULE:

Product Description	Estimated Completion
CMP Service Area Map	Q1
TIP Interactive Web Map	Q3
Drone Video	Q1 – Q4
Updated PVTA Schedules	Q1 – Q4
Report Maps and Graphics	Q1 – Q4

RESPONSIBLE PARTIES:

Ray Centeno

Jacob Dolinger

FUNDING:

Source	Budget	Est. Staff Effort
FHWA PL	\$ 42,000	515.0
PVTA	\$ 25,000	340.0
TOTAL	\$ 67,000	855.0
Direct Labor	\$ 29,496	
Indirect Costs	\$ 35,504	
Direct Costs	\$ 2,000	

RELATION TO PERFORMANCE MEASURES AND PLANNING FACTORS:

1. Planning Factor(s) Supported:

- a. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
 - b. Promote efficient system management and operation.
 - c. Enhancing travel and tourism.
2. Performance Measures Supported:
- a. PM2: Pavement condition data is visualized using GIS to reveal roadway segments and clusters where the Overall Condition Index (OCI) is low.
 - b. PM3: The Congestion Management Process (CMP) analyzes vehicle delays and their impact on roadway reliability and emissions, which is visualized on a color scale.

Task 2.4 Regional Pavement Data Collection

PURPOSE

To systematically monitor conditions of the region’s Federal-Aid eligible roads to optimize maintenance budgeting, prioritize repairs, and extend infrastructure life.

OBJECTIVE:

1. To gather accurate, consistent, and timely pavement distress data on all Federal-Aid eligible roadways on a 3-to-4-year rotating cycle.
2. Identify cost-effective maintenance, rehabilitation, and reconstruction strategies.

PREVIOUS WORK:

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

PROPOSED ACTIVITIES:

1. Collect roadway pavement distress data on all federal aid roadways in Hadley, Amherst, Pelham, S. Hadley, Granby, Belchertown, Ware, Chicopee, and Ludlow in FFY2027. The process to collect and analyze pavement distress data including methodology, and software is explained in the UPWP Appendix.
2. Collect and verify additional roadway information such as posted speed, shoulder width, functional class, curb reveal, area zoning, width, segment length, and special route designations.
3. Conduct quality control checks of pavement inventory and condition data.
4. Collect roadway pavement distress information for transportation improvement projects and assist in the regional project evaluation process.
5. Coordinate pavement data collection with other Massachusetts RPAs. Submit all collected pavement distress data to MassDOT.

PRODUCT SCHEDULE:

Product Description	Estimated Completion
Pioneer Valley regional pavement condition Database.	Q3, Q4
Overall Condition Index (OCI) maps for the region and by community.	Q1 – Q4
Community requested segment specific distress data updates.	Q1 – Q4

RESPONSIBLE PARTIES:

Amir Kouzehkanani Robert Manchino Interns

FUNDING:

Source	Budget	Est. Staff Hours
FHWA PL	\$ 82,200	1,145.0
Direct Labor	\$ 36,303	
Indirect Costs	\$ 43,697	
Direct Costs	\$ 2,200	

RELATION TO PERFORMANCE MEASURES AND PLANNING FACTORS:

1. Planning Factor(s) Supported:
 - a. Promote efficient system management and operation.
 - b. Emphasize the preservation of the existing transportation system.
2. Performance Measures Supported:
 - a. PM2: Pavement distress data is used to generate a pavement condition index to ensure safe roadway serviceability.

WORK ELEMENT 3 – RTP Planning

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

Task 3.1 Bicycle and Pedestrian Planning

PURPOSE

To advance the goals of the Pioneer Valley Regional Bicycle and Pedestrian Plan (2025), Massachusetts Bicycle Plan, Massachusetts Pedestrian Plan, Massachusetts Safe Routes to School Program, and the Regional Transportation Plan.

OBJECTIVE:

1. To promote healthy transportation options such as walking and bicycling.
2. Support local and regional initiatives to implement a "Complete Streets" approach to safely accommodate all modes of transportation.
3. Identify potential corridors for connecting active users' paths to reduce bicycle and pedestrian network gaps.

PREVIOUS WORK:

1. Bicycle Parking inventory and study for Springfield and Agawam.
2. Pioneer Valley Regional Bicycle and Pedestrian Plan.
3. Bay State Bike Month coordination, event poster, and annual report.

PROPOSED ACTIVITIES:

1. Work with the JTC Bicycle and Pedestrian Subcommittee to develop a methodology for measuring micro-mobility impacts on shared use paths. Identify best practices for addressing conflicts and managing shared use.
2. Collaborate with member municipalities, MassBike, and MassDOT to facilitate Bay State Bike Month. This includes promoting events through various media platforms and working closely with municipal officials and community-based organizations to ensure broad publicity and engagement.
3. Maintain and update the bicycle counts on shared use paths and designated bike lanes. Work with MassDOT and the JTC's Bicycle, Pedestrian, and Complete Streets Subcommittee to identify future bicycle and pedestrian count locations for FY 2027
4. Actively participate in the Massachusetts Statewide Bicycle Advisory Board.
5. Support local communities in implementing Massachusetts Complete Streets policy initiatives, including project planning and the development of Prioritization Plans.
6. Reassess gaps in the regional bicycle network to update the locations where bicycle facilities are needed in the Pioneer Valley Region.
7. Provide ongoing technical support to communities for current tools and practices regarding bicycle and pedestrian issues, with a focus on promoting safety and comfort.

OBJECTIVE:

1. To optimize infrastructure funding by analyzing road conditions to maximize network performance and longevity.
2. To provide a data driven framework for selecting, scheduling, and prioritizing maintenance and rehabilitation projects.

PREVIOUS WORK:

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

PROPOSED ACTIVITIES:

1. Analyze newly collected pavement distress data for the region’s federal-aid roadways to calculate OCI ratings, determine network priority rankings, and develop a prioritized backlog of recommended improvement projects.
2. Provide support in the evaluation and prioritization of pavement projects within the TIP to ensure resources are allocated efficiently.
3. Conduct plan and budget scenario analyses, including calculating the backlog of repairs for the region’s federal-aid roadway network.

PRODUCT SCHEDULE:

Product Description	Estimated Completion
Pioneer Valley regional pavement backlog.	Q3, Q4
Overall Condition Index (OCI) maps for federal aid roads.	Q1 – Q4

RESPONSIBLE PARTIES:

Amir Kouzehkanani

FUNDING:

Source	Budget	Est. Staff Hours
FHWA PL	\$ 103,300	770.0
Direct Labor	\$ 45,378	
Indirect Costs	\$ 54,622	
Direct Costs	\$ 3,300	

RELATION TO PERFORMANCE MEASURES AND PLANNING FACTORS:

1. Planning Factor(s) Supported:
 - a. Promote efficient system management and operation.
 - b. Emphasize the preservation of the existing transportation system.
2. Performance Measures Supported:
 - a. PM2: Pavement distress data is used to generate a pavement condition index to ensure safe roadway serviceability.

Task 3.3 Regional Freight Planning

PURPOSE

To create a coordinated strategy for moving goods safely and efficiently while strengthening economic development, improving infrastructure, and mitigating impacts on local communities.

OBJECTIVE:

1. To create a safe, efficient, and sustainable goods movement system that maintains and supports a economic competitiveness.
2. Optimize multimodal transportation networks, mitigation congestion, improving reliability, and reducing environmental impacts on communities.

PREVIOUS WORK:

1. Pioneer Valley Regional Freight Transportation Plan.
2. Regional industrial area data collection.

PROPOSED ACTIVITIES:

1. Conduct a regional analysis of travel times along major freight corridors, using tools such as REPLICA and RITIS to evaluate peak hour and mode of travel.
2. Collaborate with MassDOT and private sector partners to identify and address any adverse impacts on freight movement resulting from existing passenger rail services.
3. Collect and maintain data on freight parking and rest area needs, as well as traffic data along key freight corridors.
4. Participate in FHWA “Talking Freight” webinars and other related conferences.
5. Continue work started in FFY2026 to identify areas of potential industrial growth.

PRODUCT SCHEDULE:

Product Description	Estimated Completion
Freight traffic data	Q3, Q4
Regional industrial growth analysis	Q1 - Q4

RESPONSIBLE PARTIES:

Ray Centeno
Gary Roux

Geoffrey Klafeta

Amir Kouzehkanani

FUNDING:

Source	Budget	Est. Staff Hours
FHWA PL	\$ 65,000	755.0
Direct Labor	\$ 29,496	
Indirect Costs	\$ 35,504	

RELATION TO PERFORMANCE MEASURES AND PLANNING FACTORS:

1. Planning Factor(s) Supported:
 - a. Promote efficient system management and operation.
 - b. Increase the accessibility and mobility of people and for freight.
2. Performance Measures Supported:
 - a. PM2: Truck and heavy vehicle volume data is used to create a safe and efficient movement of goods and services in the pioneer valley region.

Task 3.4 Regional Congestion Management Process

PURPOSE

Identify, evaluate, and monitor congested locations within the Pioneer Valley Region based on current federal and state standards.

OBJECTIVE:

1. Identify congested corridors and bottlenecks for further analysis.
2. Provide municipal partners with updated data in a visual format.
3. Reduce recurring and non-recurring congestion in the region.

PREVIOUS WORK:

1. Congestion Summary Reports.
2. Regional Congestion Dashboard.

PROPOSED ACTIVITIES:

1. Use available data sources including RITIS, REPLICA, CONVEYAL and MassGIS to update the PV Region Congestion Dashboard.
2. Use current Bottleneck data to identify up to 4 locations to perform analysis summaries.
3. Regional Freight Congestion Analysis.
4. Monthly Park and Ride data collection and dashboard update.

PRODUCT SCHEDULE:

Product Description	Estimated Completion
Congestion Dashboard	Q1 – Q4
Park and Ride Data	Q1 – Q4
Congestion Summary Profiles	Q1, Q4
Top Congestion Locations	Q2

RESPONSIBLE PARTIES:

Rana Al-Jammal
Andrew McCaul

Ray Centeno
Gary Roux

Geoffrey Klafeta

FUNDING:

Source	Budget	Est. Staff Hours
FHWA PL	\$ 131,200	1,357.5
Direct Labor	\$ 58,992	
Indirect Costs	\$ 71,008	
Direct Costs	\$ 1,200	

RELATION TO PERFORMANCE MEASURES AND PLANNING FACTORS:

1. Planning Factor(s) Supported:
 - a. Increase the accessibility and mobility of people and for freight.
 - b. Promote efficient system management and operation.
2. Performance Measures Supported:
 - a. PM2 and PM3: One of the primary purposes of the CMP is to monitor and develop management strategies to improve congestion throughout our region. The tasks undertaken under the CMP task directly impact all PM3 measurements.

Task 3.5 Regional Performance Measures Assessment

PURPOSE

Advance performance-based planning initiatives in coordination with state and local partners to adopt and monitor regional performance targets that comply with federal requirements.

OBJECTIVE:

1. Work in cooperation with federal, state, and local partners to use a data driven process to advance the goals of the Pioneer Valley Regional Transportation Plan.
2. Advance transportation investments aligned with adopted regional performance targets.

PREVIOUS WORK:

1. Regional Performance Target Adoption

PROPOSED ACTIVITIES:

1. Develop updates to regional RTP performance measures and the TEC scoring process as necessary to coincide with statewide performance measures and IJA requirements.
2. Participate in MassDOT's Performance Management Subcommittee.
3. Analyze and track data collected as part of the UPWP to identify the progress in meeting regional performance measures. Coordinate with MassDOT, PVTA, surrounding regions, CTDOT and CRCOG as necessary.

4. Provide data and analysis as necessary to assist in scoring TEC forms submitted for TIP projects.

PRODUCT SCHEDULE:

Product Description	Estimated Completion
Updated Performance Measures and Targets	Q1, Q2
TEC Scoring	Q2

RESPONSIBLE PARTIES:

Khyati Parmar

FUNDING:

Source	Budget	Est. Staff Hours
FHWA PL	\$ 25,000	150.0
Direct Labor	\$ 11,345	
Indirect Costs	\$ 13,655	

RELATION TO PERFORMANCE MEASURES AND PLANNING FACTORS:

1. Planning Factor(s) Supported:
 - a. Increase the safety of the transportation system for motorized and non-motorized users.
 - b. Increase the security of the transportation system for motorized and non-motorized users.
2. Performance Measures Supported:
 - a. All: This task helps the MPO in identifying regional targets and provides guidelines for transportation planning activities.

Task 3.6 Regional Safety Planning

PURPOSE

Improve traffic safety and mobility of all modes of transportation in the region.

OBJECTIVE:

1. Advance MassDOT’s transportation safety planning objectives towards reducing fatalities and serious injuries in the Commonwealth with an overarching goal of achieving zero fatalities.
2. Perform safety studies to advance improvement recommendations consistent with the Massachusetts Strategic Highway Safety Plan.

PREVIOUS WORK:

1. Maple Street, Central Street, and Cemetery Avenue, Springfield, Safety Study

2. Westfield Road (Route 202), Holyoke, Safety Study
3. Washington School, Springfield, VRU Study
4. Sturbridge Road (Route 20) and Brookfield Road, Brimfield, VRU Study

PROPOSED ACTIVITIES:

1. Participate in MassDOT's Roadway Safety Audits and provide regional perspective and input.
2. Work in cooperation with MassDOT to promote and advance the goals and objectives of the Massachusetts Strategic Highway Safety Plan.
3. Continue advancing local projects and planning studies that improve vulnerable road user safety in the Pioneer Valley by identifying site-specific concerns and carrying forward the fourth year of the VRU Safety Planning Study Program.
 - a. Work with the JTC and the Bicycle, Pedestrian and Complete Streets Subcommittee to identify locations that could benefit from a VRU safety study.
 - b. Organize the initial scope of work discussion with the local community to identify critical issues and a timeline for stake holder meetings.
 - c. Conduct a Vulnerable Road User Safety Assessment with VRU advocacy groups, MassDOT, local officials, and other concerned stake holders to get their input and perspective.
 - d. Develop a Draft Report to outline all the data, input, and recommendations.
4. Conduct a Transportation Safety Study for two intersections as requested by the Town of Hampden:
 - E. Longmeadow Road, Allen Street, Wilbraham Road, and Somers Road
 - Somers Road, Main Street, and Meadowbrook Lane

PVPC will coordinate with the Town of Hampden to advance transportation planning work at each location. This work could include:

 - a. Data collection and existing conditions analysis of traffic volume, travel speed, geometry, signage, pavement, and transit data.
 - b. Assessment of current infrastructure, amenities, and utilities.
 - c. Vulnerable Road Users accommodations and safety data.
 - d. Local and historic crash data collection and analysis.
 - e. Existing operations and Level of service / capacity analysis.
 - f. Multiway Stop and/or signal warrant analyses where applicable.
 - g. Short- and long-term recommendations that advance safety.
5. Continue utilizing the drone to collect data, provide communities with video surveillance capabilities, and document existing safety problems.
 - a. Video surveillance collected with the help of the drone will be utilized to gather data for traffic circulation patterns and confirm local concerns regarding suspected traffic violations, unsafe behavior, and existing circulation patterns.

- b. Perform video surveillance of locations before and after major transportation improvements to document effectiveness.
- 6. Continue to use the MassDOT IMPACT Safety Analysis Tools to identify crash trends and identify potential areas for high-risk crashes in the region.
- 7. Perform safety, traffic calming, and truck exclusion route studies as requested by member communities.

PRODUCT SCHEDULE:

Product Description	Estimated Completion
Hampden Safety Study Report	Q2
VRU Studies	Q2 – Q4
Roadway Safety Audits	Q1 – Q4

RESPONSIBLE PARTIES:

Ray Centeno	Geoffrey Klafeta	Jeffrey McCollough
Khyati Parmar	Gary Roux	Interns

FUNDING:

Source	Budget	Est. Staff Hours
FHWA PL	\$ 243,779	2,540.0
Direct Labor	\$ 110,169	
Indirect Costs	\$ 132,610	
Direct Costs	\$ 1,000	

RELATION TO PERFORMANCE MEASURES AND PLANNING FACTORS:

- 1. Planning Factor(s) Supported:
 - a. Increase the safety of the transportation system for motorized and non-motorized users.
 - b. Increase the security of the transportation system for motorized and non-motorized users.
- 2. Performance Measures Supported:
 - a. PM1: Regional crash data trends assist in monitoring the current PM1 safety targets.

Task 3.7 Transit Surveys, Performance Management, and Safety

PURPOSE

Provide advanced planning support for public transit in the Pioneer Valley Region. Work with the local transit providers and cities and towns to enhance the delivery of safe and effective public transit.

OBJECTIVE:

1. To advance public input and customer feedback with two transit rider surveys.
2. To assist in prioritization and develop a process to inventory bus stop amenities.
3. To continue assisting the Tier 1 Transit Agency with Agency Safety Plan Updates.

PREVIOUS WORK:

1. Paratransit System Survey and Report Draft.
2. PVRTA Agency Safety Plan Updates and Safety Committee Management Technical Assistance.
3. Coordinated Public Transit – Human Services Transportation Plan Dashboard.

PROPOSED ACTIVITIES:

1. PVRTA Safety Committee Management Technical Assistance before and during meetings to assist the Tier 1 transit agency with regulatory expertise and review as part of compliance with the PTASP Rule.
2. Regulatory review of safety hazard mitigation plans for PVRTA to ensure compliance with the PTASP Rule, contractor service provider and agency policies and plans and the agency's own Agency Safety Plan.
3. Service and Route Planning and Analysis including discussions with the local public transit agencies, cities and towns, projecting impacts from adjustments to existing routes and establishing new routes.
4. Continue work on the Paratransit Customer Survey Report started in FFY 2026. Initial work included question development, sampling methodology, survey data collection through a targeted mailing, paper survey data entry and initial charts. In FFY 2027, our plans include crosstabulation and establishing recommendations based on best practices and finalizing the report document.
5. Continue work on the Southern System Customer Survey started in FFY 2026. Initial work included survey question development and sampling methodology. FFY 2027 work will continue with data collection from riders onboard the buses, paper survey data entry, final report including charts for each question, document formatting, cross-tabulation, and establishing recommendations.
6. Bus Stop Amenities Inventory to prioritize bus stops for improvement.
 - a. Work with PVRTA and the JTC to develop prioritization criteria.
 - b. Develop a report on the methods and data sources used to develop the prioritization criteria.
 - c. Bus Stop Amenities Inventory based on the knowledge of the driver management companies and an assessment of a sampling of the infrastructure.
7. Attend transit webinars and conferences.
8. Perform monthly reporting for the National Transit Database (NTD) in compliance with FTA requirements.

PRODUCT SCHEDULE:

Product Description	Estimated Completion
PVTA Tier 1 Transit Agency Safety Plan Mid-Year Updates	Q3
PVTA Route Schedules	Q1 – Q4
PVTA Interactive System Map Updates x4	Q1 – Q4
PVTA Monthly NTD Reporting	Q1 – Q4
PVTA Tier 1 Agency Safety Plan Annual Update	Q2
PVTA Tier 1 Transit Agency Safety Performance Targets	Q2
PVTA Bus Stop Inventory Plan	Q3
PVTA Paratransit Customer Survey Report – Finalized	Q3
PVTA Bus Stop Inventory Report	Q4
PVTA Bus Stop Prioritization Criteria	Q4
PVTA Southern System Customer Survey Report	Q4

RESPONSIBLE PARTIES:

Peter Kuusisto

Gary Roux

Interns

FUNDING:

Source	Budget	Est. Staff Effort
FHWA PL	\$ 125,150	1,195.0
PVTA	\$ 135,000	1,235.0
TOTAL	\$ 260,150	2,430.0
Direct Labor	\$ 113,446	
Indirect Costs	\$ 136,554	
Direct Costs	\$ 10,150	

RELATION TO PERFORMANCE MEASURES AND PLANNING FACTORS:

1. Planning Factor(s) Supported:
 - a. Support the economic vitality of the metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency.
 - b. Increase the accessibility and mobility of people and for freight.
2. Performance Measures Supported:
 - a. PTASP: Support PVTA to establish Tier 1 Transit Agency National Public Transportation Safety Plan Safety Risk Reduction Program Measures.

Task 3.8 Regional Transit Planning

PURPOSE

Provide transit planning services to the Pioneer Valley Transit Authority (PVTA), the Pioneer Valley Metropolitan Planning Organization (MPO), and their member communities.

OBJECTIVE:

1. Technical assistance and analysis for transit planning, operations and capital programs.
2. General organizational and technical assistance with regulatory compliance.
3. Support and facilitation of public and agency participation.

PREVIOUS WORK:

1. Completed the 2025 Update to the Coordinated Public Transit – Human Services Transportation Plan (CPT-HST).
2. Completed Mystery Ride Quarterly Reports.
3. Produced Title VI service analyses for Route R10 and performed public engagement and facilitated public hearings for proposed service changes.

PROPOSED ACTIVITIES:

1. Continue to provide general support for PVTA fixed-route operations and planning, including service evaluation and optimization; ADA and Title VI compliance related to service and fare changes; maintenance and updates of required documents; and other assigned tasks.
2. Continue to conduct and enhance outreach to transit customers to assure compliance with requirements of Title VI for PVTA and the MPO.
3. Perform Mystery Rides and submit quarterly reports to PVTA.
4. Complete the Triennial Update to the PVTA TAM Plan. Provide assistance to the PVTA with amendments and updates to the PVTA TAM Plan.
5. Provide general paratransit planning assistance to PVTA and FRTA. Complete the PVTA Annual NTD Inventory Update.
6. Provide technical assistance as necessary to support MassDOT Rail and Transit in the advancement of West-East Rail.
7. Continue to support communities seeking funds from the state Human services Transportation (HST) Program (or 5310 eligible funding).

PRODUCT SCHEDULE:

Product Description	Estimated Completion
PVTA Title VI Route Analysis and Reports	Q1 - Q4
PVTA Mystery Rides and Facility inspection Reports	Q1 - Q4
PVTA TAM Plan Triennial Update	Q1
PVTA Annual NTD Inventory Update	Q2
Transit Technical Assistance	Q1 - Q4

RESPONSIBLE PARTIES:

Ray Centeno

Carl Jackson

Gary Roux

FUNDING:

Source	Budget	Est. Staff Effort
FHWA PL	\$ 150,000	880.0
PVTA	\$ 150,000	1,300.0
TOTAL	\$ 300,000	2,180.0
Direct Labor	\$ 136,135	
Indirect Costs	\$ 163,865	

RELATION TO PERFORMANCE MEASURES AND PLANNING FACTORS:

1. Planning Factor(s) Supported:
 - a. Increase the accessibility and mobility of people and for freight.
 - b. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
2. Performance Measures Supported:
 - a. TAM: TAM Plan updates help to establish and monitor the existing performance targets.

Task 3.9 Paratransit and Suspension Appeals Planning Assistance

PURPOSE

To assist transit service providers in offering equitable access and safe public transit and paratransit rides to those who are eligible.

OBJECTIVE:

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

PREVIOUS WORK:

1. Appointed a staff representative to serve on the PVTA Paratransit Appeals and Suspension Appeals Committees. Staff prepared draft letters on behalf of the committees which contain a summary of the hearing proceedings and final determinations.

PROPOSED ACTIVITIES:

1. Continue to provide technical assistance supporting the work of the Appeals Committees of the PVTA.
2. Continue to appoint a staff member to serve on the PVTA Paratransit and Suspension Appeals Committees and draft decision letters.
3. Continue to participate in meetings and activities by regional paratransit planning groups when requested.

PRODUCT SCHEDULE:

Product Description	Estimated Completion
Eligibility determination letters reflecting approval or denial of request for eligibility for service.	Q1 – Q4
Reinstatement determination letters reflecting the decision of the Suspension Appeals Committee.	Q1 – Q4
Determination letters reflecting the decision of the Suspension Appeals Committee members whether to uphold, modify or reverse suspension of service eligibility due to violations of the Paratransit No Show Policy	Q1 – Q4

RESPONSIBLE PARTIES:

Rana Al-Jammal

FUNDING:

Source	Budget	Est. Staff Hours
PVTA	\$ 10,000	100.0
Direct Labor	\$ 4,538	
Indirect Costs	\$ 5,462	

RELATION TO PERFORMANCE MEASURES AND PLANNING FACTORS:

1. Planning Factor(s) Supported:
 - a. Increase the security of the transportation system for motorized and non-motorized users.
 - b. Increase the accessibility and mobility of people and for freight.
2. Performance Measures Supported:
 - a. PTASP. Setting conditions for reinstatement of riding eligibility to ensure safety of patrons and drivers when riding privileges suspensions occur due to violations of the Passenger Code of Conduct.

Task 3.10 Skyline Trail Scenic Byway Planning

PURPOSE

To assist the communities of Chester, Huntington, and Middlefield in the Pioneer Valley on exploration related to obtaining designation as a Massachusetts Scenic Byway. This work would be performed cooperatively with the Berkshire Regional Planning Commission for the adjoining communities of Hinsdale and Peru.

OBJECTIVE:

1. Work cooperatively the five communities to advance planning efforts to support the Skyline Trail Scenic Byway.

PREVIOUS WORK:

1. FFY2026 Skyline Trail Scenic Byway outreach efforts.

PROPOSED ACTIVITIES:

1. Identify the distinctive characteristics of the Skyline trail that provide an exceptional traveling experience.
2. Coordination with the Berkshire Regional Planning Commission on the steps necessary to advance designation.
3. Begin preliminary planning to identify safety and preservation needs along the corridor.

PRODUCT SCHEDULE:

Product Description	Estimated Completion
Identify characteristics	Q3
Coordinate with Berkshire Regional Planning	Q4
Preliminary planning/data collection	Q4

RESPONSIBLE PARTIES:

Jeffrey McCollough

FUNDING:

Source	Budget	Est. Staff Hours
FHWA PL	\$ 12,000	100.0
Direct Labor	\$ 5,445	
Indirect Costs	\$ 6,555	

RELATION TO PERFORMANCE MEASURES AND PLANNING FACTORS:

1. Planning Factor(s) Supported:
 - a. Emphasize the preservation of the existing transportation system.
 - b. Enhancing travel and tourism.

2. Performance Measures Supported:
 - a. PM1, PM2: This effort will explore crash history for the corridor and assess existing pavement conditions.

Task 3.11 Regional Transportation Plan Update

PURPOSE

To create a fiscally realistic, performance-based, and publicly informed roadmap that links transportation investments to the long-term goals for the Pioneer Valley MPO.

OBJECTIVE:

1. Establish a long-term vision for the regional transportation system.
2. Advance transportation investments consistent with state and regional plans.
3. Develop regional performance targets and demonstrate how planned investments support those targets.

PREVIOUS WORK:

1. 2024 Regional Transportation Plan for the Pioneer Valley

PROPOSED ACTIVITIES:

1. Review and update the existing Vision, Goals and Emphasis Areas in the current RTP.
2. Develop an Outline of the proposed RTP layout and content.
3. Coordinate a series of public events to educate the public about the RTP and gather input on transportation investment priorities for the final plan.
4. Begin development of draft RTP content with a goal of a final endorsed RTP by July 2028.

PRODUCT SCHEDULE:

Product Description	Estimated Completion
RTP Public Participation and Outreach	Q3, Q4
Draft Vision, Goals and Emphasis Areas	Q3
RTP Outline	Q3

RESPONSIBLE PARTIES:

Ray Centeno
Gary Roux

Geoffrey Klafeta

Jeffrey McCollough

FUNDING:

Source	Budget	Est. Staff Hours
FHWA PL	\$ 48,000	425.0
Direct Labor	\$ 21,782	
Indirect Costs	\$ 26,218	

RELATION TO PERFORMANCE MEASURES AND PLANNING FACTORS:

1. Planning Factor(s) Supported:
 - a. The RTP integrates and supports all ten federal planning factors.
2. Performance Measures Supported:
 - a. The RTP incorporates all federally required performance measures and links planned investments to expected performance benefits.

WORK ELEMENT 4 – Ongoing Transportation Planning

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

Task 4.1 Implementing Our Next Future

PURPOSE

To promote growth centered in existing urban and town centers served by existing transportation and other public infrastructure and services. Discourage inefficient land use and development in environmentally sensitive areas while striving to advance housing opportunities that link to transportation networks

OBJECTIVE:

1. Work with local communities to implement the “Our Next Future” Plan for sustainability and smart growth in the Pioneer Valley region.

PREVIOUS WORK:

1. Regional Housing Coordination and Production Plan.

PROPOSED ACTIVITIES:

1. Continue to provide staff support to the Valley Development Council, which provides input from community officials and the development community in implementing Valley Vision.
2. Continue to provide staff support to the Housing Plan Advisory Committee to advance strategies for transit-oriented and community center mixed use housing development, and other priorities.
3. Coordinate the update of proposed new development projects with regional communities for inclusion in the MassBuilds database.
4. Provide technical assistance to communities on new local zoning bylaws, land use regulations, and policies as necessary.
5. Continue to update regional Land Use and Housing Sustainability Toolkit to identify and fill gaps as necessary.
6. Perform a spatial analysis to provide a regional picture of where housing and transportation challenges intersect.

PRODUCT SCHEDULE:

Product Description	Estimated Completion
Quarterly Valley Development Council Meetings	Q1 – Q4
Quarterly meetings of the Housing Plan Advisory Committee	Q1 – Q4
Community technical assistance	Q1 – Q4
Spatial analysis of housing and transportation	Q4

RESPONSIBLE PARTIES:

Ken Comia

FUNDING:

Source	Budget	Est. Staff Hours
FHWA PL	\$ 40,000	375.0
Direct Labor	\$ 18,151	
Indirect Costs	\$ 21,849	

RELATION TO PERFORMANCE MEASURES AND PLANNING FACTORS:

1. Planning Factor(s) Supported:
 - a. Support the economic vitality of the metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency.
 - b. 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.
2. Performance Measures Supported:
 - a. PM3: Task 4.1 develops strategies to encourage alternate forms of transportation and discourage single occupant vehicle use.

Task 4.2 Transportation Infrastructure Protection Planning

PURPOSE

Help Pioneer Valley communities implement innovative transportation strategies that advance economic, social, and environmental goals while reducing stormwater impacts.

OBJECTIVE:

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

PREVIOUS WORK:

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

PROPOSED ACTIVITIES:

1. Provide technical assistance to regional communities to advance strategies and projects that safeguard critical transportation infrastructure as requested.

2. Identify and provide updates on potential threats and vulnerabilities within the regional transportation network based on existing flood zones, dam condition, and bridge and culvert conditions.

PRODUCT SCHEDULE:

Product Description	Estimated Completion
Local assistance technical memos	Q1 – Q4
Updated Regional dam condition summary	Q4

RESPONSIBLE PARTIES:

Patty Gambarini Mimi Kaplan

FUNDING:

Source	Budget	Est. Staff Hours
FHWA PL	\$ 30,250	250.0
Direct Labor	\$ 13,613	
Indirect Costs	\$ 16,387	
Direct Costs	\$ 250	

RELATION TO PERFORMANCE MEASURES AND PLANNING FACTORS:

1. Planning Factor(s) Supported:
 - a. Emphasize the preservation of the existing transportation system.
 - b. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
2. Performance Measures Supported:
 - a. PM1 and PM2: A resilient transportation system improves safety and increases the reliability of transportation infrastructure.

Task 4.3 Local Technical Assistance

PURPOSE

Assist PVPC communities and organizations through short term technical transportation support as requested by the chief locally elected official.

OBJECTIVE:

1. Provide transportation-related assistance that can be completed in 2 -3 days of staff time to regional communities.

PREVIOUS WORK:

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

PROPOSED ACTIVITIES:

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

PRODUCT SCHEDULE:

Product Description	Estimated Completion
Technical memos	Q1 – Q4
MEPA comment letters	Q1 – Q4

RESPONSIBLE PARTIES:

Amir Kouzehkanani

Jeffrey McCollough

Khyati Parmar

FUNDING:

Source	Budget	Est. Staff Hours
FHWA PL	\$ 35,000	310.0
Direct Labor	\$ 15,882	
Indirect Costs	\$ 19,118	

RELATION TO PERFORMANCE MEASURES AND PLANNING FACTORS:

1. Planning Factor(s) Supported:
 - a. Increase the safety of the transportation system for motorized and non-motorized users.
 - b. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
2. Performance Measures Supported:
 - a. PM1, PM2: Local technical assistance requests can result in low cost transportation improvements that enhance safety and maintain existing infrastructure.

Other Transportation Planning

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

Safer Streets and Roads for All Grant

PURPOSE

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

OBJECTIVE:

1. Create a Regional Safety Action Plan compliant with SS4A to improve roadway safety by significantly reducing and eliminating roadway fatalities and serious injuries for all users.

PREVIOUS WORK:

1. Regional Safety Action Plan
2. Regional Safety Compass Update.

PROPOSED ACTIVITIES:

1. Finalize the Regional Action Plan for the Pioneer Valley developed in the 2026 calendar year.
2. Advance a demonstration activity to identify and evaluate existing traffic signals that do not currently comply with the Manual on Uniform Traffic Control Devices (MUTCD). Prepare an inventory of these locations, develop an analysis methodology, and compile a list of priority locations for future intersection improvement projects or traffic signal equipment upgrades.

PRODUCT SCHEDULE:

Product Description	Estimated Completion
Final Regional Action Plan	Q1
Draft Demonstration Project materials	Q3
Final Demonstration Project materials	Q4

RESPONSIBLE PARTIES:

Consultant
Carl Jackson

Jeffrey McCollough
Gary Roux

Khyati Parmar

FUNDING:

Source	Budget	Est. Staff Effort
FHWA PL (80%)	\$ 312,000	300.0
MassDOT (20% match)	\$ 78,000	
TOTAL	\$ 390,000	
Consultant Fees	\$ 312,000	
Direct Labor	\$ 35,395	
Indirect Costs	\$ 42,605	

RELATION TO PERFORMANCE MEASURES AND PLANNING FACTORS:

1. Planning Factor(s) Supported:
 - a. Increase the safety of the transportation system for motorized and non-motorized users.
 - b. Increase the security of the transportation system for motorized and non-motorized users.
2. Performance Measures Supported:
 - a. PM1: The Regional Safety Action Plan will identify transportation improvements that enhance safety based on regional and local priorities.

Regional Travel Demand Model Update

PURPOSE

To update the regional travel demand model and improve the underlying layers to conform with the statewide model in preparation for integration with the upcoming statewide model update TDM27.

OBJECTIVE:

1. Procure consulting services to perform updates, keep up with new available data, and incorporate Census 2020 geographies.
2. Assess features in the statewide travel demand model (TDM23) and prepare for the upcoming release of the TDM27 statewide travel demand model.
3. Update the existing regional travel demand model macro to read new 2020 Census TAZ data.

PREVIOUS WORK:

1. 2024 RTP model development.

PROPOSED ACTIVITIES:

1. Assess the current regional travel demand model and compare to TDM23 and TDM27. Identify the features that could enhance the current model and identify the steps necessary to update the model.
2. Update the model to incorporate new features and 2020 Census TAZ modification.

- a. Update socioeconomic data layers by TAZ, review and update all centroids and centroid connectors, and update roadway links as necessary.
- b. Assess the best way to match the Pioneer Valley network layer to the geography of the statewide network while maintaining Pioneer Valley link attributes and granularity. Transfer roadway attributes such as speed, capacity, directionality, traffic counts, etc. Reconfigure all highway ramps as necessary. Review network attributes and update the directionality, number of lanes, and facility type.
3. Run, calibrate and validate a regional travel demand model for base year 2020 and subsequently for Build Years 2030, 2040, and 2050.
4. Record the 4-step model in a macro to allow accurate task repetition and to automatically generate analysis reports related to Flows and VMTs, and other useful transportation data.
5. Compile a user's guide on how to use the new model for calculating regional and community VMT, comparison scenario planning and VOC corridor analysis using theme maps.

PRODUCT SCHEDULE:

Product Description	Estimated Completion
Model Assessment	Q1
Model Updates	Q2 - Q4
Model Calibration.	Q4
Updated Model Macro	Q4
Model User Guide	Q4

RESPONSIBLE PARTIES:

Consultant

FUNDING:

Source	Budget
De-Obligated PL	\$ 119,768

RELATION TO PERFORMANCE MEASURES AND PLANNING FACTORS:

1. Planning Factor(s) Supported:
 - a. 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.
 - b. Promote efficient system management and operation.
2. Performance Measures Supported:

- a. PM 3 - Estimates of Vehicle Miles Traveled for base and future years are used to project traffic pattern changes and impacts of growth. Data results are used in transportation planning activities and included as part of the RTP.

Local Pavement Management and Traffic Counting

OBJECTIVE:

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

PREVIOUS WORK:

- 1. Springfield Local Pavement Management Study.

PROPOSED ACTIVITIES:

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

PRODUCT SCHEDULE:

Product Description	Estimated Completion
Final Blandford Local Pavement Study	Q1
Final Goshen Local Pavement Study	Q1
OCI Updates	Q1 - Q4
Traffic Count Reports	Q1 - Q4

RESPONSIBLE PARTIES:

Amir Kouzehkanani

Robert Manchino

FUNDING:

Source	Budget	Est. Staff Effort
Local Funds	\$ 20,000	105.0
Direct Labor	\$ 9,076	
Indirect Costs	\$ 10,924	

* Estimated funds based on previous work.

Transportation Component of the Regional Housing Plan

PURPOSE

Develop a transportation component to complement PVPC's Regional Housing Plan.

OBJECTIVE:

1. Procure consulting services to evaluate the region's transportation network and how it impacts housing access.

PREVIOUS WORK:

1. Regional Housing Plan.

PROPOSED ACTIVITIES:

1. Assess the connection between housing and access to jobs and services.
2. High level zoning and land use patterns analysis to determine whether housing production opportunities align with high-capacity transit or are located in highly connected locations.
 - a. A map of areas with high intersection density overlaid with existing zoning.
3. A cost burden analysis to identify geographic and demographic disparities where the combined burden of housing and transportation costs creates barriers to stable, accessible, and affordable living.
4. A spatial analysis to provide a regional picture of where housing and transportation challenges intersect.
5. Development of a series of strategies to address regional housing and transportation challenges that ensure alignment between land use and mobility investments.

PRODUCT SCHEDULE:

Product Description	Estimated Completion
Housing and access to jobs assessment	Q1
High level zoning and land use patterns analysis	Q2
Cost burden analysis	Q3
Spatial analysis	Q4
Final report	Q4

RESPONSIBLE PARTIES:

Consultant

FUNDING:

Source	Budget
De-Obligated PL	\$ 90,000

Equipment and Software Upgrades

PURPOSE

Procure equipment to complement existing transportation planning activities.

OBJECTIVE:

1. Procure equipment in compliance with current federal and state requirements.

PROPOSED ACTIVITIES:

1. Procure the following equipment and software to support ongoing transportation planning work as identified in the UPWP:
 - a. WAViX-AI Multimodal Traffic Counter
 - b. 3 year Synchro software license
 - c. 3 year OpenGov software license
 - d. iPad Pro M5 tablet to facilitate field data collection.

FUNDING:

Source	Budget
De-Obligated PL Direct Costs	\$ 18,699.07
Radar WAViX-AI Counter	\$ 5,580.00
Synchro Software License	\$ 1,032.00
OpenGov Software License	\$ 10,138.07
iPad Pro M5 tablet	\$ 1,949.00

Estimated Product Completion Schedule – FFY 2027 UPWP

Table 14 – Estimated Product Completion Schedule

Task	Product	Anticipated Completion
1.1	Updates to certification documents	As Needed
1.1	Monthly Invoices	Q1 – Q4
1.1	MPO meeting minutes	Q1 – Q4
1.2	Amendments to the current UPWP	As Needed
1.2	FFY2028 UPWP	Q3
1.3	Meeting Minutes and Meeting Notices	Q1 – Q4
1.3	Website updates and press releases (as necessary).	Q1 – Q4
1.3	Updates to Public Participation Plan	Q3
1.3	Updated Constant Contact outreach database	Q4
1.4	TIP adjustments and amendments	ongoing
1.4	2028-2032 TIP Development	Q3
1.4	Ranked list of eligible projects	Q3
1.4	Summary of comments received during public review	ongoing
1.5	Updated Language Access Plan	Q4
1.5	PVTA Title VI Report as Subrecipient	Q3
1.5	MassDOT Title VI Annual Report	Q4
1.5	Title VI Resource Distribution Mapping	ongoing
2.1	2027 Traffic Counting Program	Q3, Q4
2.1	Traffic Count Dashboard Update	Q4
2.1	MS2 Site Updates	Q2
2.1	Speed Data Summaries	Q4
2.2	Analysis of Route 9 lane changes in Hadley	Q3
2.2	Springfield/W Springfield North End Bridge Analysis	Q4
2.2	Maintenance of the regional travel demand model.	Q1 – Q4
2.2	Air quality conformity and greenhouse gas analysis	As Necessary
2.2	RTP Project Analysis	As Necessary
2.2	Review the regional Roadway Network Layer updates	Q2
2.2	Review the regional TAZ layer updates	Q3
2.3	CMP Service Area Map	Q1
2.3	TIP Interactive Web Map	Q3
2.3	Drone Video	Q1 – Q4
2.3	Updated PVTA Schedules	Q1 – Q4
2.3	Report Maps and Graphics	Q1 – Q4
2.4	Regional pavement condition database.	Q3, Q4
2.4	Overall Condition Index (OCI) maps	Q1 – Q4
2.4	Community requested updates	Q1 – Q4
3.1	JTC Bicycle Pedestrian Complete St. Subcommittee	Q1 – Q4
3.1	Bay State Bike Month Coordination	Q3
3.1	Bicycle Parking Inventory	Q1 – Q4
3.1	Counts for bicyclists and pedestrians	Q3, Q4
3.1	MA Bicycle and Pedestrian Advisory Board	Q1 – Q4
3.2	Pioneer Valley regional pavement backlog.	Q3, Q4
3.2	Overall Condition Index (OCI) maps	Q1 – Q4
3.3	Freight traffic data	Q3, Q4

Task	Product	Anticipated Completion
3.3	Regional industrial growth analysis	Q1 - Q4
3.4	Congestion Dashboard	Q1 – Q4
3.4	Park and Ride Data	Q1 – Q4
3.4	Congestion Summary Profiles	Q1, Q4
3.4	Top Congestion Locations	Q2
3.5	Updated Performance Measures and Targets	Q1, Q2
3.5	TEC Scoring	Q2
3.6	Hampden Safety Study Report	Q2
3.6	VRU Studies	Q2 – Q4
3.6	Roadway Safety Audits	Q1 – Q4
3.7	PVTA Tier 1 PTASP Mid-Year Updates	Q3
3.7	PVTA Route Schedules	Q1 – Q4
3.7	PVTA Interactive System Map Updates x4	Q1 – Q4
3.7	PVTA Monthly NTD Reporting	Q1 – Q4
3.7	PVTA Tier 1 Agency Safety Plan Annual Update	Q2
3.7	PVTA Tier 1 PTASP Performance Targets	Q2
3.7	PVTA Bus Stop Inventory Plan	Q3
3.7	Final PVTA Paratransit Customer Survey Report	Q3
3.7	PVTA Bus Stop Inventory Report	Q4
3.7	PVTA Bus Stop Prioritization Criteria	Q4
3.7	PVTA Southern System Customer Survey Report	Q4
3.8	PVTA Title VI Route Analysis and Reports	Q1 - Q4
3.8	PVTA Mystery Rides and Facility inspection Reports	Q1 - Q4
3.8	PVTA TAM Plan Triennial Update	Q1
3.8	PVTA Annual NTD Inventory Update	Q2
3.8	Transit Technical Assistance	Q1 - Q4
3.9	Eligibility/Reinstatement/Suspension Appeal Letters	Q1 - Q4
3.10	Byway characteristic identification	Q3
3.10	Coordinate with Berkshire Regional Planning	Q4
3.10	Preliminary planning/data collection	Q4
3.11	RTP Public Participation and Outreach	Q3, Q4
3.11	Draft Vision, Goals and Emphasis Areas	Q3
3.11	RTP Outline	Q3
4.1	Quarterly Valley Development Council Meetings	Q1 – Q4
4.1	Quarterly Housing Plan Advisory Committee	Q1 – Q4
4.1	Community technical assistance	Q1 – Q4
4.1	Spatial analysis of housing and transportation	Q4
4.2	Local assistance technical memos	Q1 – Q4
4.2	Updated Regional dam condition summary	Q4
4.3	Technical memos	Q1 – Q4
4.3	MEPA comment letters	Q1 – Q4

UPWP Planning Activity Assessment

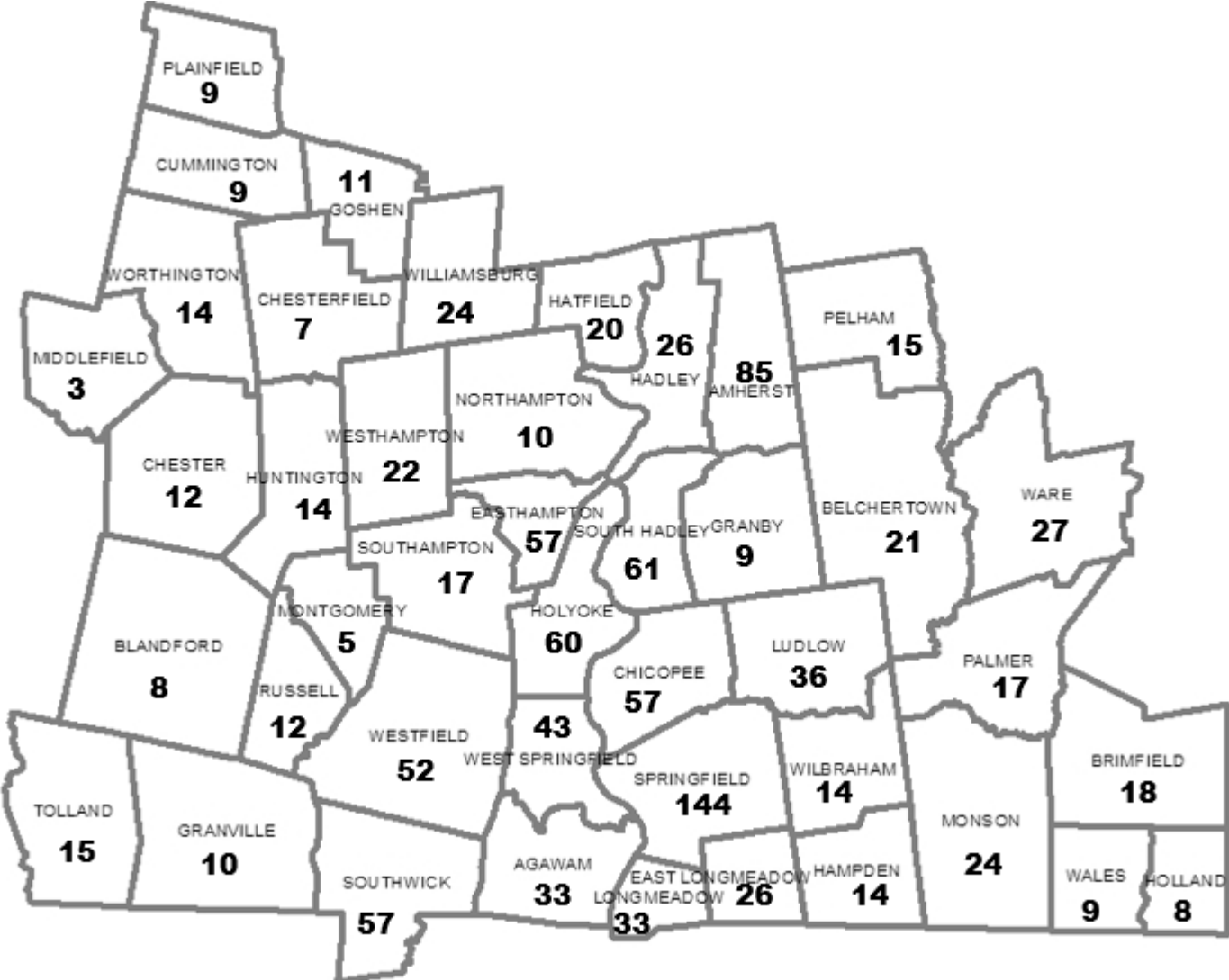
The Pioneer Valley MPO is required to certify their planning process addresses the major transportation issues facing the region. This certification assures that planning is conducted in accordance with Title VI of the Civil Rights Act of 1964. PVPC works cooperatively with MassDOT, the Pioneer Valley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

The Pioneer Language Access Plan (LAP) describes the MPO's strategic approach to engage people who are Limited English Proficient (LEP) in transportation planning activities. PVPC's goal is to ensure that all people have meaningful access to the public involvement process. The LAP Plan clarifies the MPO's responsibilities with respect to LEP requirements as a recipient of federal financial assistance from the U.S. Department of Transportation. https://pvpc.org/wp-content/uploads/2025/06/PVMPO-Language-Access-Plan-2023_r.pdf

For more information please refer to the Pioneer Valley MPO website on Civil Rights and Title VI - <https://pvpc.org/about-us/for-the-public/title-vi/>

PVPC conducted an assessment on the transportation planning tasks completed as part of previous UPWP's. This assessment process identifies how regional transportation planning activities have potentially impacted the region. A map of planning tasks completed by community from 2018 – 2027 is shown on Figure 2. Planning tasks for 2026 and 2027 are assumed based on status at the time of the publication of the UPWP.

Figure 2 – 2018 – 2027* Transportation Planning Activities by PVPC Community Map



* Planning Activities for 2026 and 2027 are estimated based on current and proposed UPWP Tasks.

Past UPWP's were reviewed to identify the transportation planning tasks that were completed for each of the 43 communities in the PVPC region. Transportation tasks are defined as data collection, planning studies, local technical assistance requests, and regional activities such as the update to the TIP or CMP. All total, 1549 tasks were identified over the last 10 years. While the total number of planning tasks for each community is often a function of the size of the community, at least one task was completed for each community. This information is summarized in Table 15. Tasks completed or estimated to be completed as part of the FFY 2026 and FFY 2027 UPWP have also been included on this table for informational purposes. Completion of these tasks are estimated, and additional details are added at the completion of the federal fiscal year.

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

Table 15 was annotated to identify communities that have at least one Census Block Group that meets the MPO's definition of a Low Income or Minority Block Group (annotated with a #1 or #2). A total of 17 communities were identified as having at least one Low Income Census Block Group, while 10 have at least one Minority Census Block Group.

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

In the development of the recent update to the Regional Bicycle and Pedestrian Plan, a concerted effort was made to engage the public in person through outreach at local events. In-person public informational tabling efforts were scheduled to coincide with some of the most popular Bike Month outdoor events in May. This included Northampton's Community Bike Breakfast, Westfield's Mayor's Ride, and Springfield's Valet Bike Parking at the World's Largest Pancake Breakfast.

A diverse array of engagement tools are used to reach as many stakeholders as possible. This ranges from multi-lingual announcements to translation services made available for meetings and online documents. Opinions of both professional committee members as well as local community members were sought to enrich this plan update.

A "spin the wheel" game was developed to engage visitors at the PVPC information table at the Regional Bicycle and Pedestrian Plan public events. When the wheel stopped spinning at a random number, a player was given an equivalent number of Million Dollar bills of play money to spend on various bicycle and pedestrian transportation improvement projects.

Table 15 – Transportation Tasks by Community and Year

Community	2018	2019	2020	2021	2022	2023	2024	2025	2026*	2027*	Total
Agawam 1	5	3	1	4	8	2	5	2	2	1	33
Amherst 1 2 3	2	10	12	9	8	12	5	10	10	7	85
Belchertown 1	2	2	2	3		2	2	6	1	1	21
Blandford		1	1			4		0	2		8
Brimfield	3	1	1	1	2	2	2	1	4	1	18
Chester	1	1	1	1	1	2	2	1	1	1	12
Chesterfield	1		1			2	1	1	1		7
Chicopee 1 2 3	3	3	12	11	1	9		5	8	5	57
Cummington	2	1		1		2	3	0	0		9
E. Longmeadow 1	3	4	2	2	2	3	3	3	3	1	26
Easthampton 1 2	4	11	6	6	7	4	6	4	5	4	57
Goshen	2	1				2	2	0	4		11
Granby			2	2		1	1	2	0	1	9
Granville	3	3	1			2		0	1		10
Hadley	2	2	4	2	1	2	3	6	3	1	26
Hampden	1			1	1		4	1	0	6	14
Hatfield 1		2			1	14	2	1	0		20
Holland	2				1	3	1	1	0		8
Holyoke 1 2 3	4	6	6	9	8	2	7	2	12	4	60
Huntington 1	1	1	1	3	1		1	4	1	1	14
Longmeadow	1	3	4	2	1	1	17	0	2	2	33
Ludlow 1 2 3		4	2	2	4	3	15	3	0	3	36
Middlefield		2						0	0	1	3
Monson 1	1	2	3	3	5	2	1	4	2	1	24
Montgomery		1				3		0	1		5
Northampton 1 2	6	17	10	10	6	8	19	11	8	8	103
Palmer 1	2	4	2	1			1	5	2		17
Pelham		1	3	1	1	4		3	2		15
Plainfield	1	1		1		4	2	0	0		9
Region Wide	26	30	28	29	35	32	34	36	38		288
Russell		3					3	0	1	5	12
South Hadley 1 2	2	7	10	9	6	6	8	7	5	1	61
Southampton	1	1		1	1	3		1	2	7	17
Southwick	1	4	7	6	2	8	3	8	5	13	57
Springfield 1 2 3	8	19	18	12	15	18	25	17	12		144
Tolland	2	2	2	2		1		5	1		15
Wales	2	1			1	2	1	1	1		9
Ware 1	1	3	4	2	1	2	1	6	4	3	27
West Springfield 1 2 3	2	9	3	4	4	5	2	4	6	4	43
Westfield 1 2 3	6	6	6	5	8	5	3	9	4		52
Westhampton		3	1	3	1	2	4	6	2		22
Wilbraham	4	2			1		5	1	1		14
Williamsburg	2	1	7	7	1	4	1	0	1		24
Worthington	2	2	1	3		3		2	1		14
Grand Total	111	180	164	158	135	186	195	179	159	82	1549

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

Traffic counting and pavement management data collection have been conducted in PVPC communities as summarized in Tables 16 and 17. In addition to counts completed for MassDOT and as part of ongoing planning studies, PVPC offers two free traffic counts for each member community per calendar year. Traffic counts from 2018 - 2027 were reviewed for each community to determine how much data has been collected across the region and to identify how many communities may not be aware of the traffic counting services that we offer. This information along with the estimated traffic counts for the 2026 and 2027 calendar years is summarized in Table 16. The number of estimated counts will increase as we receive requests from MassDOT and local communities. Traffic counts include both automatic traffic counts and manual turning movement counts.

A wide range of traffic count data has been collected across each of the 43 communities. In general, a higher number of completed traffic counts is an indication that a transportation safety or congestion study was conducted in that community during the calendar year. Less than five traffic counts were performed from 2021 - 2025 in 14 communities. This is the same number observed in the FFY2026 UPWP Analysis. Additional counts will be considered for each of these communities in 2026 and 2027 as time and budget allow. PVPC will schedule traffic counts for communities without recent count data as part of Task 2.1 – Traffic Counting. Upon completion, these counts are sent to the chief locally elected official and JTC representatives. PVPC also conducts traffic counts in support of the regional transportation model update as budget allows. A new program to collect traffic count data on key regional roadways over a 3-year period completed its first cycle in 2026. The second round of this counting program will begin in 2027.

PVPC collects pavement distress data for all federal aid eligible roadways in the region. This data is typically collected on a 3-to-4-year rotation based on roadway miles. A summary is provided in Table 17 and Figure 3. No pavement distress data is currently collected for the Town of Middlefield as there are no federal aid eligible roadways. Pavement distress data is summarized and distributed to each of the remaining 42 communities after it is collected. New data will be collected in 12 communities in 2026 and 8 communities in 2027.

Table 16 – Traffic Counts by Community and Year

Community	2018	2019	2020	2021	2022	2023	2024	2025	2026*	2027*	Total
Agawam	12	1	1	2	7	1	3	1		1	29
Amherst	5	9	9	5	8	11	5	8	9	6	78
Belchertown		1	1	15		1	2	3			23
Blandford						3			1		4
Brimfield	4		1	1		2	2		3	1	17
Chester	1	1	1	1	1	2	1	1	1	1	11
Chesterfield						2			1		3
Chicopee	8	1	10	2	1	8		5	8	4	50
Cummington	2			2		2	2				8
East		1	2	1	1	2	1	1	1	1	11
Easthampton	3	6	5	4	7	4	4	4	5	4	47
Goshen	1			1		1	1		2		6
Granby			1	1			1	1			5
Granville		2		1		1					4
Hadley	2	1	2	3	1	1	3	5	2		21
Hampden	2			2			4			6	8
Hatfield		2			1	13	1	1			18
Holland						3	1				4
Holyoke	2	3	4	5	6	2	4	2	10	4	42
Huntington	1	1	1	2				4	1	1	10
Longmeadow	23	1	2	2			16			2	44
Ludlow		4	1	1	3	2	14	1		2	28
Middlefield		2								1	2
Monson		2	3	1	3	2	1	2	2	1	19
Montgomery						2					2
Northampton	8	9	8	8	6	7	15	7	8	8	82
Palmer		2						3	2		7
Pelham		1	1		1	3		1	1		9
Plainfield	1			1		3	1				6
Russell		2					2				4
South Hadley	5	5	8	5	6	5	8	6	5	5	79
Southampton						2		1	1		4
Southwick	13	2	5	15	2	7	3	8	4	7	63
Springfield	6	15	11	19	11	16	24	15	8	13	138
Tolland	2	2	2	3				4			17
Wales						2			1		3
Ware		1	2	2		1		3	1		11
West Springfield	2	7	2	9	1	4	1	3	4	3	34
Westfield	2	4	5	4	3	3	3	7	3	3	39
Westhampton		3	1		1	1	3	5	1		16
Wilbraham				2	1		5		1		9
Williamsburg			4	1		2			1		8
Worthington	1		1			2		1	1		7
Total	106	91	94	121	71	123	131	103	88	74	1028

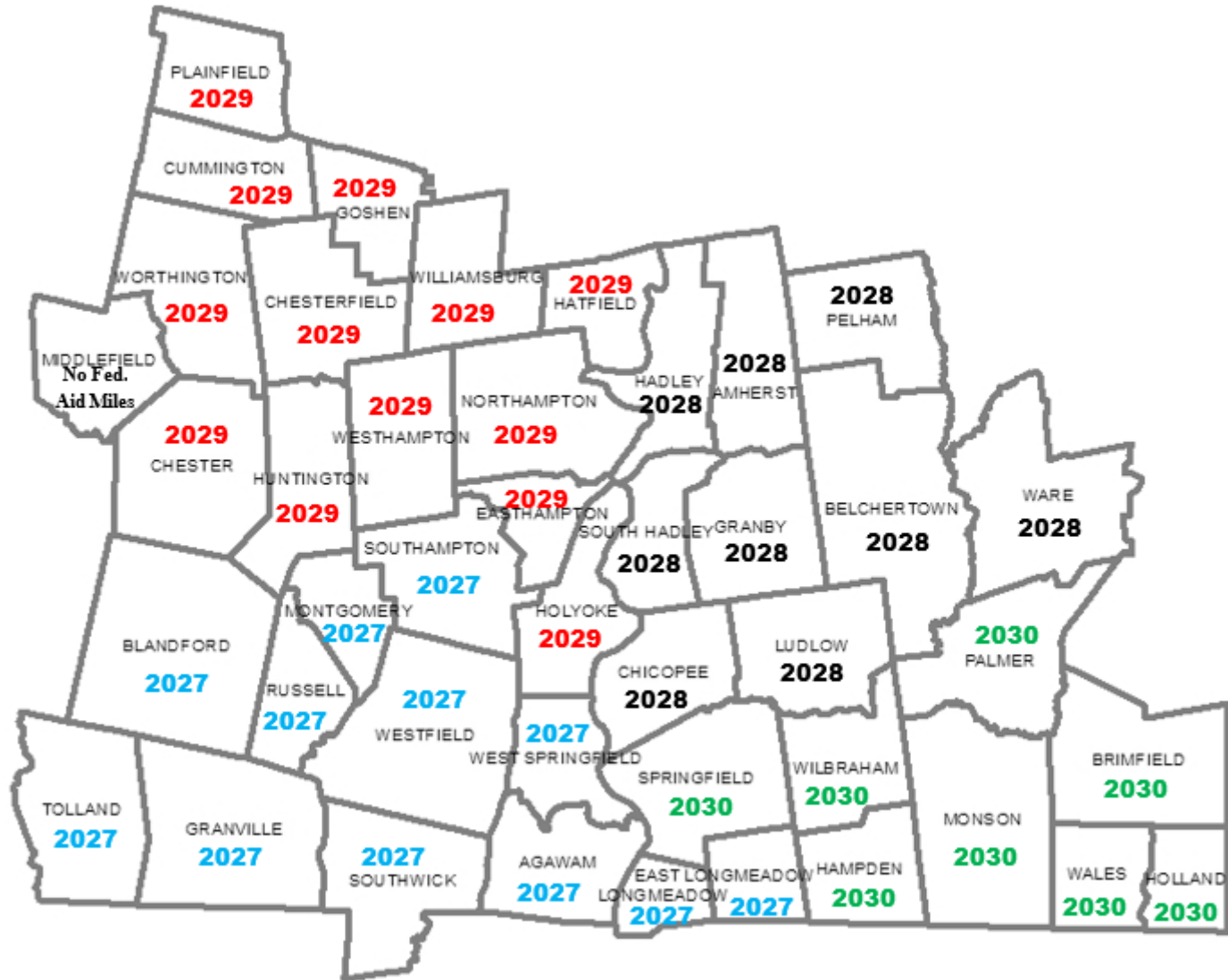
* Traffic counts for 2026 and 2027 are estimated.

Table 17 – Pavement Data Collection by Community and Year

Community	2018	2019	2020	2021	2022	2023	2024	2025	2026*	2027*
Agawam		X					X		X	
Amherst	X		X			X				X
Belchertown			X			X				X
Blandford			X			X			X	
Brimfield	X				X			X		
Chester				X			X			
Chesterfield		X		X			X			
Chicopee			X			X				X
Cummington		X			X		X			
East	X	X				X			X	
Easthampton				X	X		X			
Goshen		X				X	X			
Granby			X			X				X
Granville			X			X			X	
Hadley			X			X				X
Hampden		X			X			X		
Hatfield				X		X	X			
Holland	X				X			X		
Holyoke	X			X			X			
Huntington	X			X			X			
Longmeadow				X		X			X	
Ludlow			X			X				X
Middlefield*										
Monson		X		X				X		
Montgomery		X				X			X	
Northampton				X	X		X			
Palmer			X					X		
Pelham			X			X				
Plainfield		X				X	X			
Russell		X					X		X	
South Hadley	X		X			X				X
Southampton		X				X			X	
Southwick		X				X			X	
Springfield		X			X			X		
Tolland		X				X			X	
Wales	X				X			X		
Ware			X			X				
West Springfield		X				X			X	X
Westfield		X				X			X	
Westhampton	X			X	X		X			
Wilbraham	X				X			X		
Williamsburg	X			X		X	X			
Worthington		X				X	X			

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

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



Planning Acronyms

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

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

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

Previous Transportation Studies

2020 UZA Urban Area Boundary Assessment
 Agawam Safety Study – Pine Street at Barry Street
 Agawam/West Springfield Route 147 Improvement Project Analysis
 Annual Title VI Reports to MassDOT
 At-Grade Rail Crossing Study
 Baystate Bike Month through 2025
 Before and After Congestion Studies – Roosevelt Avenue at Island Pond Road and Alden Street
 Before and After MassPike Toll Plaza Removal Analysis
 Belchertown Main and Park Streets Congestion Study
 Bike Share Scope of Work and Station Locations
 Blandford Local Pavement Management Report
 Bliss Street at Williams Street Transportation Study – Longmeadow
 Brimfield Safety Study
 CMAQ and Greenhouse Gas Analysis
 CMP Corridor and Bottleneck Updates
 Congestion Summary Profiles
 Coordinated Public Transit Human Service
 Transportation Plan and Updates through 2025
 Cottage Street, Robbins Road and Industry Avenue Intersection: Springfield Safety Study
 CPT-HST Plan Update
 Critical Infrastructure Vulnerability Assessment
 Depot Street/Sheep Pasture/Powder Mill Road Safety Study
 Easthampton – Route 10 at South Street Intersection Study
 Final At-Grade Shared-use Path Crossing Safety Study
 Final Regional Housing Coordination and Production Plan
 Freight Bottleneck Updates
 Freight Travel Time Assessment
 GHG Analysis for Major Corridors
 Green Infrastructure Retrofit Mapping
 Hadley Bay Road at Middle Street VRU Safety Study
 High Speed Tolling Analysis for Massachusetts Turnpike
 Holyoke RR Underpass Safety Study
 Housing “Supply vs. Demand” and Affordability Analysis
 I-391 Ramp Congestion Study

I-91 Corridor Planning Study – Existing Conditions
 I-91 SB Congestion Analysis
 JTC Bylaws and Updates
 Longmeadow Local Pavement Management Report
 Low Clearance RR Underpass Inventory
 Ludlow East Street VRU Study
 Ludlow Local Pavement Management Report
 Manhan Rail Trail User Survey Report
 MassDOT Crash Data Updates
 Merrick/Memorial Plan Phases 1 and 2
 Mobility Chapter – Southampton Master Plan
 Monson Local Pavement Management Report
 Monson Pedestrian Study
 Northampton Elm, Nonotuck, South Main VRU Study
 Online Regional Bike Map and Updates
 Palmer Shuttle Survey
 Palmer Sidewalk Inventory
 Paratransit Appeals Decision letters
 Paratransit User Survey
 Park and Ride/Truck Stop Occupancy Reports
 Pavement OCI maps
 Pine Street Congestion Study – Florence, MA
 Pioneer Valley Annual Unified Planning Work Program and Amendments through FFY2026
 Pioneer Valley Bike Commute Week Coordination and Reporting
 Pioneer Valley On-Road Bike Network Map
 Pioneer Valley Regional Transportation Plan and Updates
 Pioneer Valley Trail Map
 Pioneer Valley Transportation Improvement Program and Amendments through FFY2026
 Pioneer Valley Walk Audit Map
 Pleasant Street Congestion Study – Holyoke, MA
 Project Development Process Primer Video
 Public Participation Plan and Updates
 Public Participation Survey
 PVPC Community and Facility Profiles (various)
 PVPC Green Tips
 PVPC/CRCOG MOU and Updates
 PVT bus stop consolidation planning

PVTA Mystery Rider Reports	Share the Road Sign Inventory
PVTA Non-Rider Survey	South Hadley Intersection Summary Report
PVTA Northern System Onboard rider survey	Southampton Local Pavement Management Study
PVTA Northern Tier On-Board Survey	Southwick Rail Trail/Columbia River Greenway Rail Trail User Survey
PVTA Schedule Changes and Updates	Springfield Crash Data Analysis
PVTA Southern Service Area Customer Satisfaction Survey	Springfield Locust, Mill, Belmont VRU Study
PVTA Southern Tier Route Survey	Springfield Page Blvd at Bircham St. Study
PVTA Title VI Updates	Springfield St. James at Worthington Study
Regional Affordable Housing Survey	State Freight Plan Advisory Committee
Regional Bicycle and Pedestrian Plan	State of the Pioneer Valley Update
Regional Congestion Dashboard	Technical Report: Community Green House Gas Emissions
Regional Congestion Dashboard Updates	Technical Report: Impacts of Roadway Improvements: A 2040 Future Scenarios Comparison.
Regional Culvert Assessments	Top 100 High Crash Intersections List
Regional Data Indicators Update	Transit Mystery Rider Reports
Regional Freight Congestion Survey	Transportation Evaluation Criteria (TEC), Assessment and Updates
Regional Freight Plan	Transportation Impacts on Route 20 of the Brimfield Antique Shows
Regional Housing Coordination and Production Plan	Union Station Roadway Safety Audit
Regional Hybrid Work Survey - 2022	Union Street Complete Streets Assessment
Regional Pavement Management Report Update	Updated Online OCI Maps
Regional Performance Measures Updates	Updated PM1, PM2, and PM3 regional targets
Regional Safety Compass	Updates to Regional Data Indicators
Regional Saturation Flow Rate Report	Updates to the Regional Transportation Model
Regional Top 100 High Crash Intersection Reports	Valley Vision ToolBox and Updates
Regional Traffic Count Dashboard	Valley Vision Update
Regional Traffic Counting Program Reports	ValleyBike Assessment Reports Years 1-4
Regional Transportation Model – Report on Future Traffic Projections	Ware Shuttle Survey
Route 10 Build Out Analysis – Easthampton	West Springfield Route 20 Safety Study
Route 202 at Amherst Street Traffic Signal Warrant Analysis	Westhampton Southampton Road at Main Street VRU Safety Study
Route 9 (Federal Street) at Bay Road Safety Study – Belchertown, MA	Williamsburg Pedestrian Safety Study
Route 9 (Locust Street) at Hatfield Street Safety Study – Northampton, MA	Worthington Route 143 VRU Safety Study
Route 9 Safety and Livability Study	
Share the Road Sign Inventory	

Studies Completed as Part of the FFY2026 UPWP

Table 18 – Studies Completed as Part of the FFY 2026 UPWP

Study	Regional Goal Met
MPO Meeting Minutes	Coordination
FY2026 UPWP Amendment #1	Various
FFY2027 UPWP	Various
Press Releases and Public Participation Notices	Coordination
FY2026 - 2030 TIP Amendments	Operations and Maintenance, Safety
FY2027 - 2031 TIP	Operations and Maintenance, Safety
Annual TEC Project Evaluation	Cost Effectiveness
Updates to Title VI Activities	Economic Productivity
Updates to website for PVMPO Title VI documents	Economic Productivity
2026 UPWP Planning Assessment	Economic Productivity
Online traffic count viewer (MS2) updates	Operations and Maintenance
CMAQ and Greenhouse Gas Analysis	Environment
Regional Transportation Model Updates	Land Use, Operations and Maintenance
Interstate I-291 ramp 1A closure analysis	Operations and Maintenance
GIS Mapping Products to support 2026 UPWP	Quality of Life, Economic Productivity
Regional Travel Time Contour Updates	Quality of Life, Land Use, Intermodal/Multimodal
Regional pavement database	Operations and Maintenance
JTC Bicycle and Pedestrian Subcommittee	Coordination
Bicycle and Pedestrian Counts	Intermodal/Multimodal
Baystate Bike Month	Intermodal/Multimodal
Agawam and Springfield bicycle parking inventory	Intermodal/Multimodal, Quality of Life
Holyoke Route 202 (Westfield Rd) Safety Study	Safety
Regional Industrial Growth Assessment	Operations and Maintenance, Economic Productivity
Congestion Summary Profiles	Operations and Maintenance
Park and Ride/Truck Stop Occupancy Reports	Operations and Maintenance
Regional Congestion Dashboard	Operations and Maintenance
Updated Online OCI Maps	Operations and Maintenance
Updated PM1, PM2, and PM3 regional targets	Safety, Operations and Maintenance
West Springfield Elm Street Safety Study	Safety
Springfield Maple/Central/Cemetery Sts Study	Safety
Brimfield VRU Safety Study	Safety
Springfield Elementary School VRU Study	Safety, Quality of Life
Regional Safety Compass Update	Safety
Mystery Rider, K-9, On time Performance reports	Intermodal/Multimodal
PVTA Northern System Onboard rider survey	Intermodal/Multimodal
Draft PVTA Paratransit Survey	Intermodal/Multimodal
PVTA Schedule Updates	Intermodal/Multimodal
PVTA System Map Update	Intermodal/Multimodal
PVTA Title VI Updates	Intermodal/Multimodal
CPT-HST Dashboard	Intermodal/Multimodal, Quality of Life
PVTA NTD Reporting	Intermodal/Multimodal, Cost Effectiveness
PVTA TAM Plan Update	Intermodal/Multimodal, Cost Effectiveness
Paratransit Appeal Decision Letters	Intermodal/Multimodal, Quality of Life
Priority housing opportunity areas map	Quality of Life
Regional critical infrastructure map	Environment, Operations/Maintenance, Quality of Life
Local Technical Assistance	Various

Funding Summary

Table 19 – Summary of Annual Funding for the Pioneer Valley Planning Commission

Transportation Funding	Value	% of Total
FHWA PL (80%)	\$ 1,428,623.20	52.06%
MassDOT PL (20% match)	\$ 357,155.80	13.01%
PVTA	\$ 320,000.00	11.66%
De-obligated PL Funding	\$ 228,467.07	8.33%
SS4A Grant	\$ 390,000.00	14.21%
Local Funds (includes in-kind contributions)	\$ 20,000.00	0.73%
Total	\$ 2,744,246.07	100.00%
Other Funding	Value	% of Total
US Environmental Protection Agency	\$ 394,195.00	10.95%
Massachusetts DEP	\$ 155,000.00	4.30%
Massachusetts DLTA	\$ 274,935.00	7.64%
Community Economic Development Assistance	\$ 10,000.00	0.28%
TARPA	\$ 91,642.00	2.54%
Local Revenue	\$ 2,474,380.00	68.71%
Pioneer Valley Regional Ventures Center	\$ 75,000.00	2.08%
Community Assessments	\$ 123,295.00	3.42%
Interest Income	\$ 2,500.00	0.07%
Total	\$ 3,600,947.00	100.00%
Overall Funding	Value	% of Total
FHWA PL (80%)	\$ 1,428,623.20	22.52%
MassDOT PL (20% match)	\$ 357,155.80	5.63%
PVTA	\$ 320,000.00	5.04%
De-obligated PL Funding	\$ 228,467.07	3.60%
SS4A Grant	\$ 390,000.00	6.15%
Local Funds (includes in-kind contributions)	\$ 20,000.00	0.32%
US Environmental Protection Agency	\$ 394,195.00	6.21%
Massachusetts DEP	\$ 155,000.00	2.44%
Massachusetts DLTA	\$ 274,935.00	4.33%
Community Economic Development Assistance	\$ 10,000.00	0.16%
TARPA	\$ 91,642.00	1.44%
Local Revenue	\$ 2,474,380.00	
Pioneer Valley Regional Ventures Center	\$ 75,000.00	
Community Assessments	\$ 123,295.00	1.94%
Interest Income	\$ 2,500.00	0.04%
Total	\$ 6,345,193.07	100.00%

MPO Endorsement

It is anticipated that endorsement of the FFY2027 UPWP will occur at the May 26, 2026 meeting of the Pioneer Valley Metropolitan Planning Organization.

Appendix

Pioneer Valley Planning Commission Traffic Counting Program

Data Collection

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

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

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

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

Pavement Management System Program

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

- 1. Regional Pavement Management
 - a. The roadway network covered by the regional PMS includes all urban and rural Federal-Aid eligible highways of the 43 cities and towns in the region constituting approximately 1,400 miles.
 - b. The region is divided into several sub-region areas with data collection activities performed on a 3 or 4-year rotational basis.

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

Table 21 – 2026 MassDOT Traffic Count Locations

Station	Roadway/Route	Town	Location
1132	RTE. 20	CHESTER	WEST OF MIDDLEFIELD RD.
1136	RTE.143	WORTHINGTON	WEST OF RTE.112
2077	STAGE RD.	WESTHAMPTON	WEST OF EASTHAMPTON RD.
2086	FLORENCE ST.	NORTHAMPTON	WEST OF RTE.9
2087	FLORENCE RD.	NORTHAMPTON	SOUTH OF SPRING ST.
2093	BRIDGE RD.	NORTHAMPTON	EAST OF NORTH MAIN ST.
2096	MAIN ST.	NORTHAMPTON	WEST OF CENTER ST.
2100	E. LEVERETT RD.	AMHERST	AT LEVERETT T.L.
2102	N. MAPLE ST.	HADLEY	SOUTH OF MT.WARNER RD.
2106	AMHERST RD.	PELHAM	WEST OF RTE.202
2109	STRONG ST.	AMHERST	EAST OF EAST PLEASANT ST.
2110	E. PLEASANT ST.	AMHERST	SOUTH OF EASTMAN LANE
2111	HENRY ST.	AMHERST	SOUTH OF PINE ST.
2112	AMITY ST.	AMHERST	WEST OF LINCOLN AVE.
2113	SHAYS ST.	AMHERST	WEST OF MIDDLE ST.
2114	MASS. AVE.	AMHERST	WEST OF NORTH PLEASANT ST.
2115	SOUTH ST.	EASTHAMPTON	NORTH OF MAIN ST. (RTE.10)
2116	PARK ST.	EASTHAMPTON	SOUTH OF SOUTH ST.
2118	LOUDVILLE RD.	EASTHAMPTON	EAST OF TORREY ST.
2121	EVERETT ST.	EASTHAMPTON	EAST OF ADAMS ST.
2122	E. PLEASANT ST.	AMHERST	NORTH OF EASTMAN LANE
2124	LOWER WESTFIELD ST	HOLYOKE	WEST OF INGLESIDE RD.
2126	CABOT ST.	HOLYOKE	EAST OF HIGH ST.
2130	RTE. 47	SOUTH HADLEY	AT HADLEY T.L.
2134	SILVER ST.	SOUTH HADLEY	AT GRANBY T.L.
2135	EAST ST.	SOUTH HADLEY	NORTH OF RTE.202
2136	GAYLORD ST.	SOUTH HADLEY	WEST OF RTE.116
2140	SYREK ST	CHICOPEE	AT SOUTH HADLEY T.L.
2166	RTE. 10 & 202	SOUTHWICK	AT CONNECTICUT S.L.
2168	FOSTER RD.	SOUTHWICK	SOUTH OF RTE.57
2174	MILL ST.	WESTFIELD	SOUTH OF COURT ST.
2175	HIGH ST.	WESTFIELD	NORTH OF COURT ST.
2176	SHAKER RD.	WESTFIELD	SOUTH OF RTE.187
2178	PORTER RD.	EAST LONGMEADOW	WEST OF ALLEN ST.
2180	ARMORY ST.	SPRINGFIELD	SOUTH OF WORTHINGTON ST.
2181	RIVERSIDE RD.	SPRINGFIELD	NORTH OF RTE.20
2182	BOSTON RD.	SPRINGFIELD	WEST OF RTES. 20 & 20A
2184	PINEVALE ST.	SPRINGFIELD	NORTH OF GOODWIN ST.
2188	BIRCHLAND AVE.	SPRINGFIELD	SOUTH OF WILBRAHAM RD.
2190	LONGHILL RD.	SPRINGFIELD	SOUTH OF SUMNER AVE.
2193	SOUTH BRANCH PKWY.	SPRINGFIELD	EAST OF WILDWOOD AVE.
2194	HICKORY ST.	SPRINGFIELD	EAST OF WALNUT ST.
2204	PEASE AVE.	WEST SPRINGFIELD	EAST OF AMOSTOWN RD.
2219	STATE ST.	NORTHAMPTON	NORTH OF BRIGHT ST.
2221	CLARK AVE.	NORTHAMPTON	EAST OF NEW SOUTH ST.
2223	BRIDGE ST.	SOUTH HADLEY	BTWN. MAIN & LAMB STS.

Station	Roadway/Route	Town	Location
2241	CONGAMOND RD.	SOUTHWICK	EAST OF RTE. 10 & 202
2242	DEPOT ST.	SOUTHWICK	EAST OF RTE. 10 & 202
2845	CENTER ST.	CHICOPEE	SOUTH OF CABOT ST.
2846	SPRINGFIELD ST	CHICOPEE	NORTH OF FRONT ST
2847	GROVE ST	CHICOPEE	SOUTH OF CHURCH ST
2848	GROVE ST	CHICOPEE	NORTH OF CHURCH ST
2849	CHURCH ST	CHICOPEE	EAST OF GROVE ST
2850	GRATTAN ST	CHICOPEE	WEST OF BRIDGE ST
2855	JAMES ST	CHICOPEE	EAST OF RTE. 33
3243	MAIN ST.	MONSON	EAST OF RTE.32
3244	HIGH ST.	MONSON	WEST OF RTE.32