



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

Final Document

May 2026

Pioneer Valley MPO Members

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| Carmen Rosado | Chair of the Pioneer Valley Joint Transportation Committee |

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

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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

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

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Executive Summary

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

The UPWP identifies the federal, state, and local funding sources for all proposed tasks. Tasks included in the UPWP advance key emphasis areas as identified by the Federal Highway Administration, the Federal Transit Administration and MassDOT. This document was prepared in compliance with the Infrastructure Investment and Jobs Act (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 received permission from MassDOT to use \$107,667.07 in previously de-obligated PL Funding in FFY2027.

IIJA 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 – IIJA 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% |

Table 4 - Fixed Route and Paratransit Safety Performance Measures

| 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

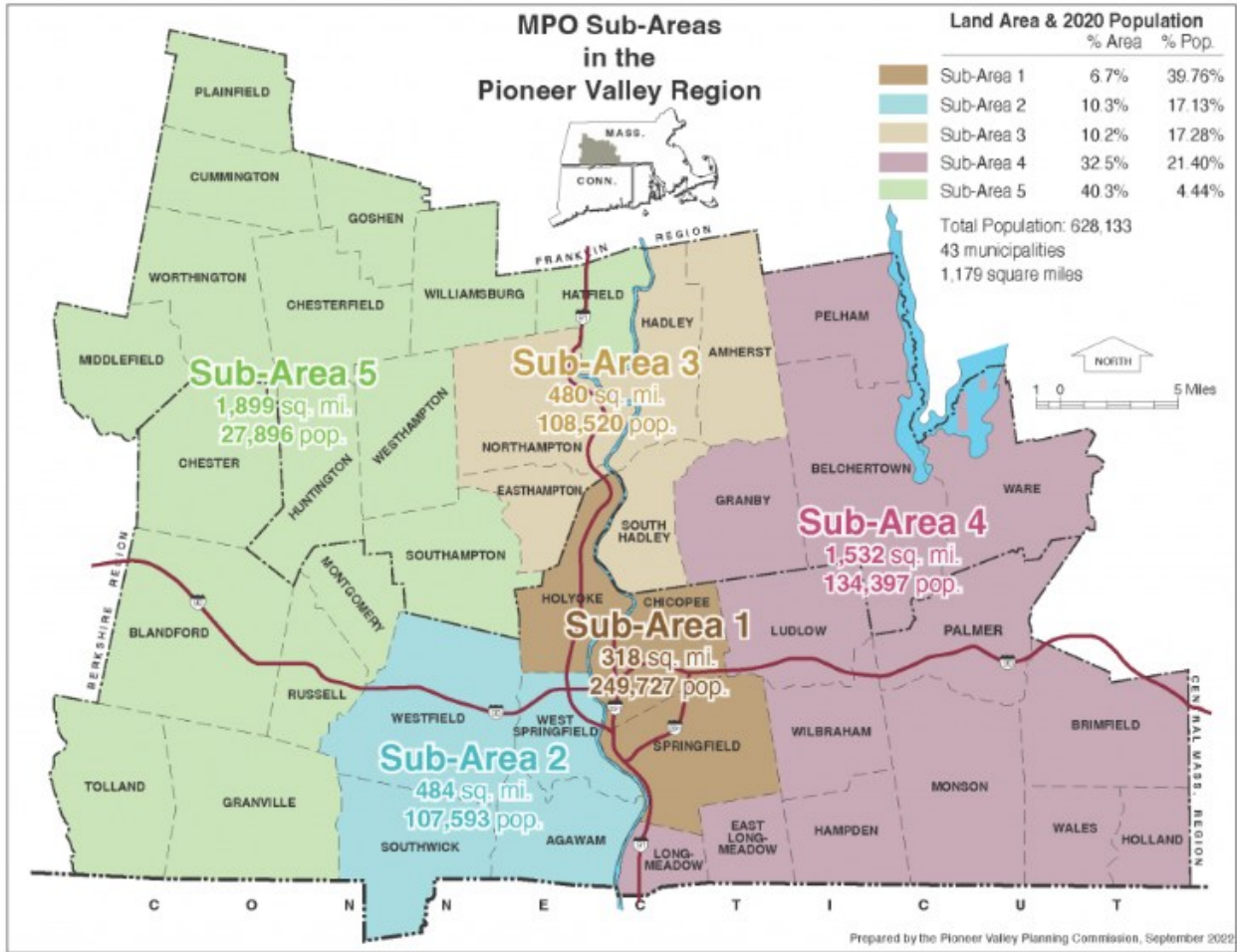
Administration (FTA), the five (5) alternate community MPO representatives, and one representative each from both the Massachusetts Department of Transportation Highway Division District One and District Two Offices shall be considered ex-officio, non-voting members of the Pioneer Valley MPO. Alternate 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 5 - Pioneer Valley MPO Members

| Name | Title |
|--------------------------------|--|
| Phillip 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 6 - 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 7 – 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 FFY2027 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 8 – 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 9 - 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 | \$81,133.66 | \$21,533.41 | \$107,667.07 |
| SS4A | \$312,000.00 | \$78,000.00 | \$390,000.00 |
| Other - Local | \$0 | \$20,000.00 | \$20,000.00 |
| Total | \$1,826,756.86 | \$796,689.21 | \$2,623,446.07 |

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 (Overhead) 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 and received MassDOT approval on May 14, 2026.
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 10 – Budget by Task

| TASK | FHWA PL | FTA 5303 | MassDOT Match | Other - PVTA | SS4A | State/Local Match | Total |
|---|-----------------------|---------------------|----------------------|---------------------|------------------|--------------------------|-----------------------|
| 1.1 Management of the 3C Process | \$38,400.00 | \$9,600.00 | \$12,000.00 | \$0 | \$0 | \$0 | \$60,000.00 |
| 1.2 Unified Planning Work Program | \$18,400.00 | \$4,000.00 | \$5,600.00 | \$0 | \$0 | \$0 | \$28,000.00 |
| 1.3 Public Participation | \$20,000.00 | \$4,000.00 | \$6,000.00 | \$0 | \$0 | \$0 | \$30,000.00 |
| 1.4 Transportation Improvement Program | \$72,000.00 | \$40,000.00 | \$28,000.00 | \$0 | \$0 | \$0 | \$140,000.00 |
| 1.5 Title VI Planning | \$12,000.00 | \$4,000.00 | \$4,000.00 | \$0 | \$0 | \$0 | \$20,000.00 |
| 2.1 Traffic Counting | \$60,000.00 | \$0 | \$15,000.00 | \$0 | \$0 | \$0 | \$75,000.00 |
| 2.2 Regional Travel Demand Model | \$84,000.00 | \$0 | \$21,000.00 | \$0 | \$0 | \$0 | \$105,000.00 |
| 2.3 GIS, Mapping, and Graphics | \$24,000.00 | \$8,000.00 | \$8,000.00 | \$25,000 | \$0 | \$0 | \$65,000.00 |
| 2.4 Regional Pavement Data Collection | \$64,000.00 | \$0 | \$16,000.00 | \$0 | \$0 | \$0 | \$80,000.00 |
| 3.1 Bicycle and Pedestrian Planning | \$112,000.00 | \$16,000.00 | \$32,000.00 | \$0 | \$0 | \$0 | \$160,000.00 |
| 3.2 Regional Pavement Project Development | \$80,000.00 | \$0 | \$20,000.00 | \$0 | \$0 | \$0 | \$100,000.00 |
| 3.3 Regional Freight Planning | \$52,000.00 | \$0 | \$13,000.00 | \$0 | \$0 | \$0 | \$65,000.00 |
| 3.4 Regional Congestion Management Process | \$104,000.00 | \$0 | \$26,000.00 | \$0 | \$0 | \$0 | \$130,000.00 |
| 3.5 Regional Performance Measures Assessment | \$20,000.00 | \$0 | \$5,000.00 | \$0 | \$0 | \$0 | \$25,000.00 |
| 3.6 Regional Safety Planning | \$159,036.80 | \$35,186.40 | \$48,555.80 | \$0 | \$0 | \$0 | \$242,779.00 |
| 3.7 Transit Surveys, Performance Management | \$0 | \$100,000.00 | \$25,000.00 | \$125,000 | \$0 | \$0 | \$250,000.00 |
| 3.8 Regional Transit Planning | \$0 | \$120,000.00 | \$30,000.00 | \$150,000 | \$0 | \$0 | \$300,000.00 |
| 3.9 Paratransit and Suspension Appeals Planning | \$0 | \$0 | \$0 | \$10,000 | \$0 | \$0 | \$10,000.00 |
| 3.10 Skyline Trail Scenic Byway Planning | \$9,600.00 | \$0 | \$2,400.00 | \$0 | \$0 | \$0 | \$12,000.00 |
| 3.11 Regional Transportation Plan Update | \$24,000.00 | \$14,400.00 | \$9,600.00 | \$0 | \$0 | \$0 | \$48,000.00 |
| 4.1 Implementing Our Next Future | \$32,000.00 | \$0 | \$8,000.00 | \$0 | \$0 | \$0 | \$40,000.00 |
| 4.2 Transportation Infrastructure Protection Planning | \$24,000.00 | \$0 | \$6,000.00 | \$0 | \$0 | \$0 | \$30,000.00 |
| 4.3 Local Technical Assistance | \$28,000.00 | \$0 | \$7,000.00 | \$0 | \$0 | \$0 | \$35,000.00 |
| Direct Costs | \$36,000.00 | \$0 | \$9,000.00 | \$10,000 | \$0 | \$0 | \$55,000.00 |
| TOTAL | \$1,073,436.80 | \$355,186.40 | \$357,155.80 | \$320,000 | \$0 | \$0 | \$2,105,779.00 |
| SS4A | \$0 | \$0 | \$0- | \$0 | \$312,000 | \$78,000.00 | \$390,000.00 |
| Local | \$0 | \$0 | \$0- | \$0 | \$0 | \$20,000.00 | \$20,000.00 |
| DeObligated PL | \$86,133.66 | \$0 | \$21,533.41 | \$0 | \$0 | \$0 | \$107,667.07 |
| GRAND TOTAL | \$1,159,570.46 | \$355,186.40 | \$378,689.21 | \$320,000 | \$312,000 | \$98,000.00 | \$2,623,446.07 |

Table 11 – 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 | \$72,000.00 | \$0 | \$18,000.00 | \$9,000.00 | \$240,000.00 | \$60,000.00 | \$399,000.00 |
| Direct Costs | \$50,133.66 | \$0 | \$12,533.41 | \$1,000.00 | \$0 | \$2,000.00 | \$65,667.07 |
| Total | \$1,159,570.46 | \$355,186.40 | \$378,689.21 | \$320,000.00 | \$312,000.00 | \$98,000.00 | \$2,623,446.07 |

* Indirect costs are also referred to as “Overhead” costs.

Table 12 – Budget Reconciliation

| Check Item | Amount |
|-------------------------|----------------|
| Program Funding Summary | \$2,623,446.07 |
| Task Budget Total | \$2,623,446.07 |
| Cost Category Total | \$2,623,446.07 |
| 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 13 – Direct Cost Breakdown for the FFY2027 UPWP

| Direct Cost | PL Direct Costs | PVTA Direct Costs |
|---|-----------------|-------------------|
| Computer Equipment and Software | \$9,700 | |
| Traffic Counting Equipment and Supplies | \$4,000 | |
| Parking, Tolls, Mileage Reimbursement | \$8,300 | |
| Professional Development | \$8,000 | |
| Translation Services | \$500 | |
| Advertising | \$2,000 | |
| Postage | \$50 | |
| Printing | \$450 | |
| Consultant Services | \$10,000 | \$9,000 |
| Miscellaneous | \$2,000 | \$1,000 |
| Total | \$45,000 | \$10,000 |

A provision in IJJA 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 14 – 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 | \$ 76,200 | 400.0 |
| Direct Labor | \$ 27,227 | |
| Indirect Costs | \$ 32,773 | |
| Direct Costs | \$ 16,200 | |

| Task 1.1 Direct Costs Summary | | |
|-------------------------------|----------|--|
| Computers/Software | \$ 6,000 | |
| Professional Development | \$ 8,000 | |
| Mileage | \$ 200 | |
| Miscellaneous | \$ 2,000 | |

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.
 - 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 | |

| Task 1.3 Direct Costs Summary | |
|-------------------------------|-----------|
| Consultants | \$ 10,000 |
| Printing | \$ 450 |
| Postage | \$ 50 |
| Advertising | \$ 2,000 |
| Translation Services | \$ 500 |

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 PVTA 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 | |

Task 2.1 Direct Costs Summary

| | |
|----------------------------|----------|
| Computers/Software | \$ 500 |
| Traffic Counting Equipment | \$ 4,000 |
| Mileage | \$ 3,500 |

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 |

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)
8. Work with MassDOT to define “thickly settled” locations to assist communities in defining statutory speed limits.

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 |
| “Thickly Settled” Areas Map | 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 |

Task 2.3 Direct Costs Summary

| | |
|--------------------|----------|
| Computers/Software | \$ 1,750 |
| Data Fees | \$ 500 |

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/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 | \$ 82,500 | 1,145.0 |
| Direct Labor | \$ 36,303 | |
| Indirect Costs | \$ 43,697 | |
| Direct Costs | \$ 2,500 | |

| Task 2.4 Direct Costs Summary | |
|--------------------------------------|----------|
| Mileage | \$ 2,500 |

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. Explore opportunities to coordinate this work with MassDOT as part of the Travelers Marketing Community Voices program.
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.

Task 3.2 Regional Pavement Project Development

PURPOSE:

To create a data driven, strategic framework for assessing roadway conditions to optimize maintenance, prioritize funding, and extend pavement life. This enables RPAs to recommend cost-effective, timely repairs, preventing expensive roadway maintenance activities.

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 | \$ 100,000 | 770.0 |
| Direct Labor | \$ 45,378 | |
| Indirect Costs | \$ 54,622 | |

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 | |

Task 3.4 Direct Costs Summary

| | |
|-------------------|----------|
| Computer/Software | \$ 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 IJJA 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.
- 8. Work to advance safety recommendations included as part of the Pioneer Valley Regional Safety Action Plan.

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 | \$ 244,279 | 2,540.0 |
| Direct Labor | \$ 110,169 | |
| Indirect Costs | \$ 132,610 | |
| Direct Costs | \$ 1,500 | |

Task 3.6 Direct Costs Summary

| | |
|---------|----------|
| Mileage | \$ 1,500 |
|---------|----------|

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. 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. PVTA Agency Safety Plan Updates and Safety Committee Management Technical Assistance.
- 3. Coordinated Public Transit – Human Services Transportation Plan Dashboard.

PROPOSED ACTIVITIES:

- 1. PVTA 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 PVTA 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 PVTA 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 |

| Task 3.7 Direct Costs Summary | |
|--------------------------------------|----------|
| Consultants | \$ 9,000 |
| Mileage | \$ 150 |
| Miscellaneous | \$ 1,000 |

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.
 - 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 |
| Video Documentation of the Byway | 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 | |

| Task 4.2 Direct Costs Summary | | |
|--------------------------------------|----|-----|
| Mileage | \$ | 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.

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. iPad Pro M5 tablet to facilitate field data collection.

FUNDING:

| Source | Budget |
|------------------------------|---------------|
| De-Obligated PL Direct Costs | \$ 17,667.07 |
| Radars WAViX-AI Counter | \$ 5,580.00 |
| OpenGov Software License | \$ 10,138.07 |
| iPad Pro M5 tablet | \$ 1,949.00 |

Estimated Product Completion Schedule – FFY 2027 UPWP

Table 15 – 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 | “Thickly Settled” Areas Map | 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 |
| 3.10 | Video Documentation of the Byway | 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

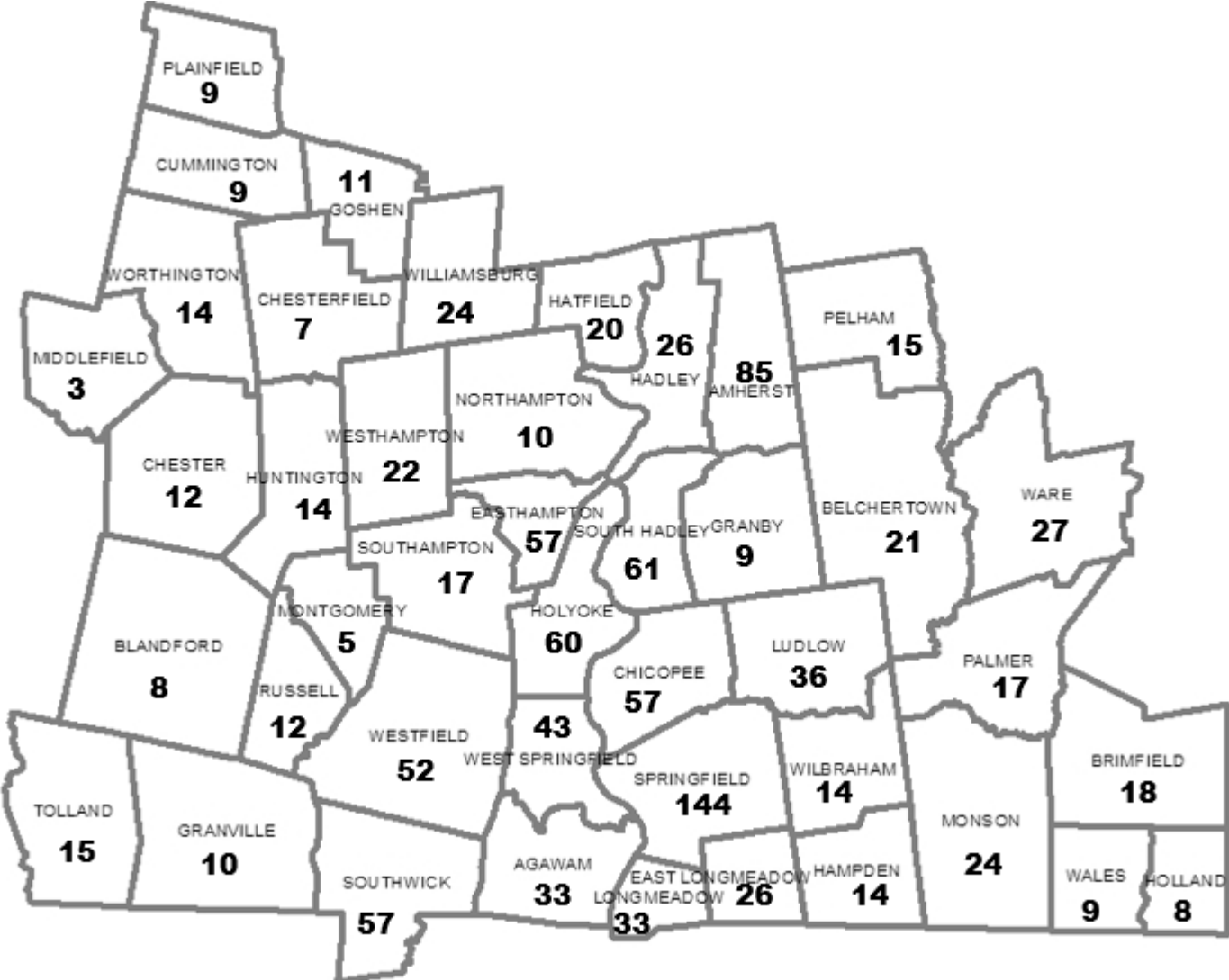
The Pioneer Valley MPO is required to certify their planning process addresses the major transportation issues facing the region. This certification assures that planning is conducted in accordance with Title VI of the Civil Rights Act of 1964. PVPC works cooperatively with MassDOT, the Pioneer Valley 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 16 – 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 17 – 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 |

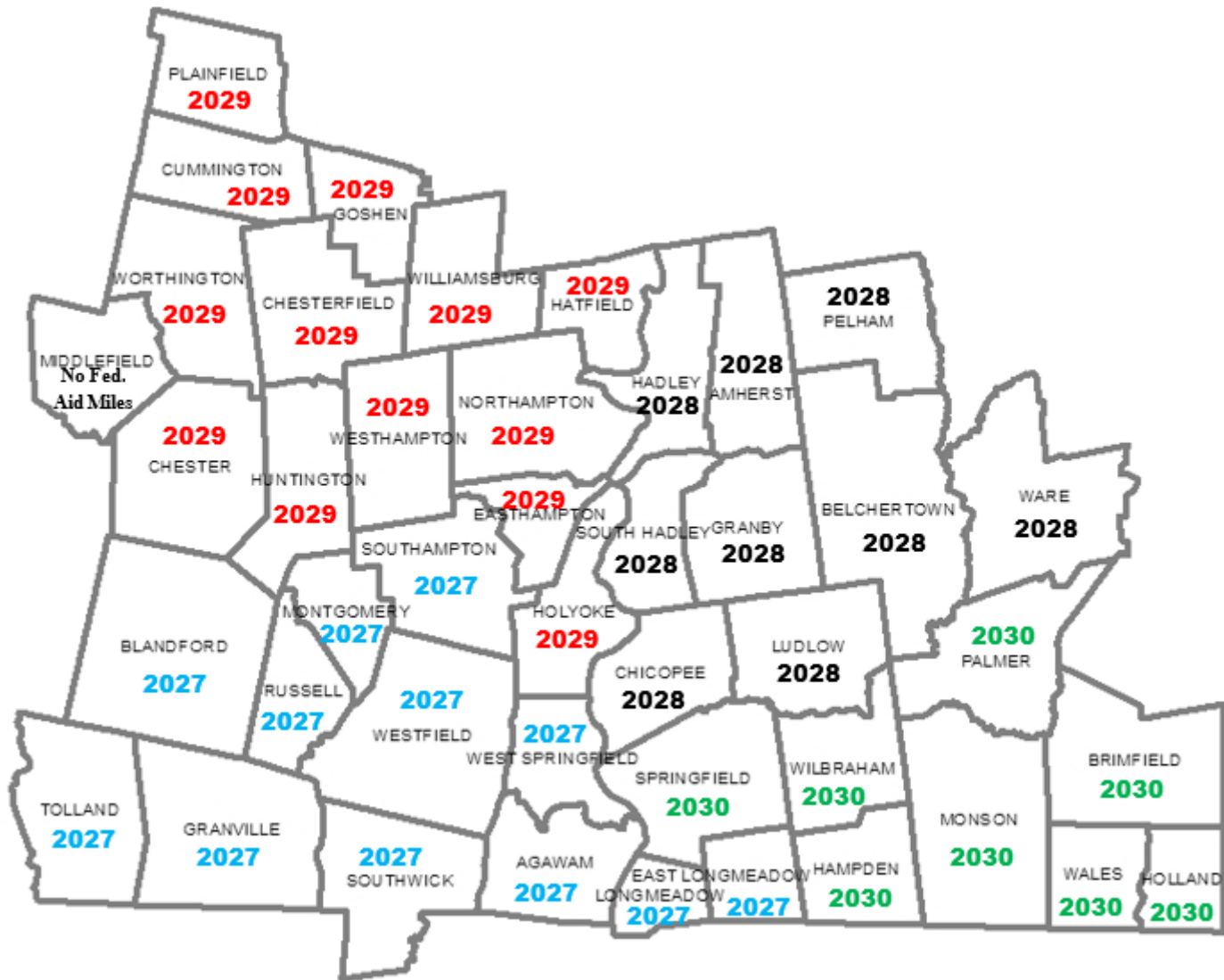
* Traffic counts for 2026 and 2027 are estimated.

Table 18 – 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
AACT - Average Annual Daily Traffic
AASHTO - American Association of State Highway and Transportation Officials
ADA - Americans with Disabilities Act (1990)
ADT - Average Daily Traffic
AFV - Alternative Fuel Vehicles
AQ - Air Quality
ATR - Automatic Traffic Recorder
AVR - Average Vehicle Ridership
BAPAC - Barnes Aquifer Protection Advisory Committee
BID - Business Improvement District
BLOS - Bicycle Level of Service
BMP - Best Management Practice
BMS - Bridge Management System
CAAA - Clean Air Act Amendments of 1990
CBD - Central Business District
CDBG - Community Development Block Grant
CDC - Centers for Disease Control
CEDS - Comprehensive Economic Development Strategy
CIP - Capital Improvements Plan (or Program)
CFR - Code of Federal Regulations
CMAQ - Congestion Mitigation and Air Quality Improv. Program
CMP - Congestion Management Process
CNG - Compressed Natural Gas
CO - Carbon Monoxide
COG - Council of Governments
Comm-PASS - Commonwealth Procurement Access and Solicitation System
CPA - Community Preservation Act
CPTC - Citizen Planner Training Collaborative
CRCOG - Capitol Region Council of Governments
CSO - Combined Sewer Overflow
DCR - Department of Conservation and Recreation
DEP - Department of Environmental Protection
DHCD - Department of Housing and Community Development
DLTA - District Local Technical Assistance
DOT - Department of Transportation
DPW - Department of Public Works
E.O. - Executive Order
EDC - Economic Development Council
EDC - Every Day Counts
EIR - Environmental Impact Report
EIS - Environmental Impact Statement
ENF - Environmental Notification Form
EOA - Economic Opportunity Area
EEA - Executive Office of Energy and Environmental Affairs
EPA - Environmental Protection Agency
FA - Federal Aid
FAST - Fixing America's Surface Transportation Act
FC - Functional Classification (of roadways)
FHA - Federal Housing Administration
FHWA - Federal Highway Administration
FRCOG - Franklin Regional Council of Governments
FRTA - Franklin Regional Transit Authority
FTA - Federal Transit Administration
FY - Fiscal Year

FFY - Federal Fiscal Year
GHG - Greenhouse Gas
GIS - Geographic Information System
GPS - Global Positioning System
HOV - High Occupancy Vehicle
HSIP - Highway Safety Improvement Program
HUD - U.S. Department of Housing and Urban Development
IJA - Infrastructure, Investment and Jobs Act
ISTEA - Intermodal Surface Transportation Efficiency Act
ITS - Intelligent Transportation Systems
JARC - Job Access and Reverse Commute
JLSB - Jacob's Ladder Scenic Byway
JLT - Jacob's Ladder Trail
JTC - Joint Transportation Committee
LEP - Limited English Proficiency
LOS - Level of Service
LPMS - Local Pavement Management System
LRV - Light Rail Vehicle
LTA - Local Technical Assistance
M.G.L. - Massachusetts General Laws
MAP 21 - Moving Ahead for Progress in the 21st Century
MARPA - Massachusetts Assoc. of Regional Planning Agencies
MassDOT - Massachusetts Department of Transportation
MassGIS - Massachusetts Geographic Information System
MEPA - Massachusetts Environmental Policy Act
MMA - Massachusetts Municipal Association
MOA - Memorandum of Agreement
MOU - Memorandum of Understanding
MPA - Metropolitan Planning Area
MPO - Metropolitan Planning Organization
MUTCD - Manual of Uniform Traffic Control Devices
NFA - Non-Federal Aid
NHS - National Highway System
NHTSA - National Highway Traffic Safety Administration
NOx - Nitrogen Oxide
NTD - National Transit Database
NTSB - National Transportation Safety Board
OCI - Overall Condition Index (Pavement)
OTP - Office of Transportation Planning (MassDOT)
PBPP - Performance Based Planning and Programming
PEB - Potential for Everyday Biking
PCI - Pavement Condition Index
PL - [Metropolitan] Planning Funds
PMS - Pavement Management System
PPP - Public Participation Process/Plan
PTASP - Public Transportation Agency Safety Plan
PVTA - Pioneer Valley Transit Authority
QVCCDC - Quaboag Valley Community Development Corp.
REB - Regional Employment Board
RIF - Roadway Inventory Files
RPA - Regional Planning Agency
RTA - Regional Transit Authority
RTP - Regional Transportation Plan
SAFETEA-LU - Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SBA - Small Business Administration

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

TSM - Transportation Systems Management
TTTR – Truck Travel Time Reliability
UMass - University of Massachusetts
UPWP - Unified Planning Work Program
USC – United States Code
USDOT – United States Department of Transportation
UZA – Urbanized Area
VMT - Vehicle Miles Traveled
VOC - Volatile Organic Compound
VOR - Vehicle Occupancy Rate
VPI – Virtual Public Involvement
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 19 – 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 20 – Summary of Annual Funding for the Pioneer Valley Planning Commission

| Transportation Funding | Value | % of Total |
|---|-----------------|-------------------|
| FHWA PL (80%) | \$ 1,428,623.20 | 54.46% |
| MassDOT PL (20% match) | \$ 357,155.80 | 13.61% |
| PVTA | \$ 320,000.00 | 12.20% |
| De-obligated PL Funding | \$ 107,667.07 | 4.10% |
| SS4A Grant | \$ 390,000.00 | 14.87% |
| Local Funds (includes in-kind contributions) | \$ 20,000.00 | 0.76% |
| Total | \$ 2,623,446.07 | 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 | 22.95% |
| MassDOT PL (20% match) | \$ 357,155.80 | 5.74% |
| PVTA | \$ 320,000.00 | 5.14% |
| De-obligated PL Funding | \$ 107,667.07 | 1.73% |
| SS4A Grant | \$ 390,000.00 | 6.27% |
| Local Funds (includes in-kind contributions) | \$ 20,000.00 | 0.32% |
| US Environmental Protection Agency | \$ 394,195.00 | 6.33% |
| Massachusetts DEP | \$ 155,000.00 | 2.49% |
| Massachusetts DLTA | \$ 274,935.00 | 4.42% |
| Community Economic Development Assistance | \$ 10,000.00 | 0.16% |
| TARPA | \$ 91,642.00 | 1.47% |
| Local Revenue | \$ 2,474,380.00 | 39.75% |
| Pioneer Valley Regional Ventures Center | \$ 75,000.00 | 1.20% |
| Community Assessments | \$ 123,295.00 | 1.98% |
| Interest Income | \$ 2,500.00 | 0.04% |
| Total | \$ 6,224,393.07 | 100.00% |

Summary of Comments on the Draft FFY2027 UPWP

Table 21 – Comments Received on the Draft FFY2027 UPWP

| Page | Comment | From | Response |
|------|--|--|--|
| 38 | Add additional information to the micro-mobility task to identify the intent to develop a program as part of the community voices program with Travellers Marketing and MassDOT | PVPC | Change made as requested |
| 7 | Ensure that the FAST Act Planning Factors section retitled to "IIJA Planning Factors". This will ensure you are using current language about the transportation bills | MassDOT OTP | Change made as requested |
| 52 | Add more detail to proposed Activity #3 on the Skyline Trail Scenic Byway Planning task. | PVPC | Change made as requested |
| 35 | Added a new Proposed Activity to the GIS, Mapping, and Graphics task to work with MassDOT to map "thickly settled" areas to assist communities in defining statutory speed limits. | PVPC | Change made as requested |
| 45 | I'm writing to seek confirmation that you received the request letter from Hampden on March 19, 2026, requesting assistance with a traffic study/intersection analysis | Brian Domina Town Administrator Hampden, MA | This study has been included as part of Task 3.6 Regional Safety Planning |
| 45 | Add an activity to Task 3.6 Regional Safety Planning to begin to advance safety recommendations included as part of the Pioneer Valley Region Safety Action Plan. | PVPC | Change made as requested |
| 60 | Remove the proposed Regional Travel Demand Model Update task | MassDOT OTP | Change made as requested |
| 64 | Remove the proposed Synchro Software license included as part of the Equipment and Software Upgrades task. | MassDOT OTP | Change made as requested |
| TOC | Table of Figures and Tables are not properly hyperlinked | MassDOT OTP | Change made as requested |
| - | Ensure that all tables are properly labelled. | MassDOT OTP | Change made as requested |
| 14 | "Phillip" is misspelled | MassDOT OTP | Change made as requested |
| 42 | If you are actually going to use Conveyal or a software through MassDOT, please reach out so we can coordinate | MassDOT OTP | PVPC will coordinate with MassDOT prior to the use of any software that has a license maintained by MassDOT. |

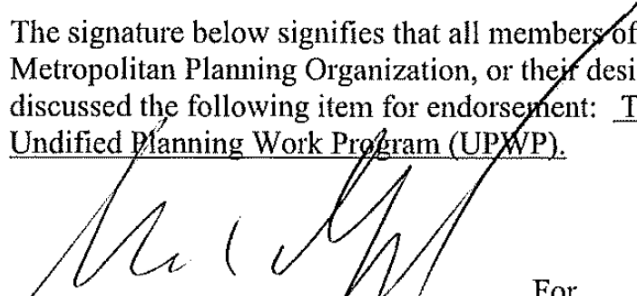
| Page | Comment | From | Response |
|---------------|--|-------------|--|
| 21 | Please include a note about the indirect rate with something like "also known as an overhead rate..." | MassDOT OTP | Change made as requested |
| 20, 24 | Task 1.1 - why the discrepancy between p. 20 and p. 24? | MassDOT OTP | This was a typo and has been corrected. |
| - | Total direct costs add up throughout the document. But some direct cost items are different in the table on p. 21 from their associated task in the document. Example: Total traffic counting = \$4,000 on p. 21 but Task 2.1 shows \$7,500 in direct costs. | MassDOT OTP | Additional detail will be added to each task to clarify how direct costs have been assigned. |
| 9 | Please check the status for the PVTA TAM Plan as detailed in Table 2. | MassDOT OTP | This will be verified and modified as appropriate. |
| 15 | Please include a sentence that states what Figure 1 shows. | MassDOT OTP | All figures in the UPWP are confirmed to have defined "alternative text" |
| 18 | Text should refer to the "FFY 2027 UPWP" | MassDOT OTP | Change made as requested |
| 20 | Add the respective subtask names to Table 9 | MassDOT OTP | Change made as requested |

MPO Endorsement

The FFY2027 UPWP was endorsed at the May 26, 2026 meeting of the Pioneer Valley Metropolitan Planning Organization.

PIONEER VALLEY MPO ENDORSEMENT SHEET

The signature below signifies that all members of the Pioneer Valley Region's Metropolitan Planning Organization, or their designees, have met on May 26, 2026, and discussed the following item for endorsement: The Pioneer Valley Region's 2027-Undified Planning Work Program (UPWP).



For
Phillip Eng Interim Secretary and Chief Executive Officer
Massachusetts Department of Transportation
Chair, Pioneer Valley MPO

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 22 – 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 |