

Unified Planning Work Program
for the Pioneer Valley Metropolitan Planning Organization

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

Draft Amendment #1

October 2026

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Tina Cote	Franklin Regional Transit Authority Administrator
Joe Keitner	Chair of the Pioneer Valley Joint Transportation Committee

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Boston, MA 02116
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សមាជិកអង្គការសិស្សស្រី ៩ របស់ PVPC តាមរយៈលេខ ៩ ៤១៣-៧៨១-៦០៤៥

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Introduction

This Amendment to the federal fiscal year 2027 Unified Planning Work Program (UPWP) provides an update to Task 2.2 - Regional Travel Demand Modeling/Clean Air Planning. The original description of this task was based on the best estimate of what could be accomplished within the confines of available resources. The redefined scope and reallocation of funds summarized in this document reflect changes to advance the proposed work plan to meet the goals of the MPO.

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.

The Pioneer Valley Metropolitan Planning Organization will consider endorsement of this UPWP Amendment at their November 24, 2026 meeting.

Summary of Proposed Changes

A total of \$27,000 in Direct labor and Indirect Costs will be transferred from Task 3.6 - Regional Safety Planning to Task 2.2 - Regional Travel Demand Modeling/Clean Air Planning. This money will be used to hire a consultant to update the PVPC regional transportation model. Tasks originally included as part of this task that were to be completed by PVPC staff have been modified and are now included as part of the consultant work. No modifications are proposed to the tasks or products originally included as part of Task 3.6.

Table 1 – 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	\$105,600.00	\$0	\$26,400.00	\$0	\$0	\$0	\$132,000.00
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	\$137,436.80	\$35,186.40	\$43,155.80	\$0	\$0	\$0	\$215,779.00
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 2 – Cost Category Summary

Category	FHWA PL	FTA 5303	MassDOT Match	Other - PVTA	SS4A	State/Local Match	Total
Staff Labor	\$365,326.79	\$159,670.22	\$70,733.99	\$139,357.16	\$32,366.82	\$16,183.41	\$783,638.39
Indirect*	\$650,510.01	\$195,516.18	\$272,021.81	\$170,642.84	\$39,633.18	\$19,816.59	\$1,348,140.61
Consultants	\$93,600.00	\$ -	\$23,400.00	\$9,000.00	\$240,000.00	\$60,000.00	\$426,000.00
Direct Costs	\$50,133.66	\$ -	\$12,533.41	\$1,000.00	\$ -	\$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. PVPC’s new rate of 122.45% is reflected in this table.*

Table 3 – 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 \$82,000 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 4 – 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	\$37,000	\$9,000
Miscellaneous	\$2,000	\$1,000
Total	\$72,000	\$10,000

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 2.2 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.~~
5. Hire a qualified transportation consultant to update the PVPC regional transportation model to reflect current data.

- a. Coordinate the exchange of data with MassDOT, surrounding Massachusetts RPAs, and Connecticut's Capital Region Council of Governments to update daily traffic counts.
 - b. Expand the model to include neighboring cities and towns - including Connecticut.
 - c. Evaluate and update existing roadway attributes such as the existing Speed/Capacity Lookup table
 - d. Update the regional model with new socio-economic data for each build out year.
 - e. Incorporate data from the Massachusetts Traveler Survey as necessary
 - f. Calibrate the model to current industry standards.
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.~~
 8. Participate in MassDOT's Statewide Social Economic Projections Committee to develop future projections for the update to the Regional Transportation Plan.

PRODUCT SCHEDULE:

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

RESPONSIBLE PARTIES:

Rana Al-Jammal

Consultant

FUNDING:

Source	Budget	Est. Staff Hours
FHWA PL	\$ 132,000	1,020.0
Direct Labor	\$ 47,202	
Indirect Costs	\$ 57,798	
Direct Costs	\$ 27,000	

Task 2.2 Direct Costs Summary

Consultant Fees	\$ 27,000
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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.

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 3.6 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
Khyati Parmar

Geoffrey Klafeta
Gary Roux

Jeffrey McCollough
Interns

FUNDING:

Source	Budget	Est. Staff Hours
FHWA PL	\$ 215,779	2,150.0
Direct Labor	\$ 96,327	
Indirect Costs	\$ 117,952	
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.

Estimated Product Completion Schedule – FFY 2027 UPWP

Table 5 – Estimated Product Completion Schedule

Task	Product	Anticipated Completion
2.2	Analysis of Route 9 lane changes in Hadley	Q3
2.2	Springfield/W Springfield North End Bridge Analysis	Q4
2.2	Update of the regional travel demand model.	Q1 – Q4
2.2	Air quality conformity and greenhouse gas analysis	As Necessary
2.2	RTP Project Analysis	Q4
2.2	Review the regional Roadway Network Layer updates	Q2
2.2	Review the regional TAZ layer updates	Q3
3.6	Hampden Safety Study Report	Q2
3.6	VRU Studies	Q2 – Q4
3.6	Roadway Safety Audits	Q1 – Q4