



Unified Planning Work Program

Fiscal Year 2012

October 1, 2011 to September 30, 2012



Prepared by

The Pioneer Valley Planning Commission
for the Pioneer Valley Metropolitan Planning Organization

Pioneer Valley Unified Planning Work Program

Fiscal Year 2012
October 1, 2011 to September 30, 2012

Final Document
September, 2011

Prepared by the
Pioneer Valley Planning Commission

For the Pioneer Valley
Metropolitan Planning Organization

Pioneer Valley MPO Members

| Name | Title |
|--------------------------|--|
| Jeffrey B. Mullan | Secretary and CEO of the Massachusetts Department of Transportation |
| Francis DePaola | Administrator of the Massachusetts Department of Transportation Highway Division |
| Richard Butler | Chairman of the Pioneer Valley Executive Committee |
| Mary MacInnes | Administrator of the Pioneer Valley Transit Authority |
| Mayor Domenic Sarno | Mayor of Springfield |
| Mayor Michael Bissonette | Mayor of Chicopee |
| Mayor Edward Gibson | Mayor of West Springfield |
| Mayor Clare Higgins | Mayor of Northampton |
| Enrico Villamaino | East Longmeadow Board of Selectmen |
| Marcus Boyle | Hatfield Board of Selectmen |
| Alternates | |
| Mayor Elaine Pluta | Mayor of Holyoke |
| Mayor Daniel M. Knapik | Mayor of Westfield |
| Ex-Officio | |
| Pamela Stephenson | Federal Highway Administration |
| Mary Beth Mello | Federal Transit Administration |
| James Czach | Chairman – Pioneer Valley Joint Transportation Committee |

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

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INTRODUCTION

The Unified Planning Work Program (UPWP) is a narrative description of the annual technical work program for a continuing, cooperative, and comprehensive (3C) transportation planning process in the Pioneer Valley Region. As the lead planning agency for the Pioneer Valley Metropolitan Planning Organization (MPO), the Pioneer Valley Planning Commission (PVPC) is responsible for developing the UPWP in cooperation with other members of the MPO including the Pioneer Valley Transit Authority and the Massachusetts Department of Transportation (MassDOT).

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

The work tasks within this UPWP are reflective of issues and concerns originating from transportation agencies at the federal, state and local levels. As always, the UPWP continues and extends the PVPC's emphasis on "results-oriented" tasks. In addition, several tasks are specifically targeted to implement provisions of several pieces of federal legislation, particularly the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the Clean Air Act Amendments of 1990 (CAAA) and the Americans with Disabilities Act (ADA).

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

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

| Funding Source | Fiscal Period: |
|-----------------------|--|
| FHWA/MassDOT | October 1, 2011 through September 30, 2012 |
| FTA/MassDOT | April 1, 2011 through March 31, 2012 |
| PVTA | July, 2011 through June, 2012 |
| Scenic Byways Program | Various Contract Periods |

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

TRANSPORTATION PLANNING FUNDING SOURCES

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

Within the Pioneer Valley region the predominant source of funding from MassDOT is PL funds. In the past, unexpended funds from contract to contract were reserved in a "PL Balance" account for the region. Currently, funds not used during a program year are deobligated and may not be available for future use. Below is a summary of PVPC's continuing PL funding account.

| | |
|---|--------------|
| Total PL Allocations as of October 1, 2011 (FFY 2012) | \$16,214,997 |
| Total PL Expenditures as of April 30, 2011 | \$14,086,292 |
| Estimated PL Expenditure for Remainder of FFY 2011 UPWP | \$478,755 |
| Current PL Balance (Estimated) | \$1,649,950 |
| Estimated PL Expenditure in FFY 2012 UPWP | \$905,559 |
| Estimated PL Balance as of September 30, 2011 | \$744,391 |

Source: PVPC

A total of \$905,559 in PL funds has been programmed for the FY2012 Transportation Work Program. Direct Costs are expected to vary among tasks in the UPWP and are subject to change. A total of \$32,750 has been allocated for Direct Costs in FY2012.

FTA/EOTPW/PVTA –Two types of funds are used for transit planning purposes in the Pioneer Valley region; Section 5303 (formerly Section 8 Metropolitan Planning) and Section 5307 funds (formerly Section 9 Capital) of the Federal Transit Act Amendments of 1991. Section 5303 funds are earmarked for use in planning and technical studies related to urban mass transportation. They are filtered down from the Federal Transit Administration through the MassDOT to the regional planning agencies in the Commonwealth. Section 5307 funds can be used for planning as well as other purposes, and are distributed by the FTA on the basis of the Regional Transit Authority (RTA) service area population. The Pioneer Valley Transit Authority, using Section 5307 funds from the FTA, contracts with the PVPC for assistance on a wide range of planning activities. Both funds require a 20% local match, which is provided by the RTA.

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

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

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

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

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

THE EIGHT FACTORS OF SAFETEA-LU

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

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.

PIONEER VALLEY METROPOLITAN PLANNING ORGANIZATION MEMBERS

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

- The Secretary and CEO of the Massachusetts Department of Transportation
- The Administrator of the Massachusetts Department of Transportation Highway Division
- The Chairman of the Pioneer Valley Planning Commission
- The Administrator of the Pioneer Valley Transit Authority
- The Mayors of two of the following three (3) urban core cities:

Chicopee Holyoke Springfield

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

Agawam Southwick Westfield
West Springfield

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

Amherst Easthampton Hadley
Northampton South Hadley

- A Selectman of one of the following fourteen (14) suburban and rural towns:

| | | |
|-------------|-----------|-----------------|
| Belchertown | Brimfield | East Longmeadow |
| Granby | Hampden | Holland |
| Longmeadow | Ludlow | Monson |
| Palmer | Pelham | Wales |
| Ware | Wilbraham | |

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

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

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

Pioneer Valley MPO Members

| Name | Title |
|--------------------------|---|
| Jeffrey B. Mullan | Secretary and CEO of the Massachusetts Department of Transportation |
| Francis DePaola | Administrator of the MassDOT Highway Division |
| Richard Butler | Chairman of the Pioneer Valley Executive Committee |
| Mary MacInnes | Administrator of the Pioneer Valley Transit Authority |
| Mayor Domenic Sarno | Mayor of Springfield |
| Mayor Michael Bissonette | Mayor of Chicopee |
| Mayor Edward Gibson | Mayor of West Springfield |
| Mayor Clare Higgins | Mayor of Northampton |
| Enrico Villamaino | East Longmeadow Board of Selectmen |
| Marcus Boyle | Hatfield Board of Selectmen |
| Alternates | |
| Mayor Elaine Pluta | Mayor of Holyoke |
| Mayor Daniel M. Knapik | Mayor of Westfield |

JOINT TRANSPORTATION COMMITTEE (JTC)

The JTC is a committee comprised of representatives of local, regional and state governments, as well as private groups and individuals involved in providing transportation facilities, services, and/or planning. The JTC was established by the 3C Memorandum of Understanding for the purpose of incorporating citizen participation in the transportation planning process. It is intended that the JTC be representative of both public and private interests in the region and provide a forum to guide transportation planning activities and transportation improvements in the region. The JTC also serves in an advisory capacity to the MPO as they decide on whether accepting and endorsing a plan or project is appropriate.

Pioneer Valley Joint Transportation Committee Members and Alternates

| Community | Member | Alternate |
|--|----------------------|---------------------------------|
| Agawam | Christopher Golba | Michelle Chase |
| Amherst | Guilford Mooring | Jason Skeels |
| Barnes Municipal Airport | Brian P. Barnes | |
| Belchertown | Steven Williams | Gary Brougham/Douglas Albertson |
| Brimfield | Robert Hanna | |
| Chester | Rene Senecal | |
| Chesterfield | Edward Dahill | Matt Smith |
| Chicopee | Catherine Brown | Steven Frederick |
| Cummington | Rob Dextraze | |
| East Longmeadow | David Gromaski | John M. Claffey |
| Easthampton | Stuart Beckley | James Gracia |
| Goshen | Joe Dunn | |
| Granby | David Derosiers | |
| Granville | Doug Roberts | Kathryn Martin |
| Hadley | Alexandra Dawson | |
| Hatfield | Phil Genovese | |
| Holland | Earl Johnson | Brian Johnson |
| Holyoke | Matt Sokop | Jeffrey Burkott |
| Huntington | Wayne McKinney | |
| Longmeadow | Michael Vrabel | Yem Lip |
| Ludlow | Paul Dzubick | Elie Villeno |
| MassBike | Marvin Ward | |
| MassDOT District 1 | Mark Moore | Peter Frieri |
| MassDOT District 2 | Richard Masse | Laurie Scarbrough |
| Middlefield | Rodney Savery, Jr. | |
| Monson | John Morrell | Gretchen Negggers |
| Montgomery | Curtis Bush, Jr. | |
| Northampton | Wayne Feiden | Edward Huntley |
| Palmer | Richard Kaczmarczyk | Matthew Streeter |
| Pelham | Rick Adamcek | |
| Peter Pan Bus Lines | Peter Picknelly, Jr. | Robert Schwarz |
| Pioneer Valley Railroad | Michael Rennieke | |
| Pioneer Valley Transit Authority | Nicole Rohan | |
| Plainfield | Charles Waterhouse | |
| Russell | Mickey Sharkey | Lyle Maxwell |
| South Hadley | Jim Reidy | |
| Southampton | Edward J. Cauley | |
| Southwick | Jeff Neece | Richard Grannells |
| Springfield | Christopher Cignoli | |
| Tolland | James Deming | Jason Smith |
| University of Massachusetts | Al Byam | |
| Wales | Michael Wasiluk | |
| Ware | Thom Martens | |
| Western Massachusetts Economic Development Council | Ken Delude | |
| Westfield | Mark Cressotti | |
| Westhampton | David Blakesly | Brian Mulvehill |
| West Springfield | James W. Lyons | James Czach |
| Wilbraham | James E. Thompson | Tonya Bosch |
| Williamsburg | William Turner | |
| Worthington | Cork Nugent | |

TRANSPORTATION PLANNING STAFF

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

| <u>Name</u> | <u>Title</u> |
|--------------------|--|
| Rana Al Jammal | Senior Transportation Planner - Specialist |
| David Elvin | Senior Transit Planner |
| David Johnson | Transportation Planner - Specialist |
| Amir Kouzehkanani | Principal Planner – Manager |
| Andrew McCaul | Transportation Planner I |
| Jeffrey McCollough | Senior Transportation Planner II |
| Khyati Parmar | Senior Transportation Planner II |
| Joshua Rickman | Transportation Planner II |
| Dana Roscoe | Principal Planner - Section Head |
| Gary Roux | Principal Planner - Section Head |

STAFFING REPORT

The following PVPC staff members are expected to work on the FY2012 Unified Planning Work Program. The percentage of each staff member's time devoted to Transportation Planning Tasks is approximated under "% Time on Transportation".

| Staff | Position | % Time on Transportation |
|----------------------------|---|---------------------------------|
| Rana Al Jammal | Senior Transportation Planner - Specialist | 100% |
| Jessica Allen | Principal Planner | 25% |
| Jayne Armington | Housing Specialist | 9% |
| David Elvin | Senior Transit Planner | 100% |
| Anne Capra | Principal Planner | 2% |
| Ray Centeno | Graphics Designer | 24% |
| Chris Curtis | Chief Planner/Section Manager | 18% |
| Christopher Dunphy | Community Development Senior Planner | 10% |
| Patty Gambarini | Senior Planner | 5% |
| Molly Goren-Watts | Analyst/Regional Information Center Manager | 71% |
| Dave Johnson | Transit Planner - Specialist | 100% |
| Amir Kouzehkanani | Principal Transportation Planner/Manager | 100% |
| Andrew Loew | Community Development Planner | 10% |
| James Mazik | Deputy Director for Operation/Community Development Section Manager | 15% |
| Andrew McCaul | Transportation Planner I | 100% |
| Jeff McCollough | Senior Transportation Planner | 100% |
| Kelvin Molina | Community Development Planner | 10% |
| Khyati Parmar | Transportation Planner I | 100% |
| Bonnie Parsons | Community Development Principal Planner | 35% |
| Catherine Ratte | Principal Planner/Section Manager | 16% |
| Joshua Rickman | Transportation Planner II | 100% |
| Dana Roscoe | Principal Planner – Section Manager | 100% |
| Gary Roux | Principal Planner – Section Manager | 100% |
| Jim Scace | Senior Planner/GIS Specialist | 15% |
| Ashley Shea | Communications Manager | 19% |
| Todd Zukowski | GIS/Cartographic Section Manager | 25% |
| Transportation Interns (2) | Intern | 100% |

PREVIOUS TRANSPORTATION STUDIES

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

Downtown Huntington Parking Study
 Route 57 intersection study – Southwick
 Regional CMS Data Collection Update
 Merrick/Memorial Truck and Pedestrian Surveys
 Palmer Park and Ride Lot Study
 Local Technical Assistance Requests (various)
 2007 Regional Transportation Plan Update
 Route 141 Safety Study Updates – Easthampton and Holyoke
 Valley Vision 2
 Regional Bicycle and Pedestrian Plan Update
 Feeding Hills Center Transportation and Safety Study Final Report
 Regional CMP Annual Report Update
 Top 100 Crash Locations in the Pioneer Valley
 Route 202 Transportation Study – Belchertown
 Florence Road Traffic Study – Northampton
 Palmer Redevelopment Authority Track Capacity Improvements
 Route 10/202 Transportation Study – Southwick
 Route 57 Transportation Study – Southwick
 North Pleasant Street at Fearing Street Study – Amherst
 PVPC Regional Bridge Map
 Palmer Bike Path Study
 Route 112 Scenic Byway Study - Draft
 Public Participation Plan for the Pioneer Valley MPO Update
 STCC Environmental Justice Analysis
 Regional Traffic Counts: 2003-2007
 State of the Region/People 2008
 PVRTA Fare Assessment
 Route 10 Corridor Study Existing Conditions Analysis– Easthampton
 R41 and Nashawannuck Express Passenger Surveys
 PVRTA Systemwide Passenger Survey
 Amherst Parking and Transit Survey
 Granby Master Plan – Transportation Component
 Adams Road Safety Study – Williamsburg
 Feeding Hills Center Crash Data Review – Agawam

Route 9 at North Street and Petticoat Hill Road Study – Williamsburg
 Southwick Transit Study
 Intermodal Connector Review
 Major Employers Report Update
 Westfield CBD Traffic Circulation Study
 Page Boulevard at Goodwin Street Congestion Study - Springfield
 Berkshire Avenue at Cottage Street Congestion Study - Springfield
 Route 5 Traffic Signal Coordination Study – Holyoke
 Granby Road at McKinstry Avenue and Montgomery Street Safety Study – Chicopee
 Maple Street at Resnic Boulevard Safety Study – Holyoke
 Dwight Street at Worthington Street Safety Study – Springfield
 Jacob's Ladder Trail II – Transportation Section Update
 Chicopee Parking Study
 Telecommuter Survey
 North Main Street at Wilbraham Street, Sykes Street, and Shearer Street Safety Study – Palmer
 Public Participation Plan for the Pioneer Valley MPO Update
 Regional Traffic Count Report: 2005 – 2009
 PVRTA Northern/Eastern Region Onboard Bus Rider Survey
 Regional Bottlenecks Report
 Route 116 at Route 33 and Lyman Street Safety Study – South Hadley
 East Street at Winsor Street and Hampden Street Study – Ludlow
 West Avenue at Fuller Street Study – Ludlow
 Transportation Chapter – Ludlow Master Plan
 Manhan Rail Trail User Survey
 Downtown Ware Signalization Study
 Longmeadow Local Pavement Management
 West Springfield Local Pavement Management
 Greenleaf Community Center Safety Study

STUDIES COMPLETED AS PART OF THE FY 2011 UPWP

Community and Facility Profiles (various)
 Local Technical Assistance Requests (various)
 FFY 2012 Unified Planning Work Program
 FFY 2011 Transportation Improvement Program Amendments
 FFY 2012 – 2015 Transportation Improvement Program
 MassHighway Crash Data Updates
 CMP Report Update
 Regional Travel Time Contours Update
 Project Development Process Primer Video
 Manhan Rail Trail User Survey Report
 2011 Update to the Regional Transportation Plan
 Regional Pavement Management Report Update
 Federal Certification Review Preparation/Participation
 Transit Mystery Rider Reports
 PVRTA Non-Rider Survey
 Route 10 Build Out Analysis – Easthampton
 Springfield Crash Data Analysis
 Cottage Street at Robbins Road Safety Study – Springfield, MA
 Route 9 (Locust Street) at Hatfield Street Safety Study – Northampton, MA

Route 9 (Federal Street) at Bay Road Safety Study – Belchertown, MA
 Coordinated Public Transit Human Service Transportation Plan
 Valley Vision Update
 Pioneer Valley Trail Map

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

This work element encompasses the administration and support of the 3-C transportation process and has been divided into the following tasks for FY 2012.

Task 1.1 Management of the 3-C Process

OBJECTIVE:

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

PREVIOUS WORK:

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

PROPOSED ACTIVITIES:

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

PRODUCTS:

1. Technical memoranda, reports, and workshops as needed.
2. Updates to certification documents as required.
3. MPO meeting minutes.

| Source | Budget | Est. Staff Effort |
|-------------------------|------------------|-------------------|
| FHWA PL (80%) | \$ 28,000 | 17 weeks |
| MassDOT (20% match) | \$ 7,000 | 4 weeks |
| FTA S.5303 | \$ 15,000 | 8 weeks |
| FTA S.5316 | \$ 35,382 | 19 weeks |
| FTA S.5317 – NewFreedom | \$ 23,294 | 12 weeks |
| TOTAL | \$108,676 | 60 weeks |

| | |
|----------------|----------|
| Direct Labor | \$49,851 |
| Indirect Costs | \$58,825 |

Task 1.2 Unified Planning Work Program

OBJECTIVE:

To prepare and continually maintain a Unified Planning Work Program (UPWP) that describes all anticipated transportation and transportation-related planning activities in the PVPC region. The UPWP will include a summary of the estimated funding source(s) for each task and be completed in conformance with applicable federal, state, and regional guidelines.

PREVIOUS WORK:

1. Pioneer Valley Unified Work Programs 1974 - 2011.

PROPOSED ACTIVITIES:

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

PRODUCTS:

1. Amendments to the current UPWP as necessary.
2. UPWP for the next program year (FFY 2013)

| Source | Budget | Est. Staff Effort |
|---------------------|----------------|-------------------|
| FHWA PL (80%) | \$5,500 | 2 weeks |
| MassDOT (20% match) | \$1,375 | 1 week |
| FTA S.5303 | \$1,250 | 1 week |
| TOTAL | \$8,125 | 4 weeks |

| | |
|----------------|---------|
| Direct Labor | \$3,727 |
| Indirect Costs | \$4,398 |

Task 1.3 Public Participation Process

OBJECTIVE:

The PVPC will continue to improve its public participation and planning process to ensure the public is engaged in meaningful discussion around relevant transportation issues. Transparency and equity will be a priority as PVPC continues to assess the effectiveness of the Public Participation Process. The Transportation Public Participation Process will provide complete information, timely notice, full access to key decisions and opportunities for early and continuing involvement.

PREVIOUS WORK:

1. Project Development Process Video
2. Pioneer Valley Public Participation Process 2000-2011.
3. Use of social media including Twitter, Facebook, and the PVPC webpage.
4. Memorandum of Understanding for the restructure of the Pioneer Valley Metropolitan Planning Organization.
5. Press releases announcing transportation projects and events
6. Quarterly PVPC newsletter "Regional Reporter"
7. 2011 Federal Certification Review

PROPOSED ACTIVITIES:

1. Review the performance measures for the Public Participation Process and make recommendations as necessary.
2. Explore alternative media outlets for reaching the growing Spanish population in the region.
3. Network with social service agencies, neighborhood groups and community organizations to enhance existing outreach.
4. Apply the Public Participation Process to transportation programs and tasks to: prepare for public meetings; attend public meetings; perform outreach to increase public participation; inform and educate residents and employers of the region about transportation legislation and PVPC activities.
5. Incorporate “visioning” approaches to improve public participation and outreach efforts.
6. Update the transportation section of the PVPC webpage to include information on transportation studies and expand video content.

PRODUCTS:

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

| Source | Budget | Est. Staff Effort |
|---------------------|-----------------|-------------------|
| FHWA PL (80%) | \$12,800 | 8 weeks |
| MassDOT (20% match) | \$ 3,200 | 2 weeks |
| FTA S.5303 | \$ 7,500 | 4 weeks |
| TOTAL | \$23,500 | 14 weeks |

| | |
|----------------|----------|
| Direct Labor | \$10,780 |
| Indirect Costs | \$12,720 |

Task 1.4 Transportation Improvement Plan (TIP) Development

OBJECTIVE:

With guidance from the Pioneer Valley Metropolitan Planning Organization (MPO) PVPC staff will develop a financially constrained four-year schedule of projects identified by year, location, and funding source. Ensure the TIP is consistent with the goals and objectives of the Regional Transportation Plan for the Pioneer Valley region. Utilize GIS based analysis to certify the TIP is developed in accordance with State and Federal requirements.

PREVIOUS WORK:

1. Pioneer Valley Transportation Improvement Programs 1974 – 2011
2. Updates to the Transportation Improvement Program Database
3. Annual Transportation Evaluation Criteria (TEC) Forms Update
4. Annual TEC summary sheet to assist in populating the Draft TIP.
5. TIP project mapping.

PROPOSED ACTIVITIES:

1. Update and improve PVPC’s database of transportation projects. Data will satisfy the requirements of the Metropolitan Planning Rules.
2. Assist Communities with the development of new and existing projects in order to meet MassDOT Design Guide Book requirements.
3. Assist the JTC in utilizing project evaluation criteria to develop a financially constrained project listing for each program year.

4. Maintain the financial element for all years of the TIP. Financial constraint will be maintained based on funding targets provided by MassDOT. Funding sources will also be provided when available.
5. Present air quality conformity findings conducted for the RTP and TIP. Analyses and documentation will satisfy the requirements of the Metropolitan Planning Rules.
6. Conduct appropriate public participation for the TIP consistent with the public participation plan for the region.
7. Present documents to the MPO for endorsement.
8. Conduct formal amendments and adjustments as necessary.
9. Attend regular meetings with MassDOT Highway division staff from both district offices to exchange information regarding transportation improvement projects.
10. Provide links on the PVPC web site for communities to access current as well as archived TIP documents and project information.
11. Coordinate monthly Joint Transportation Committee (JTC) meetings and sub-committee meetings as required.
12. Collect GPS data for all projects programmed on the TIP for use with GIS based analysis.

PRODUCTS:

1. FFY 2013 - 2016 Transportation Improvement Program.
2. TIP Amendments and Adjustments as necessary.
3. Summary report for comments received during public review for amendments made to the TIP.
4. Ranked list of evaluated TIP projects, with corresponding TEC sheets.
5. Map displaying the 4 years of programmed projects.
6. TIP webpage providing all pertinent project information.

| Source | Budget | Est. Staff Effort |
|---------------------|-----------------|-------------------|
| FHWA PL (80%) | \$40,000 | 22 weeks |
| MassDOT (20% match) | \$10,000 | 5 weeks |
| FTA S.5303 | \$12,500 | 7 weeks |
| TOTAL | \$62,500 | 34 weeks |

| | |
|----------------|----------|
| Direct Labor | \$28,670 |
| Indirect Costs | \$33,830 |

Task 1.5 Statewide Funding Proposal Assistance

OBJECTIVE:

To provide management, guidance and technical support for the development and maintenance of statewide TIP funding programs. Programs include Transportation Enhancements, Travel Demand Management, and Congestion Mitigation/Air Quality.

PREVIOUS WORK:

1. Funding Proposal Assistance – 1998 - 2011.
2. Participated as MARPA representative to Statewide Enhancement Steering Committee 1998-2004.

PROPOSED ACTIVITIES:

1. Provide technical assistance to communities in the development of project grant proposals, in public outreach and consensus building, and in implementing projects through the MassDOT funding process.
2. Assist MassDOT in advancing Enhancement projects, including the Keystone Arch Bridge project, to implementation.

PRODUCTS:

1. Technical assistance to communities on Enhancement project development.

| Source | Budget | Est. Staff Effort |
|---------------------|----------|-------------------|
| FHWA PL (80%) | \$ 2,400 | 2 weeks |
| MassDOT (20% match) | \$ 600 | 1 week |
| TOTAL | \$3,000 | 3 weeks |

| | |
|----------------|---------|
| Direct Labor | \$1,376 |
| Indirect Costs | \$1,624 |

Task 1.6 Environmental Justice

OBJECTIVE:

Make a concerted effort to engage and involve representatives of minority and low-income groups to hear their views regarding the performance of the transportation planning process. Tasks outlined in this section will assist PVPC in defining environmental justice and social equity issues as part of its transportation planning process. These tasks address the goals of the RTP to enhance the existing public participation process, better identify low income and minority populations, and develop measures of effectiveness to evaluate transportation deficiencies, benefits, and burdens. Under this task, staff will continue to improve its public participation and planning process to ensure that it is conducted in accordance with Title VI of the Civil Right Act of 1964, FHWA/FTA guidance on Limited English Proficiency (LEP), and requirements of Executive Order 12898 (Environmental Justice) to give full and fair consideration to minority and low income residents in the region.

PREVIOUS WORK:

1. Coordinated with the PVTA, City of Springfield, and social service organizations to sponsor a “learn about transit” event.
2. Expanded public participation efforts related to the RTP and TIP to target key minority population groups in the region.
3. Evaluated the distribution of transportation investments in the Pioneer Valley region.
4. Hosted a statewide EJ workshop and networking session.
5. Developed bi-lingual survey forms for transit surveys.
6. Coordination with Baystate Health Systems, Springfield Health Coalition, Live Well Springfield, the Rails to Trails Conservancy, and the Springfield Planning Department to create an ongoing Built Environment Task Force to examine transportation barriers in Springfield neighborhoods.
7. Hosted paratransit public meetings to solicit feedback on rider needs and issues.
8. Coordinated EJ assessment and outreach with the Springfield Technical Community College and PVTA for a parking lot expansion and shuttle bus service.
9. Develop bilingual public notices for the Transportation Improvement Plan and the Regional Transportation Plan.
10. Established a new methodology for transit level of service ranking to assess attainability by transit.

PROPOSED ACTIVITIES:

1. Explore options for reaching Spanish speaking residents through “alternative” local newspapers.

2. Work with PVRTA to organize a regional “try transit” event.
3. Enhance outreach through the use of social media including Facebook and Twitter.
4. Review 2010 census data and to redefine and update low income and minority areas in the Pioneer Valley.
5. Work with MassDOT, Massachusetts RPAs, and local partners to identify best practices to improve LEP and Environmental Justice outreach and planning.
6. Continue to seek out stake holders and meet with regional organizations and groups that work with the Environmental Justice Community to facilitate and coordinate participation in the regional transportation planning process. These efforts may include presentations at regular scheduled meetings.
7. Continue to incorporate “visioning techniques” in new projects and planning tasks that will better engage low income and minority populations.
8. Facilitate surveys and other planning activities to assist in the equitable development of future transportation planning
9. Develop bilingual surveys for PVRTA and bilingual public notices for the Transportation Improvement Plan and the Unified Planning Work Program to provide increased opportunities for under-served populations to be represented in the public participation process.
10. Continue to assess proposed transportation investments in the Pioneer Valley region to determine whether low-income and minority communities are receiving a fair allocation of available resources.
11. Develop a schedule of milestones to enhance the existing Title VI planning process in the Pioneer Valley region.
12. Work in cooperation with the University of Massachusetts Landscape and Regional Planning School to develop a methodology to redefine EJ and LEP populations in the Pioneer Valley based on 2010 Census data.
13. Review Measures of Effectiveness (MOEs) regarding the implementation of Title VI.
14. Revise the methodology used in ranking Level of Service analysis of the regional transit system to incorporate all bus routes. Analyze inter-regional transit system connectivity between PVRTA and FTRA service as well as PeterPan Bus, and Amtrak trains. This is estimated to be a multi-year task.

PRODUCTS:

1. Annual reporting to MassDOT on EJ, Title VI and LEP.
2. Title VI filing for PVPC.
3. Ongoing coordination of the Springfield Partners for Healthier Communities Built Environment Task Force.
4. Title VI training for staff as appropriate.
5. Enhanced transit level of service analysis.
6. Schedule of Milestones.
7. New EJ definitions for the Pioneer Valley.

| Source | Budget | Est. Staff Effort |
|---------------------|-----------------|-------------------|
| FHWA PL (80%) | \$12,500 | 6 weeks |
| MassDOT (20% match) | \$ 3,125 | 2 weeks |
| FTA S.5303 | <u>\$ 9,375</u> | <u>5 weeks</u> |
| TOTAL | \$25,000 | 13 weeks |

| | |
|----------------|----------|
| Direct Labor | \$11,468 |
| Indirect Costs | \$13,532 |

WORK ELEMENT 2 - TECHNICAL SUPPORT & DATA COLLECTION

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

Task 2.1 Traffic Counting

OBJECTIVE:

To provide accurate and efficient traffic data collection services to the MassDOT, the PVPC's 43 member communities, and interested parties.

PREVIOUS WORK:

1. Regional Traffic Counting Program 1985 - 2011.
2. Traffic count library and database at PVPC.
3. Data collection and analysis as part of Highway Performance Monitoring System (HPMS).
4. Regional Traffic Counts Report, 2005 – 2009.

PROPOSED ACTIVITIES:

1. Collect 48 hour Automatic Traffic Recorder (ATR) count data and GPS coordinates to assist in mapping at locations requested by MassDOT.
2. Collect 48 hour and/or week long ATR count data for member communities on an "as requested" basis.
3. Collect HPMS data and perform analysis, as requested by MassDOT.
4. Collect Turning Movement Count (TMC) data as requested by MassDOT and member communities.
5. Update the PVPC traffic count library by supplementing the MassDOT count locations in the region.
6. Submit all ATR count data to the MassDOT and the appropriate community.
7. Collect Weekly ATR count data at the four PVPC permanent stations in order to assist in the development of regional adjustment factors and growth rates.
8. Provide ATR traffic counts and TMCs for other UPWP tasks including the Regional Transportation Model, Local Technical Assistance requests, and management systems.
9. Update and maintain the PVPC traffic count database.
10. Collect bicycle and pedestrian volumes at pre-determined locations.
11. Update the inventory of PVPC's ATR counts for the past recent 5 seasons on the agency webpage.

PRODUCTS:

1. Summary reports of daily traffic count information for the region.
2. Regional traffic count summary report 2007-2011.
3. PVPC web page Average Daily Traffic counts by community.

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

| | |
|----------------|----------|
| Direct Labor | \$17,202 |
| Indirect Costs | \$20,298 |

Task 2.2 Regional Travel Demand Modeling/Clean Air Planning

OBJECTIVE:

To create a baseline travel demand model to estimate future travel demand. To calculate vehicles miles traveled and forecast needs in the regional transportation plan. To provide the regional component to the statewide travel demand model for the air quality conformity determination analysis. To support local and regional sustainability and livability initiatives through analysis of corridors and projects in terms of circulation impacts and Green House Gas emission reductions. To address the transportation sector's role in air pollution and its effects on climate change both on the local and regional levels through modeling travel demand and identifying mitigation strategies.

PREVIOUS WORK:

1. Development of the PVPC regional travel demand model.
2. Air quality conformity determinations for the RTP and TIP.
3. PVPC regional transit model structure.
4. TransCAD network for the PVPC Regional Transportation Model calibration of 1997 base roadway inventory file.
5. Census 2010 Data and geography updates.
6. Support data to Connecticut Department of Transportation (ConnDOT), Capital Region Council of Governments (CRCOG) and other neighboring regions for use in their Transportation Model to assess a proposed New Haven – Springfield passenger rail and ongoing planning efforts.
7. Memorandum on quantitative and qualitative evaluation criteria for CMAQ funded TIP projects.
8. Position paper on the impact of converting the regional model from external stations to external zones.
9. VMT Estimates for 43 communities of the Pioneer Valley region.
10. Preliminary analysis for the Easthampton Master Plan.
11. Springfield Flood Evacuation Study.

PROPOSED ACTIVITIES:

1. Develop a new base year for the regional model 2010 using the Census 2010 demographic data. Update the base year network. Calibrate the new 2010 model. Revise projections of future plan years according to new base year model. Create new model macros for current and future years. Estimated to be a 2 year task.
2. Obtain new Average Daily Traffic data at community lines and external stations from in-house traffic counts and surrounding planning agencies for use as inputs in the new travel demand model base year.
3. Conduct Census 2010 Traffic Analysis Zone (TAZ) delineations for the region.
4. Obtain up to date information on non-exempt regional projects for inclusion in the statewide model from the Office of Transportation Planning.
5. Perform air quality conformity determinations for TIP projects to be funded under the Congestion Mitigation and Air Quality (CMAQ) program and for potential projects applying for funding under the Transportation Demand Management (TDM) program.
6. Continue providing supporting data from the regional travel model to communities and MassDOT upon request.
7. Utilize the regional travel model to assist in the development of future build out estimates as part of ongoing transportation planning activities.

8. Estimate effects of transportation improvement projects on communities by activating local roadway links within the regional model.
9. Continue to analyze activity center destinations of transit riders along select bus routes.
10. Model evacuation planning scenarios when requested by communities using the regional transportation model to study estimated diversion routes during an incident.
11. Integrate the results of PVPC's 2010 telecommuting travel survey into the regional model.

PRODUCTS:

1. 2010 Update to the regional travel demand model.
2. Air quality conformity and greenhouse gas analysis in support of the RTP and the TIP.
3. Comments on proposed federal and state regulations.
4. Maps for graphical representation of existing model structure.
5. Transportation build out and emergency evacuation planning analysis as appropriate.

| Source | Budget | Est. Staff Effort |
|---------------------|-----------------|-------------------|
| FHWA PL (80%) | \$48,000 | 27 weeks |
| MassDOT (20% match) | \$12,000 | 7 weeks |
| FTA S. 5303 | \$ 4,375 | 2 weeks |
| TOTAL | \$64,375 | 36 weeks |

| | |
|----------------|----------|
| Direct Labor | \$29,530 |
| Indirect Costs | \$34,845 |

Task 2.3 GIS, Mapping and Graphics

OBJECTIVE:

Develop, maintain, archive, and distribute digital geo-referenced data about the Pioneer Valley Region and its transportation systems. The GIS/Graphics Center looks to increase access to an extensive regional database; improve spatial analytical capabilities; and serve as a catalyst for cooperative development, exchange and distribution of map data. A strong emphasis will be placed on the development of high quality products which enhance decision-makers' understanding of complex issues and facilitate the implementation of local and regional goals.

PREVIOUS WORK:

1. Created and maintained GIS regional bus system database; including updates to the transit system map, preparation of individual maps and schedules, regional transit service analysis, and support to PVTA web page.
2. Acquired, revised and integrated relevant GIS spatial data/map coverages generated at local, state and federal levels into Pioneer Valley regional projects, including: road centerlines, road names, updated municipal zoning, land use, parcel, and critical public infrastructure data.
3. Developed, enhanced, and maintained several spatial data layers to support transportation-related projects, including: functional classification of roads, traffic count locations, congestion management, parking facilities, signalization, pavement conditions, regional bicycle and pedestrian infrastructure, ADA transit service area, areas of regional growth, etc.
4. Provided GIS mapping and graphic support to numerous transportation and transit-related projects and studies.

5. Continued to support and participate in the statewide GIS Advisory Committee, Western Massachusetts GIS User group, and direct assistance to Pioneer Valley communities.

PROPOSED ACTIVITIES:

1. Continue to develop and implement management strategies, which address staff training, establish agency data standards and data collection protocol, and conformance to map design that can be applied to all GIS products.
2. Pursue the use of GIS and other automated mapping and spatial analytical technologies for transportation applications. Enhance existing digital base map data and develop geographically referenced data layers for use in transit service analysis, regional land use & smart growth planning activities, emergency response, critical infrastructure assessment, public works and pavement management, and transportation system planning.
3. Integrate information generated to support transit and transportation management systems into the GIS. Create maps and graphics to promote understanding of related issues.
4. Continue to create and update digital municipal spatial data on a phased basis using aerial photography, digital orthophoto quads, municipal sources, field survey, and liaison with officials.
5. Work with state and federal agencies to review, correct and enhance regional GIS map coverages and related data to meet state and federal standards and support development to Homeland Security and pre-disaster mitigation spatial data for western Massachusetts.
6. Work with PVPC staff to assimilate state and federal data and data structure (i.e., road centerline/road inventory) into the Commission's database and analytic modeling programs.
7. Upgrade the GIS system and provide enhancements to the PVPC office network and web capacity to improve access and use of GIS data/analysis and map products.
8. Strengthen role as regional GIS Service Center, designed to promote development of statewide GIS and related technologies; improve public access to digital data; provide technical support to municipalities interested in developing and employing GIS; and become a regional repository for the Massachusetts Data Library.
9. Promote the agency and its efforts to resolve regional issues through published materials, thematic maps, and distribution of information over the worldwide web, and educational multi-media presentations.

PRODUCTS:

1. Development of new and enhanced digital data layers.
2. Update to municipal planimetric base maps as necessary.
3. Transportation systems facility and planning maps.
4. Expand, update and maintain the GIS website.
5. Design and publish a series of maps and reports focusing on transportation planning issues, regional smart growth strategies, recently released socio-economic data, and PVPC conducted field surveys.
6. Development of regional spatial data to support federal and state initiatives (i.e., Massachusetts spatial data infrastructure, preparations to 2010 U.S. Census, homeland security and disaster planning).
7. Update centerline/road inventory and functionally classified roads, as necessary.

| Source | Budget | Est. Staff Effort |
|---------------------|-----------------|-------------------|
| FHWA PL (80%) | \$38,080 | 21 weeks |
| MassDOT (20% match) | \$ 9,520 | 5 weeks |
| FTA S. 5303 | \$ 8,750 | 5 weeks |
| PVTA S. 5307 | \$15,000 | 8 weeks |
| TOTAL | \$71,350 | 39 weeks |

| | |
|----------------|----------|
| Direct Labor | \$32,729 |
| Indirect Costs | \$38,621 |

Task 2.4 Information Center

OBJECTIVE:

Serve as a resource to regional transportation, economic development, land use, and municipal planning workers and officials for regional data and information. To continuously maintain this resource and its associated electronic infrastructure as well as gather, develop, and analyze data about the Pioneer Valley region. A focus will be placed on analyzing and summarizing data from multiple sources to produce value-added information in support of transportation planning activities. The Information Center produces high quality written and graphic information and research products that are easily accessible and understandable to the public. A consultant is expected to be hired through another funding source to create database upgrades in the coming year which will provide new and simplified ways to deliver data and information to a wide and diverse audience in a timely manner.

PREVIOUS WORK:

1. Updated population, household, and employment estimates and projections which comply with the new 2010 Census.
2. Developed a municipal indicators database for every city and town in the Pioneer Valley and updated through May 2011 data.
3. State of the Region/People – 2010 Update.
4. Analyzed labor market for proposed regional passenger rail project.
5. Updated Community Profiles for all 43 municipalities.
6. Updated Facility Profiles for transportation facilities.
7. Conducted detailed fiscal and ridership analyses for the PVTA.
8. 2008 Major Employers Inventory for the Pioneer Valley Region.
9. Regional economic development strategy that for a green regional economy and expanded regional transportation system.
10. Data Digest on 2010 decennial census data highlighting geographic shifts between 2000-2010.
11. Access to Food Report.

PROPOSED ACTIVITIES:

1. Analyze data relevant to contemporary transportation, economic development, land use, and municipal planning issues. Perform detailed analysis of the most recent Decennial Census, American Community Survey (ACS) and Economic Census. This is an ongoing, annual task.
2. Disseminate information to decision-makers and other data users. The primary focus of this activity will be the ongoing dissemination of American Community Survey data, Economic Census data, Census population estimates, municipal finance data, current economic indicators, and labor market information that will assist in positive transportation planning and decision making. This year, a major focus will include improving the simplicity of access to this information through the website as well as improving the timeliness of the information available. This is an ongoing, annual task.

3. Provide research and socio-economic services to municipalities and other external stakeholders as requested. This is an ongoing, annual task.
4. Track regional socio-economic and transportation related indicators, for incorporation into the annual update of the PVPC State of the Region data reported through the PVPC website.
5. Review historic traffic count data at PVPC permanent count stations to develop regional growth rates and monthly adjustment factors.
6. Maintain and update the Information Center's information system that integrates demographic, economic, and municipal data.
7. Assist the Plan for Progress Trustees with transportation related initiatives to encourage regional economic development. This is an ongoing, annual task.
8. Continue to support efforts to update the regional transportation model with the latest population and employment data and estimates for future analysis years. This is an ongoing, annual task.
9. Update and analyze region wide data indicators on the State of the Pioneer Valley website to measure progress and needs of the region in the areas of transportation, economic development, and health. This is an ongoing, annual task.
10. Continue working on future planning by staying current with potential data options and structure of future regional transportation indicators.
11. Provide analysis of shifts in location of housing over the course of the decade between 2000-2010 using 2010 Decennial Census data. Publish a data digest topical report based on this analysis.

PRODUCTS:

1. Analytical and research reports on region's traffic, demographic, housing, and economic trends.
2. Maintain information systems of socio-economic and disparate data.
3. Update data on the Information Center website and research methods for making data more easily usable and accessible to decision makers and the public.
4. Update region wide data indicators on State of the Pioneer Valley website.
5. Update format and structure of data dissemination through PVPC website to allow for more clear, easy, and up to date access to data by all relevant parties including government agencies, planners, businesses, non-profit organizations, and the general public.

| Source | Budget | Est. Staff Effort |
|---------------------|----------|-------------------|
| FHWA PL (80%) | \$38,400 | 19 weeks |
| MassDOT (20% match) | \$ 9,600 | 4 weeks |
| FTA S. 5303 | \$ 1,250 | 1 week |
| TOTAL | \$49,250 | 24 weeks |

| | |
|----------------|----------|
| Direct Labor | \$22,592 |
| Indirect Costs | \$26,658 |

Task 2.5 Regional Congestion Management Process - Data Collection

OBJECTIVE:

PVPC staff will continue to incorporate data for analysis in the CMP as it becomes available. PVPC staff will re-evaluate the performance measures used as the basis for CMP in order to identify new data to assist in the analysis of potential congested corridors. This is year 4 of the 4 year travel time data collection cycle for the CMP report. PVPC staff will collect and manage the data in order to identify areas of congestion and monitor the effectiveness of the region's operational management strategies.

PREVIOUS WORK:

1. Annalysis of data to support Top Regional Bottleneck Report
2. Development of the PVPC CMP database.
3. Travel time data runs to verify congested areas and document the effectiveness of recently completed transportation improvement projects.
4. Regional Park and Ride Lot data collection.
5. Analysis of PVTA user surveys to identify the number of daily riders per CMP corridor.
6. Analysis of number of crashes per mile for each CMP corridor.
7. Analysis of deficient bridges per CMP corridor.

PROPOSED ACTIVITIES:

1. Collect data for CMP problem verification, studies, regional model calibration, and transportation monitoring.
2. Collect transit travel time, delay, percentage of riders making transfers, and other appropriate performance measure data to assist in the identification of congested corridors.
3. Collect data at existing park and ride facilities in the region.
4. Update Regional Travel Time Contours.
5. Identify data sharing opportunities with the Regional Transportation Information Center (RTIC).
6. Review performance measures and identify data sources to include in the CMP

PRODUCTS:

1. Updated Pioneer Valley CMP Database.
2. Update to the annual CMP Summary Report.
3. Update to CMP Assessment Map.

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

| | |
|----------------|---------|
| Direct Labor | \$6,307 |
| Indirect Costs | \$7,443 |

Task 2.6 Regional Pavement Management System - Data Collection

OBJECTIVE:

To continue to maintain an updated pavement distress database for the Pioneer Valley Regional Pavement Management System (PMS) on all federal aid roadways. This is an ongoing task.

PREVIOUS WORK:

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

PROPOSED ACTIVITIES:

1. Collect roadway pavement distress data including but not limited to, rutting, cracking, distortion, and conditions that adversely impact surface friction such as asphalt bleeding and polished aggregate.
2. Collect and verify additional roadway information such as posted speed, shoulder width, functional class, curb reveal, area zoning, and special route designations.
3. Collect roadway pavement distress and condition information for proposed transportation improvement projects in the region to assist in the regional project evaluation process.
4. Continue to work with Massachusetts RPAs in the Pavement Management Users Group (PMUG).
5. Work to enhance the agency's Sidewalk Management System software. Continue to collect and analyze existing sidewalk surface condition information for local communities.
6. Continue to maintain and update the MassDOT Roadway Inventory database for the Pioneer Valley Region.
7. Perform quality control checks of pavement inventory data.

PRODUCTS:

1. Pioneer Valley regional PMS Database.
2. Regional OCI Maps.
3. Existing pavement condition reports by community.
4. Existing Overall Condition Index Maps by community.

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

| | |
|----------------|----------|
| Direct Labor | \$14,335 |
| Indirect Costs | \$16,915 |

WORK ELEMENT 3 - REGIONAL TRANSPORTATION PLANNING

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

Task 3.1 Regional Saturation Flow Rate and Gap Acceptance Study

OBJECTIVE:

Develop a saturation flow rate and gap acceptance values specific to the Pioneer Valley region.

PROPOSED ACTIVITIES:

1. Perform research on data collection practices to measure saturation flow rate and critical gap.
2. Work with the JTC and MassDOT to identify appropriate locations to include in the study.
3. Perform the necessary data collection for use in the study.
4. Calculate a regional saturation flow rate and gap acceptance values and compare to the values established in the 2010 Highway Capacity Manual.

PRODUCTS:

1. Regional Saturation Flow Rate and Gap Acceptance Report

| Source | Budget | Est. Staff Effort |
|---------------------|------------------|-------------------|
| FHWA PL (80%) | \$ 19,500 | 10 weeks |
| MassDOT (20% match) | \$ 4,875 | 3 weeks |
| TOTAL | \$ 24,375 | 13 weeks |

| | |
|----------------|-----------|
| Direct Labor | \$ 11,181 |
| Indirect Costs | \$ 13,194 |

Task 3.2 Transit System Surveys and Route Implementation

OBJECTIVE:

Conduct surveys of transit customers and potential transit customers in the region. These surveys and accompanying research and recommendations provide information about the demographics, market characteristics and user preferences of the regional transit market. These surveys also provide essential information about customer satisfaction, user needs, operating contractor performance and service concerns. These surveys and analysis help provide a basis for route optimization and new services, as well as federal compliance.

PREVIOUS WORK:

1. Non-transit user telephone and parking garage survey, report and recommendations (draft submitted January 2011).
2. Mystery Rider fixed route observations (reports quarterly).
3. Mystery Rider paratransit van rider observations (reports quarterly).
4. On time performance monitoring (reports quarterly).
5. Sumner Express/G1 survey, report and recommendations.
6. Ware transportation survey, report and recommendations.
7. Survey support for marketing and employer outreach activities.

PROPOSED ACTIVITIES:

1. Transit customer and route onboard surveys.
2. Transit customer surveys at public events.
3. Collection of relevant customer and regional demographic information.
4. Paratransit user surveys.
5. Mystery Rider fixed route observations.
6. Mystery Rider paratransit observations.
7. On time performance observations.

PRODUCTS:

1. Paratransit van users survey, report and recommendations.
2. Mystery Rider fixed route observations (reports quarterly).
3. Mystery Rider paratransit observations (reports quarterly).
4. On time performance reports (reports quarterly).
5. Other route survey results, analysis and recommendations as requested.

| Source | Budget | Est. Staff Effort |
|--------------|-----------|-------------------|
| FTA S. 5303 | \$ 62,500 | 35 weeks |
| PVTA S. 5307 | \$ 81,250 | 45 weeks |
| TOTAL | \$143,750 | 80 weeks |

| | |
|----------------|----------|
| Direct Labor | \$65,940 |
| Indirect Costs | \$77,810 |

Task 3.3 Southampt on Master Plan – Transportation Component

OBJECTIVE:

Work in consultation with the Southampt on Master Plan committee to assist in the development of a transportation component to the Southampt on Master Plan.

PREVIOUS WORK:

1. Granby Master Plan – transportation component.
2. Ludlow Master Plan – transportation component.

PROPOSED ACTIVITIES:

1. Work in cooperation with the Master Plan Committee to develop the transportation chapter of the Southampt on Master Plan.
2. Perform traffic volume, speed and classification counts on federal aid eligible roadways. Review and summarized historic traffic count data for the town.
3. Work with local officials and residents to design walking routes that connect major activity centers and points of interest in the Town of Southampt on. Develop low cost recommendations to improve pedestrian connectivity and safety.

PRODUCTS:

1. Traffic count data for federal aid eligible roadways.
2. Transportation Chapter – Southampton Master Plan.
3. Southampton walking route map.

| Source | Budget | Est. Staff Effort |
|---------------------|----------|-------------------|
| FHWA PL (80%) | \$13,000 | 7 weeks |
| MassDOT (20% match) | \$ 3,250 | 2 weeks |
| Local Match | \$ 3,000 | 2 weeks |
| TOTAL* | \$19,250 | 11 weeks |

| | |
|----------------|----------|
| Direct Labor | \$ 8,830 |
| Indirect Costs | \$10,420 |

Task 3.4 Regional Freight Planning

OBJECTIVE:

Work with appropriate public and private partners including CSX, Pan Am and Pioneer Valley Railroad to develop an effective, analytic, and institutional approach to freight planning. Improvements to the system performance increase the opportunities to move freight and interregional passengers more efficiently and effectively. Freight modes covered under this task include rail, air (when applicable), water (when applicable) and pipelines.

PREVIOUS WORK

1. Merrick Memorial Neighborhood Study Freight Analysis.
2. Ware E.O. 418 Transportation Component – Rail Freight Analysis
3. Palmer Redevelopment Authority Track Capacity Improvements.

PROPOSED ACTIVITIES:

1. Coordinate and cooperate with affected constituencies, both decision makers and stakeholders, from the public and private sectors to improve conditions for movement of freight in and out of the region. Ongoing task.
2. Work with MassDOT and Pan Am officials to assure that passenger rail service on the Conn River line will not adversely impact freight rail traffic.
3. Continue working with MassDOT, West Springfield officials and CSX representatives on the redevelopment of the CSX yard with proposed access via the Union Street Bridge and a new truck access road.
4. Participate in FHWA “Talking Freight” web conferences, and other related workshops and conferences concerning freight movement. As needed.
5. Technical support to local communities to advance improvements to existing railway infrastructure.
6. Work with MassDOT to identify any adverse impacts to freight movement resulting from the proposed Inland Route for passenger rail service.
7. Continue to work with the Capital Region Council of Governments (CRCOG) to develop a regional conference on freight issues and the importance of freight in the Hartford-Springfield economy.

PRODUCTS:

1. Technical reports, memoranda, surveys, computerized databases, GIS and other map products, meetings, workshops, forums, grant applications, project proposals, etc. which are produced in conjunction with the execution of this work task.
2. Agreement with state and local officials and CSX representatives on the location of an access road to the CSX yard in West Springfield.

| Source | Budget | Est. Staff Effort |
|---------------------|----------|-------------------|
| FHWA PL (80%) | \$12,000 | 7 weeks |
| MassDOT (20% match) | \$ 3,000 | 2 weeks |
| TOTAL | \$15,000 | 9 weeks |

| | |
|----------------|---------|
| Direct Labor | \$6,881 |
| Indirect Costs | \$8,119 |

Task 3.5 Regional Congestion Management Process-Project Development

OBJECTIVE:

To continue to enhance the efficiency and safety of the regional transportation network in the Pioneer Valley in compliance with the Federal Highway Administration’s congestion management process guidelines. To further promote effective congestion management strategies for the region that advocate multimodal transportation use and adopt the principles of livability and sustainability to reduce congestion and green house gas emissions.

PREVIOUS WORK:

1. Page Boulevard at Goodwin Street Congestion Study – Springfield
2. Downtown Signal Coordination Study – Ware
3. Berkshire Avenue and Cottage Street Congestion Study
4. Ludlow Master Plan Transportation Component
5. 2010 CMP Report
6. Regional Bottlenecks Report

PROPOSED ACTIVITIES:

1. Continue working with the City of Holyoke to finalize the Pleasant Street congestion study. PVPC completed data collection and preliminary analysis as part of the FY2011 UPWP.
2. Work on updating the regional CMP performance measures according to the FHWA guidelines.
3. Update the regional travel time contours based on the congestion and delay characteristics of the major corridors of the region.
4. Coordinate data with the Regional Transportation Information Center (RTIC) to initiate a mutual information exchange and data sharing policy.
5. Cooperate with MassDOT to utilize the latest ITS data collected along I-91 corridor to update the regional CMP database.
6. Coordinate with PVTA to obtain information about the latest developments in the new Automated Vehicle Location (AVL) system. Develop a methodology to collect and utilize this data to further integrate transit into the CMP.
7. Advance new strategies to encourage public participation in the CMP process.

PRODUCTS:

1. Holyoke Congestion Study Report
2. CMP database updates

3. Regional Travel Time Contour Update.

| Source | Budget | Est. Staff Effort |
|---------------------|-----------------|-------------------|
| FHWA PL (80%) | \$68,167 | 34 weeks |
| MassDOT (20% match) | \$17,042 | 9 weeks |
| FTA S. 5303 | \$10,000 | 5 weeks |
| TOTAL | \$95,209 | 48 weeks |

| | |
|----------------|----------|
| Direct Labor | \$43,674 |
| Indirect Costs | \$51,535 |

Task 3.6 Regional Pavement Management System - Project Development

OBJECTIVE:

To maintain a regional Pavement Management System on all federal aid eligible roadways, establish the cost of maintaining federally eligible roadways, and prioritize regional pavement improvement projects. This is an ongoing task.

PREVIOUS WORK:

1. Regional PMS report for the Pioneer Valley Region.
2. Regional roadway improvement backlog.
3. PMS roadway condition reports for individual communities in the Pioneer Valley region.
4. Community roadway improvement project backlog.

PROPOSED ACTIVITIES:

1. Analysis of newly collected pavement distress data for the region's federal-aid eligible roadways in order to calculate the Overall Condition Index (OCI) ratings and benefit/cost ratio listings.
2. Assist Massachusetts Regional Planning Agencies in the development of a regional pavement management program.
3. Analysis of sidewalk existing segment conditions in selected communities.
4. Prioritize pavement projects included as part of the Pioneer Valley TIP.
5. Provide member communities with pavement distress data analysis as available.
6. Conduct training sessions for interested local highway department personnel on the pavement management process and educate them in identification of pavement distresses and data recording techniques as well as the newly adopted pavement management software.
7. Assist the City of Springfield to import the pavement distress data on federal-aid eligible roadways collected by PVPC staff and ensure the quality of the imported data.

PRODUCTS:

1. Pavement OCI maps on each community's surveyed federal aid eligible roadways.
2. Sidewalk condition work maps.
3. Regional OCI maps.
4. Regional PMS activity report including the region's backlog of roadway repairs.

| Source | Budget | Est. Staff Effort |
|---------------------|-----------------|-------------------|
| FHWA PL (80%) | \$30,000 | 16 weeks |
| MassDOT (20% match) | \$ 7,500 | 4 weeks |
| TOTAL | \$37,500 | 20 weeks |

| | |
|--------------|----------|
| Direct Labor | \$17,202 |
|--------------|----------|

| | |
|----------------|----------|
| Indirect Costs | \$20,298 |
|----------------|----------|

Task 3.7 Connecticut River Walk & Bikeway Coordination

OBJECTIVE:

The Connecticut River Walk and Bikeway is a regional pedestrian and bicycle network which will serve the communities of Agawam, Chicopee, Holyoke, Springfield and West Springfield. PVPC has assisted each of these communities to establish advisory committees to oversee planning, design, construction and management of this project. These groups include the Chicopee Bikeways Advisory Committee, the Holyoke Canalwalk Committee and the Agawam-West Springfield Bikeways Advisory Committee.

The objective of this ongoing task is to coordinate the completion of engineering and construction of all five remaining segments of the Connecticut Riverwalk network, and to provide planning services and technical assistance to each of the community bikeway advisory committees involved in the River. It is anticipated this work will continue over approximately the next three years.

PREVIOUS WORK:

1. Completed planning, oversaw engineering and design phases, and assisted in construction phase for the Connecticut River Walk segments in Springfield and Agawam, which have now been constructed and opened for public use. Construction for the Holyoke Canalwalk is underway.
2. Continued to coordinate design/engineering work for Chicopee Riverwalk, Connecticut Riverwalk in Chicopee, West Springfield Riverwalk and Agawam Bikeway Loop.
3. Established citizen advisory committees and coordinated meetings for each of the above projects.
4. Assisted Chicopee, West Springfield, Agawam and Holyoke in advancing design plans for Riverwalk projects.

PROPOSED ACTIVITIES:

1. Coordinate meetings of the Regional Connecticut Riverwalk Advisory Committee, as needed. Provide meeting notices, materials, and staff support. (Schedule: ongoing).
2. Promote the completion of engineering and construction phases on the Riverwalk and Canalwalk segments, by providing intercommunity liaison services and technical assistance to communities in project planning, design and construction issues on an ongoing basis. (Schedule: ongoing).
3. Work to promote a broad public support network for the River Walk, including bicyclists, landowners, businesses, residents. (Schedule: ongoing)
4. Assist communities in completing local Riverwalk and Canalwalk project requirements, including securing control of project right-of-way. (Schedule: ongoing).
5. Assist communities in moving to the active management phase of the Connecticut River Walk and Bikeway as segments complete construction and are opened to public use. This includes developing plans for policing, long-term maintenance and increased parking. (Schedule: ongoing).
6. Create a website, as part of the PVPC website, to promote public use of the Riverwalk by illustrating trail maps, parking locations and destinations on the Riverwalk. (Schedule: ongoing).

7. Work with community officials to develop activities to promote public use of the completed Riverwalk facilities. (Schedule: ongoing).

PRODUCTS:

1. Bikeways Advisory Committee meetings and activities, as needed.
2. Technical assistance to communities.
3. PVPC website information for Riverwalk users.

| Source | Budget | Est. Staff Effort |
|---------------------|----------|-------------------|
| FHWA PL (80%) | \$ 4,000 | 2 weeks |
| MassDOT (20% match) | \$ 1,000 | 1 week |
| TOTAL | \$5,000 | 3 weeks |

| | |
|----------------|---------|
| Direct Labor | \$2,294 |
| Indirect Costs | \$2,706 |

Task 3.8 Regional Safety and Planning Studies

OBJECTIVE:

Advocate and promote the principles and strategies incorporated in the Massachusetts Strategic Highway Safety Plan (MSHSP) to improve transportation safety in the region. Provide assistance to member communities by conducting advance safety planning studies.

PREVIOUS WORK:

1. Federal Street and Bay Road Intersection Safety Study - Belchertown
2. Cottage Street and Robbins Road Intersection Safety Study – Springfield
3. Locust Street and Hatfield Street Intersection Safety Study - Northampton
4. Dwight Street at Worthington Street Intersection Study – Springfield.
5. Resnic Boulevard at Maple Street Intersection Study – Holyoke
6. Maple and High Streets Traffic Flow Study – Holyoke.
7. Top 100 High Crash Intersections Report

PROPOSED ACTIVITIES:

1. Assist member communities in reviewing crash data to determine the potential eligibility of transportation improvement projects for Highway Safety Improvement Program funding.
2. Participate along with MassDOT and other local agencies in Road Way Safety Audits.
3. Cooperate with MassDOT and other member communities in utilizing the guidelines from the Transportation Planner's Safety Desk Reference and MassDOT's Safety Toolbox to improve transportation and safety conditions in the region.
4. Participate as part of the Strategic Highway Safety Plan Steering Committee. Ongoing task.
5. Perform safety, traffic calming and truck exclusion route studies as requested by member communities. As necessary.
6. Modify and update the Top 100 High Crash Intersections in the Pioneer Valley Region Report based on the latest 3 years of crash data. MassDOT crash data will be analyzed to rank the intersections based on their crash history to identify the top 100 locations. Utilize additional information to identify lane departure and single vehicle crashes along curved roadway segments to determine horizontal curves with potential safety related problems and the top 10 high crash roadway curvatures in the Pioneer Valley.

PRODUCTS:

1. Intersection Safety Study Report.
2. Top High Crash Intersections and Roadway Curvature Report.

| Source | Budget | Est. Staff Effort |
|---------------------|-----------|-------------------|
| FHWA PL (80%) | \$ 71,800 | 36 weeks |
| MassDOT (20% match) | \$ 17,950 | 9 weeks |
| FTA S. 5303 | \$ 6,250 | 3 weeks |
| TOTAL | \$96,000 | 48weeks |

| | |
|----------------|----------|
| Direct Labor | \$44,037 |
| Indirect Costs | \$51,963 |

Task 3.9 Intelligent Transportation Systems (ITS) - Strategic Planning

OBJECTIVE:

To promote and advance the implementation of the Western Massachusetts Regional ITS Architecture.

PREVIOUS WORK

1. ITS Strategic Deployment Plan for Metropolitan Springfield and Pioneer Valley Region.
2. Western Massachusetts ITS Architecture Steering Committee.
3. I-91 Corridor ITS Steering Committee.
4. PVTA ITS System Architecture and Deployment Plan.
5. PVTA Integrated Transit Management System Functional Specifications.
6. RTIC Steering Committee.

PROPOSED ACTIVITIES:

1. Work with communities to incorporate the FHWA ITS National Architecture into future improvement projects. Ongoing task.
2. Serve as a member of the Steering Committee for the Regional Traffic Information Center (RTIC). Work with RTIC to expand their number of camera locations and promote the use of ITS technology at the local level.
3. Certify TIP project compliance with the Western Massachusetts Regional Architecture. Ongoing task as needed.
4. Analysis and support of data from regional ITS projects such as the I-91 ITS system and PVTA AVL system.
5. Assist MassDOT and PVTA in the update of the Western Massachusetts ITS Regional Architecture. As necessary

PRODUCTS:

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

| Source | Budget | Est. Staff Effort |
|---------------------|----------|-------------------|
| FHWA PL (80%) | \$18,000 | 10 weeks |
| MassDOT (20% match) | \$ 4,500 | 2 weeks |
| TOTAL | \$22,500 | 12 weeks |

| | |
|----------------|----------|
| Direct Labor | \$10,321 |
| Indirect Costs | \$12,179 |

Task 3.10 Climate Change Implementation

OBJECTIVE:

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

PREVIOUS WORK:

1. Completed draft Climate Change Toolkit for municipalities, including fact sheets and model strategies for local and regional actions to reduce GHG emissions.

PROPOSED ACTIVITIES:

1. Complete design, printing and dissemination of the Climate Change Toolkit for municipalities. The toolkit will help to implement ICLEI Agreements, the state’s Climate Change Action Plan, the Mayor’s Conference Climate Change Protection Agreement, and the Regional Greenhouse Gas Initiative (RGGI).
2. Post the Climate Change Toolkit on PVPC’s website with the Valley Vision Smart Growth Toolkit.
3. Initiate a program of technical assistance to communities to implement elements of the Climate Change Toolkit.

PRODUCTS:

1. Identification of local and regional GHG reduction strategies applicable to the Pioneer Valley region, leading to a Climate Change Toolkit for Municipalities.
2. Addition of Climate Change Toolkit to PVPC website.
3. Adoption of Climate Change Toolkit strategies in selected communities.

| Source | Budget | Est. Staff Effort |
|---------------------|-----------------|-------------------|
| FHWA PL (80%) | \$12,000 | 7 weeks |
| MassDOT (20% match) | <u>\$ 3,000</u> | <u>2 weeks</u> |
| TOTAL | \$15,000 | 9 weeks |

| | |
|----------------|----------|
| Direct Labor | \$ 6,881 |
| Indirect Costs | \$ 8,119 |

Task 3.11 Williamsburg Pedestrian Safety Study

OBJECTIVE:

Review and analyze existing transportation data to develop recommendations to enhance pedestrian safety at 3 intersections in the Town of Williamsburg.

PREVIOUS WORK

1. Zanetti School Study - Springfield
2. Route 9 at North Street and Petticoat Hill Road Study – Williamsburg

PROPOSED ACTIVITIES:

1. Collect transportation data as appropriate at the following three intersections in the Town of Williamsburg:
 - a) Route 9 (Williams Street) at Petticoat Hill Road and North Street
 - b) Route 9 (Main Street) at South Street
 - c) Route 9 (Main Street) at High Street
2. Review historic crash data at each intersection.

3. Review crosswalks along the Route 9 corridor in the Town of Williamsburg.
4. Analyze traffic count data for each intersection.
5. Work with MassDOT District 1 to develop a series of recommendations to enhance safety at each intersection.

PRODUCTS:

1. Williamsburg Pedestrian Safety Study.

| Source | Budget | Est. Staff Effort |
|---------------------|-----------------|-------------------|
| FHWA PL (80%) | \$14,400 | 7 weeks |
| MassDOT (20% match) | \$ 3,600 | 2 weeks |
| TOTAL | \$18,000 | 9 weeks |

| | |
|----------------|---------|
| Direct Labor | \$8,257 |
| Indirect Costs | \$9,743 |

Task 3.12 Green Streets and Infrastructure

OBJECTIVE:

To encourage communities to adopt policies and regulations to promote the development of green streets and green infrastructure, in order to reduce stormwater and other environmental impacts of streets, roads, and municipal infrastructure.

PROPOSED ACTIVITIES:

1. Research and develop a set of model municipal strategies to achieve green streets and green infrastructure, including: municipal green street and road reconstruction standards; zoning regulations to incentivize green roofs, permeable pavement in parking and internal circulation ways and on-site stormwater retention; subdivision regulations for low impact development roadways.

PRODUCTS:

1. Model municipal strategies for green streets and green infrastructure.

| Source | Budget | Est. Staff Effort |
|---------------------|----------------|-------------------|
| FHWA PL (80%) | \$6,000 | 3 weeks |
| MassDOT (20% match) | <u>\$1,500</u> | <u>1 week</u> |
| TOTAL | \$7,500 | 4 weeks |

| | |
|----------------|---------|
| Direct Labor | \$3,440 |
| Indirect Costs | \$4,060 |

Task 3.13 Interstate Route I-91 Major Corridor Planning Study

OBJECTIVE:

The 2011 Update to the Regional Transportation Plan for the Pioneer Metropolitan Planning Organization (RTP) recommends a study be advanced for the South End Bridge and I-91 corridor from Exit 1 (Route 5 South) through Exit 5 (Broad Street). This section of I-91 currently exhibits numerous short weaving areas, non-standard geometrical features, restrictive sight distances, heavy traffic volumes, and high travel speeds all of which have resulted in congestion and safety problems.

The PVPC will work in cooperation with the MassDOT Office of Transportation Planning and District 2 of the Highway Division to collect the necessary data to analyze existing traffic operations and develop a

series of recommendations to reduce congestion and increase safety along the I-91 corridor from the Connecticut State line to Route 20. This study will follow the traditional 5 step planning process and is anticipated to take 2 years to complete.

PREVIOUS WORK

1. Conceptual Design Study for I-91 (July 1998)
2. Connecticut River Crossing Study
3. Merrick/Memorial Neighborhood Study

PROPOSED ACTIVITIES:

1. Review existing information from previous studies, such as the July 1998 Conceptual Design Study for the I-91 corridor. Summarize information on both recently completed and proposed improvement projects for the I-91 corridor.
2. Develop a public participation process in cooperation with MassDOT to obtain feedback and guidance from project stakeholders at key points in the study process.
3. Evaluate traffic operations through the collection of new traffic count data, the analysis of crash data, and development of an online origin/destination travel survey.
4. Perform analysis and summarize the results of the existing conditions along the corridor.
5. Review land use and development opportunities in the study area.
6. Explore opportunities to enhance transit, bicycle and pedestrian opportunities in the study area.
7. Evaluate how to best incorporate the corridor's ITS devices (Variable Message Signs and Closed Circuit Television Cameras) into traffic operations to address the study goal of reducing congestion.
8. Develop a series of multimodal improvement alternatives that include key recommendations from previous studies. Develop graphics and conceptual renderings of each alternative as appropriate.
9. Evaluate each improvement alternative using the most appropriate methodology.

PRODUCTS:

1. Assessment of July 1998 I-91 Study.
2. Existing conditions analysis
3. Origin/Destination Survey results.
4. Alternatives analysis of options for the I-91 corridor.
5. Draft and Final Reports.

| Source | Budget | Est. Staff Effort |
|---------------------|----------|-------------------|
| FHWA PL (80%) | \$40,000 | 20 weeks |
| MassDOT (20% match) | \$10,000 | 5 weeks |
| TOTAL | \$50,000 | 25 weeks |

| | |
|----------------|----------|
| Direct Labor | \$22,936 |
| Indirect Costs | \$27,064 |

WORK ELEMENT 4 - ONGOING TRANSPORTATION PLANNING

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

Task 4.1 Regional Transit Planning

OBJECTIVE:

To provide comprehensive planning services to PVTA and its member municipalities for fixed route transit services and facilities. This includes planning and technical assistance for organizational, management and regulatory compliance; support for operational analyses for fixed route services; and public and agency involvement. This task also includes the ongoing identification and updating of unmet transit needs consistent with SAFETEA-LU, as well as technical support to MPO member communities not directly served by PVTA.

PREVIOUS WORK:

1. General planning assistance and support for PVTA fixed route and facilities planning.
2. Coordination, production and inventory management of PVTA fixed route schedules and related signage for print and electronic distribution.
3. Production of annual PVTA System Field Guide.
4. Production and updates to PVTA System Map and related graphic products for print and electronic distribution.
5. Ongoing updates to PVTA systemwide bus stop GPS and facility condition inventory.
6. Support of PVTA's ITS system planning and implementation.
7. Coordination and facilitation of Bus Rider Forums (4 per year).
8. Production of videos for emergency response training (2).
9. Intermodal facilities planning assistance.
10. Attendance, coordination and participation in public and agency involvement meetings and activities for transportation planning.
11. Attendance at meetings of municipal public transportation committees.
12. Ongoing integration of transit performance measures in Congestion Management Process (CMP) activities.
13. Support for PVTA Advisory Board and subcommittee activities.
14. Coordination and facilitation of transit elements of TIP planning for PVMPO.

PROPOSED ACTIVITIES:

1. Ongoing general transit planning services for PVTA fixed routes and facilities, including operations and efficiency evaluations; support for regulatory compliance with environmental, Title VI and other requirements; project development; service quality monitoring and evaluation; and other tasks as requested.
2. Updates, production and inventory management of PVTA fixed route schedules, system maps and associated graphics products and signage.
3. Analysis of demographic, environmental, land use and community development data and issues related to transit services and facilities planning.
4. Integration of intermodal transportation opportunities in transit planning.
5. Coordination of public involvement for transit planning, including bus rider meetings, paratransit van user meetings, community outreach

- and meetings for LEP residents, agency coordination, and other public meetings, hearings and outreach as requested.
6. Coordination with the UMass-Amherst Regional Transportation Information Center (RTIC) and other agencies for distribution and analysis of PVTA ITS data.
 7. Ongoing use and development of GIS, GPS and other technologies to support PVTA route and facilities planning, scheduling and customer information.
 8. Coordination of transit planning activities of the PVMPO region among PVTA, MassDOT, Franklin Regional Transit Authority, Connecticut Department of Transportation, Capital Regional Council of Governments and other stakeholders to enhance inter-regional transit services.
 9. Update to the Coordinated Public Transit Human Services Transportation Plan for FY2012, as required by SAFETEA-LU.
 10. Production of report on regional economic impact and benefits of PVTA.
 11. Assistance in identifying and applying for funding opportunities.
 12. Assistance and support for systemwide study.
 13. Development of, and updates to, capital improvement plan.

PRODUCTS:

1. Layouts and all necessary computer files for print and digital production of PVTA fixed route schedules and maps.
2. Studies, reports, presentations and technical memoranda.
3. Maps, posters, brochures, placards and other printed and electronic graphic products for PVTA customers as requested.
4. Digital files and information for web-based support of public involvement.
5. Field observations, technical assistance, reports and memoranda to support the evaluation, optimization and development of existing and new transit services and facilities.
6. PVTA capital improvement plan.
7. Coordinated Public Transit Human Service Transportation Plan for FY2012.

| Source | Budget | Est. Staff Effort |
|--------------|-----------|-------------------|
| FTA S. 5303 | \$100,000 | 55 weeks |
| PVTA S. 5307 | \$ 97,500 | 54 weeks |
| TOTAL | \$197,500 | 109 weeks |

| | |
|----------------|-----------|
| Direct Labor | \$ 90,596 |
| Indirect Costs | \$106,904 |

Task 4.2 Paratransit Planning Assistance

OBJECTIVE:

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

PREVIOUS WORK:

1. Coordination, facilitation and support of Paratransit Van Riders meetings (8 per year).

2. Annual coordination and technical assistance to organizations seeking capital grants under FTA Section 5311 and the State Mobility Assistance Program (5).
3. Production of and updates to printed ADA directory and searchable electronic database and web-based mapping tool to assist PVTA staff in determining eligibility for paratransit customer service.

PROPOSED ACTIVITIES:

1. Continue assisting PVTA with planning for actions to comply with regulations of the Americans with Disabilities Act (ADA), including public participation and operational analysis.
2. Provide assistance and support to PVTA in the implementation of paratransit scheduling and information software systems.
3. Provide technical and administrative support to the MPO’s Joint Transportation Committee (JTC) on mobility issues and concerns of the region’s elderly and disabled residents.
4. Provide guidance and assistance to applicants for Section 5311 and State Mobility Assistance Program awards concerning program requirements and service coordination options.
5. Perform paratransit surveys and studies as requested by MPO municipalities.
6. Facilitate paratransit van riders meetings (8).
7. Produce paratransit van riders survey, report and recommendations.
8. Participate in PVTA paratransit working group.

PRODUCTS:

1. Meeting notices and notes of paratransit user meetings.
2. Technical memoranda, reports and presentations for PVTA, JTC and MPO member municipalities as needed.
3. Technical assistance to applicants for FTA Section 16(b)(2) and State Mobility Assistance Awards.
4. Digital data requested for paratransit scheduling and information software systems.

| Source | Budget | Est. Staff Effort |
|--------------|----------|-------------------|
| FTA S. 5303 | \$12,500 | 6 weeks |
| PVTA S. 5307 | \$12,500 | 6 weeks |
| TOTAL | \$25,000 | 12 weeks |

| | |
|----------------|-----------|
| Direct Labor | \$11,468 |
| Indirect Costs | \$ 13,532 |

Task 4.3 Implementing the Regional Land Use Plan

OBJECTIVE:

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

PREVIOUS WORK:

1. Completed Valley Vision 2, the new Regional Land Use Plan for the Pioneer Valley and the 2011 Valley Vision Update Plan
2. Completed the Valley Vision Toolbox of strategies for smart growth.

3. Created the Valley Development Council to oversee the development of Valley Vision and to help implement its recommendations.
4. Technical assistance to implement smart growth strategies in Hadley, Easthampton, Westfield, Palmer, Chesterfield, Amherst, and other communities.

PROPOSED ACTIVITIES:

1. Continue to provide staff support to the Valley Development Council, which provides input from community officials and the development community in implementing Valley Vision 2. Coordinate ongoing VDC activities, including:
 - a) Establish a speaker's bureau to educate local planning/other municipal boards regarding smart growth/sustainability concepts and projects;
 - b) Continue work on a Regional Housing Plan with a focus on identifying strategies for transit-oriented and community center mixed use housing development;
 - c) Coordinate the second VDC-sponsored Smart Growth Awards program.
2. Create enhanced public education materials to increase public awareness of smart growth issues and what individuals and communities can do to promote smart growth. Continue development and distribution of PVPC's "Green Tips" to regional newspapers and media outlets.
3. Provide continued, targeted technical assistance to communities across the Pioneer Valley on an as-needed basis to implement pilot projects for Valley Vision strategies in the following key areas: commercial development standards; traditional neighborhood developments; mixed use village centers; cluster or creative development bylaws; transfer of development rights bylaws; inclusionary housing bylaws; local strategies to address global climate change and reduce greenhouse gas emissions. These strategies may include new local zoning bylaws and land use regulations, and policies on infrastructure improvements/extensions.
4. Develop fact sheets and model bylaws to encourage higher density Transit-oriented Development (TOD) and advance equity.
5. Update Valley Vision Toolbox and website, including update of fact sheets and bylaw materials.

PRODUCTS:

1. Coordination of quarterly meetings of the Valley Development Council and related products.
2. Continued development and distribution of public outreach tools and PVPC's Green Tips.
3. Summary of assistance provided to communities to implement strategies from Valley Vision.
4. TOD fact sheets and bylaws
5. Updated Valley Vision Toolbox and website.

| Source | Budget | Est. Staff Effort |
|---------------------|-----------------|-------------------|
| FHWA PL (80%) | \$23,640 | 14 weeks |
| MassDOT (20% match) | \$ 5,910 | 3 weeks |
| TOTAL | \$29,550 | 17 weeks |

| | |
|----------------|----------|
| Direct Labor | \$13,555 |
| Indirect Costs | \$15,995 |

Task 4.4 Regional Bicycle and Pedestrian Planning

OBJECTIVE:

To secure a sustainable transportation system for the region by assuring that bicycling and walking are viable alternatives for all residents of the Pioneer Valley and to implement the goals and objectives of the PVPC Regional Bicycle and Pedestrian Plan and Regional Transportation Plan. Provide support for local and regional efforts to adopt and implement a “Complete Streets” approach to create neighborhoods, village centers and city streets that are safer, more livable, and welcoming to everyone.

PREVIOUS WORK:

1. Baystate Bike Week 2011
2. Purchase and installation of bike racks and signs.
3. Expansion of the regional bikes on bus program.
4. Facilitated planning related to the Norwottuck Rail Trail rehabilitation.
5. Revised and update the Pioneer Valley bike map.
6. Bike-ped subcommittee to the Joint Transportation Committee.
7. Facilitated Safe Route to School initiatives in Northampton.
8. Update to the regional Bike/Ped plan.
9. Inventory of tree root damage on regional rail trails.

PROPOSED ACTIVITIES:

1. Review bicycle and pedestrian projects for eligibility under various federal funding programs.
2. Develop a web version of the regional bicycle map.
3. Work with a local community to develop Complete Streets policy initiatives and a local implementation plan.
4. PVPC staff will work with the Massachusetts Department of Conservation and Recreation, the Norwottuck Rail Trail Advisory Committee and the MassBike Pioneer Valley Chapter to coordinate efforts to facilitate improvements to the Norwottuck Rail Trail.
5. Assist Baystate Roads in developing a Complete Streets workshop.
6. Participate in the Massachusetts Statewide Bicycle Advisory Board.
7. Work with the JTC’s Bicycle and Pedestrian subcommittee as well as national organizations such the Rails to Trails Conservancy to ensure consistency with the RTP and implement sustainable transportation strategies.

PRODUCTS:

1. Local Complete Street Policies and Implementation Plans.
2. JTC Bicycle Advisory Committee meeting minutes and notices.
3. Complete Streets workshop.
4. Norwottuck Rail Trail Advisory Committee meetings.
5. Web based regional bicycle map.

| Source | Budget | Est. Staff Effort |
|---------------------|----------|-------------------|
| FHWA PL (80%) | \$27,500 | 15 weeks |
| MassDOT (20% match) | \$ 6,875 | 4 weeks |
| TOTAL | \$34,375 | 19 weeks |

| | |
|----------------|----------|
| Direct Labor | \$15,768 |
| Indirect Costs | \$18,607 |

Task 4.5 Local Technical Assistance

OBJECTIVE:

To provide technical resources and support for member communities and organizations by responding to specific requests in a timely and cost effective manner. To review transportation related impact reports, traffic studies, and environmental notification forms. Assist with state and regional pedestrian, car-sharing, and other alternative transportation initiatives to reduce vehicle miles traveled and improve air quality in the region. To educate planners, public works professionals and business leaders in sustainable development. This is an ongoing task.

PREVIOUS WORK:

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

PROPOSED ACTIVITIES:

1. Provide Local Technical Assistance (LTA) to communities on an as requested basis. Each community will be limited to three requests per year. Typical activities may include data collection, operational analysis, small signal coordination studies, and safety studies.
2. Review and comment on all Environmental Notification Forms and Environmental Impact Reports as part of the MEPA process. Attend project scoping sessions for significant projects in the region as part of the MEPA process. Review all documents prepared under federal environmental laws and regulations.
3. Application of the latest versions of transportation software programs to perform analysis and test recommendations.
4. Present findings to communities through documentation and oral presentation as required.
5. Assist communities in implementing past corridor study recommendations.
6. Work with PVTA and member communities to assure understanding of transit options in the region.

PRODUCTS:

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

| Source | Budget | Est. Staff Effort |
|---------------------|----------|-------------------|
| FHWA PL (80%) | \$23,800 | 13 weeks |
| MassDOT (20% match) | \$ 5,950 | 3 weeks |
| TOTAL | \$29,750 | 16 weeks |

| | |
|----------------|----------|
| Direct Labor | \$13,647 |
| Indirect Costs | \$16,103 |

Task 4.6 Local Pavement Management Program

OBJECTIVE:

To promote pavement management services among member communities by conducting road condition, budget, and plan analyses for all roadways. This task is contract driven.

PREVIOUS WORK:

1. Local Pavement Management Study for West Springfield.
2. Local Pavement Management Update Study for Agawam.
3. Local Pavement Management Study for Longmeadow.

PROPOSED ACTIVITIES:

1. Assist the Town of West Springfield with the implementation of the recommendations of their local pavement management report.
2. Conduct a Local Pavement Management Study for the Town of Southampton.
3. Follow up with the City of Holyoke on the city’s request for Pavement Management System assistance.
4. Identify additional communities interested in conducting pavement management programs.
5. Meet with elected officials, highway superintendents, and/or public works directors from the selected communities to explain the program and to coordinate activities.
6. Provide follow-up technical assistance to other communities with pavement management programs already in place.
7. Ensure that all new roadways are officially accounted for through the collection of GPS coordinate information to assist in mapping.

PRODUCTS:

1. OCI Updates for specific roadways in communities with an existing Pavement Management Program.
2. Updates for existing municipal pavement management plans, as requested.

| Source | Budget | Est. Staff Effort |
|-----------------------|---------|-------------------|
| Estimated Local Funds | \$8,400 | 4 weeks |
| TOTAL | \$8,400 | 4 weeks |

| | |
|----------------|---------|
| Direct Labor | \$3,853 |
| Indirect Costs | \$4,547 |

Task 4.7 Connecticut River Scenic Farm Byway Project

OBJECTIVE:

The Connecticut River Scenic Farm Byway was recently designated as the first National Scenic Byway in Massachusetts. The scenic byway runs along the Connecticut River on Routes 47 and 63 in South Hadley, Hadley, Sunderland, Montague, and Northfield. PVPC and FRCOG have assisted these communities in completing a Byway Plan, which identifies projects and strategies. The objective of this task is to work with the Byway Area Committee to prioritize projects for the byway, and to provide planning services and technical assistance to each of the communities involved in the Scenic Byway.

PREVIOUS WORK

1. Completed, with FRCOG, a comprehensive scenic byway plan for the Connecticut River Scenic Farm Byway on Routes 47 and 63 in South Hadley, Hadley, Sunderland, Montague, and Northfield.

2. Re-established the Scenic Byway Area Committee in Hampshire County, with representatives from Hadley and South Hadley.
3. Developed priority projects for Scenic Byway funding and prepared applications for funding.
4. Secured funding for purchase of scenic easements along the corridor.

PROPOSED ACTIVITIES:

1. Coordinate meetings of the Byway Area Committee for the Connecticut River Scenic Farm Byway. Provide meeting notices, materials, and staff support.
2. Work with Byway Area Committee and community representatives to continue to develop and prioritize scenic byway implementation projects, such as land protection, acquisition of scenic easements, signage, scenic overlooks, and similar projects.
3. Provide technical assistance to communities in byway project development, including identification of funding sources.
4. Work to implement an intergovernmental compact for land protection along the Connecticut River Scenic Byway, between and among Hadley, South Hadley, MassDOT, DCR, DOA, Kestrel Trust and The Trustees of Reservations.
5. Work with project partners and property owners to identify willing sellers of priority properties for protection, and to advance land protection efforts.
6. Implement National Scenic Byway designation for the Connecticut River Byway, including seeking to develop projects to enhance the visitor experience to the byway.

PRODUCTS:

1. Byway Area Committee meetings and activities, as needed;
2. Technical assistance to communities in securing scenic byway implementation funding.
3. Implemented intergovernmental compact for land protection along the Connecticut River Byway.
4. Summary of work on implementation projects for Byway corridor plan.

| Source | Budget | Est. Staff Effort |
|---------------------|---------|-------------------|
| FHWA PL (80%) | \$7,000 | 4 weeks |
| MassDOT (20% match) | \$1,750 | 1 week |
| TOTAL | \$8,750 | 5 weeks |
| | | |
| Direct Labor | \$4,014 | |
| Indirect Costs | \$4,736 | |

Task 4.8 Merrick/Memorial Neighborhood Plan – Implementation

OBJECTIVE:

This task expands upon the efforts of Phase I of the Merrick/Memorial Neighborhood Plan. PVPC staff will assist The Town of West Springfield in the implementation of the preferred recommendations of Phase I. The services of a private consultant may also be obtained using the remaining TCSP funding for this element of the project. The PVPC will work in conjunction with the Town of West Springfield to complete this task. This task is tied to the advancement of the redesign of the Union Street railroad overpass. This task requires the approval of FHWA.

PREVIOUS WORK:

1. Existing land use inventory
2. Business Survey and Market Study
3. Existing Transportation Conditions Study.
4. Regional Freight Study.
5. Merrick/Memorial Plan – Phase I
6. Proposed Sign and Parking Plan

PROPOSED ACTIVITIES:

1. Administer the Transportation and Community System preservation Pilot Program (TCSP) funding to link the CSX rail yard to the Route 5 corridor.
2. Provide assistance to MassDOT and the Town of West Springfield during the design process of the Union Street CSX railroad underpass. Ongoing task.
3. Continue efforts to advance conceptual improvements to develop a truck route to Route 5. Pending task. Requires completion of the 25% design phase of the new Union Street CSX railroad underpass.

PRODUCTS:

1. Data collection and analysis as appropriate.
2. Design of key components, as appropriate.

| Source | Budget | Est. Staff Effort |
|-------------|-----------|-------------------|
| FHWA – TCSP | \$207,549 | 93 weeks |
| TOTAL | \$207,459 | 93 weeks |

| | |
|----------------|-----------|
| Direct Labor | \$ 95,165 |
| Indirect Costs | \$112,294 |

Task 4.9 Pioneer Valley Trails Map

OBJECTIVE:

To encourage the use of alternative (non-automobile) modes of transportation by providing the public with a high quality map of bicycle, walking and hiking trails across the Pioneer Valley region.

PREVIOUS WORK:

1. Regional Biking Map
2. Initiated inventory of regional trails and collection of mapped data.
3. Pioneer Valley Trails Map.

PROPOSED ACTIVITIES:

1. Initiate development of a website, linked with the PVPC website, to provide access to the new Regional Trails Map and detailed hiking trail data.

PRODUCTS:

1. Pioneer Valley Trails Map in web-based format.

| Source | Budget | Est. Staff Effort |
|---------------------|---------|-------------------|
| FHWA PL (80%) | \$5,360 | 3 weeks |
| MassDOT (20% match) | \$1,340 | 1 week |
| TOTAL | \$6,700 | 4 weeks |

| | |
|----------------|---------|
| Direct Labor | \$3,073 |
| Indirect Costs | \$3,627 |

Task 4.10 Scenic Byways of Western Massachusetts Marketing Campaign

OBJECTIVE:

There have been several successful applications submitted by the Berkshire Regional Planning Commission (BRPC), Franklin Regional Council of Governments (FRCOG), and the Pioneer Valley Planning Commission (PVPC) to promote activities associated with Scenic Byways. As many of these proposed projects contain similar tasks, the project scope have been combined in order to eliminate duplicative efforts and create a synergy for promoting the byways. This action will allow the RPAs to work cooperatively to advance a Scope of Work that promotes a broader geographic area encompassing all of the Western Massachusetts Scenic Byways, and draw greater attention to the area as a whole. The project involves the following five byways in Western Massachusetts:

- a) Connecticut River Scenic Farm Byway – Routes 47/63/10
- b) Jacobs Ladder Trail – Route 20
- c) Mohawk Trail (east and west) – Route 2/2A
- d) Mount Greylock Scenic Byway
- e) Route 112 Scenic Byway

PROPOSED ACTIVITIES:

1. Development of a coordinated and cohesive marketing campaign strategy that will brand and promote the Scenic Byways of Western Massachusetts as a local and regional travel destination. This includes identifying themes, branding, and logos for the Scenic Byways of Western Massachusetts as well as each individual byway.
2. Development of a coordinated web presence that includes an overall structure for the Scenic Byways of Western Massachusetts as well as a substructure for the individual byways. This will include coordination with the UMass Regional Traveler Information Center (RTIC).
3. Creation of promotional materials such as maps, brochures that help travelers find the scenic byways, navigate from one byway to another, and locate specific sites and attractions along the byways. This will also include the development of electronic tools including smartphone applications and GPS information.
4. Develop and install a coordinated sign system that includes highway destination signs as well as local wayfinding signs. This also entails identifying and mapping locations for signs, obtaining approval for sign installation from MassDOT, the local communities and any other applicable permitting agencies.
5. Implementation of the marketing campaign that will promote the newly branded Scenic Byways of Western Massachusetts as a destination. This will include the development of promotional materials and placement of the materials in appropriate media outlets.

PRODUCTS:

- 1. Byway Marketing Campaign
- 2. Promotional Materials
- 3. Byway wayfinding signs.

| Source | Budget | Est. Staff Effort |
|---------------------|----------|-------------------|
| Scenic Byway Funds* | \$93,750 | 45 weeks |
| TOTAL | \$93,750 | 45 weeks |

| | |
|----------------|----------|
| Direct Labor | \$43,005 |
| Indirect Costs | \$50,745 |

* - Only Includes PVPC Portion of Contract

Task 4.11 Regional Bicycle Commute Week

OBJECTIVE:

To promote livability, sustainability and bicycle friendly communities by making it easy and fun for people to try bicycling by facilitating the 12th annual Pioneer Valley Bicycle Commute Week, which in 2010 became merged with Bay State Bike Week. Thanks to the success and commitment of the PVPC and the western Mass chapter of MassBike and with financial and technical support from the MassDOT.

PREVIOUS WORK:

- 1. Successful Bike Commute Week activities since 1999.
- 2. Exposing an estimated 15,000 to the joys of bicycling.

PROPOSED ACTIVITIES:

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

PRODUCTS:

- 1. Bike Commute week report.

| Source | Budget | Est. Staff Effort |
|---------------------|----------|-------------------|
| FHWA PL (80%) | \$10,400 | 5 weeks |
| MassDOT (20% match) | \$ 2,600 | 1 weeks |
| TOTAL | \$13,000 | 6 weeks |

| | |
|----------------|---------|
| Direct Labor | \$5,963 |
| Indirect Costs | \$7,037 |

Task 4.12 Route 116 Scenic Byway Corridor Management Plan

OBJECTIVE:

Work in cooperation with BRPC and FRCOG to establish a Scenic Byway Corridor Management Plan for Route 116. Work under this contract is specific to the Town of Plainfield in the PVPC region.

PREVIOUS WORK:

1. Jacob's Ladder Trail Scenic Byway
2. Route 112 Scenic Byway

PROPOSED ACTIVITIES:

1. Work with FRCOG and BRPC to organize public forums for the Route 116 Corridor Management Plan.
2. Conduct landscape inventory and scenic assessment to document and assess historic landscapes and outstanding scenic, and unique natural features.
3. Identify the prominent viewsheds and scenic features of the corridor.
4. Make recommendations for establishing priorities for landscape preservation and viewshed protection strategies.
5. Conduct a comprehensive evaluation of the road and corridor, including compiling existing relevant data such as level of service, pavement condition, roadway dimensions, traffic volumes, and high crash locations.
6. Identify the principle cultural, historic and architecturally significant resources along the Byway.
7. Inventory and assess natural resources along the byway, including protected open space, critical habitat areas, geologic features, wetland areas, rivers, lakes, ponds, biodiversity, cold water fisheries, and soil features and quality.
8. Evaluate zoning and land use regulations and resource protection measures that are currently in place in the communities along the Byway.
9. Inventory and assess the recreational resources for the Byway.
10. Develop implementation strategies with input from the Byway Area Committees.

PRODUCTS:

1. Route 116 Corridor Management Plan.

| Source | Budget | Est. Staff Effort |
|--------------------|-----------------|-------------------|
| Scenic Byway Funds | <u>\$43,243</u> | <u>22 weeks</u> |
| TOTAL* | \$43,243 | 22 weeks |

| | |
|----------------|----------|
| Direct Labor | \$19,836 |
| Indirect Costs | \$23,407 |

* - Only Includes PVPC Portion of Contract

Task 4.13 Massachusetts-Connecticut Sustainable Knowledge Corridor

OBJECTIVE:

Work in cooperation with the Capital Region Council of Governments and other partner agencies to advance a 2010 Sustainable Communities Regional Planning Grant from the U.S. Department of Housing and Urban Development. The Hartford/Springfield bi-state region will roll out an ambitious work plan over the next three years to position itself as a leader in sustainable community development and a creator of more livable communities for all of the corridor's 1.6 million residents. The Sustainable Knowledge Corridor work plan will blend core planning activities with tangible projects and will rely on a transparent feedback loop to measure and track implementation progress and ensure that goals are achieved over time. The \$4.2 million award will be used to create a foundation of opportunity in housing, education, transportation, employment, nutrition, and community resources.

PROPOSED ACTIVITIES:

1. Update and integrate existing regional plans for a more sustainable knowledge corridor region. Develop regional goals, policies, and strategies that will enhance regional sustainability and equity while providing a framework for future coordinated planning and investment. Timeline: February 15, 2011 through November 31, 2012.
2. Prepare a Knowledge Corridor specific detailed execution plan for a sustainable region which will provide a blueprint for future implementation actions and investment decisions within the Knowledge Corridor. Timeline: November 1, 2012 through February 14, 2014.
3. Implementation of an inclusive Civic Engagement Process, which ensures that all Knowledge Corridor Consortium partners and constituencies, and a broad range of stakeholders and citizens—including low-income and minority individuals who may not normally participate in regional planning processes—are actively engaged in the planning process. Timeline: March 1, 2011 through February 14, 2014
4. Build capacity for ongoing planning and implementation activities in support of a more sustainable Knowledge Corridor through: leadership training; planning and market analysis to support transit oriented development; planning to enhance existing on-street transit systems to better link people to jobs, entertainment and natural resources, and the region's new rapid transit investments; development of municipal land use codes that incorporate sustainable design and development principles.
 - a) Leadership Pioneer Valley (LPV)—March 1, 2011—June 30, 2011
 - b) Market Analysis of Bus Rapid Transit and Rail Corridors for TOD: April 1, 2011—June 30, 2013.
 - c) Transit Enhancement Bus Study: April 1, 2011—December 31, 2012
 - d) Sustainable Land Use Code Development: April 1, 2011—September 30, 2012
 - e) Affordable Housing Code Development: May 1, 2011—July 31, 2013
 - f) Affordable Housing Training Module: May 1, 2011—June 30, 2012

5. Place based activities to build a sustainable knowledge corridor. Six municipalities—Springfield, Chicopee, Holyoke, Hartford, New Britain, and Enfield—will conduct sustainable knowledge planning projects that provide models of how place based activities can work to enhance the livability of urban centers and villages.
 - a) Court Square Project, Springfield, MA—April 1, 2011—March 31, 2013
 - b) Connecticut Riverwalk and Bikeway Project, Chicopee, MA—April 1, 2011—November 31, 2013
 - c) Depot Square Redevelopment and Revitalization Project, Holyoke, MA—April 1, 2011—December 31, 2013
 - d) Hartford North Park Design District, Hartford, CT—July 1, 2011—April 30, 2012
 - e) Creating a Walkable New Britain—February 15, 2011—June 30, 2013
 - f) Linking Transit Investment and Neighborhood Revitalization in Enfield, CT—April 1, 2011—July 31, 2013
6. Establish metrics that can be used to measure the success of efforts to build a more livable, sustainable, and equitable Knowledge Corridor. The work will expand upon current data capabilities by developing an expanded database that will house sustainability indicators for easy tracking and sharing of data. Timeline: March 1, 2011 through February 14, 2014
7. Provide a public, easily accessible online location for information about the Knowledge Corridor sustainability activities, data related to these activities, and data that can assist others in sustainable development work. Timeline: March 1, 2011 through February 14, 2014
8. Provide staff support and oversight to the work of the Knowledge Corridor Consortium. The Knowledge Corridor Consortium builds on the decade-old bi-state Hartford Springfield Economic Partnership (HSEP), to form an even broader based bi-state Consortium to carry out the grant activities. Timeline: February 15, 2011 through February 14, 2014

| Source | Budget | Est. Staff Effort |
|---|-------------|-------------------|
| HUD FY 2010 Sustainable Communities Regional Planning Grant | \$2,100,000 | 300 weeks |

Task 4.14 Regional Evacuation Plan for Western Massachusetts

OBJECTIVE:

Work in cooperation with BRPC and FRCOG to develop a regional evacuation plan for Western Massachusetts.

PREVIOUS WORK:

1. Regional Evacuation Scenario Planning

PROPOSED ACTIVITIES:

1. Work in cooperation with state, regional, and local emergency management personnel to develop the necessary content of the evacuation plan.
2. Identify sensitive receptors such as schools, hospitals, and long term care facilities that will require assistance during an evacuation.

3. Identify the types of scenarios that are likely to trigger the need for an evacuation in western Massachusetts.
4. Evaluate existing transportation resources and their ability to accommodate traffic associated with an evacuation..
5. Develop strategies and recommendations to improve the coordination and facilitation of an evacuation.

PRODUCTS:

1. Regional Evacuation Plan for Western Massachusetts.

| Source | Budget | Est. Staff Effort |
|-------------------------|----------|-------------------|
| Homeland Security Funds | \$45,333 | 23 weeks |
| TOTAL* | \$45,333 | 23 weeks |

| | |
|----------------|----------|
| Direct Labor | \$19,416 |
| Indirect Costs | \$22,914 |
| Direct Costs | \$ 3,000 |

* - Only Includes PVPC Portion of Contract

ESTIMATED COMPLETION SCHEDULE OF PLANNING ACTIVITIES

| Task | Product | Anticipated Completion |
|------|--|---------------------------|
| 1.2 | FY2013 UPWP | August 2012 |
| 1.4 | FY2013 - 2016 TIP | August 2012 |
| 1.6 | Environmental Justice Planning | Ongoing |
| 1.6 | New EJ Definitions | Spring 2012 |
| 1.6 | EJ Milestones | Summer 2012 |
| 2.1 | Regional Traffic Counts | Ongoing |
| 2.2 | Regional Travel Demand Modeling | Ongoing |
| 2.3 | GIS, Mapping, and Graphics | Ongoing |
| 2.4 | Information Center Reports | Ongoing |
| 2.4 | Maintenance of Socio-economic Data | Ongoing |
| 2.4 | Update Information Center Website | Ongoing |
| 2.5 | CMP Data Collection | Ongoing |
| 2.6 | PMS Data Collection | Ongoing |
| 3.1 | Regional Saturation Flow Rate Study | September 2012 |
| 3.2 | Transit Route Surveys | Ongoing |
| 3.3 | Southampton Master Plan Transportation Chapter | December 2011 |
| 3.4 | Regional Freight Planning | Ongoing |
| 3.5 | Travel Time Contours | September 2012 |
| 3.5 | CMP Database Updates | Ongoing |
| 3.5 | Regional Congestion Study | September 2012 |
| 3.6 | PMS Project Development | Ongoing |
| 3.7 | Bikeways Advisory Committee meetings | Quarterly meetings |
| 3.7 | Technical assistance to communities | Ongoing |
| 3.7 | PVPC website information for Riverwalk users | April, 2012 |
| 3.8 | Top 100 High Crash Intersections Report | September 2012 |
| 3.8 | Local RSA | July 2012 |
| 3.8 | HSIP Crash Analysis | Ongoing |
| 3.9 | Western Mass ITS Architecture Updates | Ongoing |
| 3.10 | Web-based Climate Change Toolkit | September 2012 |
| 3.11 | Williamsburg Pedestrian Safety Study | June 2012 |
| 3.12 | Model municipal green streets strategies | September 2012 |
| 3.13 | I-91 Corridor Study Data Collection | September 21012 |
| 4.1 | Route Ridership Studies | Ongoing |
| 4.1 | PVTA Schedule Updates | Summer 2012 and Fall 2012 |
| 4.2 | Paratransit Planning | Ongoing |
| 4.3 | Valley Vision Toolbox and website updates | September 2012 |
| 4.3 | Valley Development Council meetings | Quarterly meetings |
| 4.3 | Public outreach tools and PVPC's Green Tips. | Monthly |
| 4.3 | TOD Fact Sheets and bylaws | September 2012 |
| 4.4 | Local Compete Street Policies | June 2012 |
| 4.4 | Complete Streets Workshop | September 2012 |
| 4.4 | Web-based Regional Bicycle Map | August 2012 |
| 4.5 | Local Technical Assistance | Ongoing |
| 4.7 | Byway Area Committee meetings | Quarterly meetings |
| 4.7 | Intergovernmental compact for land protection | September 2012 |
| 4.7 | Summary of implementation work for Byways | September 2012 |
| 4.8 | Data Collection | Spring/Summer 2012 |
| 4.8 | Analysis | Fall/Winter 2012 |
| 4.9 | Regional Trail Map in web format | September 2012 |
| 4.10 | Byway Marketing | Fall 2012 |
| 4.10 | Byway promotion and signs | Fall 2013 |
| 4.11 | Bike Commute Week Report | July 2012 |
| 4.12 | Route 116 Corridor Management Plan | September 2012 |
| 4.13 | Sustainable Knowledge Corridor Planning | February 2014 |
| 4.14 | Regional Evacuation Plan | February 2012 |

ADDITIONAL PLANNING PROJECTS

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

Route 9 Transit Study

OBJECTIVE:

To continue the study and development of transit concepts and recommendations to enhance public transportation in the Route 9 corridor in Northampton, Hadley and Amherst, as identified in the February 2004 Connecticut River Crossing Study (CRCS) produced for MassDOT and requested by the Route 9 Transportation Stakeholders ad-hoc group.

This study would involve the technical analysis of alternatives, evaluation of implementation options and phasing, and public and agency participation. Significantly, MassDOT has begun implementing traffic signal timing improvements in this corridor that could be configured to include signal prioritization capabilities for buses—a significant first step toward improving travel times for transit users and implementing some elements of a future service with some of the capabilities of bus rapid transit (BRT). In addition, portions of Route 9 are being redesigned to provide four travel lanes, which creates an opportunity to incorporate additional BRT elements.

PROPOSED ACTIVITIES

1. Establish a project technical advisory committee (TAC) to serve as the main forum for agency coordination and public involvement activities.
2. Initiate a public participation process that includes PVPC, PVTA, MassDOT Highway Division, University of Massachusetts Amherst, and representatives of Amherst, Hadley and Northampton and other stakeholders.
3. Develop a Scope of Work and Request for Proposals for consultant services; identify funding sources.
4. Conduct traveler surveys in the Route 9 corridor to identify travel market demand, user preferences, community concerns and other relevant information.
5. Update travel time information for all transportation modes in the corridor.
6. Perform a preliminary evaluation of the transit-related recommendations in the 2004 CRCS and identify additional strategies and/or alternatives that may be appropriate. These should include:
 - a) Bus rapid transit (BRT) strategies.
 - b) Intermodal facilities integration and land use recommendations.
 - c) A preliminary alternatives evaluation.
 - d) Identification of all necessary permits and approvals.
 - e) Cost estimates.

| Source | Budget | Est. Staff Effort |
|------------------|-----------|-------------------|
| To Be Determined | \$150,000 | 60 weeks |
| TOTAL | \$150,000 | 60 weeks |

East/West Passenger Rail Study

OBJECTIVE:

MassDOT is in the process of contracting with HDR to conduct a study of the feasibility of increasing east/west passenger rail service from Springfield to Boston. This could result in the development of additional planning work to perform data collection, analysis and additional public participation necessary to support passenger rail service along this corridor.

PREVIOUS WORK:

Knowledge Corridor Passenger Rail Study.

PROPOSED ACTIVITIES:

1. Continue to work with federal, state and local officials to provide up to date information for the project.
2. Participate on any committees or groups convened to assist in reviewing the work of the consultant.
3. Perform data collection and facilitate public participation efforts as necessary.
4. Review infrastructure needs and operating cost estimates for the incremental implementation of the service along the corridor.
5. Continue to assess potential funding strategies through applications for federal, state and local funding.

PRODUCTS:

TBD

| Source | Budget | Est. Staff Effort |
|--------|--------|-------------------|
| TBD | \$ | |
| | | |
| | | |

Holyoke Rail Station Implementation

OBJECTIVE:

Following up on the recently completed Holyoke Rail Station Study, PVPC will be working with federal, state and local officials to identify potential funding sources and to secure the necessary funding to accommodate a passenger rail facility at the former Holyoke train station location.

PREVIOUS WORK:

Holyoke Rail Station Study.

PROPOSED ACTIVITIES

1. Identify an area within the existing station to be used as a passenger terminal and estimate project costs.
2. Work with Holyoke officials to facilitate public involvement.
3. Identify funding sources and secure funding to make the necessary improvements to the property.

PRODUCTS:

TBD

| Source | Budget |
|--------|--------|
| TBD | \$ |
| TOTAL | \$ 0 |

Interstate Route I-91 Exit 15 Study

OBJECTIVE:

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

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

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

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

| Source | Budget | Est. Staff Effort |
|--------|--------|-------------------|
| TBD | TBD | TBD |

FUNDING PROFILE

| | Total | FHWA 3C PL | MHD 3C Match | Local Match | FTA S. 5303 | PVTA* S. 5303 Match | PVTA S. 5307 | PVTA S. 5307 Match | FTA New S. 5316 Freedom | TCSP Grant | Scenic Byways | HUD Sustainable Communities | Homeland Security |
|---|------------------|----------------|--------------------|----------------|----------------|---------------------------|-----------------|--------------------------|----------------------------------|---------------|------------------|-----------------------------------|----------------------|
| 1.0 Management & Certification of the 3C Process | | | | | | | | | | | | | |
| 1.1 Management of the 3C Process | 108,676 | 28,000 | 7,000 | | 12,000 | 3,000 | | | 35,382 | 23,294 | | | |
| 1.2 Unified Planning Work Program | 8,125 | 5,500 | 1,375 | | 1,000 | 250 | | | | | | | |
| 1.3 Public Participation Process | 23,500 | 12,800 | 3,200 | | 6,000 | 1,500 | | | | | | | |
| 1.4 TIP Development | 62,500 | 40,000 | 10,000 | | 10,000 | 2,500 | | | | | | | |
| 1.5 Statewide Funding Proposal Assistance | 3,000 | 2,400 | 600 | | | | | | | | | | |
| 1.6 Environmental Justice | 25,000 | 12,500 | 3,125 | | 7,500 | 1,875 | | | | | | | |
| Subtotal of Section 1.0 | 230,801 | 101,200 | 25,300 | | 36,500 | 9,125 | 0 | 0 | 35,382 | 23,294 | | | |
| 2.0 Technical Support & Data Collection | | | | | | | | | | | | | |
| 2.1 Traffic Counting | 37,500 | 30,000 | 7,500 | | | | | | | | | | |
| 2.2 Regional Travel Demand Modeling/Clean Air Planning | 64,375 | 48,000 | 12,000 | | 3,500 | 875 | | | | | | | |
| 2.3 GIS, Mapping and Graphics | 71,350 | 38,080 | 9,520 | | 7,000 | 1,750 | 12,000 | 3,000 | | | | | |
| 2.4 Information Center | 49,250 | 38,400 | 9,600 | | 1,000 | 250 | | 0 | | | | | |
| 2.5 Regional Congestion Management System - Data Collection | 13,750 | 11,000 | 2,750 | | | | | 0 | | | | | |
| 2.6 Regional Pavement Management System - Data Collection | 31,250 | 25,000 | 6,250 | | | | | | | | | | |
| Subtotal of Section 2.0 | 267,475 | 190,480 | 47,620 | | 11,500 | 2,875 | 12,000 | 3,000 | 0 | 0 | | | |
| 3.0 RTP Planning | | | | | | | | | | | | | |
| 3.1 Regional Saturation Flow Rate and Gap Acceptance Study | 24,375 | 19,500 | 4,875 | | | | | | | | | | |
| 3.2 Transit System Surveys & Route Implementation | 143,750 | | | | 50,000 | 12,500 | 65,000 | 16,250 | | | | | |
| 3.3 Southampton Master Plan Transportation Component | 19,250 | 13,000 | 3,250 | 3,000 | | | | | | | | | |
| 3.4 Regional Freight Planning | 15,000 | 12,000 | 3,000 | | | | | | | | | | |
| 3.5 Regional Congestion Management System - Project Development | 95,209 | 68,167 | 17,042 | | 8,000 | 2,000 | | | | | | | |
| 3.6 Regional Pavement Management System - Project Development | 37,500 | 30,000 | 7,500 | | | | | | | | | | |
| 3.7 Connecticut River Walk & Bikeway Coordination | 5,000 | 4,000 | 1,000 | | | | | | | | | | |
| 3.8 Regional Safety and Planning Studies | 96,000 | 71,800 | 17,950 | | 5,000 | 1,250 | | | | | | | |
| 3.9 Intelligent Transportation Systems (ITS) - Strategic Planning | 28,750 | 18,000 | 4,500 | | 5,000 | 1,250 | | | | | | | |
| 3.10 Climate Change Implementation | 15,000 | 12,000 | 3,000 | | | | | | | | | | |
| 3.11 Williamsburg Pedestrian Safety Study | 18,000 | 14,400 | 3,600 | | | | | | | | | | |
| 3.12 Green Streets and Infrastructure | 7,500 | 6,000 | 1,500 | | | | | | | | | | |
| 3.13 Interstate Route I-91 Major Corridor Planning Study | 50,000 | 40,000 | 10,000 | | | | | | | | | | |
| Subtotal of Section 3.0 | 555,334 | 308,867 | 77,217 | 3,000 | 68,000 | 17,000 | 65,000 | 16,250 | 0 | 0 | 0 | | |
| 4.0 Ongoing Transportation Planning | | | | | | | | | | | | | |
| 4.1 Regional Transit Planning | 197,500 | | | | 80,000 | 20,000 | 78,000 | 19,500 | | | | | |
| 4.2 Paratransit Planning Assistance | 18,750 | | | | 10,000 | 2,500 | 5,000 | 1,250 | | | | | |
| 4.3 Implementing the Regional Land Use Plan | 29,550 | 23,640 | 5,910 | | | | | | | | | | |
| 4.4 Regional Bicycle & Pedestrian Planning | 34,375 | 27,500 | 6,875 | | | | | | | | | | |
| 4.5 Local Technical Assistance | 29,750 | 23,800 | 5,950 | | | | | | | | | | |
| 4.6 Local Pavement Management Program | 8,400 | | | 8,400 | | | | | | | | | |
| 4.7 Connecticut River Scenic Farm Byway Project | 8,750 | 7,000 | 1,750 | | | | | | | | | | |
| 4.8 Merrick/Memorial Neighborhood Plan Implementation | 207,459 | | | | | | | | | 207,459 | | | |
| 4.9 Pioneer Valley Trails Map | 6,700 | 5,360 | 1,340 | | | | | | | | | | |
| 4.10 Scenic Byways of Western Massachusetts Marketing Campaign | 93,750 | | 0 | | | | | | | | 93,750 | | |
| 4.11 Regional Bicycle Commute Week | 13,000 | 10,400 | 2,600 | | | | | | | | | | |
| 4.12 Route 116 Scenic Byway Corridor Management Plan | 43,243 | | | | | | | | | | 43,243 | | |
| 4.13 Massachusetts-Connecticut Sustainable Knowledge Corridor | 2,100,000 | | | | | | | | | | | 2,100,000 | |
| 4.14 Regional Evacuation Plan for Western Massachusetts | 45,333 | | | | | | | | | | | | 45,333 |
| Subtotal of Section 4.0 | 2,836,560 | 97,700 | 24,425 | 8,400 | 90,000 | 22,500 | 83,000 | 20,750 | 0 | 0 | 207,459 | 136,993 | 2,100,000 |
| MHD 3C Direct Costs | 32,750 | 26,200 | 6,550 | | | | | | | | | | |
| Program Sum | 3,922,920 | 724,447 | 181,112 | 11,400 | 206,000 | 51,500 | 160,000 | 40,000 | 35,382 | 23,294 | 207,459 | 136,993 | 2,100,000 |

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

FUNDING SUMMARY

| Transportation Funding | Value | % of Total |
|---|------------------------|-------------------|
| FHWA PL (80%) | \$ 724,447.00 | 18.47% |
| MassHighway PL (20% match) | \$ 181,112.00 | 4.62% |
| FTA Section 5307 (80%) | \$ 160,000.00 | 4.08% |
| PVTA Section 5307 (20% match) | \$ 40,000.00 | 1.02% |
| FTA Section 5303 (80%) | \$ 206,000.00 | 5.25% |
| PVTA Section 5303 (20% match) | \$ 51,500.00 | 1.31% |
| FTA Section 5316 | \$ 35,382.00 | 0.90% |
| FTA Section 5317 - New Freedom | \$ 23,294.00 | 0.59% |
| Local Funds (includes in-kind contributions) | \$ 11,400.00 | 0.29% |
| Scenic Byways | \$ 136,993.00 | 3.49% |
| Homeland Security - Evacuation Planning | \$ 45,333.00 | 1.16% |
| USDOT TCSP Grants | \$ 207,459.00 | 5.29% |
| *HUD Sustainable Communities Grant | \$ 2,100,000.00 | 53.53% |
| Total | \$ 3,922,920.00 | 100.00% |
| Other Funding | | |
| | Value | % of Total |
| MARPA Support Services | \$ 14,000.00 | 0.58% |
| EPA Water Quality Planning | \$ 52,185.00 | 2.15% |
| EPA/DWPC Urban Stormwater Management | \$ 30,800.00 | 1.27% |
| Pioneer Valley Water Quality Initiatives | \$ 35,500.00 | 1.46% |
| * HUD/CBDG Administration | \$ 719,000.00 | 29.57% |
| EPA/EOEA CSO and Stormwater Management | \$ 31,000.00 | 1.28% |
| Route 9 Construction Mitigation Plan | \$ 16,500.00 | 0.68% |
| EOEA/MassGIS Parcel Mapping and Zoning Projects | \$ 9,150.00 | 0.38% |
| * HUD/CDBG Administration - New Projects | \$ 320,000.00 | 13.16% |
| Housing Rehab Loan Program Management | \$ 68,500.00 | 2.82% |
| EPA/Interstate Watershed Management | \$ 91,375.00 | 3.76% |
| Local Service Contracts | \$ 98,200.00 | 4.04% |
| FY 2012 Local Assessments | \$ 91,023.60 | 3.74% |
| MHC and PVPC Historic Preservation | \$ 85,100.00 | 3.50% |
| EPA Brownfields Revolving Loan Fund Management | \$ 51,700.00 | 2.13% |
| Massachusetts DLTA Planning | \$ 152,750.00 | 6.28% |
| US/EDA Regional Economic Planning | \$ 65,000.00 | 2.67% |
| PVPC Data Center - New Projects | \$ 51,500.00 | 2.12% |
| DHCD/Development Regional Affordable Housing Plan | \$ 83,600.00 | 3.44% |
| EOPS Homeland Security Planning/GIS Components | \$ 64,150.00 | 2.64% |
| MEMA/FEMA Natural Hazards Mitigation Planning | \$ 42,000.00 | 1.73% |
| PVTA Transit Mapping and Graphics Support | \$ 31,000.00 | 1.28% |
| Chapter 43D Expedited Permitting | \$ 82,250.00 | 3.38% |
| 501 (C) 3 Non Profit Corporation Revenue | \$ 72,850.00 | 3.00% |
| Development of Local Master Plans | \$ 60,000.00 | 2.47% |
| Miscellaneous | \$ 12,000.00 | 0.49% |
| Total | \$ 2,431,133.60 | 100.00% |

| Overall Funding | Value | % of Total |
|--|------------------------|-------------------|
| FHWA PL (80%) | \$ 724,447.00 | 11.40% |
| MassHighway PL (20% match) | \$ 181,112.00 | 2.85% |
| FTA Section 5307 (80%) | \$ 160,000.00 | 2.52% |
| PVTA Section 5307 (20% match) | \$ 40,000.00 | 0.63% |
| FTA Section 5303 (80%) | \$ 206,000.00 | 3.24% |
| PVTA Section 5303 (20% match) | \$ 51,500.00 | 0.81% |
| FTA Section 5316 | \$ 35,382.00 | 0.56% |
| FTA Section 5317 - New Freedom | \$ 23,294.00 | 0.37% |
| Local Funds (includes in-kind contributions) | \$ 11,400.00 | 0.18% |
| Scenic Byways | \$ 136,993.00 | 2.16% |
| Homeland Security - Evacuation Planning | \$ 45,333.00 | 0.71% |
| USDOT TCSP Grants | \$ 207,459.00 | 3.26% |
| *HUD Sustainable Communities Grant | \$ 2,100,000.00 | 33.05% |
| MARPA Support Services | \$ 14,000.00 | 0.22% |
| EPA Water Quality Planning | \$ 52,185.00 | 0.82% |
| EPA/DWPC Urban Stormwater Management | \$ 30,800.00 | 0.48% |
| Pioneer Valley Water Quality Initiatives | \$ 35,500.00 | 0.56% |
| * HUD/CBDG Administration - 2007 and 2008 projects | \$ 719,000.00 | 11.32% |
| EPA/EOEA CSO and Stormwater Management | \$ 31,000.00 | 0.49% |
| Route 9 Construction Mitigation Plan | \$ 16,500.00 | 0.26% |
| EOEA/MassGIS Parcel Mapping and Zoning Projects | \$ 9,150.00 | 0.14% |
| * HUD/CDBG Administration - New Projects | \$ 320,000.00 | 5.04% |
| Housing Rehab Loan Program Management | \$ 68,500.00 | 1.08% |
| EPA/Interstate Watershed Management | \$ 91,375.00 | 1.44% |
| Local Service Contracts | \$ 98,200.00 | 1.55% |
| FY 2012 Local Assessments | \$ 91,023.60 | 1.43% |
| MHC and PVPC Historic Preservation | \$ 85,100.00 | 1.34% |
| EPA Brownfields Revolving Loan Fund Management | \$ 51,700.00 | 0.81% |
| Massachusetts DLTA Planning | \$ 152,750.00 | 2.40% |
| US/EDA Regional Economic Planning | \$ 65,000.00 | 1.02% |
| PVPC Data Center - New Projects | \$ 51,500.00 | 0.81% |
| DHCD/Development Regional Affordable Housing Plan | \$ 83,600.00 | 1.32% |
| EOPS Homeland Security Planning/GIS Components | \$ 64,150.00 | 1.01% |
| MEMA/FEMA Natural Hazards Mitigation Planning | \$ 42,000.00 | 0.66% |
| PVTA Transit Mapping and Graphics Support | \$ 31,000.00 | 0.49% |
| Chapter 43D Expedited Permitting | \$ 82,250.00 | 1.29% |
| 501 (C) 3 Non Profit Corporation Revenue | \$ 72,850.00 | 1.15% |
| Development of Local Master Plans | \$ 60,000.00 | 0.94% |
| Miscellaneous | \$ 12,000.00 | 0.19% |
| Total | \$ 6,354,053.60 | 100.00% |

* Denotes Pass-through Funding

SUMMARY OF COMMENTS ON UPWP

| Task | Comment | From | Response |
|----------------------------------|---|---------|---|
| PL Balance | Please verify the PL Balance. | FHWA | The PL Balance is correct based on PVPC's calculations. This balance does not reflect unspent PL money deobligated by FHWA. |
| Security Planning Factor | Is unclear how this factor is addressed in the UPWP | FHWA | Task 2.2 Activity #10 and Task 4.14 address the Security planning factor. |
| Task 1.4 - TIP | Change the product from "2012-2015 TIP" to "2013-2016 TIP" | FHWA | Change made as requested |
| Task 4.8 Merrick Plan | Any work on this project will require the approval of FHWA. | FHWA | This has been noted on the task objective. |
| Completion Schedule | Tasks 4.8 and 4.10 did not include a schedule for project completion. | FHWA | An anticipated schedule of completion has been added for both tasks. |
| MPO Titles | Please correct the title of the MassDOT Highway Administrator | MassDOT | Change made as requested |
| various | Please spell out all acronyms and make various grammatical changes. | MassDOT | Change made as requested |
| Task 3.10 Climate Change | Please make reference to the Massachusetts GreenDOT Policy | MassDOT | Change made as requested |
| Task 4.10 Scenic Byway Marketing | Only include the Pioneer Valley portion of the project in the project cost. Consider including a separate task for the Jacob's Ladder Scenic Byway. | MassDOT | Change made as requested |
| Task 4.6 Local Pavement | Updated the project cost | PVPC | Change made as requested |
| Task 3.13 I-91 Corridor Study | Update the proposed activities to reflect discussions between MassDOT, District 2 and PVPC | PVPC | Change made as requested |
| Task 4.14 Evacuation Planning | Add in a task to reflect work being done by PVPC under a contract with EOPS. | PVPC | Change made as requested |
| Task 4.8 Merrick Plan | Updated the project cost. | PVPC | Change made as requested |

MPO ENDORSEMENT

The signatures below signify that all members of the Pioneer Valley Region's Metropolitan Planning Organization, or their designees, have met on August 30, 2011 and discussed the following item for endorsement: The Pioneer Valley Region's Federal Fiscal Year 2012 Unified Planning Work Program (UPWP)

Massachusetts Department of Transportation (Mass DOT)

I, Secretary of the Massachusetts Department of Transportation, hereby

Endorse Do Not Endorse the above referenced item.

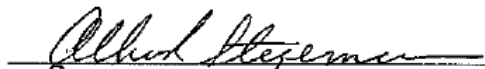

Jeffrey Mulligan
Secretary & CEO Mass DOT

30 Aug 11
Date

Massachusetts Department of Transportation Highway Division

I, Acting Administrator of the Highway Division of MassDOT, hereby

Endorse Do Not Endorse the above referenced item.

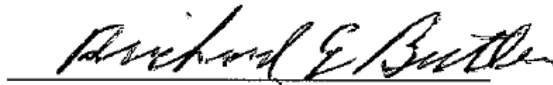

Frank DePaola
Acting Highway Administrator, Mass DOT

08/30/11
Date

Pioneer Valley Planning Commission (PVPC)

I, Chair of the Pioneer Valley Planning Commission, hereby

Endorse Do Not Endorse the above referenced item.

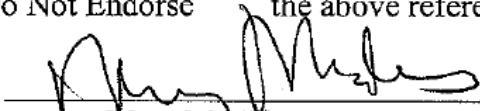

Richard Butler
Chair - PVPC

8/30/11
Date

Pioneer Valley Transit Authority (PVTA)

I, Administrator of the Pioneer Valley Transit Authority, hereby

Endorse Do Not Endorse the above referenced item.


Mary MacInnes
Administrator - PVTA

8/30/11
Date

