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# Pioneer Valley Metropolitan Planning Organization Title VI Program

**I speak...**

<p><b>Arabic</b> أنا أتحدث اللغة العربية</p> <p><b>Armenian</b> Խոսում եմ հայերեն</p> <p><b>Bengali</b> আমি বাংলা ভাষা বলি</p> <p><b>Bosnian</b> Ja govorim bosanski</p> <p><b>Bulgarian</b> Аз говоря български</p> <p><b>Burmese</b> ကျွန်ုပ်တို့က မြန်မာစကားပြောတယ်</p> <p><b>Cambodian</b> ខ្ញុំនិយាយភាសាខ្មែរ</p> <p><b>Castroese</b> 我讲广东话 (Traditional) 我讲广东话 (Simplified)</p> <p><b>Catalan</b> Parlo català</p> <p><b>Croatian</b> Govorim hrvatski</p> <p><b>Czech</b> Mluvím česky</p> <p><b>Dari</b> من دری حرف می زدم</p> <p><b>Dutch</b> Ik spreek het Nederlands</p> <p><b>Farsi</b> من فارسی صحبت می کنم</p> <p><b>French</b> Je parle français</p> <p><b>German</b> Ich spreche Deutsch</p> <p><b>Greek</b> Μιλώ τα ελληνικά</p> <p><b>Gujarati</b> હું ગુજરાતી બોલું છું</p>	<p><b>Hungarian</b> Beszéljek magyarul</p> <p><b>Indonesian</b> Ayo berbahasa Indonesia</p> <p><b>Italian</b> Parlo italiano</p> <p><b>Japanese</b> 私は日本語を話します</p> <p><b>Kachchikhet</b> Сайн очигдуйх ачаах! мин тий тэвчэн цагаартай</p> <p><b>Korean</b> 한국어 합니다</p> <p><b>Kurdish</b> man Kurdi zaanim</p> <p><b>Kurmanji</b> man Kurmanjî zaanim</p> <p><b>Laotian</b> ຂ້າພວកເຮົາເວົ້າລາວ</p> <p><b>Latvian</b> Es runāju latviski</p> <p><b>Lithuanian</b> Aš kalbu lietuviškai</p> <p><b>Maandarin</b> 我讲普通话 (Simplified) 我讲普通话 (Traditional)</p> <p><b>Mam</b> Bán chhýola nuj khyol mam</p> <p><b>Mon</b> ကျွန်ုပ်တို့က မြန်မာစကားပြောတယ်</p> <p><b>Norwegian</b> Jeg snakker norsk</p> <p><b>Persian</b> من فارسی صحبت می کنم</p> <p><b>Polish</b> Mówię po polsku</p>	<p><b>Qashqairi</b> Ayn li ohi wal q anpo' ar</p> <p><b>Qiziche</b> In kash' av' k' un' oh' e' qiziche</p> <p><b>Romanian</b> Vorbesc românește</p> <p><b>Russian</b> Я говорю по-русски</p> <p><b>Slovak</b> Hovorim po slovensky</p> <p><b>Serbian</b> Ja razgovorim srpski</p> <p><b>Somali</b> Waxaan ku hadlaa af-Soomaalí</p> <p><b>Spanish</b> Yo hablo español</p> <p><b>Swahili</b> Ninaongea Kiswahili</p> <p><b>Swedish</b> Jag talar svenska</p> <p><b>Tsezlog</b> Marunung along mag-Tagalog</p> <p><b>Thai</b> พูดภาษาไทย</p> <p><b>Turkish</b> Türkiye konuşurum</p> <p><b>Ukrainian</b> Я поговорю українською</p> <p><b>Urdu</b> میں اردو بولتی ہوں</p> <p><b>Viet</b> Tôi nói tiếng Việt</p>
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Prepared by:  
Pioneer Valley  
Planning Commission  
January 2023

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***Pioneer Valley Metropolitan Planning Organization  
Endorsement Sheet***

***FY 2023 TITLE VI Program***

Through consensus at its XXX XX, 2023, posted meeting, the Pioneer Valley Metropolitan Planning Organization (PVMPO) voted unanimously on to endorse the *PVMPO FY 2023 TITLE VI Program* in compliance with FTA Circular C4702.1B

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Chair

DATED \_\_\_\_\_

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# Pioneer Valley Metropolitan Planning Organization (PVMPO) Title VI Program Update **2023**

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## I. Overview

Title VI of the Civil Rights Act of 1964 provides that “no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subject to discrimination under any program or activity receiving federal financial assistance.” To fulfill this basic civil rights mandate, each federal agency which provides financial assistance for any program is authorized and directed by the United States Department of Justice to apply provisions of Title VI to each program by issuing applicable rules, regulations, or requirements.

This document explains the Pioneer Valley Metropolitan Planning Organization (PVMPO) Title VI Program. The Pioneer Valley Metropolitan Planning Organization (PVMPO) is a cooperative body of ten signatories designated by the Governor to act as a forum for ensuring a Continuing, Cooperative and Comprehensive (often referred to as the “3C”) decision making of transportation investments within the region. The 3C framework followed by the PVMPO promotes the involvement by all levels of government, stakeholders and general public through a proactive public participation process.

This program, conducted in cooperation with the Massachusetts Department of Transportation (MassDOT), assures that Title VI requirements are fully met and that the PVMPO is compliant with federal guidelines and is responsive to the needs of Title VI beneficiaries. The PVMPO is committed and responsible for all civic rights compliance, including the federal Affirmative Action and Equal Employment Opportunity, the Americans with Disabilities Act and the Disadvantage Business Enterprise Programs, and state nondiscrimination provisions such as the Massachusetts Public Accommodation Law. The PVMPO Title VI Nondiscrimination Policy Statement is included with this program update (Appendix A).

For this document, the PVMPO will reference specific guidance from the US Department of Transportation (U.S. DOT), the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA). The document is outlined based on the issued guidelines from parent agencies. In addition to this, the PVMPO followed the recommendations provided by MassDOT’s Office of Diversity and Civil Rights, which is the agency responsible for overseeing the PVMPO Title VI compliance.



## II. General Requirements

[USDOT 49 CFR Part 21; FHWA 23 §CFR 200; FTA C4702.1B Chapter III]

### A. Title VI Assurances

In accordance with 49 CFR Section 21.7(a), the PVPC signed the FTA Civil Rights Assurance and U.S. DOT Assurance statements (Appendix M). The PVMPO signed FHWA's assurances on January XXXXXX (Appendix L).

### B. Title VI Program Approval

The PVMPO FY2023 Title VI Program was submitted to the PVMPO for review on XXX and approved on its meeting on XXXX. A signed approval of the PVMPO FY2023 Title VI Program endorsement is presented at the beginning of this document.

### C. Title VI Notice

The PVMPO employs a range of methods for promoting awareness of its processes and interest in Title VI concerns. The Title VI Notice is posted in all PVMPO's outreach media types, such as: legal notices, press releases, meeting notices, in emails and in the PVPC's website, among other locations and documents.

A list of the documents where the Title VI Notice is posted follows:

1. Press releases – used to invite the public to participate in workshops and meetings hosted by the PVMPO, and they are distributed to all major and most local newspapers in the region, as well as community organizations.
2. Legal notices – mostly used to announce public review of the PVMPO certification documents or their amendments and are placed in the Springfield Republican with translations to Spanish when appropriate. PVPC also publishes in Republican's El Pueblo Latino.
3. Major documents and publications are made available at major libraries in the region.
4. E-mail LISTSERV – a tool used to contact individuals about upcoming events, meetings, workshops, and seminars and includes municipal officials, legislators, local and regional community, and transportation activists, and interested citizens. The email listserv has is continually being updated and expanded as new community partners are identified.
5. PVPC's website ([www.pvpc.org](http://www.pvpc.org)) -The Title VI notice is posted on all the website's pages and a link to a Title VI Policy specific webpage is also available. The website is used to post upcoming meetings, agendas, and meeting minutes, and promotes the website at all public discussions. The website includes access to all documents produced

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by the PVMPO, as well as links to other agencies, maps, local municipalities, and data.

6. PVMPO draft documents – are circulated for public review. The final documents also include the Title VI notice.
7. PVTA provides Title VI notification to its bus riders through with posted notices (in English and Spanish) on all PVTA busses, and at public hearings/workshops, and in public notices.

The MPO uses the language recommended by MassDOT whenever appropriate. The language is specifically designed for flyers, newspapers, and email.

1. Flyer language: "This meeting is accessible to people with disabilities and those with limited English proficiency. Accessibility accommodations and language services will be provided free of charge, upon request, as available. Such services include documents in alternate formats, translated documents, assistive listening devices, and interpreters (including American Sign Language). For more information or to request reasonable accommodation and/or language services please contact NAME by DATE at EMAIL ADDRESS or PHONE NUMBER."
2. Newspaper language: "This meeting is accessible to people with disabilities and those with limited English proficiency. To request accessibility accommodations and/or language services please contact NAME by DATE at EMAIL ADDRESS or PHONE NUMBER."
3. Email language: "This meeting is accessible to people with disabilities and those with limited English proficiency. Accessibility accommodations and language services will be provided free of charge, upon request, as available. Such services include documents in alternate formats, translated documents, assistive listening devices, and interpreters (including American Sign Language). For more information or to request reasonable accommodations and/or language services please contact NAME by DATE at EMAIL ADDRESS or PHONE NUMBER. Please ask to speak with someone about the PROJECT NAME."

(Second section, below the instructions to unsubscribe) "Title VI Notice of Nondiscrimination: PVMPO complies with Title VI of the Civil Rights Act of 1964 and related federal and state statutes and regulations. It is the policy of PVMPO to ensure that no person or group of persons shall on the grounds of Title VI protected categories, including race, color, national origin, or under additional federal and state protected categories including sex, age, disability, sexual orientation, gender identity or expression, religion, creed, ancestry, veteran's status (including Vietnam-era veterans), or background, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity administered by PVMPO. To request additional information about this commitment, or to file a complaint under Title VI or a related nondiscrimination provision, please contact PVPC's Title VI Specialist, 60 Congress Street Springfield, MA 01104-3419 413-781-6045 Fax: 413-732-2593 TTY/TDD: 413-781-7168 Website: <http://www.pvpc.org>.

In addition to this, Title VI Notice to Beneficiaries has been translated to other languages other than English with the support of MassDOT Office of Diversity and Civil Rights (ODCR). These

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notices are also available online, included in all PVMPO translated public documents and published in media other than English. A copy of the PVMPO's Title VI policy statement and notice is included in Appendix A of this document.

#### *D. Title VI Complaints*

As of January 1<sup>st</sup>, 2023, the PVMPO does not have any active complaint, investigation, or lawsuit against it that allege discrimination based on race, color, and/or national origin since the time of the last submission. However, should an investigation, complaint, or lawsuit be filed against the PVMPO alleging such discrimination, the PVMPO has developed procedures to investigate and track Title VI complaints in coordination with MassDOT ODCR in compliance with the requirements established in 49 CFR Section 21.9(b).

An individual can request information related to the Title VI complaint procedures at our primary offices during regular business hours. Also, the procedures and related documents are readily available for download at the Pioneer Valley Regional Planning Commission's website ([www.pvpc.org](http://www.pvpc.org)). The documents explain the procedures on how to file a Title VI complaint and are available in Microsoft Word and in Portable Document Format, or PDF. See Appendix B for a copy of the PVMPO Title VI Tracking Sheet, Appendix C for the PVMPO Title VI Complaint Procedures, and Appendix D for Complaint Forms.

MassDOT ODCR has standardized the complaint forms and procedures among its sub-recipients and the PVMPO has adopted these complaint forms and the procedures and provides these in languages (other than English) in accordance with the Language Access Plan.

### III. Public Involvement and LEP

[42 USC 2000d et seq.; 49 CFR Part 21; Executive Order 12898; FHWA 23 §CFR 200; FTA C4702.1B Chapter III, Section 4(a)(4), Section 8]

Public involvement overarches all phases of project development. From early stages of need assessment, the planning phase and programming of projects and final implementation. MassDOT also includes project development guidance in the Project Development and Design Guide and in subsequent policy and design directives. This chapter presents the public involvement techniques the PVMPO uses throughout the project cycle that addresses Title VI requirements. The revised 2022 PV Public Participation Plan is available online at [www.PVPC.org](http://www.PVPC.org).

#### A. *Minority Representation in the PVMPO*

A Memorandum of Understanding (MOU) was signed by the PVMPO members agreeing to work together in undertaking the comprehensive, continuing, and cooperative transportation planning process (3C process), required by the United States Department of Transportation under the provisions of section 134 of Title 23 of the United States Code, as amended, and those of Section 8 of Title 49 of the Federal Transit Act, as amended. The PVMPO membership consists of ten State, Regional, City and Sub-regional officials or their designees. In 2014 members of the MPO were asked to participate in a voluntary survey of race/ethnicity, age and income. A copy of the survey is included in Appendix P. This survey will also be extended to other venues and representative groups such as the Joint Transportation Committee.

##### Composition of the MPO:

The voting members of the Pioneer Valley Metropolitan Planning Organization consist of the following officials or their designee or alternate:

- Secretary of the Executive Office of Transportation
- Administrator of the Massachusetts Highway Department
- Chairman of the Pioneer Valley Planning Commission
- Chairman of the Pioneer Valley Transit Authority Advisory Board
- Mayors of two of the three (3) urban core cities Holyoke, Chicopee, or Springfield.
- Mayor or a Selectman of one of the following four (4) cities and towns outside of the three core cities: 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
Cummington	Goshen	Granville
Hatfield	Huntington	Middlefield
Montgomery	Plainfield	Russell
Southampton	Tolland	Westhampton
Williamsburg	Worthington	

**Table - Pioneer Valley MPO Members**

<b>Name</b>	<b>Title</b>
Jamey Tesler	Secretary and CEO of the Massachusetts Department of Transportation
Jonathan L. Gulliver	Administrator of the Massachusetts Department of Transportation Highway Division
Walter Gunn	Chairman of the Pioneer Valley Executive Committee
Douglas Slaughter	Chairman of the Pioneer Valley Transit Authority Advisory Board
Mayor John Vieau	City of Chicopee
Mayor Domenic Sarno	City of Springfield
Mayor William C. Reichelt	City of West Springfield
Mayor Nicole LaChapelle	City of Easthampton
Roger Fuller	Chesterfield Selectboard
James Barry	Belchertown Selectboard
Rick Sullivan	Economic Development Council of Western Massachusetts
<b>Alternates</b>	
Mayor Joshua Garcia	City of Holyoke
Mayor William Sapelli	Town of Agawam
Mark Gold	Longmeadow Selectboard
<b>Ex-Officio (Non-Voting)</b>	
Jeff McEwen	Federal Highway Administration
Peter Butler	Federal Transit Administration
Sandra Sheehan	Pioneer Valley Transit Authority Administrator
Tina Cote	Franklin Regional Transit Authority Administrator

To facilitate the implementation of the 3C process and to expand involvement in the PVMPO functions, the Pioneer Valley Joint Transportation Committee was established by the MPO. The Advisory Committee provides a forum for broad public participation, technical and citizen input in the transportation planning process. It brings together public agencies, elected and appointed

officials, transportation providers, environmental interests, technical experts, specialists, businesspersons and citizens concerned with transportation plans and programs.

The Advisory Committee membership consists of a broad and balanced spectrum of providers and users of any form of transportation. Any individual is welcome to participate in any open meetings of the Advisory Committee as a non-voting participant.

The JTC formed under provisions outlined in the Memorandum of Understanding, is the prime policy advisory body regarding transportation planning issues to the Pioneer Valley Metropolitan Planning Organization (MPO). As such, the JTC is composed of the following:

1. One representative and one alternate from each of the 43 communities comprising of the Pioneer Valley Regional Planning district (Voting Members).
2. Staff representatives of the Pioneer Valley Planning Commission (Ex-Officio\*).
3. A representative of the MassDOT Highway Division for District One and District Two as appointed by the Administrator of the Highway Division. (One Vote collectively)
4. A representative of MassDOT as appointed by the Secretary of Transportation (Ex-Officio\*).
5. Representatives of the other appropriate state agencies as invited by the Secretary of Transportation (Ex-Officio\*).
6. A representative of public and private institutions, consumer groups and associations appointed by either the PVPC or by the Administrator of the MASSDOT HIGHWAY DIVISION acting in consultation with the other signatories (Voting Member).
7. A representative of the Pioneer Valley Transit Authority (PVTa) (Voting Member).
8. A representative of Federal Highway Administration (FHWA) (Ex-Officio\*)
9. Airport Representative (Voting Member)
10. Motor coach industry represented by Peter Pan (Voting Member)
11. Rail Freight industry represented by the Pioneer Valley Railroad (Voting Member)
12. University of Massachusetts (Voting Member)
13. A representation for the interests of disability.
14. An individual with representation for pedestrian interests.
15. A representative designated by the Massachusetts Bicycle Coalition (MassBike), Pioneer Valley Chapter (Voting Member)

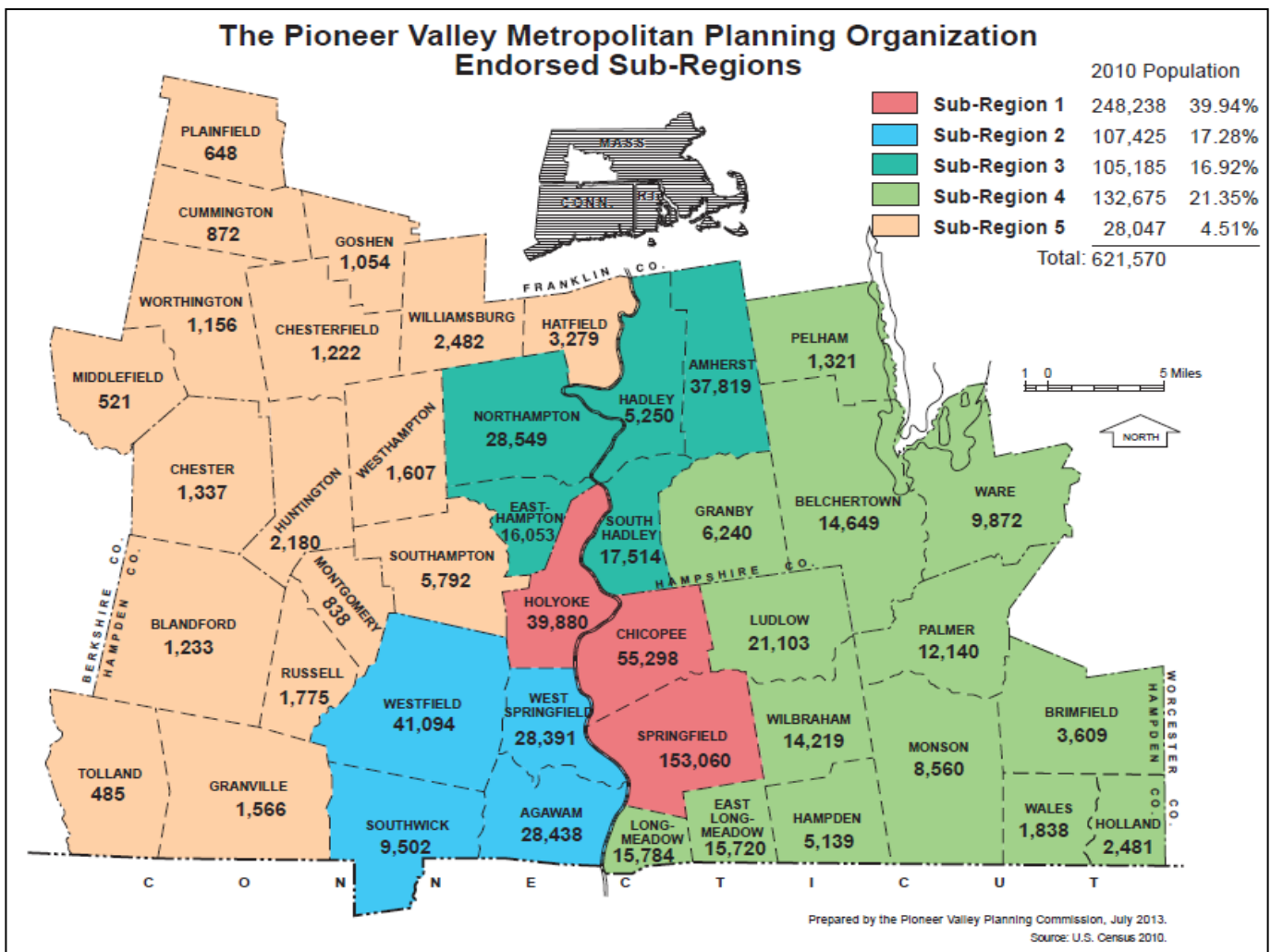
\* Ex-Officio members or representatives do not have voting status

**Table - Pioneer Valley Joint Transportation Committee Members and Alternates**

Community	Member	Alternate
Agawam	Michelle Chase	Vacant
Amherst	Guilford Mooring	Jason Skeels
Barnes Municipal Airport	Christopher Willenborg	Vacant
Belchertown	Steven Williams	Gary Brougham/Douglas Albertson
Blandford	Vacant	Vacant
Brimfield	Judith Carpenter	Vacant
Chester	Carl Baldasaro	Vacant

Chesterfield	Matt Smith	Vacant
Chicopee	Elizabethte Batista	Doug Ellis
Cummington	Alan Taylor	Vacant
East Longmeadow	Bruce Fenney	Vacant
Easthampton	Dan Murphy	Vacant
Goshen	Vacant	Vacant
Granby	David Derosiers	Vacant
Granville	Doug Roberts	Mathew Streeter
Hadley	Bill Dwyer	Scott McCarthy
Hampden	Vacant	Vacant
Hatfield	Phil Genovese	Garrett Barry
Holland	Brian Johnson	Larry Mandell
Holyoke	Jim Czach	Jeffrey Burkott/Robert Peirent
Huntington	Charles Dazelle	Vacant
Longmeadow	Vacant	Timothy Keane
Ludlow	Jim Goodreau	Marc Strange
MassBike	Gary Briere	Marvin Ward
MassDOT District 1	Mark Moore	Peter Frieri
MassDOT District 2	Paula Simmons	Daryl Amaral
Middlefield	Rodney Savery, Jr.	Vacant
Mobility Impaired Representative	Vacant	Carmen Rosado (STAVROS)
Monson	Benjamin Murphy	Jennifer Wolowicz
Montgomery	Curtis Bush, Jr.	Vacant
Northampton	Wayne Feiden	Maggie Chan
Palmer	Ryan McNutt	Vacant
Pelham	Rick Adamcek	Vacant
Pedestrian Representative	Betsy Johnson - WalkSpringfield	Dan Call - Westfield Greenway
Peter Pan Bus Lines	Peter Picknelly, Jr.	Vacant
Pioneer Valley Railroad	David Pederson	Vacant
Pioneer Valley Transit Authority	Paul Burns	Vacant
Plainfield	Walter Jennings.	Vacant
Russell	Vacant	Vacant
South Hadley	Chris Bouchard	Mike Sullivan
Southampton	Randall Kemp	Vacant
Southwick	Randy Brown	Richard Grannells
Springfield	Andrew Krar	Christopher Cignoli/Peter Shumway
Tolland	James Deming	Kathleen Cowles
University of Massachusetts	Glen Barrington	Vacant
Wales	Bruce Cadieux	Vacant
Ware	Vacant	Vacant
Western Massachusetts EDC	Vacant	Vacant
Westfield	Mark Cressotti	Jeremy Cigal
Westhampton	David Blakesly	Arthur Pichette
West Springfield	Vacant	Vacant
Wilbraham	Tonya Bosch	Dena Grochmal
Williamsburg	Daniel Banister	Nick Dines
Worthington	Charley Rose	Peggy O'Neal

Figure 1: Pioneer Valley MPO Representation



**B. Public Participation Plan**



On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act. The Bipartisan Infrastructure Law is the largest long-term investment in our infrastructure and economy in our Nation's history. It provides \$550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband. The transportation enabling legislation emphasizes the importance of equity and public involvement in the transportation planning process. The investments will connect historically disadvantaged and underserved communities to jobs and economic opportunities, support climate justice by improving air quality and tackling climate change and ensure everyone benefits from the good-paying jobs created by the historic investment. Investments in the law will also deliver for communities in Tribal Nations, rural areas, and U.S. territories, many of which have faced disinvestment in infrastructure.

The PVMPO Public Participation Plan (PPP) was developed with input from a broad cross section of community stakeholders. Input on ways to improve outreach, communication, and feedback on transportation planning issues continues to be an ongoing evolving process as the PVMPO continues to reach out to nontraditional partners and works to design methods to reach a diverse and changing population. The PVMPO's Public Involvement Statement summarizes the goals of the plan:

*" The Pioneer Valley Metropolitan Planning Organization (PVMPO) has a proactive public involvement process that provides complete information, timely public notice, and full public access to PVMPO activities at all key stages in the decision-making process. The PVMPO involves the public early in the planning process, and actively seeks out the involvement of communities most affected by plans or projects. The Region's transportation plans and programs are developed in a manner that assures that the public, and affected communities, are consulted and afforded ample opportunity to participate in the development of such plans. "*

The PPP is the PVMPO's plan for outreach in identifying needs, planning and project development. Through the Joint Transportation Advisory Committee, the PVMPO proactively monitors techniques to implement any necessary refinements that may be needed. The PPP has been amended several times to incorporate new initiatives and reinforce existing outreach activities. In 2022 PVPC coordinated with stakeholders to redesign a new MPO web site.

Following MassDOT's guidance, the PVMPO will continue to review its PPP to reflect the new protocols and strategies included in MassDOT's Public Participation Plan which at the date of the completion of this document, was still in development.

### ***C. Identification of Needs***

The PVMPO has historically made a concerted effort to involve the region's disabled, elderly, low-income and minority populations. The PVPC has actively collaborated with a wide range of organizations in partnerships to identify and address local and regional transportation, public health, and safety issues. The PVMPO engages a broad cross section of the community through these collaborations. Ongoing efforts such as the Plan for Progress, Regional Transportation Plan, Welfare to Work Program and Regional Comprehensive Land Use Plan have created relationships with open lines of communication.

The PVMPO makes a concerted effort to involve and address the needs of individuals or neighborhoods with Limited English Proficiency. The PVMPO routinely conducts outreach with language barriers in mind.

Following FHWA and FTA the guidance the PVMPO organizes the public participation to allow for consultation with organizations representing low income and minority populations and coordinated the transportation outreach into the meetings and schedules of these stakeholders. PVPC is actively involved in creating programs and projects that directly addressed local needs. The issues and concerns identified are incorporated into projects, programs and specific tasks through the Unified Planning Work Program, Transportation Improvement Program, and the Regional Transportation Plan. As part of ongoing public outreach efforts, the MPO collaborates on a Transportation Equity Outreach Resource list of contacts with community-based organizations and stakeholders that is updated annually and shared with MassDOT. PVPC routinely utilizes the MassDOT Engage Tool to identify outreach goals. Some of the community organizations included in the past include:

- [City of Springfield Office of Elder Affairs](#)
- [City of Springfield Office of Planning and Economic Development](#)
- [City of Springfield Parks Department](#)
- [Concerned Citizens of Mason Square](#)
- [Develop Springfield Corporation](#)
- [Enterprise Farm](#)
- [Gardening the Community](#)
- [HAP Housing](#)
- [Health New England](#)
- [Mason Square Health Task Force](#)
- [Mass in Motion](#)
- [Mass Mutual](#)
- [Massachusetts Department of Public Health Western Region](#)
- [MassBike](#)
- [New North Citizens Council](#)
- [Partners for a Healthier Community](#)

- Pioneer Valley Asthma Coalition
- Pioneer Valley Planning Commission
- Pioneer Valley Riverfront Club
- Springfield Housing Authority
- Springfield Partners for Community Action
- Springfield Vietnamese American Civic Association, Inc.
- University of Massachusetts Amherst
- Vietnamese Health Project/ Mercy Medical Center

Ongoing specific engagement with community organizations and groups also includes the following:

PVPC participates in the **Springfield Built Environment Group**. With a significant population at risk for heart disease and stroke, Springfield faces significant health challenges. The Springfield Built Environment Group helped bring attention to the Springfield Riverwalk and Bikeway with a new informational web site and assisted in updated the Springfield Complete Streets Prioritization Plan. This effort supports MassDOT mode shift goals of increasing biking, walking and transit use and addresses specific strategies for sustainable transportation in addition to other associated goals (better air quality, healthier communities, etc.).

Valley Bike Public Outreach in Holyoke Massachusetts 2022



The PVMPO continues to work with our partners to identify the needs of minority groups in the past, has been through its outreach process for the development of the Regional Transportation Plan (RTP). The RTP will be updated in 2023 and the PVMPO has developed a regional outreach strategy.

#### ***D. Limited English Proficiency***

The PVMPO makes a special effort to seek out and consider the needs of individuals or neighborhoods with Limited English Proficiency. The PVMPO engages persons with LEP with regard to region wide planning activities such as the adoption of the Regional Transportation Plan, Unified Planning Work Program, transit studies, or an updated TIP. The PVMPO outreach to Spanish speaking residents is a routine undertaking. Meeting notices are available upon request in Spanish, with an opportunity to request translator services highlighted in the notice. Important reports are summarized and translated into Spanish upon request. With regard to special activities focused on a specific neighborhood or corridor, maps depicting the distribution of non-English speaking persons will be consulted at the beginning of any such project to determine what, if any, special outreach in any language other than English should be undertaken. If it is determined that a special outreach is warranted, PVMPO consults with

neighborhood groups such as ethnic and religious associations to determine the best method for reaching and involving those non-English speaking residents.

Executive Order 13166, issued in 2000, expanded the impact of the 1964 Civil Rights Act and responded to the concern that persons with limited English proficiency deserve equal participation in the transportation planning process. In accordance with the Executive Order, the U.S. DOT issued the *Policy Guidance Concerning Recipient's Responsibilities to Limited English Proficient (LEP) Persons*, which is modeled after the U.S. Department of Justice's general LEP policy guidance document. As described in the guidance, DOT recipients are required to take reasonable steps to ensure meaningful access to their programs and activities by LEP persons.

PVPC developed an LEP plan that was reviewed and approved by FTA in 2013 ( Appendix G ). The PVMPO utilizes the four-factor analysis to determine the level and extent of language assistance measures required to sufficiently ensure meaningful access to transportation planning information within the region. The four-factor analysis is based on FTA guidance as published in April 13, 2007 entitled "*Implementing the Department of Transportation's Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient (LEP) Persons: A Handbook for Public Transportation Providers.*" A copy of the PVMPO LEP plan is included as Appendix H.

PVMPO's prior experience with LEP individuals is extensive. The region includes communities with diverse ethnicities, including many people for whom English is not their native language. It has been helpful in recent instances where PVMPO staff has shared cultural backgrounds with ethnic groups in the region. To expand on the strengths of diversity in our staff, PVPC conducted a language literacy assessment. A database of staff and the languages spoken was compiled.

The PVMPO is engaged with a wide range of community-based organizations that serve LEP persons through participation in meetings of organizations and agencies that deal with LEP issues and through public outreach activities. PVMPO staff participates on an ongoing basis in the meetings and activities of the community and municipal organizations. Other regularly scheduled coordination efforts include:

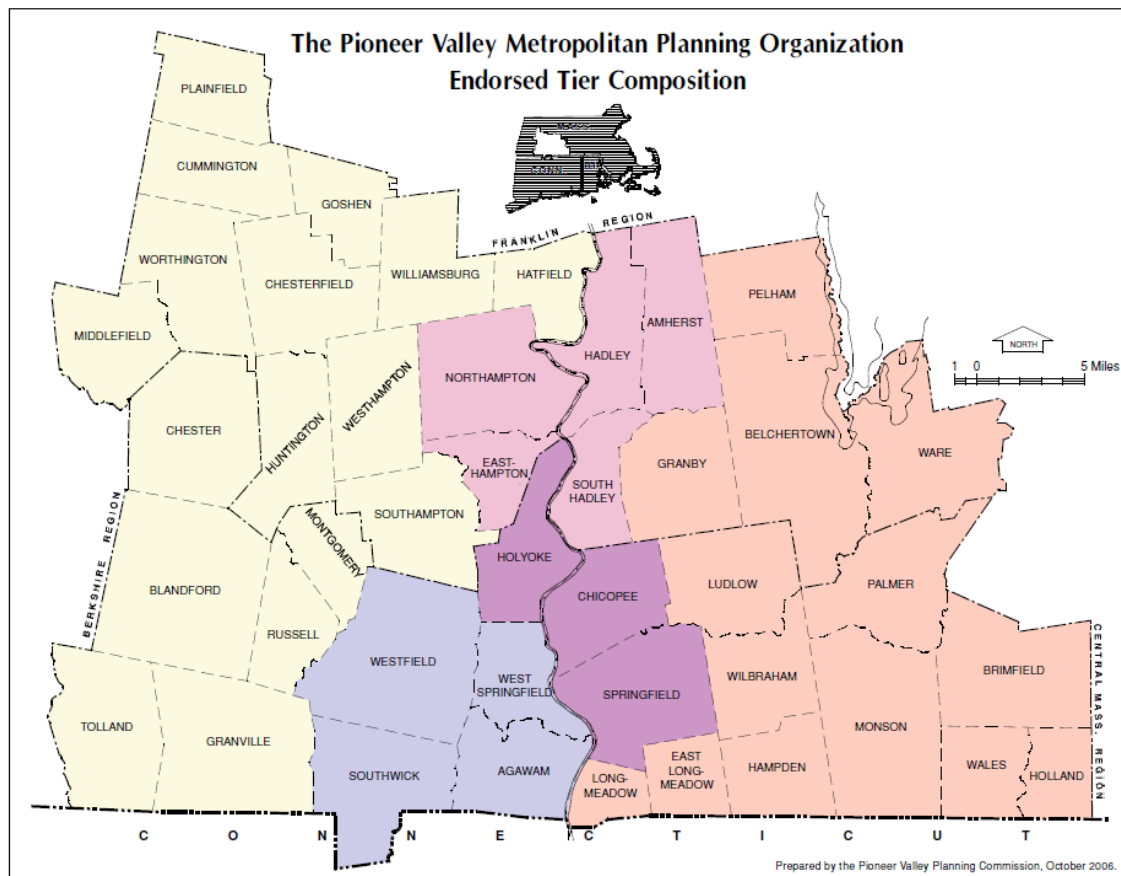
- Pioneer Valley Joint Transportation Committee Meetings
- Pioneer Valley Planning Commission Meetings
- Pioneer Valley JTC Bicycle and Pedestrian Advisory Committee
- Springfield Built Environment Meeting
- WalkBike Springfield meeting

### IV. Demographic Profile

[FTA C4702.1B Chapter VI, Section 2(a)(2)]

The PVPC region is composed of the 43 municipalities of Hampden and Hampshire Counties shown Figure 1. The estimated population of this region in 2020 was 628,133. The region measures 1,179 square miles and includes a mix of urban, suburban, and rural communities. The majority of the PVPC region is within the Springfield, Massachusetts Metropolitan Statistical Area (MSA). For Title VI demographic impact analysis, the MPO uses the definition of “minority” and “low-income” geographic areas that was approved by FHWA for the PVMPO. The full method and application are described in the PVMPO Regional Transportation Plan.

The PVMPO region is comprised by 43 municipalities shown in Figure 1 below.



## Population

The Pioneer Valley MPO is comprised of 43 municipalities and is located in the Connecticut River Valley in western Massachusetts.

### 1. Minority Populations

The PVMPO method defines “minority” as “the population that is not identified by the census as White-Non-Hispanic” in the 2020 US Census. The racial or ethnic groups included are:

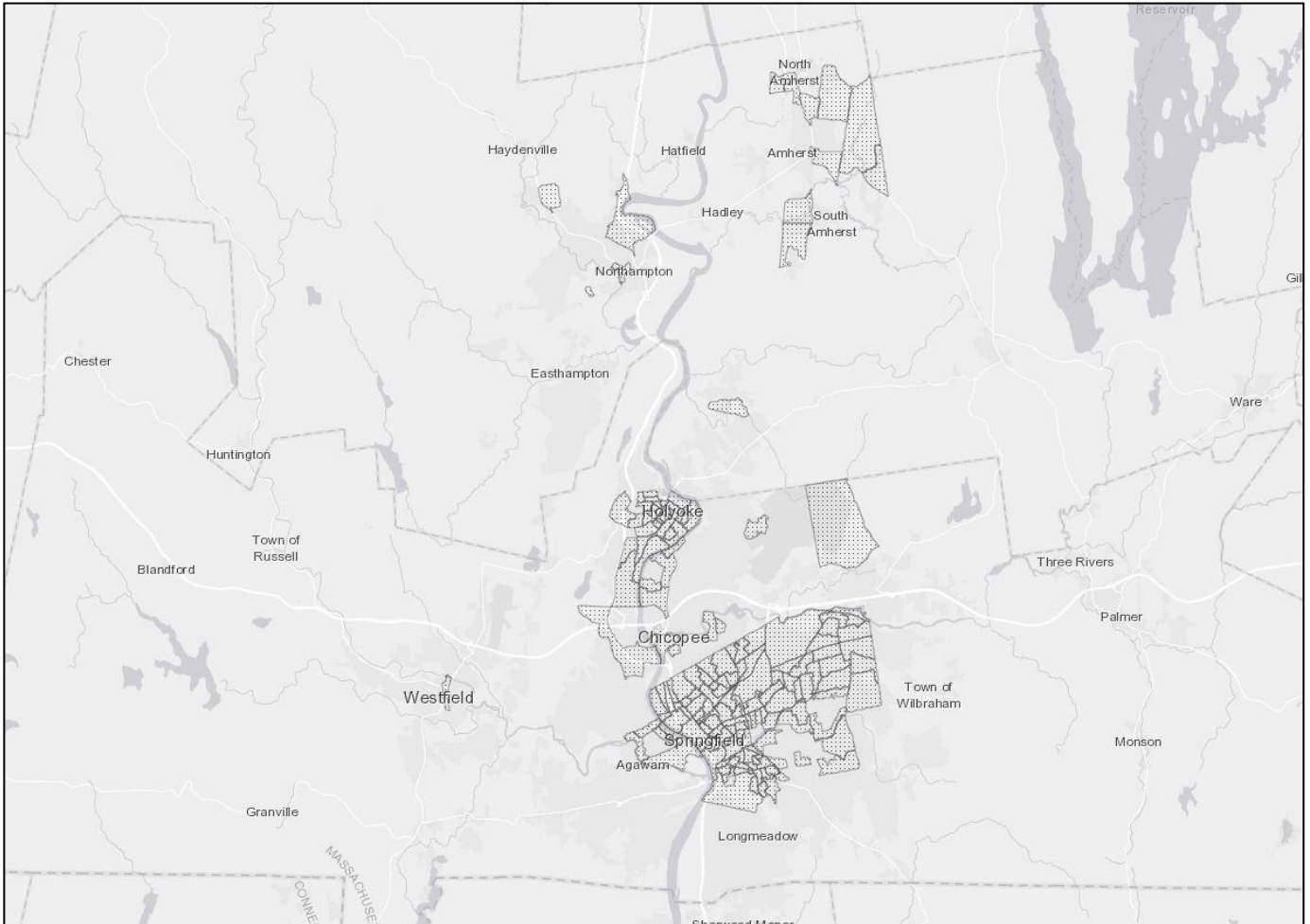
- White Non-Hispanic
- Black or African American
- Hispanic or Latino (of any race)
- Asian (including Native Hawaiian, & other)
- American Indian (& Alaska Native)
- Some other race
- Two or More Races.

Of the PVMPO region’s 628,075 residents (ACS 2021), 22.75 percent meet this definition of minority. When this analysis was applied to the census block groups in the region, the finding was that there are 190 block groups with a minority population greater than the regional average of 22.75 percent. Summary results are shown in Figure 1 and viewable in scalable detail [using this online map link](#).

The PVMPO method defines a “low income” area as one with a proportion of people living at or below the federally defined poverty level that exceeds the proportion of people in poverty in the region. The percentage of people living in poverty in the Pioneer Valley region is 14.62 percent. This analysis has also been used at the census block group geographic level and is shown in Figure 2 and is available for viewing in greater detail through an [associated link here](#).

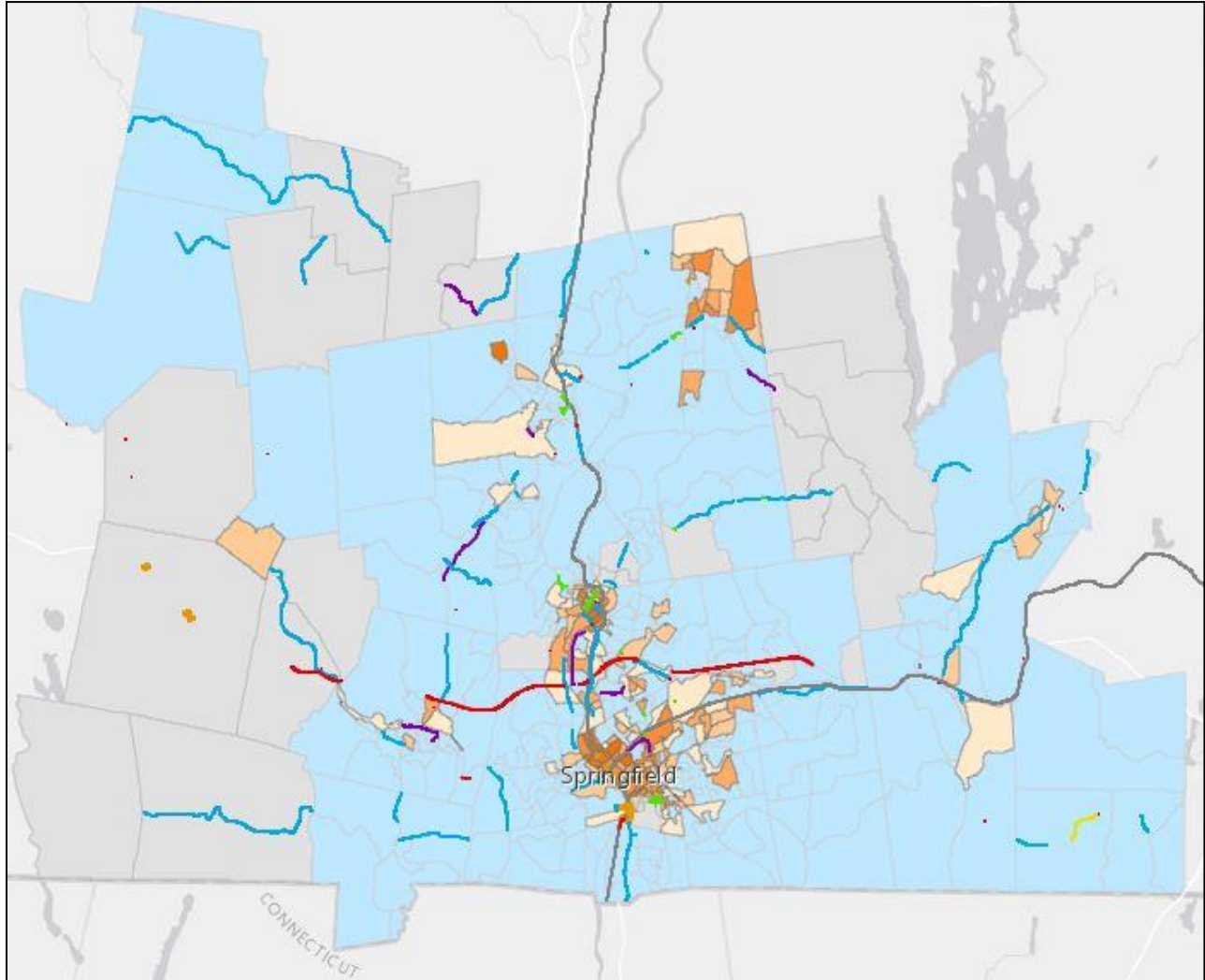
For the Title VI demographic impact analysis data was applied at the census block group geographic level and shown in Figure 2.

**Figure 2**  
Census Block Groups with [Minority Populations Exceeding Regional Average](#) of 23.48%  
Source: ACS 2016-21





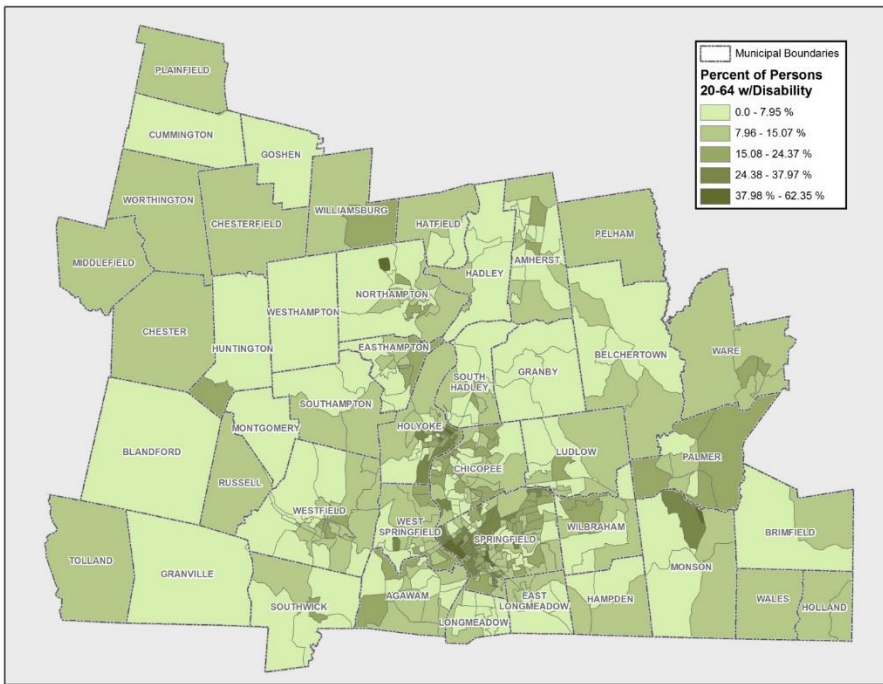
**Figure 3**  
Census Block Groups with a Poverty Rate Exceeding the Regional Average of 14.62%  
Source: ACS 2016-21



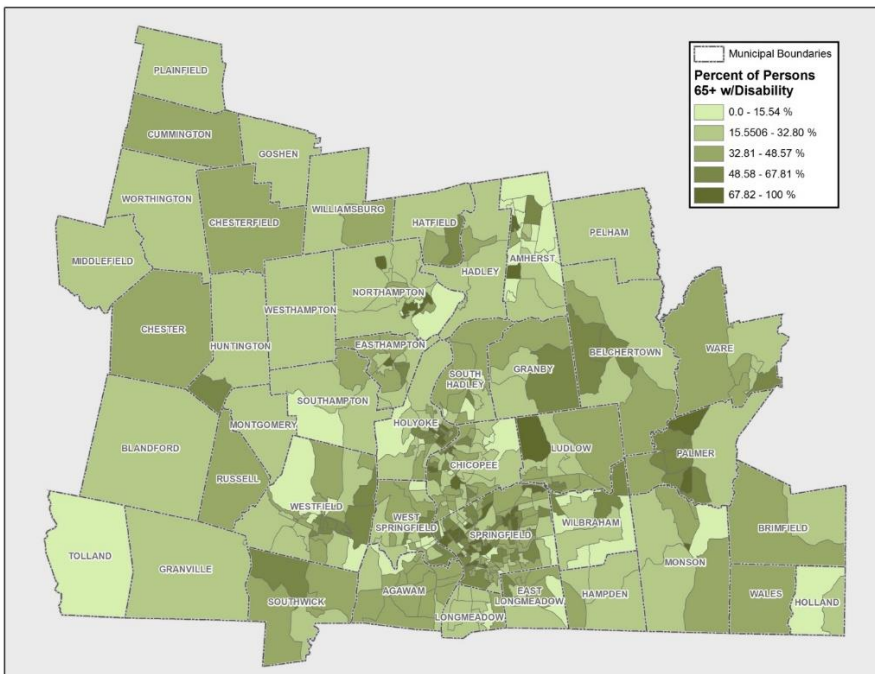
## 2. Identification of Persons with Disabilities

In identifying “Persons with Disabilities” PVPC used the Census definition of employed persons with a disability between ages 21-64. A more inclusive definition of people needing transportation services would also include age groups 5 and younger, and children aged 5-17. However, because these age groups are not considered part of the workforce that typically needs daily transportation; they are not included in this analysis. The update of this report used the American Community Survey block level estimates for this data.

Figure— Census Block Groups- Individuals in the Pioneer Valley Age 21-64 with Disabilities



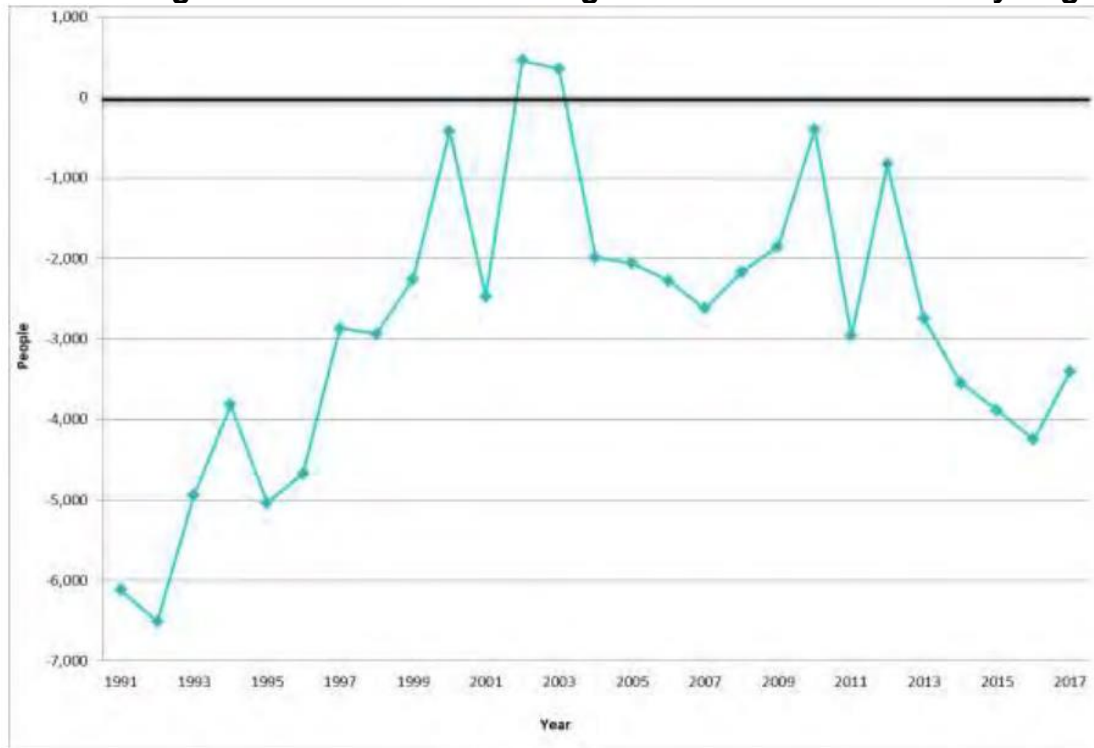
Figure— Census Block Groups- Individuals in the Pioneer Valley Age 65+ with Disabilities



**1. Foreign Born Demographics and Migration**

Retaining the population base has been a challenge in the Pioneer Valley region. Although trends of out-migration decreased between 1991 and 2002, it appears that this trend is reversing. During the recession of the 2000s when the housing market crashed, net outmigration decreased significantly, reflecting similar trends to those in previous economic downturns. However, net-out migration has been increasing steadily since then. In 2011, net out-migration was over seven times higher than in 2010. Although this trend reversed between 2016 and 2017, net out-migration in the Pioneer Valley region is overall on the rise.

**Figure 4-5 – Net Domestic Migration in the Pioneer Valley Region**



Source: U. S. Census Bureau Population Division

The Pioneer Valley has always been a destination for foreign immigrants, and this continues to be the case. From 2000 to 2009 inclusive, a total of 13,656 new immigrants settled in the Pioneer Valley region. In fact, if not for foreign born immigration, the Pioneer Valley region would have experienced a net loss of population between 1990 and 2000. This trend of foreign immigration has continued since 2010, which has seen an additional 14,663 people immigrating to the region from another country.

## **V. Planning and Project Selection Process**

*[FTA C4702.1B Chapter VI, Section 2(a)(3)]*

The PVMPO is responsible for endorsing official transportation policy and the development of regional planning documents, including a long-range Regional Transportation Plan (often referred to as an RTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), Congestion Management Program (CMP), and developing a broad Public Outreach Program. All these planning activities require early involvement of local legislators, chief local officials, stakeholders, citizens and other interested parties with full consideration of the principles of Title VI and also Environmental Justice.

The PVMPO relies on a multi-step process to assess the benefits and burdens of transportation system investments for low-income populations and minority populations.

These steps include:

1. Identification of transportation investments programmed through the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP).
2. Scoring and prioritization of programmed TIP projects.
3. Analysis of programmed TIP project locations in relation to census block groups (defined as by the percentage of low-income and/or minority residents that exceed the regional average) to determine the relative distributional equity of programmed transportation investments.
4. Distribution of Unified Planning Program Work (UPWP) tasks.

### **a) Project Priority Criteria and Selection Process**

The prioritization process uses a “Transportation Evaluation Criteria” (TEC) set forth by MassDOT predecessor organizations and is utilized in the development of the TIP project listings. Potential regional target-funded projects are evaluated when considered for programming. The results of the evaluation, along with other critical benchmark data concerning project status and readiness, are used to assist in the selection of TIP target projects for review and eventual approval by the PVMPO. This is a continuing, cooperative process among the RPAs, RTAs, MassDOT and its Highway Division district offices. In 2014 PVPC with the assistance of the JTC completed a comprehensive update to the TEC for the PVMPO. The purpose of the update was to bring the TEC up to the current standards set forth by MAP -21. In 2018 and 2020 PVPC staff with the assistance of the JTC reviewed the effectiveness of the TEC to ensure the criteria was working as anticipated and met the requirements of the FAST act. In the Fall on 2021 slight modifications were made to the TEC to ensure all criteria was relevant. Those changes have been updated in the TEC Scoring Summary found on the following page. All projects included in the TIP have been evaluated and assigned a priority value or rating. This process is used as a management tool to identify projects of regional priority and program them accordingly in the TIP

**Figure Transportation Evaluation Criteria (TEC)**

System Preservation, Modernization and Efficiency	Livability	Mobility	Smart Growth and Economic Development	Safety and Security	Environment and Climate Change	Quality of Life	Environmental Justice and Title VI
Improves Substandard Pavement	Design is consistent with Complete Streets policies	Improves efficiency, reliability and attractiveness of public transit	Encourages development around existing infrastructure	Reduces number and severity of collisions	Preserves floodplains and wetlands	Enhances or preserves greenways and blueways	Reduces and limits disproportionate impacts on an EJ community
8	3	4	2	7	1	1	0.5
Improves Intersection Operations	Provides multi-modal access to a downtown, village center, or employment center	Improves existing peak hour LOS	Prioritizes transportation investments that support land use and economic development goals	Promotes safe and accessible pedestrian and bike environment	Promotes green infrastructure and low impact development to reduce stormwater impacts	Improves access to parks, open lands and open space	Reduces and limits disproportionate impacts on Title VI community
6	2	6	1	5	2	1	0.5
In a Congestion Management Process Area	Reduces auto-dependency	Reduces traffic congestion	Provides services to a TOD, TND or cluster development district	Improves emergency response	Reduced impervious surfaces	Improves access to jobs	Improves transit for EJ populations
5	2	7	0.5	4	0.5	2	1
	Project serves a targeted development site		Supports mixed-use downtowns and village centers		Protects or enhances environmental assets	Preserves historical and cultural resources	Improves transit for Title VI populations
	2		0.5		0.5	0.5	1
	Completes off-road bike and ped network		Improves Intermodal Connections		Supports Brownfield redevelopment	Preserves prime agricultural land	Creates an EJ Burden
	3		4		0.5	0.5	-5
			Reduces congestion on freight routes		Improves air quality	Provides safe and reliable access to education	Creates an Title VI Burden
			2		1	0.5	-5
					Reduces CO2 emissions	Supports designated scenic byways	
					1	0.5	
					Promotes mode shift	Implements ITS Strategies	
					1	2	
					Improves fish and wildlife passage	Improves Network Wayfinding	
					1	1	
					Supports Green Communities	Access to Sensitive Receptors	
					0.5	1	
					Improves storm resilience	Length of Time Project has been in queue for TIP funding	
					3	1	
<b>Maximum Score</b>	<b>19</b>	<b>12</b>	<b>17</b>	<b>10</b>	<b>16</b>	<b>12</b>	<b>11</b>

During each TIP cycle the MPO staff conducts an analysis of the distribution of projects and funding to determine the project’s impacts on minority and low-income population. A map of this analysis is included in linked attachment.

**b) Distribution of Transportation Investments in the Region**

Past and proposed funding allocations for TIP projects were calculated for defined low income and minority populations. PVPC completed an inventory of projects included on the RTP and mapped these projects. GIS tools were used to determine the amount of transportation funds (including bridge projects) allocated to each population group and compared these values to regional average allocations using census block group data. This analysis is also conducted annually for the Transportation Improvement Program. PVPC is also working to conduct analysis on other Title VI protected classes.

The analysis shows that 45.13 percent of projects on the RTP are in low-income block groups and that 31.86 percent of projects are in minority block groups. The table also shows that 77.61 percent of funding was distributed to defined low-income block groups compared to 67.59 percent to other block groups in the region.

**Table – Distribution of Projects in the RTP to Low Income Populations**

Low Income Equity Analysis	PVPC Total	Low Income Block Groups	Other Block Groups	% PVPC Total in Low Income Block Groups	% PVPC Total in Other Block Groups
Transportation Analysis Zones (Block Groups)	442	158	284	35.75%	64.25%
Population	621570	207727	413843	33.42%	66.58%
Minority Population	171475	110607	60868	64.50%	35.50%
Number of Projects	113	51	62	45.13%	54.87%
Projects Not Funded	0	0	0	0	0
Projects	\$1,494,243,790	\$1,159,644,147	\$334,599,643	77.61%	22.39%
Total Project Dollars per Capita	\$2,403.98	\$5,582.54	\$808.52	2.32	0.34
Funded Projects per Capita	\$2,403.98	\$5,582.54	\$808.52	2.32	0.34

**Table– Distribution of Projects in the RTP to Minority Populations**

Minority Equity Analysis	PVPC Total	Minority Block Groups	Other Block Groups	% PVPC Total in Minority Block Groups	% PVPC Total in Other Block Groups
Transportation Analysis Zones (Block Groups)	442	163	279	36.88%	63.12%
Population	621570	212230	409340	34.14%	65.86%
Minority Population	171475	130808	40667	76.28%	23.72%
Number of Projects	113	36	77	31.86%	68.14%
Projects Not Funded	0	0	0	0.00%	0.00%
Projects	\$1,494,243,790	\$1,009,927,416	\$484,316,374	67.59%	32.41%
Total Project Dollars per Capita	\$2,403.98	\$4,758.65	\$1,183.16	1.98	0.49
Funded Projects per Capita	\$2,403.98	\$4,758.65	\$1,183.16	1.98	0.49

PVPC also conducted an equity assessment of federally funded projects from the Transportation Improvement Program (TIP) to minority and low-income census block groups. 2023 to 2027 TIP funding allocations were calculated for defined low income and minority populations. PVPC completed an inventory of projects included on the TIP and mapped these projects. GIS tools were used to determine the amount of transportation funds (including bridge projects) allocated to each population group and compared these values to regional average allocations using census block group data.

	PVPC Total	Low Income Block Groups	Other Block Groups	% PVPC Total in Low Income	% PVPC Total in Other
Census Block Group	442	158	284	35.75%	64.25%
Population	621570	207727	413843	33.42%	66.58%
Minority Population	171475	110607	60868	64.50%	35.50%
Number of Projects	49	15	34	30.61%	69.39%
Projects not Funded	\$0.00	\$0.00	\$0.00		
Projects	\$477,314,455	\$222,808,215	\$254,506,240	46.68%	53.32%
Total Project Dollars per Capita	\$768	\$1,073	\$615		

	PVPC Total	Minority Block Groups	Other Block Groups	% PVPC Total in Minority	% PVPC Total in Other
Census Block Groups	442	163	279	36.88%	63.12%
Population	621570	212230	409340	34.14%	65.86%
Minority Population	171475	130808	40667	76.28%	23.72%
Number of Projects	49	19	30	55.56%	61.22%
Projects not Funded	0	0	0		
Projects	\$477,314,455	\$233,777,172	\$243,537,283	48.98%	51.02%
Total Project Dollars per Capita	\$458	\$969	\$595		





Kimberly H. Robinson, MUP  
Executive Director

December 15<sup>th</sup>, 2022

The Pioneer Valley Planning Commission is providing this update on the Title VI activities. As a subrecipient of federal funds PVPC strives; *“To ensure that no person shall, on the grounds of race, color, or national origin, be excluded from participating in, or be denied the benefits of, or be subject to discrimination under any program or activity receiving Federal financial assistance without regard to whether specific projects or services are federally funded.”*

This reporting is inclusive of five elements:

1. Preparation of a Title VI Program.
2. Meaningful access to Limited English Proficient (LEP) persons.
3. Notification to the public of its rights under Title VI.
4. Implementation of complaint procedures as described in its Title VI Program.
5. Implemented of a public participation plan from its Title VI Program.

This summary is not meant to be inclusive of every Title VI activity undertaken by PVPC. Should you have any questions, please contact, Gary Roux, Transportation Manager at 413-781-6045 (ext. 308)



## Title VI Activities of the Pioneer Valley Planning Commission

(Updated 12/2022)

### DOCUMENTATION OF GENERAL REQUIREMENTS (CHAPTER III)

#### I. Does the recipient notify the public of its rights under Title VI?

A recipient must provide information regarding its Title VI obligations to the public and notify members of the public of the protections against discrimination afforded to them by Title VI.

The notice shall include the following three elements:

- A statement that the agency operates programs without regard to race, color, or national origin
- A description of the procedures that members of the public should follow to request additional information on the recipient's Title VI obligations, and
- A description of the procedures that members of the public shall follow to file a Title VI discrimination complaint against the recipient.

#### INDICATORS OF COMPLIANCE

Does the recipient disseminate the required Title VI Notice to the public as described in its Title VI Program?

Is the Title VI Notice translated into languages identified in the recipient's LAP?

Does the published and posted Title VI Notice include all three of the required elements

#### *PVPC Response*

PVPC publishes, posts, and provides notice of Title VI obligations to the public and routinely notifies members of the public of the protections against discrimination afforded to them by Title VI. Title VI Notice to the public and availability of the MPO's Title VI complaint process is posted in all LEP languages in the PVPC Large Conference Room (Figure 1), is available on the new PVPC [Transportation web site](#) (figure 2) and included in [all meeting notices](#) (Figure 3).

[Figure 1](#) Posting of Title VI Notice in Springfield Office at Reception Area

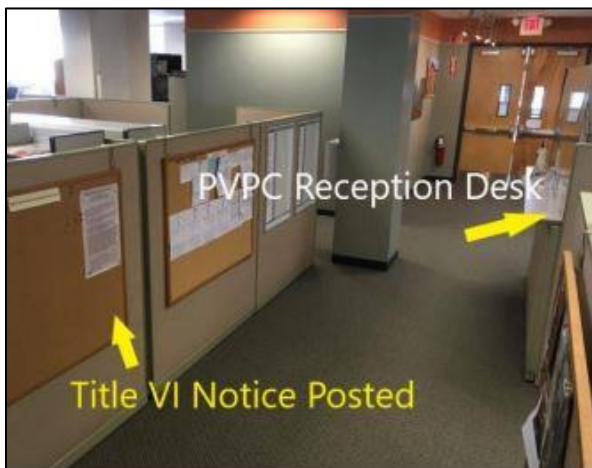


Figure 2 Posting of Notice on new [PVPC Transportation Web site](#)



Figure 2 Meeting Notice including T-VI Notice on new [PVPC Transportation Web site](#)



II. Language Access

**INDICATORS OF COMPLIANCE**

- Does the subrecipient disseminate the required Title VI Notice to the public as described in its Title VI Program?**
- Is the Title VI Notice translated into languages identified in the subrecipient’s LAP?**
- Does the published and posted Title VI Notice include all three of the required elements**
- Has the subrecipient implemented its LAP?**

**PVPC Response:** The web site for the MPO was recently revised to include translation tools for all LEP languages. All meeting notices and agendas for MPO related activities

include a notice regarding the availability of language translations. In the past PVPC has received requests for digital versions of all materials in advance of public meetings to allow the content to be viewed on a personal device (during the meeting). From 12/30/2019 to 8/25/2022 PVPC has not received a non-English request for information over the phone or in person.

The MPO currently strives to accomplish the following:

- Translate our most vital documents and make a concerted attempt to translate any of these documents into other languages upon request.
- Provide flyers, meeting notices, and other announcements in the languages spoken in the affected area.
- Offer to translate meeting materials upon request.
- Post notices in non-English community newspapers when appropriate.
- Incorporate Google Translate in our website which may be used to translate site materials into multiple languages.
- Provide interpreters, upon request, at public meetings.
- Assist PVTA in providing a Spanish translated transit map.
- Provide information about projects that impact a neighborhood or that may have a significant impact in the languages spoken in the area.
- Translate consent forms, and letters containing information regarding participation in a program when needed.

Currently, we do not feel the need to make additional translations. We continue to monitor changes in languages spoken in the Region and routinely ask communities or organizations that we are working with if there are language needs that we may not be aware of. In 2019, a new system wide survey was implemented with a goal of learning more about the languages that might be spoken in the Region. As part of this effort MPO staff has been monitoring and evaluating language information.

#### **Current Pioneer Valley MPO LEP Languages**

<b>LAP Element</b>	<b>Description in Title VI Plan</b>	<b>Implementation Demonstrated Based on Review</b>	<b>Comments</b>
Languages identified in four factor analysis	☑	☑	Reference Table 3
Vital documents to be translated	☑	☑	Reference Table 2
Language assistance training for staff	☑	☑	Staff are trained to respond to offer and respond to language requests
Periodic updating and monitoring of LAP	☑	☑	Languages updated with current data

Table 2

**Current Pioneer Valley MPO LEP Languages**

Pioneer Valley MPO Vital Documents Translation Schedule	Spanish	Portuguese	Creole	Russian	Polish	Chinese	Vietnamese	French	Other Slavic
Notice to Beneficiaries (Notice of Civil Rights)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Title VI Complaint Procedures	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Complaint Form	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Consent Form	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Statement advising of the availability of free language assistance services for LEP individuals in materials routinely disseminated to the public	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Notices of proposed public hearings regarding proposed transportation plans and programs.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

\*TBD = Translations on a case by case basis or to the extent that resources allow.

**Speaks English Less than Very Well ACS (2016-20)**

Springfield, MA Metropolitan Statistical Area		
Language Spoken	# of People	% of Total Population
Total Population	664,580	
Spanish	31,564	4.75%
Other Indo-European languages	6,137	0.92%
Russian, Polish, or other Slavic languages	4,702	0.71%
Chinese	2,183	0.33%
Other Asian and Pacific Island languages	1,512	0.23%
Other and unspecified languages	874	0.13%
French, Haitian, of Cajon	868	0.13%
Vietnamese	853	0.13%
Arabic	461	0.07%
Korean	381	0.06%
German or other West Germanic languages	192	0.03%
Tagalog (incl. Filipino)	145	0.02%



### III. Equity Analyses

Title VI analysis in the 2020 RTP includes enhanced transit analysis of the distribution of service (Chapter 4) and new graphics for improved legibility and clarity.

Past and proposed funding allocations for TIP projects were calculated for defined low income and minority populations. PVPC completed an inventory of projects included on the RTP and mapped these projects. GIS tools were used to determine the amount of transportation funds (including bridge projects) allocated to each population group and also compared these values to regional average allocations using census block group data.

The shortcoming of this analysis is that PVPC needs to find ways expand the analysis and include other Title VI protected classes. These vulnerable populations might include those at high risk for asthma or other factors that contribute to health disparities. There may be opportunities to look a trending risk assessment for populations in the future and ways to predict with greater certainty how a demographic might change in the 20 year time frame for a project on the RTP.

For reference, the RTP analysis is presented in [Tables 4-1 and 4-2 of the RTP in Chapter 4](#).

**Recommendation III-2:** While Title VI and Environmental Justice considerations have some overlap, there are considerable differences in the applicability, measurement, and use of Title VI and Environmental Justice analyses. Please discuss how your organization’s equity analyses distinguish these areas of analysis. If necessary, make proposals for improving the distinction between these analyses for the upcoming certification document cycle.

**Response:** Several changes were incorporated into the RTP to take into consideration the differences in Title VI an Environmental Justice analysis. The RTP chapter titles were changed to acknowledge the distinct differences between the two. Separate analysis was included for EJ and Title VI populations while information on “elder” and “disabilities” was enhanced.

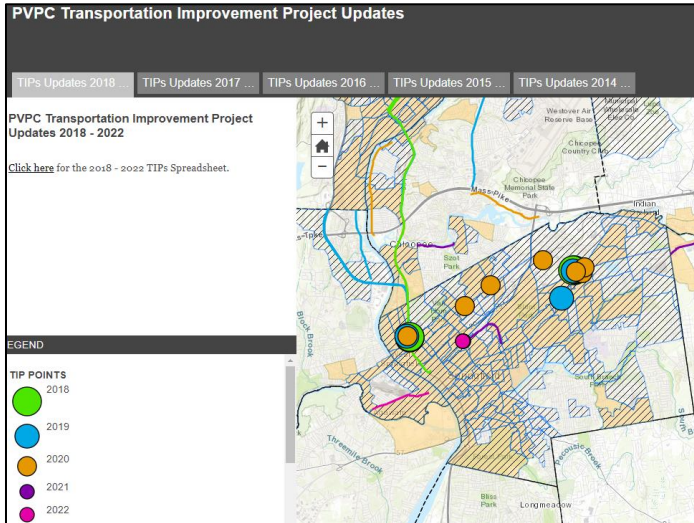
### IV. Equity Impacts on MPO Activities

**Recommendation IV-1:** Please discuss how identified planning needs (e.g. from RTPs, previous studies, or municipal/outside agency requests) are selected and prioritized for both standalone and programmatic Unified Planning Work Program (UPWP) tasks and subtasks. If there is a codified process, your organization is welcome to simply link to or provide that documentation. In either instance, identify Title VI implications of the current selection and prioritization processes and strategies for mitigating disparate impacts.

**Response:** The MPO identifies planning tasks for the UPWP through the review of the RTP, previous studies, working with the Joint Transportation Committee, our Federal and State partners, and from municipal requests.

PVPC conducts an [annual review of TIP projects](#) to assess the distribution of funded projects in low income and minority neighborhoods. This process is identified in the current TIP.

### TIP Project Distribution Analysis



## V. Public Engagement

**Recommendation V-1:** Please discuss the use of strategies to engage with minority and low-income populations during the outreach process for your organization’s most recent RTP. Gauge the effectiveness of various strategies by quality and/or quantity of communication and consider identifying potential amendments to your organization’s Public Participation Plan if necessary.

### **Response:**

The Pioneer Valley MPO and routinely engages populations of color through the planning process. Two of the Region’s largest municipalities (Holyoke and Springfield) are minority majority have representation on the MPO. MPO representatives are central to decisions on policies, procedures, programs, and activities.

Guided by the Public Participation Plan, MPO staff routinely uses the MassDOT Engage Tool to prioritized outreach and public engagement with minority stakeholders. Recent examples include 2022 public outreach for revisions to the Regional Transportation Plan (RTP). PVPC targeted outreach at local Farmer’s Markets in neighborhoods with historically diverse racial composition. Documents translations were provided to assist in identifying and prioritizing the region’s goals, strategies, and projects to both enhance and maintain our transportation system. Public comments received (including translated responses) will be used to help guide regional planning activities such as East-West Rail, the regional bicycle network, public transit, air quality, sustainability, and equitable transportation over the next 20 years. Farmer’s Markets venues included Springfield, Easthampton, Northampton, Westfield, and Holyoke.

In 2021, PVMPO staff received an AARP grant to identify barriers to participation in the region's bike share "ValleyBike." PVPC used this opportunity to identify underrepresented populations within ValleyBike Share and launched a series of bike share "demo days" at an inner-city fitness club (LA Fitness) in Springfield and at farmer's markets in Springfield and Holyoke. The outstanding success of reaching such a diverse and engaging public would guide larger outreach for the RPT. With over 116,939 trips in 2022, ValleyBike Share has been a tremendous success. To assure that this success is spread equitably PVPC worked with partners to secure subsidized memberships for lower income members of the community through the ValleyBike Equity Program. Qualified residents who are currently receiving S.N.A.P. Benefits or Section 8 Housing, or MassHealth Standard are eligible for the ValleyBike Access Pass. ValleyBike provides Access Pass users an annual membership for \$10.00 per year, this can be paid with a Debit Card, Credit Card, or Money Order. The pass will allow users unlimited 1-hour rides.

PVPC staff convenes a coalition of stakeholders for the Springfield Built Environment Committee. The Springfield Built Environment committee brings together City of Springfield staff members who work on the Built Environment to assure regular communication and collaboration. The group, which meets monthly, first started meeting nearly 20 years ago. Members include representatives from the following city departments: Public Works, Planning & Economic Development, Parks, Buildings & Recreation Management, Health & Human Services, Elder Affairs, Police and Springfield Public Schools. In addition, representatives from other organizations participate, including PVPC staff, Pioneer Valley Transit Authority (PVTA), Way Finders, the MassDOT Safe Routes to School Initiative, and the Public Health Institute of Western Massachusetts (PHIWM). PVPC and PVTA are quasi-governmental organizations that serve the city. PHIWM is a nonprofit organization that work in Springfield to advance a healthy built environment. The Mass DOT Safe Routes to School Initiative advances safe walking and bicycling to school.

Way Finders is an active partner in community building & public engagement, providing the training, tools, and resources to help residents grow into skilled, capable leaders. Wayfinders has trained residents of Springfield's Mason Square on infrastructure advocacy—which brought improvements in street lighting, an improved roundabout at a dangerous intersection and introduced separated bike facilities to neighborhoods. Through the work of Wayfinders, Springfield residents have learned about the connections between climate change, health equity, digital equity, and systemic racism. And from organizing cleanups in Holyoke's Library Commons neighborhood to efforts to help close the digital divide—the gap between those who do and do not have ready access to technology. PVPC actively collaborate with Wayfinders on capacity building, around issues related to the built environment, safe street lighting, Bay State Bike Week demonstration projects, and safe routes to school.

[WalkBike Springfield](#): Since the creation of the first bike plan for the City of Springfield in 2014, PVPC staff have been an active partner with the advocacy group WalkBike



Springfield. In collaboration with the Caring Health Center, Concerned Citizens of Mason Square, Develop Springfield, Mason Square Health Task Force, New North Citizens Council, Pioneer Valley Riverfront Club, Partners for a Healthier Community, Gardening the Community, Vietnamese American Civic Association the WalkBike developed a plan that became a catalyst for transforming the streets of Springfield. Today, WalkBike Springfield continues to be a leader offering education through a bicycle curriculum, outreach to Neighborhood Councils, creation of a Good Neighbor Handbook, improving pedestrian crossings, introducing a 25 MPH Speed Limit Campaign, securing designation as an Age Friendly City, updating Complete Streets Plans and advocacy for a skate park. PVPC is proud to have partnered with WalkBike Springfield on any number of initiatives. Most recently our staff attended design hear in on the Highland Division Trial in East Springfield.

The Pioneer Valley Planning Commission (PVPC) is working to advance racial equity and access to opportunity. In 2019 we created a Racial Justice Equity Diversity, and Inclusion Committee (DEI) staffed by members of our team to examine our potential biases as a workplace and as a public agency serving diverse communities across the 43 cities and towns of Hampden and Hampshire Counties. The Committee prepared a DEI statement that was adopted by our Commission in 2021.

In 2021, we partnered with the Healing Racism Institute of the Pioneer Valley to train **all** staff as part of our ongoing work leading to the adoption of actions to help catalyze change internally, as well as bringing racial justice and economic equality to the forefront of our projects.

In 2020 PVPC joined the Government Alliance on Race and Equity (GARE) and collaborated with the Western Massachusetts Health Equity Network and the Massachusetts Public Health Association to organize a webinar for over 200 attendees explaining the Government Alliance on Race and Equity (GARE) and introducing the tool: Racial Equity Impact Assessments. The goal of this work is to advance integration of racial equity tools and resources to our 43 local member municipal governments. We are happy to share the presentations used in the webinar and the research on the status of racial equity impact assessments completed as part of this work. We are advancing integration of a Race and Health Equity Impact Assessment in Springfield as part of the LiveWell Springfield Climate Justice work funded by the Kresge Foundation's Climate Change Health and Equity (CCHE) initiative.

In 2020 PVPC received a CARES grant from the Economic Development Administration for the purpose of economic recovery from the COVID-19 pandemic. The agency has completed research on unemployment and other economic data by race to demonstrate the disparate impacts of the economic shutdown on minority populations in the region. PVPC is also conducting outreach to diverse communities and constituents to determine needs and potential solutions, as part of our commitment to a long-term inclusive economy strategy.

In response to the COVID-19 pandemic recession that took its toll on the regional

economy--hitting our BIPOC communities particularly hard--we created the Pioneer Valley COVID Recovery Dashboard and established a blog to enable us to share deeper analysis about data trends affecting the region. COVID hit the regional economy hard, both exacerbating and highlighting longstanding disparities in well-being rooted in race and ethnicity.

In 2021 PVPC applied for and was chosen as one of only six agencies nationwide to participate in an EDA and National Association of Development Organizations (NADO)-sponsored program to develop inclusive economic strategies. The initiative will involve research on regional economic clusters and more in-depth community engagement.

Pioneer Valley Planning Commission received \$490,300 to implement an e-bike ownership pilot program by leveraging an existing successful e-bike share program in the Pioneer Valley Region. In close collaboration with community-based organizations, the Commission will serve economically and structurally disadvantaged Environmental Justice populations in Springfield, Chicopee, Holyoke, West Springfield, Northampton, Amherst, Easthampton, and South Hadley. The goal is to distribute 50 e-bikes in Spring 2023. Community based organizations include [Ascentria Care Alliance](#), [Springfield Food Policy Council](#), [Gardening the Community](#), [One Holyoke](#), [Holyoke YMCA](#), [Valley Opportunity Council](#), [Community Action Pioneer Valley](#).

### **Summary of RTP Outreach Events**

In the development of the 2024 RTP, a concerted effort is made to engage the public through the distribution of meeting notices and posting in local news media. (A detailed summary of this outreach from the previous 2020 RTP was documented [Chapter 3 of the 2020 RTP](#)). Early in the development of the 2024 RTP a series of focus groups were convened to assist in the development of the draft document. Focus groups consisted of a core group of representatives that were invited to participate in a discussion on the development of the vision statement, goals, needs, and strategies included in the RTP. Comments received as part of the focus groups were used to assist in the development of the problem statements included in the RTP.

#### **Four focus groups for the 2024 RTP update were held in 2022:**

- Wednesday November 9, 2022 – Bicycle and Pedestrian
- Wednesday November 9, 2022– Infrastructure
- Thursday December 1, 2022 – Transit
- Wednesday December 7, 2022 – Sustainability
- Thursday December 8, 2022 – PVPC Commissioners

#### **Other Outreach Events**

- Saturday November 5, 2022 - Gujarati Association of Western Massachusetts Diwali Party
- Thursday November 10, 2022 – Pope Francis High School Career Day

- Thursday January 5, 2022 - MassDOT for Joint Outreach in Amherst

PVPC staff conducted public outreach on the update to the 2024 Regional Transportation Plan for the Pioneer Valley (*RTP*) at local Farmer's Markets. The *RTP* is a blueprint for maintaining a safe and efficient transportation system for all modes of travel. This long-range plan identifies the region's goals, strategies, and projects to both enhance and maintain our transportation system. Public comments received will help to guide regional planning activities such as East-West Rail, the regional bicycle network, public transit, air quality, sustainability, and equitable transportation over the next 20 years.

**Farmer's Markets:**

- September 27, 2022 - Farmer's Market at Forest Park, Springfield, MA 12:30 PM - 6:00 PM
- October 2, 2022 - Easthampton Farmer's Market 50 Payson Ave, Easthampton, MA 10:00 AM - 2:00 PM
- October 4, 2022 - Northampton Farmer's Market (Behind Thorne's Marketplace) Northampton, MA 1:30 PM - 6:30 PM
- October 6, 2022 - Westfield Farmer's Market 36 Court Street Westfield, MA 12:00 PM - 5:00 PM
- October 15, 2022 - Holyoke Farmer's Market Race Street (between Dwight Street and Appleton Street) Holyoke, MA 01040 10:30 AM - 2 PM

Schedule	Milestone
September/October 2022	Public outreach at local farmer's markets – 4-6 events
November/December 2022	RTP Focus Groups – Env., Transit, Bike/Ped, Infra.
December 2022	PVPC Commission Meeting – RTP Visioning
January 2023	Draft RTP Vision, Goals and Emphasis Areas
February – March 2023	Draft Chapter release for MassDOT/MPO review
April 2023	RTP Environmental Consultation
April/May 2023	Air Quality Conformity/Financial Constraint
May 2023	Environmental Justice, Title VI and Justice 40
June 2023	Draft RTP release for 21 day public comment period
July 2023	RTP Endorsement

RTP products include:

- RTP Webpage - <http://pvmpo.pvpc.org/regional-transportation-plan/>
- RTP FAQ - <http://www.pvpc.org/sites/default/files/RTP%20Frequently%20Asked%20Questions.pdf>
- RTP Brochure

- RTP Survey Used at Farmer's Markets

### **Other Outreach Efforts**

The MPO staff continually seeks new methods to engage populations in the planning process. Some neighborhoods in Pioneer Valley Region have a high influx of immigrant populations from a wide range of nationalities. We strive to engage, inform, and involve everyone in the decision-making process. PVPC's guiding principles in for public engagement as defined in the MPO's public participation plan include; promoting respect; proactively providing opportunities for involvement; offering authentic and meaningful participation; providing a clear and predictable process; fostering diversity and inclusiveness; being responsive to participants; record and respond to public comment; and self-evaluation and modification.

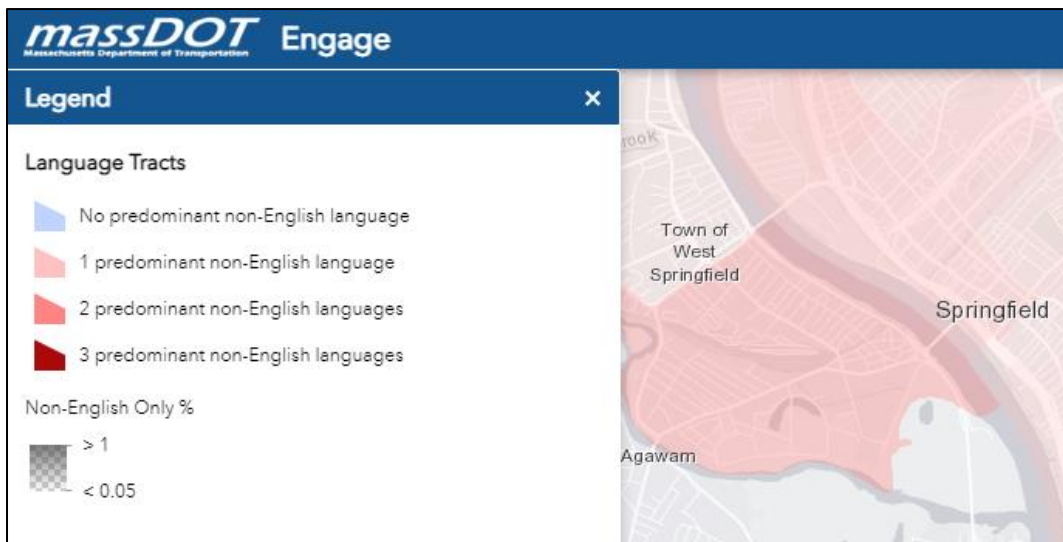
In 2022 PVPC began the process of amending the Public Participation Plan to include provisions and protocols for Virtual Meetings. While Zoom meetings had become normalized during the COVID-19 Pandemic PVPC staff had transitioned to more frequent engagement through 3<sup>rd</sup> party medium such as Zoom and Teams. To assist in this transition protocols and staff training were developed with the intent adding to the Public Participation Plan.

Figure 6 Zoom Meeting Protocols (Draft)

For 0 to 15 people	Up to 30 people	More than 30 people
Participant can unmute and share their perspectives	Mute all participants upon entry	Mute all participants upon entry
Encourage participants to use the chat function for questions and comments	Turn off the ability for participants to unmute themselves	Turn off the ability for participants to unmute themselves.
Use visual cues more during the meeting: physically raise your hand, give a thumbs up!	Ask for interaction by calling people by name and unmuting them	Ask participants to turn off their video  Use live polling or surveys to capture feedback quickly
Encourage more open dialogue and conversation	Encourage participants to use the chat function for questions and comments	Add more tech support: up to three other people besides the facilitator
Ask for interaction by calling people by name	Use the chat function instead of visual cues, which will be difficult to do in a meeting this large	Consider using Break out groups for more detailed conversations  Do not rely on visual cues for responses  Consider providing an IT support phone number

PVPC continues to employ the [MassDOT Engage](#) as a public engagement tool to locate community organizations and to identify strategies for reaching populations. PVPC routinely updates MassDOT on new organizational contacts to add to the resource database.

**Figure 7** MASSDOT Engage Tool



The MPO continues to explore new planning and public outreach tools designed to enhance public engagement and improve the planning process. Since 2019 PVPC has used [aerial drone footage](#) to help the public better understand the benefits and operation of the use of “roundabouts” in intersection design.

**Aerial Drone Video of New Springfield Roundabout Operation**



PVPC also implement the use of [remote video recording](#) in traffic safety studies. As a pilot project the technology cameras were installed at 5 midblock crosswalk location to record and monitor pedestrian and vehicle operations. The data provided from cameras allowed for a more thorough study of the crosswalk and better communicated the safety issues associated with the crosswalk locations.

**Crosswalk Assessment using Countcam-2 used with Camlytics**

Channel	Type	Origin	Source	Time	Object ID
Video File	Crossed line	Vehicle	Enter	9/26/2019 50	
Video File	Object apper	Vehicle		9/26/2019 50	
Video File	Crossed line	Vehicle	Exit	9/26/2019 50	
Video File	Object apper	Pedestrian		9/26/2019 51	
Video File	Crossed line	Pedestrian	Enter	9/26/2019 51	
Video File	Crossed line	Vehicle	Exit	9/26/2019 51	
Video File	Object drag	Vehicle		9/26/2019 50	
Video File	Object drag	Pedestrian		9/26/2019 51	
Video File	Object apper	Pedestrian		9/26/2019 52	
Video File	Crossed line	Pedestrian	Enter	9/26/2019 52	
Video File	Object apper	Unknown		9/26/2019 53	
Video File	Object drag	Unknown		9/26/2019 53	
Video File	Object drag	Vehicle		9/26/2019 52	
Video File	Object apper	Vehicle		9/26/2019 54	
Video File	Object drag	Vehicle		9/26/2019 54	
Video File	Object apper	Unknown		9/26/2019 55	
Video File	Object apper	Unknown		9/26/2019 56	
Video File	Object drag	Unknown		9/26/2019 55	
Video File	Object apper	Unknown		9/26/2019 57	
Video File	Object drag	Unknown		9/26/2019 57	
Video File	Object drag	Unknown		9/26/2019 56	
Video File	Object apper	Unknown		9/26/2019 58	
Video File	Object apper	Unknown		9/26/2019 59	
Video File	Object apper	Unknown		9/26/2019 60	
Video File	Object apper	Vehicle		9/26/2019 61	
Video File	Object drag	Pedestrian		9/26/2019 60	
Video File	Object drag	Pedestrian		9/26/2019 61	
Video File	Object apper	Vehicle		9/26/2019 62	
Video File	Object drag	Vehicle		9/26/2019 62	
Video File	Object apper	Unknown		9/26/2019 63	
Video File	Object drag	Unknown		9/26/2019 63	
Video File	Crossed line	Vehicle	Exit	9/26/2019 64	
Video File	Object apper	Vehicle		9/26/2019 64	
Video File	Object apper	Vehicle		9/26/2019 65	
Video File	Crossed line	Vehicle	Enter	9/26/2019 65	
Video File	Crossed line	Vehicle	Exit	9/26/2019 65	
Video File	Object drag	Vehicle		9/26/2019 65	
Video File	Object apper	Unknown		9/26/2019 66	
Video File	Object apper	Unknown		9/26/2019 66	
Video File	Object apper	Vehicle		9/26/2019 67	
Video File	Object apper	Vehicle	Exit	9/26/2019 67	
Video File	Object drag	Vehicle		9/26/2019 67	
Video File	Object apper	Pedestrian		9/26/2019 68	
Video File	Object apper	Unknown		9/26/2019 69	
Video File	Crossed line	Pedestrian	Enter	9/26/2019 69	
Video File	Object apper	Unknown		9/26/2019 70	

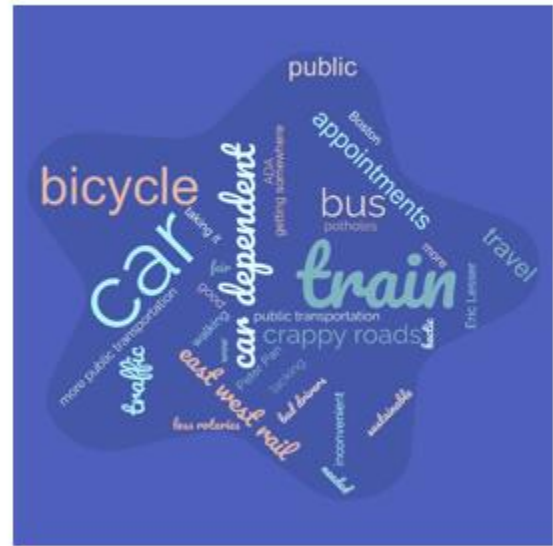
## Visualization Word Clouds

To enhance comprehension and consensus building, PVPC employed the use of “word clouds.” This graphic tool was effective in the fall of 2022 when engaging participants in a meaningful discussion in establishing regional transportation priorities without relying on a high degree of literacy.

Amherst Farmers Market



Springfield Farmers Market



## VI. Complaints

**Recommendation VI-1:** Please review the location and availability of complaint forms at primary points of contact between the public and your organization (e.g., in your organization’s physical offices in an easy-to-access location and on your organization’s website(s)). Are complaint forms easy-to-find and available in relevant languages? Are descriptions of complaint processes also available at these locations and in relevant languages?

**Response:** Title VI Complaint form is posted and available in all LEP languages on the PV MPO web site. Complaint forms are also available from the receptionist at the information desk at PVPC offices on Congress Street in Springfield, MA.

A notice of availability of the MPO’s Title VI complaint process is posted in all LEP languages in the PVPC Large Conference Room (2<sup>nd</sup> floor). All meeting notices include translated offers for assistance.

## Posting of Notice of Complaint Process in PVPC Large Conference Room



### Equity Assessment on the Transportation Planning Tasks

PVPC conducted an equity assessment on the transportation planning tasks completed as part of previous UPWP's. This assessment process has previously been used on the Regional TIP and identifies how regional transportation improvement projects have potentially impacted defined minority and low-income block groups in the region. Analysis of these projects also reflects some of the planning work performed by staff under Task 1.5 - Title VI and Environmental Justice. A map of low income and minority areas in the region is shown on Figure 2 while the TIP project map is shown on Figure 3. A map of planning tasks completed by community from 2011 – 2023 is shown the Figure below.

Past UPWP's were reviewed to identify the transportation planning tasks that were completed for each of the 43 communities in the PVPC region. Tasks included data collection, planning studies, local technical assistance requests, and regional activities such as the update to the TIP or CMP. All total, 1426 tasks were identified over this timeframe. While the total number of projects for each community is often a function of the size of the community, at least one task was completed for each community. This information is summarized on the Table 12. Tasks completed or estimated to be completed as part of the FFY 2022 and FFY 2023 UPWP have also been included on this table for informational purposes. Completion of these tasks are estimated, and additional detail is added at the completion of the federal fiscal year as part of future UPWP's to identify other specific planning work completed such as requested traffic counts, local technical assistance requests, meeting attendance, etc.

Only two communities, Chesterfield, and Middlefield, were found to have less than five transportation tasks completed over the entire analysis period. Every community had at least 2 transportation tasks completed from 2017 – 2021. PVPC has made efforts to reach out to communities to offer planning assistance such as traffic counts and safety assessments. Recent region-wide efforts such as the Safety Compass report have resulted in the ability to offer community wide data to each of the region's 43 cities and towns. PVPC also sends GIS related data directly to each community for integration into their own system.



The Transportation Tasks in the Table was annotated to identify communities that have at least one Census Block Group that meets the MPO's definition of a Low Income or Minority Block Group. Similarly, communities with a higher percentage of population that speaks a language other than English were identified. PVPC works in close collaboration with each community to identify opportunities for outreach in the early stages of all planning tasks to engage, inform and involve all interested parties in the planning process. Some examples of how PVPC addressed Social Equity in the regional planning process are provided below:

- PVPC included outreach to the local Russian population as part of the Merrick/Memorial Neighborhood Study in West Springfield, MA. Staff worked in cooperation with a local non-profit organization - Ascentria Care Alliance (formerly Lutheran Social Services of New England) to identify the critical concerns of the residents of the study area and organize a training session for residents to learn how to use the PVTA bus system. All meeting notices were provided in both English and Russian and a Russian interpreter was present at public meetings.
- PVPC provides transit surveys performed as part of Task 3.2 - Transit System Surveys and Route Implementation in both English and Spanish. Additional languages are available on request.
- Live Well Springfield is a community-based coalition that includes over 20 organizations working in Springfield. The coalition supports a grassroots movement towards health equity through improving access to healthy eating and active living opportunities. The Pioneer Valley Planning Commission is an active member of Live Well Springfield and has worked on food access projects and Springfield's walking and bicycling plan as part of the Live Well Springfield initiative.
- Task 3.2 – ValleyBike Implementation includes a task to promote awareness of the ValleyBike Access Pass for economically disadvantaged people. PVPC will continue to provide and register people for the Access Pass. Events were held during the Fall of 2021 in the Cities of Holyoke and Springfield, MA to help promote the ValleyBike Access Pass.
- PVPC added Stavros, an organization with a mission to help persons with disabilities and Deaf people develop the tools and skills they need to take charge of their own lives, as a voting member of the JTC in 2019.
- The website for the MPO was recently revised to include translation tools for all LEP languages. All major documents, meeting notices and agendas for MPO related activities include a notice regarding the availability of language translations.

## Distribution of UPWP Task by Community 2011 – 2023

Community	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021*	2022*	2023*	Total
Agawam 1 2	2	2	1	3	1	3	5	5	3	1	4		6	36
Amherst 1 2 3	2	4	4	1	1	1	2	2	10	12	9	9		57
Belchertown 1	3	1		1	3	2	2	2	2	2	3			21
Blandford	1		1		1				1	1			1	6
Brimfield	2	3	2	1			1	3	1	1	1	1		16
Chester	2	1	1	1			3	1	1	1	1	1		13
Chesterfield						1		1		1			1	4
Chicopee 1 2 3	1	3	3	3	3	1	2	3	3	12	11	1		46
Cummington		1		1		1	1	2	1		1			8
East Longmeadow	2		1	1	1	1	3	3	4	2	2	1		21
Easthampton 1	3	2	1	3	1	1	5	4	11	6	6	4		47
Goshen	1	1		1	1	1	1	2	1					9
Granby	2		3				1			2	2			10
Granville	1	1	1	1		1		3	3	1				12
Hadley 1	3	4	2	1	2	1	2	2	2	4	2	1		26
Hampden		2		1		1	1	1			1	1		8
Hatfield 1			1			1			2				1	5
Holland	1				1	2	1	2				1	1	9
Holyoke 1 2 3	5	6	3	3	3	6	6	4	6	6	9	7		64
Huntington	1	1	2	1		1		1	1	1	3			12
Longmeadow		1	4	2	1	4	2	1	3	4	2			24
Ludlow 1 2	1			2		1	2		4	2	2	3		17
Middlefield	1								2					3
Monson	1		1				1	1	2	3	3	2		14
Montgomery		1	2	1			1		1				1	7
Northampton 1 2	6	5	7	3	4	5	6	6	17	10	10	7		86
Palmer 1					3	3	2	2	4	2	1			17
Pelham	1		1				1		1	3	1	1		9
Plainfield	1	1	1	1				1	1		1			7
Region Wide	29	33	34	28	30	26	24	26	30	28	29	33	31	381
Russell	1	1	1		1				3					7
South Hadley 1 2	1	2	4	3	2	1	4	2	7	10	9	5		50
Southampton	1	2	1		1	2	1	1	1		1		1	12
Southwick	2	1	2	3	1	2	3	1	4	7	6	2		34
Springfield 1 2 3	12	10	6	6	10	14	11	8	19	18	12	8	6	140
Tolland		1	1	1		1	1	2	2	2	2			13
Wales		1	1			1	2	2	1			1	1	10
Ware 1	2	1	2	2	3	2	2	1	3	4	2			24
West Springfield 1 2 3	3	2	2	1	1	3	9	2	9	3	4	1		40
Westfield 1 2	1	3	3	1		2	5	6	6	6	5	3		41
Westhampton			1	1			1		3	1	3	1		11
Wilbraham 1		1	1	1		2	1	4	2			1		13
Williamsburg		3	1	1	1	2	1	2	1	7	7			26
Worthington						1	1	2	2	1	3			10
<b>Grand Total</b>	<b>95</b>	<b>101</b>	<b>102</b>	<b>80</b>	<b>76</b>	<b>97</b>	<b>117</b>	<b>111</b>	<b>180</b>	<b>164</b>	<b>158</b>	<b>95</b>	<b>50</b>	<b>1426</b>

\* Estimated

1 Community with Low Income Block Groups

2 Community with Minority Block Groups

3 This community has a higher probability of requiring translation of documents into a language other than English  
 Transportation Planning Activities included data collection, planning studies, local technical assistance requests, and regional activities such as the TIP and UPWP.

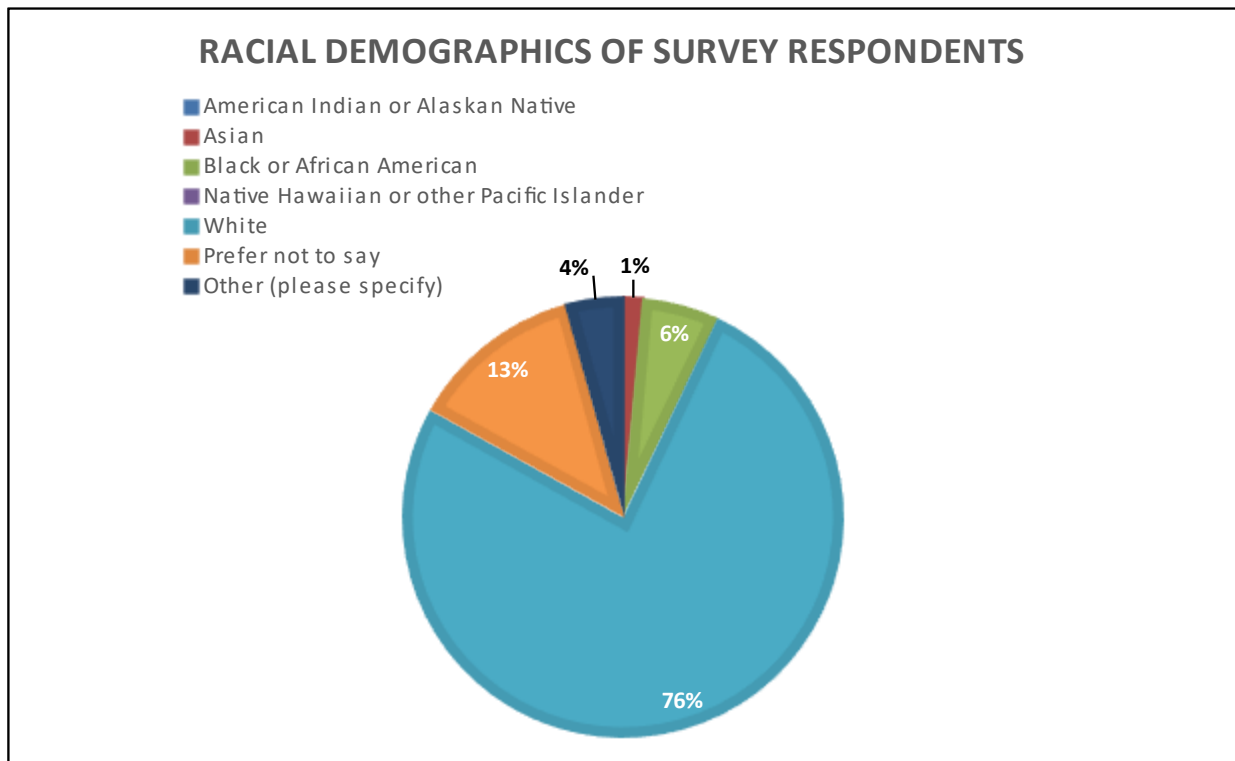
**Table - Traffic Counts by Community and Year**

Community	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022*	2023*	Total
Agawam		1		1		1	1	12	1	1	2		5	25
Amherst	7	5	8	4	8	4	9	5	9	9	5	9		82
Belchertown	9				1				1	1	15			27
Blandford	2		1										1	3
Brimfield		17					4	4		1	1			27
Chester	1	1	2	2	1	4	1	1	1	1	1	1		17
Chesterfield						2							1	2
Chicopee	1	1	1	16	1	13	7	8	1	10	2	1		62
Cummington		2		2		4		2			2			12
East Longmeadow	4		1		3		1		1	2	1	1		14
Easthampton	4	3	16	3	6	8	5	3	6	5	4	4		67
Goshen	1	1		2		1		1			1			7
Granby	1		6		10		1			1	1			20
Granville	3	2	1	1	2				2		1			12
Hadley	1	3	8	1	21	1	1	2	1	2	3	1		45
Hampden		2		2	3	2		2			2			13
Hatfield						1			2				1	3
Holland	1		1										1	2
Holyoke	29	13	2	10	3	5	4	2	3	4	5	7		87
Huntington			2		2			1	1	1	2			9
Longmeadow		1	3	1		1		23	1	2	2			34
Ludlow	1			1	6				4	1	1	3		17
Middlefield									2					2
Monson	7		2		3	1	3		2	3	1	2		24
Montgomery		2											1	2
Northampton	8	16	34	8	10	7	6	8	9	8	8	7		129
Palmer									2					13
Pelham	7		1		1		1		1	1		1		13
Plainfield	2	6		2		1		1			1			13
Russell	4	1	1						2					8
South Hadley	12	1	4	3	25	1	26	5	5	8	5	5		100
Southampton	14			3									1	17
Southwick	2	1	2	28	14	3	4	13	2	5	15	2		91
Springfield	15	35	28	24	9	6	13	6	15	11	19	8	5	194
Tolland		2	1	2	3		4	2	2	2	3			21
Wales		2	4										1	6
Ware	1			15			1		1	2	2			22
West Springfield	1	36	1	8	3	3	1	2	7	2	9	1		74
Westfield	4	5	20	2	6	3	5	2	4	5	4	3		63
Westhampton	1		1	3	1	4	1		3	1		1		16
Wilbraham		3	2	7	2	3					2	1		20
Williamsburg		13		3	6	2				4	1			29
Worthington					2		1	1		1				5

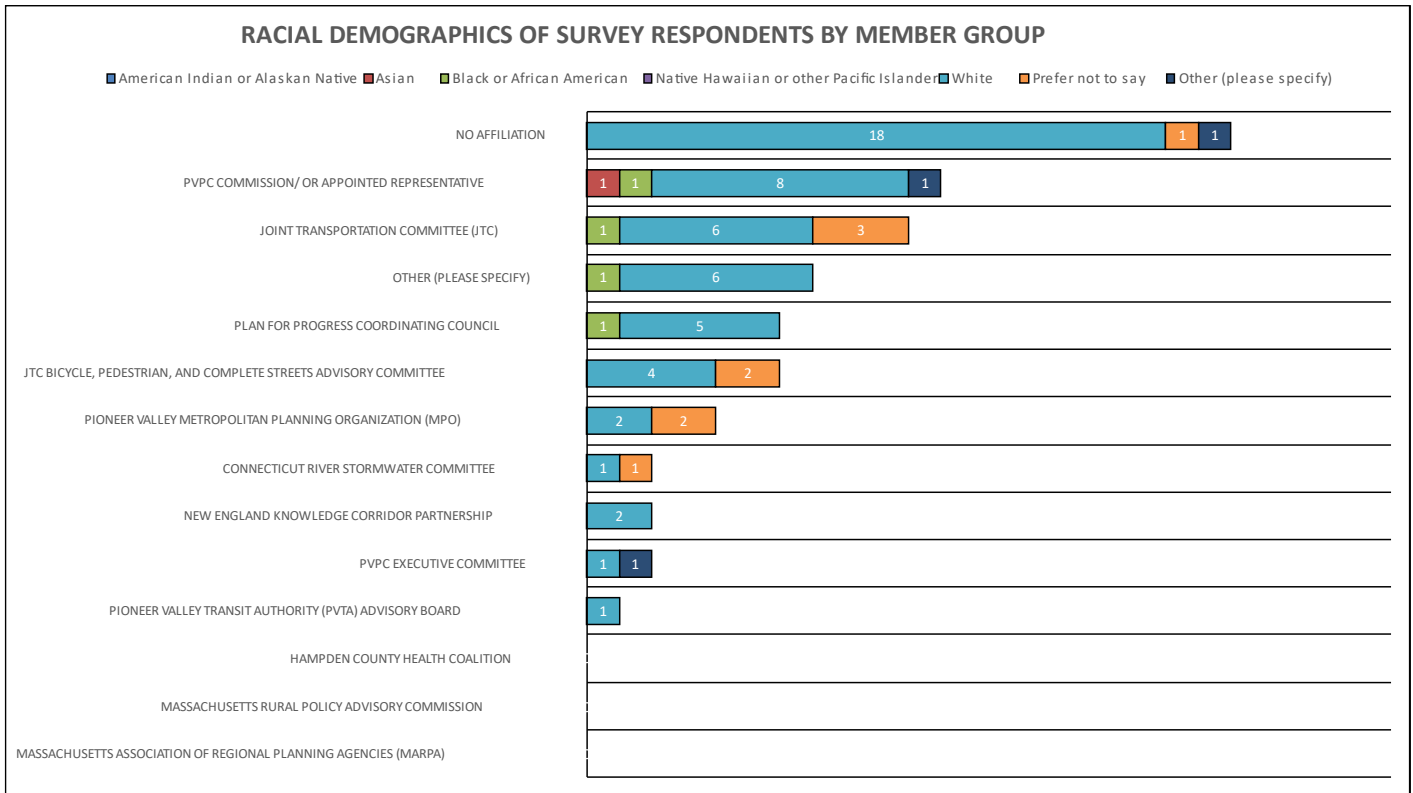
### Survey of Pioneer Valley Planning Commission Member Organizations (including race)

The Pioneer Valley Planning Commission conducted a survey on public participation methods used by the agency. In addition to commission members, respondents belong to member groups, including the Joint Transportation Committee (JTC), the Pioneer Valley Metropolitan Planning Organization (MPO), and the Plan for Progress Coordinating Council. The survey aims to understand how individuals prefer to participate in meetings and which news format is most convenient. Most respondents have indicated that they receive PVPC meeting information most efficiently through email, rather than paper. Also included is a series of questions regarding virtual meetings and how to improve the experience for their participants. Respondents have indicated that they were satisfied with the format of meetings held on the Zoom platform and that this is an efficient way to hold virtual meetings. Many said they would like to see more peer presentations given during these virtual meetings. These insights are valuable to improve the public participation experience and to increase accessibility of the tools being used.

Figure – Demographic Profile of Representation



**Figure- Demographic Profile of Representation 2022**



**Figure – Demographic Profile of Representatives**

Answer Choices	Responses	Demographic Profile							Other		
		American Indian or Alaskan Native	Asian	Black or African American	Native Hawaiian or other Pacific Islander	White	Prefer not to say	Other (please specify)	Hispanic	Non-Hispanic	Prefer not to say
Massachusetts Association of Regional Planning Agencies (MAR)	0.00%	0	0	0	0	0	0	0	0	0	0
Massachusetts Rural Policy Advisory Commission	0.00%	0	0	0	0	0	0	0	0	0	0
Hampden County Health Coalition	0.00%	0	0	0	0	0	0	0	0	0	0
Pioneer Valley Transit Authority (PVTA) Advisory Board	1.96%	1	0	0	0	1	0	0	0	1	0
PVPC Executive Committee	3.92%	2	0	0	0	1	0	1	0	1	1
New England Knowledge Corridor Partnership	3.92%	2	0	0	0	2	0	0	0	2	0
Connecticut River Stormwater Committee	3.92%	2	0	0	0	1	1	0	0	2	0
Pioneer Valley Metropolitan Planning Organization (MPO)	7.84%	4	0	0	0	2	2	0	1	2	1
JTC Bicycle, Pedestrian, and Complete Streets Advisory Commi	11.76%	6	0	0	0	4	2	0	0	5	1
Plan for Progress Coordinating Council	11.76%	6	0	0	1	5	0	0	1	5	0
Other (please specify)	13.73%	7	0	0	1	6	0	0	1	6	0
Joint Transportation Committee (JTC)	19.61%	10	0	0	1	6	3	0	1	8	1
PVPC Commission/ or Appointed Representative	21.57%	11	0	1	1	8	0	1	0	10	1
No affiliation	39.22%	20	0	0	0	18	1	1	0	19	1
<b>Answered</b>		<b>51</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>54</b>	<b>9</b>	<b>3</b>		

END