



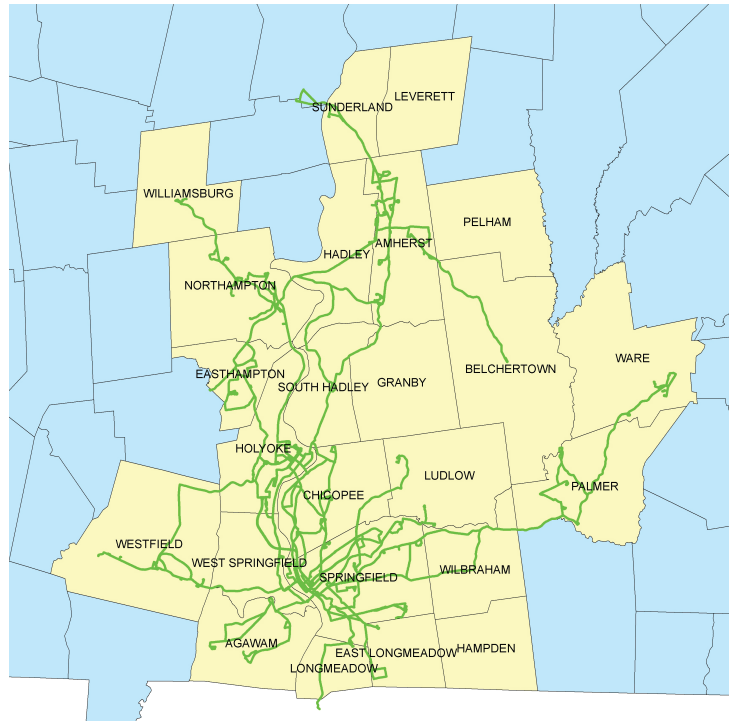
FY26 Annual Report

Pioneer Valley Transit Authority

The Pioneer Valley Transit Authority (PVTA) is the largest regional transit authority in Massachusetts with 189 buses, 138 vans, and 24 participating member communities. PVTA provides fixed-route bus and ADA demand-responsive van service. Funding for the PVTA comes from local, state, and federal sources. The Pioneer Valley Transit Authority was created by the Massachusetts General Laws chapter 161B in 1974 as a funding source and to provide oversight and coordination of public transportation within the Pioneer Valley region.

PVTA’s Service Area

- | | | | |
|-----|-----------------|-----|------------------|
| 1. | Agawam | 13. | Ludlow |
| 2. | Amherst | 14. | Northampton |
| 3. | Belchertown | 15. | Palmer |
| 4. | Chicopee | 16. | Pelham |
| 5. | East Longmeadow | 17. | South Hadley |
| 6. | Easthampton | 18. | Springfield |
| 7. | Granby | 19. | Sunderland |
| 8. | Hadley | 20. | Ware |
| 9. | Hampden | 21. | West Springfield |
| 10. | Holyoke | 22. | Westfield |
| 11. | Leverett | 23. | Wilbraham |
| 12. | Longmeadow | 24. | Williamsburg |



Administrator's Message

Over the last year, PVRTA has implemented new route service, improved frequency and enhanced service, resulting in a more robust transit system that prioritizes the needs of our passengers by improving their access to employment, education, medical and entertainment opportunities.

This year, a milestone was establishing partnerships with the Berkshire Regional Transit Authority and the Franklin Regional Transit Authority breaking barriers to improve regional connectivity across Western Massachusetts. PVRTA also launched a digital communications network that provides passengers with live arrival predictions, real time vehicle locations, and instant service alerts keeping riders informed of modifications or delays.

These transit investments have resulted in continued growth. In Fiscal Year 2026, PVRTA's total ridership reached 10,475,119, an 8.4% increase that continues a steady upward trend and validates the strategic focus on expanding service.

As we look to the future, PVRTA remains committed to expanding transit access. We will continue to innovate, listen to our passengers, and invest in the infrastructure necessary to keep the residents of the valley moving.

We deeply appreciate the dedication of our professional operators, technicians, and staff who keep the transit system moving every day. We also thank our Board Members, stakeholders, and elected officials for their continued support of public transportation in the region.

Sandra E. Sheehan

Sandra E. Sheehan
Administrator, Pioneer Valley Transit Authority

MAJOR CAPITAL FACILITIES

Roof-Top Solar Array System Installation

655 Cottage Street Bus O&M Facility, Springfield

PVTA executed a Power Purchase Agreement (PPA) with Solect Energy in June 2024 to construct a 1 Mega Watt DC Photo Voltaic Rooftop Solar Array with approximately 0.5 Mega Watts of battery storage on the Cottage Street facility roof. PVTA leveraged a \$357,300 Massachusetts Department of Energy Resources (DOER) Lead by Example (LBE) Grant awarded to PVTA to offset the costs and increase energy savings resulting from the project. Based on current electric utility rates, it is projected that PVTA will realize over \$100,000 in energy savings annually over the 20-year agreement.

The ballasted rooftop solar panels were fully installed by the end of 2024. Electrical infrastructure installation took place in 2025. In the spring 2026 the solar array was interconnected, tested, and commissioned, and on June 3, 2026, placed into active service. In the first two months of service the array produced over 300 Mega Watt hours of electricity.



In December of 2025, PVTA received a Leading by Example Award from the Massachusetts Executive Office of Energy and Environmental Affairs, the Division of Capital Asset Management and Maintenance, and DOER recognizing the Authority's commitment to decarbonization, clean energy and environmental efforts.

Paratransit Facility Masonry Facade Improvements 2840 Main Street, Springfield

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The paratransit facility's administrative/maintenance (A & M) building and van storage/wash building were in dire need of spot brick, concrete block, mortar, and window lintel repairs. PVTA retained STV, Inc. of Boston. PVTA and STV, working in coordination with the Springfield Historic Commission, prepared a design to restore the chimney's intricate brick pattern and cap to its original glory and repair the brick and cast concrete moldings along the Main Street facade. Replacement bricks and mortar were expertly matched to the original brick and mortar types and colors.

The masonry facade improvement project was competitively bid in January 2026 and Allegrone Companies of Pittsfield, MA was awarded the contract as the lowest responsive and responsible bidder at \$665,000. The masonry facade improvement was initiated in early April and completed in July on time and on budget.



GRANTS

Community Transit Grant Program (CTGP)

PVTA received funding to continue our Travel Training Program which provides mobility training sessions that assist seniors and mobility impaired individuals to access fixed-route public transportation.

We also received funding to continue the Beyond ADA Operating Assistance Program, which works with local Council's on Aging to provide transportation for seniors in several area communities. Westfield and the South County Senior Center joined the program this year. The program now serves 9 communities and includes projects at Councils on Aging in East Longmeadow, Longmeadow, Hampden, Agawam, Hadley, Ware and Williamsburg as well as Westfield, South Deerfield and Sunderland.

Regional Transportation Connectivity Grant (RTC):

PVTA was awarded funding to continue operating the X94 and the Northampton Southwick Route as well as an expanded Pelham to Greenfield Route and a new route from Holyoke to Ware.

PVTA also awarded funding through a joint application with Franklin Regional Transit Authority (FRTA) and Berkshire Regional Transit Authority (BRTA) for an additional year of service on the Link 413 route.

MASSCEC ACT4 ALL2 Grant:

PVTA was able to complete a Fleet Electrification Master Plan and purchase 4 Ford Transit EV's that were delivered in May from funding allocated.



SERVICE ENHANCEMENTS

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New Service

Link 413: Service began on January 27th for this new regional commuter bus service connecting the 413 area. Link 413 is a partnership with BRTA and FRTA, operating three new commuter routes:

- Route 901 travels between Pittsfield and North Adams.
- Route 903 travels between North Adams and Greenfield.
- Route 904 Travels between Pittsfield and Northampton along the Route 9 corridor.

G47: Service began in May and provides a direct connection between Northampton and Southwick, operating on 70-minute frequency Monday through Friday. This route connects with FRTA in Southwick and Southampton, improving connections between the transit authorities

B49: Service began on March 30th. This route connects Ware and Holyoke with stops in Belchertown, Granby and South Hadley along routes 9 and 202. This route operates approximately every two hours, Monday through Friday.

Expanded Service:

Pelham-Greenfield: PVRTA expanded the former Amherst-Greenfield route to add service into Pelham to provide transit service to residents of the new Amethyst Brook Apartment complex in Pelham. The route was also expanded from 3 round trips daily to 6, connecting the Amherst area to FRTA service in Greenfield from 7:00 AM to 8:30 PM on weekdays.

X94 (Outer Crosstown): PVRTA was able to continue service on this route that connects the Ludlow and East Longmeadow Big Y's this year and added service to Colonial Estates on Beacon Circle, providing additional transportation options. This route operates on weekdays, Saturdays, and Sundays with hourly frequency and provides for easier crosstown trips.

R29, 38 and 36: These routes were reconfigured, combining the 38 and 36 into one route with an academic year schedule and no school schedule. The R29 was shortened, with service ending at Mount Holyoke College and connecting with the 38 there to provide significantly improved service along the corridor between Mount Holyoke College and the Holyoke Mall. Weekday service increased from 6 trips per day to 23, providing improved transit options in South Hadley and Holyoke.

R24: This route was reconfigured to provide 2 way service in much of Holyoke with improved connections to shopping and the Holyoke Medical Center. Weekend service was added as well. The route now ensuring the area residents can directly access Holyoke Medical Center 7 days a week.

G5, X92, R14: Sunday service was added/expanded.

G1: This route was split into two routes, G1 Chicopee and G1 Springfield, to minimize the impacts of The X Reconstruction Project in Springfield.

Service Frequency Improvements:

Weekday frequency increased from every:

- **B6:** 30-minutes to every 20-minutes
- **34:** 25-minutes to every 15-minutes
- **R10:** 45-minutes to 30-minutes
- **G2:** 30-minutes to 20-minutes

RIDERSHIP

PVTA ridership continued its upward trend during FY26 and reached its highest level of ridership since 2018. PVTA's FY26 fixed route ridership was 10,263,315.

Paratransit ridership during FY26 was 211,804 passengers.

TECHNOLOGY

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Fleet Communications Modernization

PVTA began a multi-year initiative to upgrade onboard modems and antennas across its fixed-route and paratransit fleets, preparing vehicle communications systems for the transition to 5G technology. The project is designed to strengthen the reliability and capacity of onboard communications while ensuring PVTA is positioned for future cellular network changes before older 4G technology is phased out. By implementing the upgrades over multiple years, PVTA can manage the investment within available budget resources while steadily modernizing fleet technology and reducing the risk of future service disruptions. The first phase of the project was completed this year, establishing the foundation for continued deployment across the fleet.



Voice over Internet Protocol (VoIP) Communications Deployment

PVTA completed the first deployment of Voice over Internet Protocol (VoIP) communications on fixed-route service vehicles, expanding reliable voice communications beyond the coverage limitations of the existing land mobile radio system. The solution leverages PVTA's existing Avail Enterprise Transit Management System (ETMS) and onboard communications infrastructure to provide operators with voice connectivity in areas where traditional radio coverage is limited or unavailable.

This deployment represents an important advancement in PVRTA's communications capabilities, improving connectivity between vehicle operators and dispatch while maximizing the value of existing ITS investments. The initial implementation also establishes a scalable foundation for expanding VoIP communications across additional vehicles and service areas.

Cybersecurity Infrastructure Upgrade

PVRTA strengthened its cybersecurity protections by replacing aging firewalls that have been identified as vulnerable to potential cyberattack. The upgraded firewalls improve protection of PVRTA's network and help safeguard the systems and information that support daily transit operations. By standardizing firewall technology across the organization, PVRTA also improved consistency, reliability, and ease of management. This investment supports PVRTA's broader cybersecurity efforts to protect customer and organizational data, reduce the risk of service disruptions, and help ensure the continued availability of critical technology systems.

Paratransit Technology Modernization

PVRTA developed comprehensive specifications for the procurement of a next-generation paratransit software platform to modernize the technology supporting ADA and demand-response services, as well as shuttle services currently operated by the paratransit service provider. The new platform will also support the introduction of microtransit, a new service model being implemented by PVRTA to provide more flexible, on-demand mobility options. The procurement focused on improving scheduling and dispatching capabilities, customer communications, reporting, operational oversight, and integration with existing PVRTA technology systems to support a more connected and efficient service environment. Spare Labs was selected as the new software provider, and implementation is underway, with transition to the new system expected in fall 2026. The project is intended to improve operational efficiency and the customer experience while providing a flexible technology foundation that can support future service enhancements and evolving mobility needs.

PIONEER VALLEY TRANSIT AUTHORITY

STATEMENT OF NET POSITION

June 30, 2026

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	2026	2025
Assets and deferred outflows of resources		
Current assets		
Cash and equivalents	\$ 1,935,962	\$ 1,644,435
Short-term investments	9,247,722	7,966,880
Receivables, net	28,121,452	28,735,652
Prepaid expenses	58,773	111,864
Total current assets	39,363,909	38,458,831
Investment in Holyoke Intermodal Facility, LLC	3,880,456	3,901,544
Property and equipment, net	148,017,782	116,095,869
Lease related asset, net	4,504,472	4,742,124
Net pension asset	5,985,107	
Total assets	201,751,726	163,198,368
Deferred outflows of resources		
Deferred outflows related to pensions	1,756,887	3,098,978
Deferred outflows related to other post employment benefits	6,120,726	690,668
Total deferred outflows of resources	7,877,613	3,789,646
Total assets and deferred outflows or resources	209,629,339.00	166,988,014.00
Liabilities and deferred inflows of resources		
Current liabilities		
Accounts payable	13,225,446	15,731,842
Compensated Absences	176,847	126,895
Insurance claims reserve	2,500,000	2,500,000
Unearned revenue	5,397,741	110,045
Accrued interest	654,178	825,696
Note payable	16,400,000	18,400,000
Total current liabilities	38,354,212	37,694,478
Lease related obligation	4,898,751	5,049,175
Net pension liabilities	2,898,887	3,212,517
Accrued other post employment benefits	39,281,344	30,990,633
Total liabilities	85,433,194	76,946,803
Deferred inflows of resources		
Deferred inflows related to pensions	5,123,953	1,372,967
Deferred inflows related to other post employment benefits	6,041,420	8,915,099
Total deferred inflows of resources	11,165,373	10,288,066
Total liabilities and deferred inflows of resources	96,598,567.00	87,234,869.00
Net position		
Invested in capital assets, net of related debt	151,898,238	119,997,413
Restricted reserve	2,075,361	2,024,742
Unrestricted	(40,942,827)	(42,269,010)
Total net position	\$ 113,030,772	79,753,145

STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION

June 30, 2026

	Final Budget	Actual Revenue & Expenses	Variance Favorable (Unfavorable)
Operating revenues			
Fixed route income	\$ 1,164,639	\$ 1,296,789	\$ 132,150
Paratransit income		4,023	\$ 4,023
Shuttle service income	5,400	-	\$ (5,400)
Advertising income	285,000	244,664	\$ (40,336)
Other income	556,926	492,508	\$ (64,418)
Total operating revenues	2,011,965	2,037,984	26,019
Operating expenses			
Fixed route service	51,446,396	50,168,676	\$ 1,277,720
Paratransit service	11,373,900	10,993,333	\$ 380,567
Shuttle service	911,519	1,050,422	\$ (138,903)
Other operating costs	3,453,266	3,275,418	\$ 177,848
Administrative salaries, taxes and fringe benefits	3,124,255	3,173,291	\$ (49,036)
Other administrative expenses	940,358	881,089	\$ 59,269
Change in post employment benefit liabilities		(1,207,067)	
Reimbursable depreciation	-		\$ -
Non-reimbursable depreciation	-	17,810,756	-
Total operating expenses	71,249,694	86,145,918	1,707,465
Operating income (loss)	(69,237,729)	(84,107,934)	(1,681,446)
Non-operating revenues (expenses)			
Government Assistance			
Federal	667,352	2,982,652	\$ 2,315,300
Massachusetts	57,264,152	53,909,992	\$ (3,354,160)
Member communities	10,636,225	10,636,224	\$ (1)
Total Non-Capital Subsidies	68,567,729	67,528,868	\$ (1,038,861)
Operating income (loss) and noncapital subsidies	(670,000)	(16,579,066)	
Other nonoperating revenues (expenses)			
Capital subsidies and contributions		49,668,435	
Interest income	670,000	755,519	\$ 85,519
Interest expense	(540,000)	(567,261)	\$ (27,261)
Total other non-operating revenues (expenses)	130,000	49,856,693	58,258
Increase (decrease) in net position		33,277,627	
Net position, beginning of period		79,753,145	
Net position, end of period		\$ 113,030,772	

OPERATIONAL FACTS AND FIGURES 2026

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	2026	2025
Fixed Route		
Financials		
Operating Expenses	51,219,098	\$ 47,728,374
Revenue	1,296,789	\$ 2,077,855
Net Fixed Route Cost	\$49,922,309	\$45,650,519
Characteristics		
Passenger Trips	10,263,315	9,472,133
Vehicle Miles	6,077,041	5,754,630
Vehicle Hours	377,089	359,311
Revenue Miles	5,604,102	5,261,082
Revenue Hours	350,383	332,813
Performance Measures		
Operating Expenses Per Passenger Trip	4.99	\$5.04
Operating Expenses Per Vehicle Mile	8.43	\$8.29
Operating Expenses Per Vehicle Hour	135.83	\$132.83
Operating Expenses Per Revenue Mile	9.14	\$9.07
Operating Expenses Per Revenue Hour	146.18	\$143.41
Passenger Trips Per Mile	1.69	1.65
Passenger Trips Per Hour	27.22	26.36
Passenger Trips Per Revenue Mile	1.83	1.80
Passenger Trips Per Revenue Hour	29.29	28.46
Paratransit		
Financials		
Operating Expense	10,993,333	\$ 10,421,092
Revenue	4,023	\$ 82,162
Net Paratransit Cost	\$10,989,310	\$10,338,930
Characteristics		
Passenger Trips	211,804	211,794
Vehicle Miles	2,646,367	2,495,834
Vehicle Hours	163,987	162,792
Revenue Miles	2,288,092	2,201,926
Revenue Hours	141,603	140,177
Performance Measures		
Operating Expenses Per Passenger Trip	\$51.90	\$49.20
Operating Expenses Per Vehicle Mile	\$4.15	\$4.18
Operating Expenses Per Vehicle Hour	\$67.04	\$64.01
Operating Expenses Per Revenue Mile	\$4.80	\$4.73
Operating Expenses Per Revenue Hour	\$77.63	\$74.34
Passenger Trips Per Mile	0.08	0.08
Passenger Trips Per Hour	1.29	1.30
Passenger Trips Per Revenue Mile	0.09	0.10
Passenger Trips Per Revenue Hour	1.50	1.51

PIONEER VALLEY TRANSIT AUTHORITY

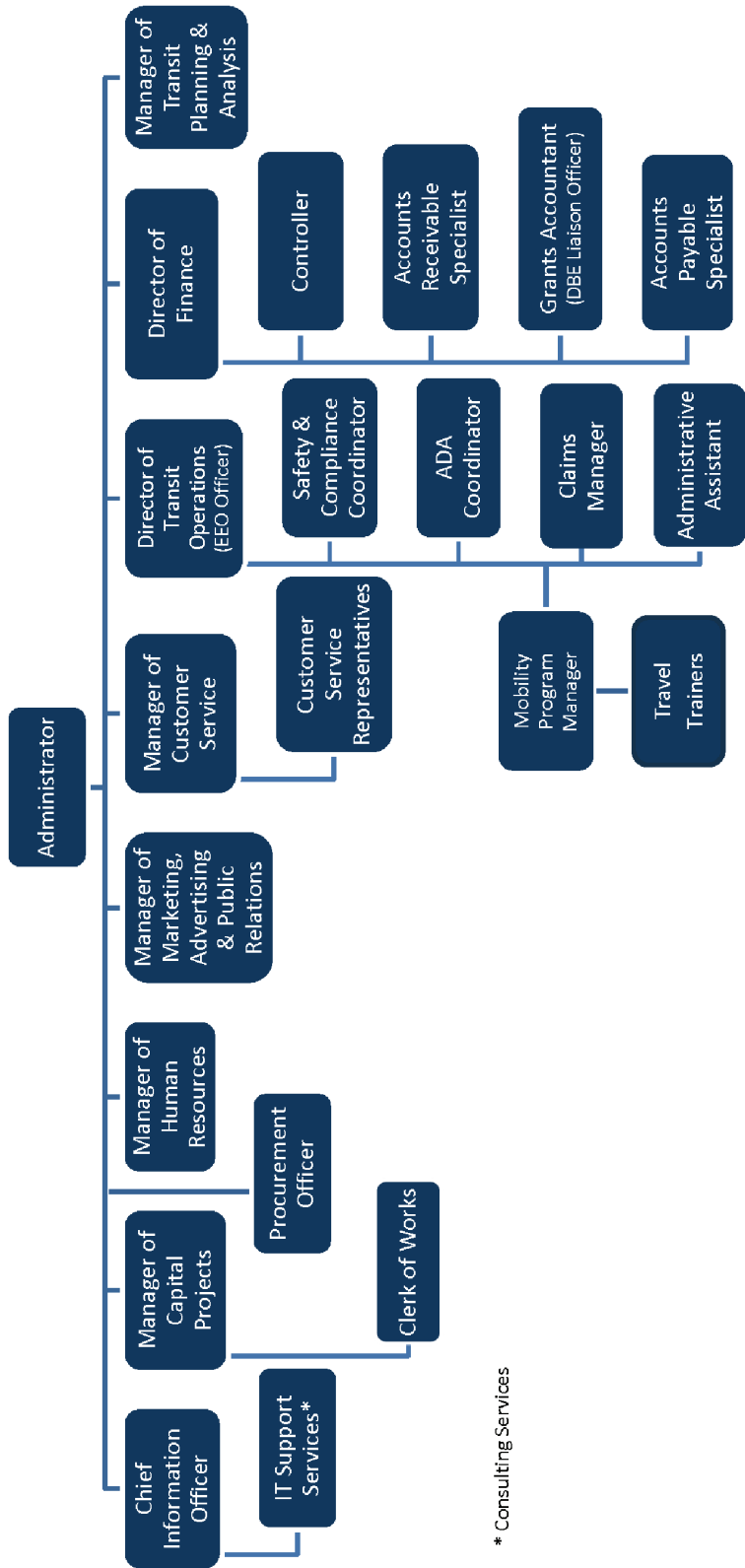
STATEMENT OF NET COST OF SERVICE

SUPPLEMENTARY INFORMATION

FOR THE YEAR ENDED JUNE 30, 2026

	Total Service Area 2026	Total Service Area 2025
Operating costs		
Administrative costs	4,054,380	3,889,987
Purchased services		
Fixed route	50,168,676	46,849,054
Paratransit	10,993,333	10,421,092
Shuttle	1,050,422	879,320
Other operating costs	3,275,418	3,442,408
Debt service	567,261	731,756
Total operating costs	70,271,752	66,213,617
Operating assistance and revenues		
Federal & other operating and administrative assistance	4,156,654	1,660,187
Other operating assistance		3,863,156
Revenues		
Local revenues		
Fixed route	1,296,789	2,075,678
Paratransit	4,023	82,162
Shuttle	-	2,177
Advertising	244,664	339,600
Other income	492,508	499,515
Interest	755,519	644,601
Total local revenues	2,793,503	3,643,733
Total operating assistance and revenues	6,950,157	9,167,076
Net operating deficit	63,321,595	57,046,541
Increase in reserve for extraordinary expense	50,619	49,384
Net cost of service	63,372,214	57,095,925
Local assessments	10,636,224	10,376,805
Massachusetts contract assistance	52,735,990	39,440,070
Total	63,372,214	49,816,875
Net Cost of Service 2025	Fixed Route	Paratransit
Expenditures	51,219,098	10,993,333
Revenue	1,296,789	4,023
Net Cost	49,922,309	10,989,310

PVTA Organizational Chart



* Consulting Services

*The Pioneer Valley Transit Authority values workplace diversity and is strongly committed to its policies on equal employment opportunity and its own Affirmative Action Program.
PVTA's EEO policy is available at
www.pvta.com.*



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