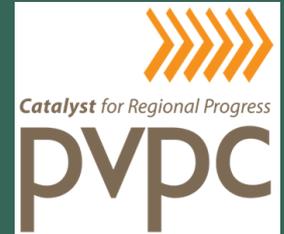
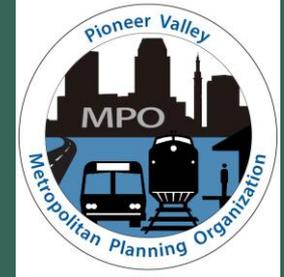


# 2024 UPDATE TO THE RTP

## FOR THE PIONEER VALLEY MPO



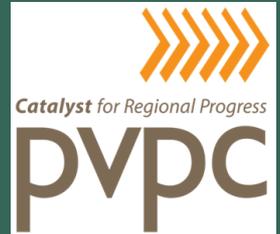
June 28, 2023

# 2024 UPDATE TO THE RTP FOR THE PIONEER VALLEY MPO

- This Meeting is being Recorded. Please notify PVPC staff if you are also recording this meeting.
- Participants are muted upon entrance to the meeting.
- The name change function has been disabled.
- MPO staff will begin the meeting with a 20-25 minute presentation. Please hold questions and comments until the end of the presentation.
- Participants wishing to speak should click the “Participants” icon on the lower toolbar and then click “Raise Hand” in the dialog box to notify the chair. Telephone participants should press \*9 to indicate that they wish to speak.
  - A staff member will unmute you and call on you to ask you for your question or comment.
    - Please identify yourself and your respective agency for the benefit of staff and other meeting participants.
- All comments and questions received as part of this meeting will be entered into public record on the Draft 2024 RTP for the Pioneer Valley MPO.

# 2024 UPDATE TO THE RTP

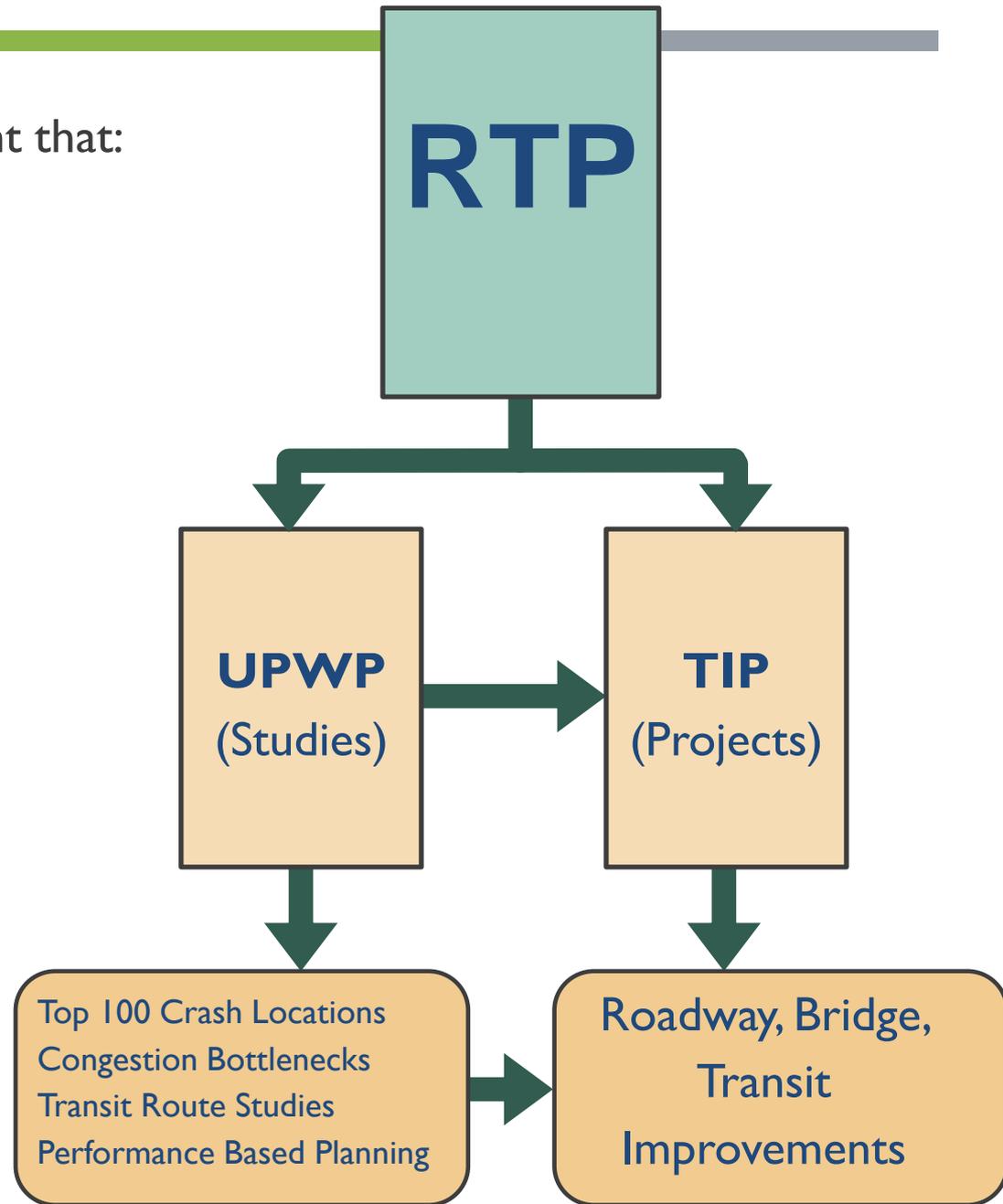
## FOR THE PIONEER VALLEY MPO



June 28, 2023

A long range planning document that:

- Outlines the direction of transportation improvements.
- Identifies existing and future regional transportation needs.
- Presents strategies to alleviate deficiencies in the regional transportation system.
- Demonstrates Air Quality Conformity and GHG Conformity
- Is financially constrained.
- Advances both construction projects and planning studies.
- Is equitable for all.
- Is performance based.
- Complies with the Infrastructure Investment and Jobs Act (IIJA or BIL)



# IIJA (BIL)

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- Infrastructure Investment and Jobs Act (IIJA)
  - Also referred to as the Bipartisan Infrastructure Law (BIL)
  - Replaces and expands upon the FAST Act
- Signed into law – November 15, 2021
  - \$567.1 Billion for infrastructure over the 5 Year life of the Bill
  - Invests \$350 Billion in highway programs
- Creates over a dozen new highway programs
  - New Carbon Reduction Program
- Provides more opportunities for local governments
  - Safer Streets and Roads for All Grant
  - Incorporates “Complete Streets” standards
  - Includes housing considerations in the metropolitan transportation planning process
    - Development of surface transportation systems that will better connecting housing and employment

# METROPOLITAN PLANNING ORGANIZATION

- A MPO is a federally mandated transportation policy making organization comprised of representatives of transportation authorities and local government that oversee the metropolitan transportation planning process.
  - Determined by Census Population – Urbanized area > 50,000
  - Pioneer Valley Joint Transportation Committee (JTC) is the recommending body to the Pioneer Valley MPO.
  - The transportation section is the staff for the MPO.

## ■ Pioneer Valley MPO Members

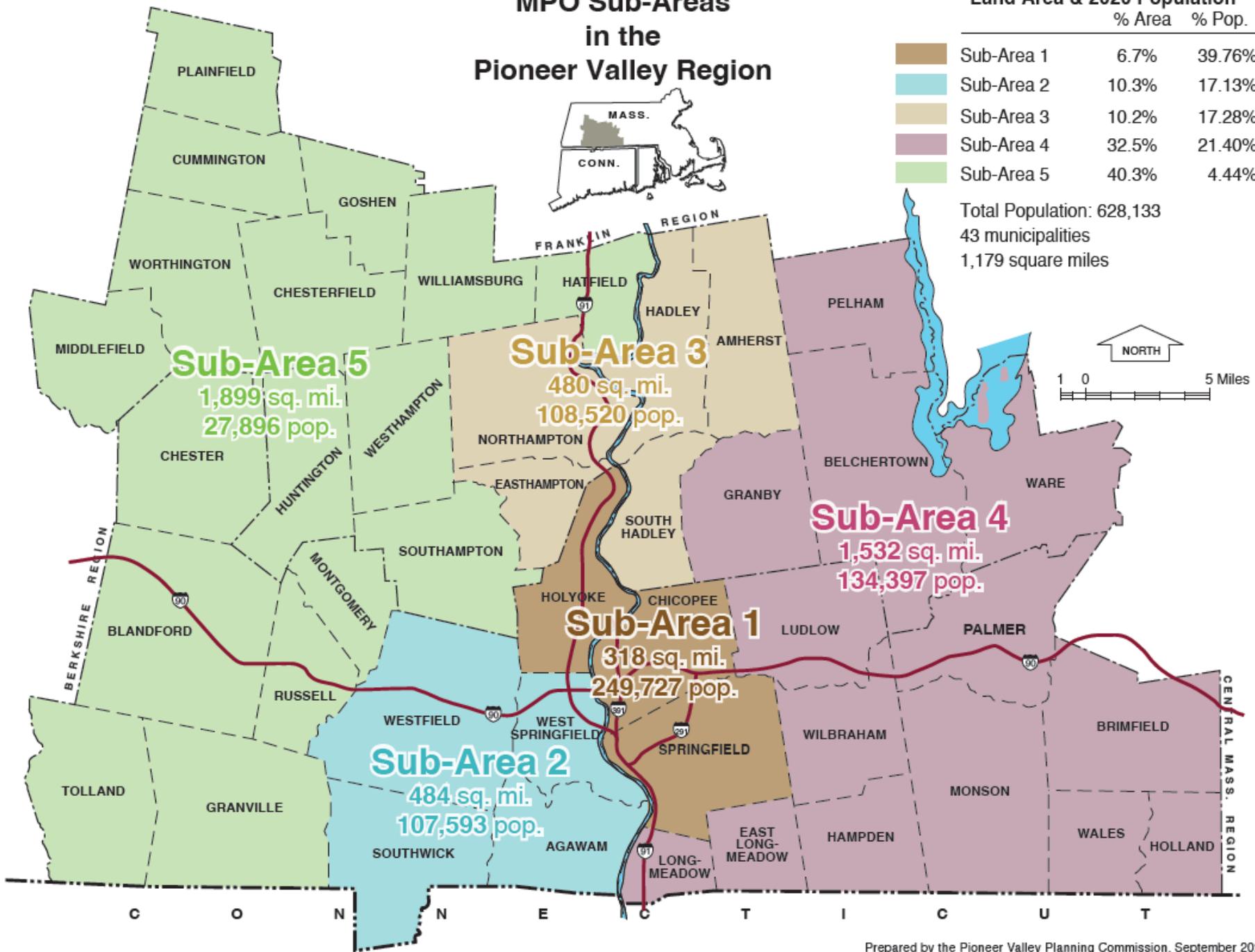
<b>Name</b>	<b>Title</b>
Gina Fiandaca	Secretary and CEO of the Massachusetts Department of Transportation
Jonathan L. Gulliver	Administrator of the Massachusetts Department of Transportation Highway Division
Walter Gunn	Chairman of the Pioneer Valley Executive Committee
Douglas Slaughter	Chairman of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

# MPO Sub-Areas in the Pioneer Valley Region

## Land Area & 2020 Population

	% Area	% Pop.
Sub-Area 1	6.7%	39.76%
Sub-Area 2	10.3%	17.13%
Sub-Area 3	10.2%	17.28%
Sub-Area 4	32.5%	21.40%
Sub-Area 5	40.3%	4.44%

Total Population: 628,133  
43 municipalities  
1,179 square miles



# 2024 RTP PUBLIC OUTREACH

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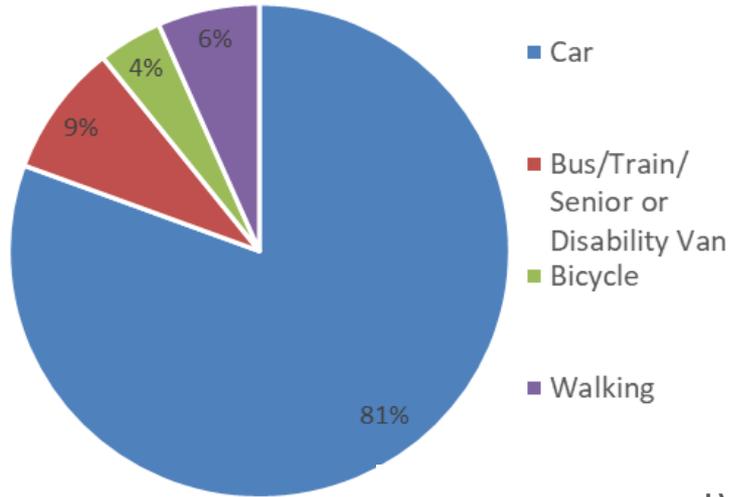
- September 17, 2022 – Amherst Farmer’s Market
- September 27, 2022 – Springfield Forest Park Farmer’s Market
- October 2, 2022 – Easthampton Farmer’s Market
- October 4, 2022 – Northampton Farmer’s Market
- October 6, 2022 – Westfield Farmer’s Market
- October 15, 2022 – Holyoke Farmer’s Market
- November 5, 2022 - Gujarati Association of Western Massachusetts
- November 10, 2022 – Pope Francis High School Career Day
- November/December – 5 RTP Focus Group Events to prioritize content
- January 5, 2023 – Amherst Transportation Committee (with MassDOT)
- January 12, 2023 – Western Massachusetts Transportation Advocacy Network Meeting (with MassDOT and FRCOG)
- June 10, 2023 – Easthampton Cultural Chaos
- June 24, 2023 – Huntington Transfer Station
- June 29, 2023 – Westfield Farmers Market
- July 10, 2023 – Armour Yard Holyoke

# SUMMARY WORD CLOUD

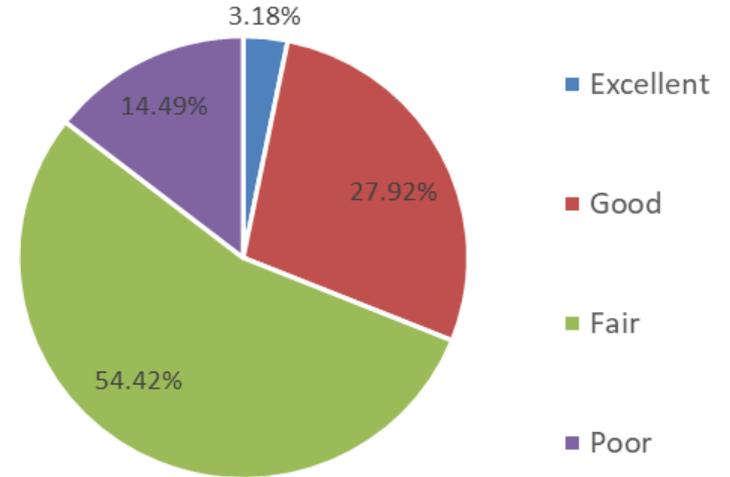


# RTP SURVEY RESULTS

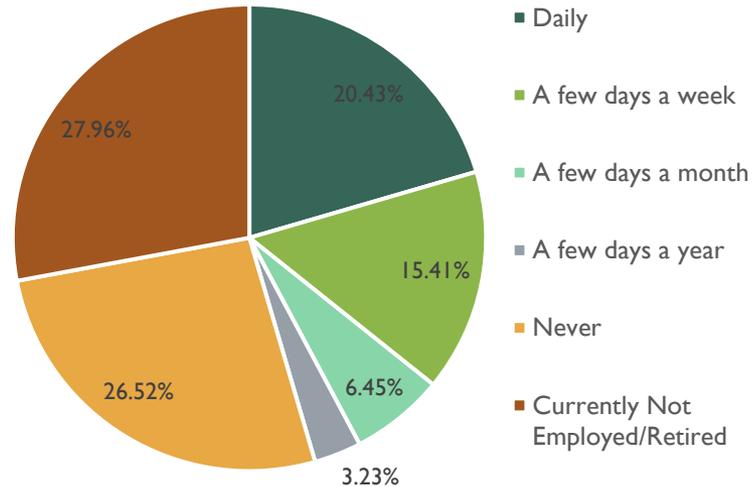
Most of the time I travel by:



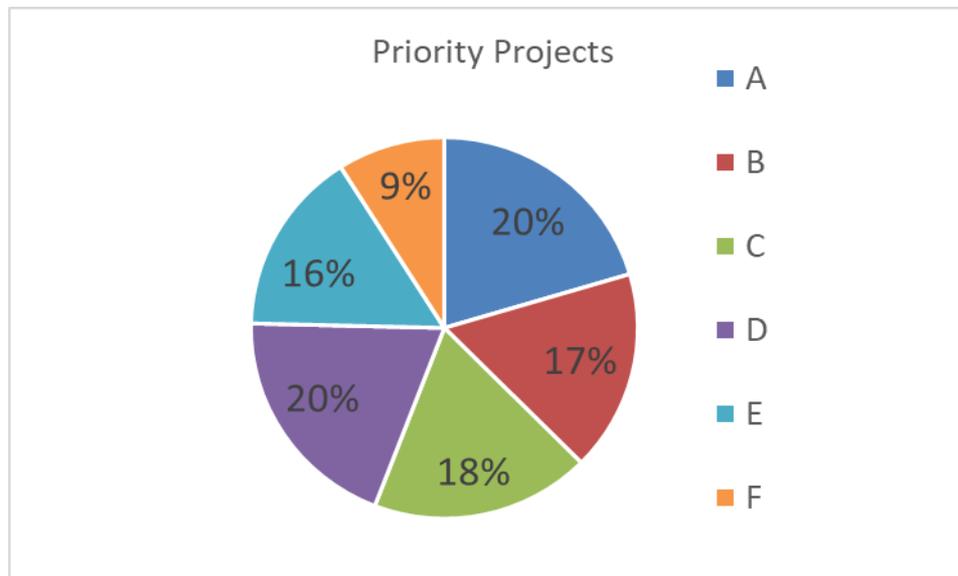
Current Condition of Transportation



I Work From Home:



# RTP SURVEY RESULTS



	Priority Project
A	Funding necessary maintenance of roads and bridges.
B	Improve bicycle path network connections and amenities for riders and pedestrians.
C	Fund operation and maintenance of our regional transit system.
D	Add more train trips to the east-west passenger rail service to connect the Pioneer Valley region in the west with Boston in the east.
E	Implement projects that help reduce roadway crashes causing fatalities and serious injuries.
F	Remove physical and visual barriers to the Connecticut River and Riverwalk in Springfield by redesigning the raised highway at that section of the Interstate I-91 Viaduct.

# RTP LAYOUT

## Introductory Chapters

**Chapter 1**  
RTP Vision, Goals and Emphasis Areas

**Chapter 2**  
Transportation Planning Process

## Public Participation Chapters

**Chapter 3**  
Public Participation

**Chapter 4**  
Equity

## Existing Conditions Chapters

**Chapter 5**  
Regional Profile

**Chapters 6 – 11**  
Safety, Security, Congestion, Pavement, Sustainability,  
Livability and Climate Change

## System Performance Chapters

**Chapter 12**  
Performance Measures

**Chapter 13**  
Future Forecasts

**Chapter 14**  
Needs, Strategies, Projects

## Conformity Chapters

**Chapter 15**  
Financial Element

**Chapter 16**  
AQ Conformity

**Chapter 17**  
Environmental Consultation

# VISION, GOALS, AND EMPHASIS AREAS

## 1 Vision

*The Pioneer Valley region strives to develop and maintain a safe, dependable, resilient, environmentally sound, and equitable transportation system for all using performance-based strategies that promote sustainability, health, and economic vitality.*

## 12 Goals

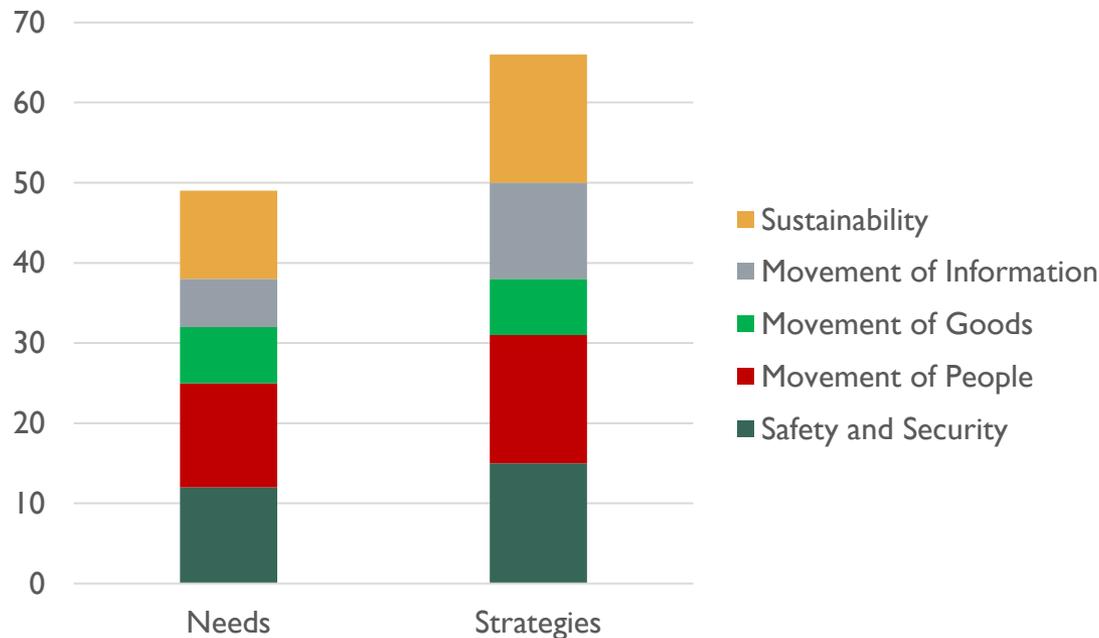
1. Safety
2. Operations and Maintenance
3. Environmental
4. Coordination
5. Energy Efficiency
6. Cost Effective
7. Intermodal/Multimodal
8. Economically Productive
9. Quality of Life
10. Environmental Justice
11. Land Use
12. Climate Change

## 5 Emphasis Areas

1. Safety and Security
2. Movement of People
3. Movement of Goods
4. Movement of Information
5. Sustainability

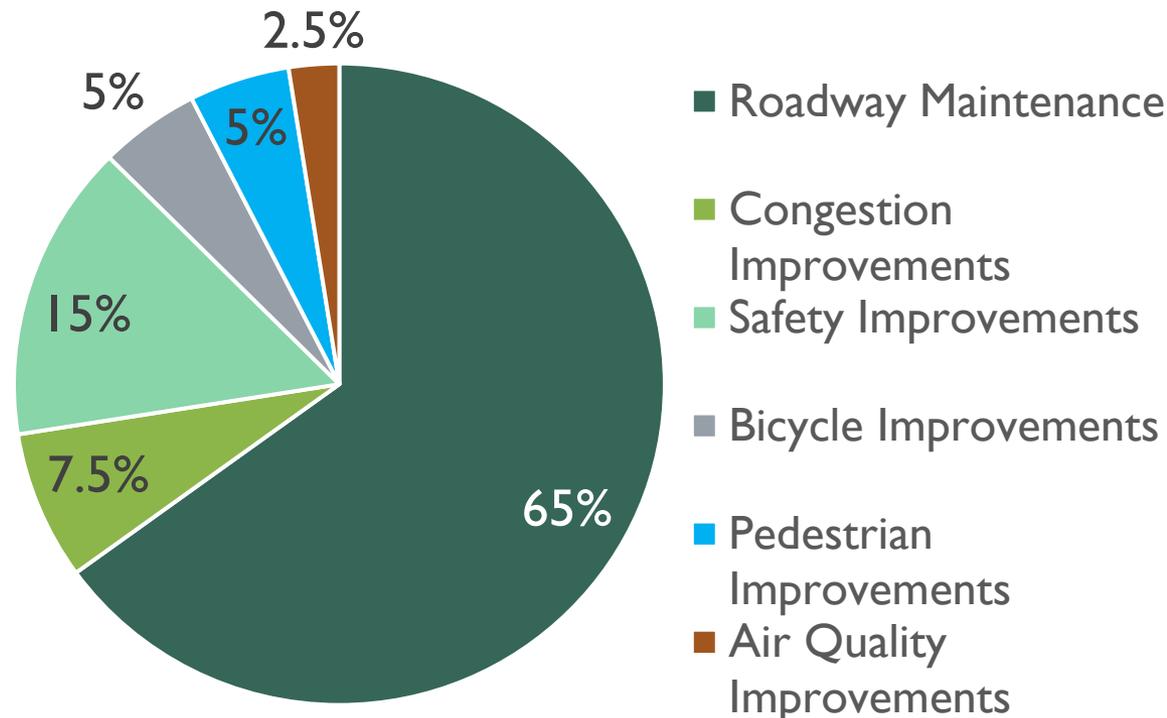
# NEEDS AND STRATEGIES

- The RTP identifies 49 transportation needs, and 66 associated strategies
- Needs and Strategies are prioritized as either “Immediate,” “Future,” or “Ongoing.”
  - Immediate = high importance
  - Future = medium importance
  - Ongoing = routine planning
- Needs and strategies are summarized by RTP Emphasis Area.
- Some strategies address multiple needs.



# RTP PROJECTS

- The RTP advances planning studies and implements improvement projects that will enhance the transportation system in a manner consistent with our vision.
- The Pioneer Valley MPO developed a preferred scenario for how to allocate their discretionary funding over the life of the RTP.
- All projects included in the RTP were mapped to identify potential cultural and environmental impacts.
- <https://pvpc.maps.arcgis.com/apps/webappviewer/index.html?id=d124416bed674650bf51c65b6dd6abe4>



# TRANSPORTATION EVALUATION CRITERIA

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 8	Design is consistent with Complete Streets policies 3	Improves efficiency, reliability and attractiveness of public transit 4	Encourages development around existing infrastructure 2	Reduces number and severity of collisions 7	Preserves floodplains and wetlands 1	Enhances or preserves greenways and blueways 1	Reduces and limits disproportionate impacts on an EJ community 0.5	
Improves Intersection Operations 6	Provides multi-modal access to a downtown, village center, or employment center 2	Improves existing peak hour LOS 6	Prioritizes transportation investments that support land use and economic development goals 1	Promotes safe and accessible pedestrian and bike environment 4	Promotes green infrastructure and low impact development to reduce stormwater impacts 2	Improves access to parks, open lands and open space 1	Reduces and limits disproportionate impacts on Title VI community 0.5	
In a Congestion Management Process Area 7	Enhance non motorized transportation 1	Reduces traffic congestion 5	Provides services to a TOD, TND or cluster development district 0.5	Improves emergency response 4	Reduced impervious surfaces 0.5	Improves access to jobs 2	Improves transit for EJ populations 1	
	Project serves a targeted development site 2		Supports mixed-use downtowns and village centers 0.5		Protects or enhances environmental assets 0.5	Preserves historical and cultural resources 0.5	Improves transit for Title VI populations 1	
	Completes off-road bike and ped network 3		Improves Intermodal Connections 4		Supports Brownfield redevelopment 0.5	Preserves prime agricultural land 0.5	Creates an EJ Burden -5	
			Reduces congestion on freight routes 2		Improves air quality 2	Provides safe and reliable access to education 0.5	Creates an Title VI Burden -5	
					Improves fish and wildlife passage 1	Supports designated scenic byways 0.5	Public Involvement with Impacted Underserved Communities 1	
					Supports Green Communities 0.5	Implements ITS Strategies 1		
					Improves storm resilience 3	Improves Network Wayfinding 1		
					Carbon Reduction Program 0.5	Access to Sensitive Receptors 1		
					Project Improves Habitat Connectivity 1	Length of Time Project has been in queue for TIP funding 1		
						Construction of Rest Areas 0.5		
<b>Maximum Score</b>	21	12	15	10	15	12.5	10.5	4

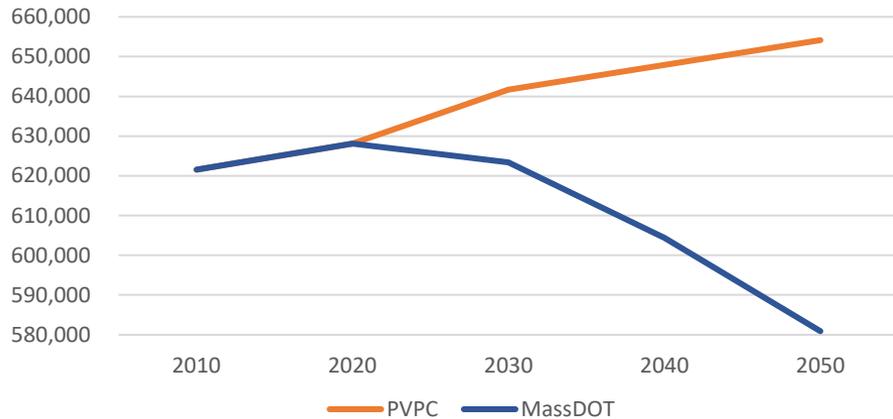
# DEMOGRAPHICS

- The RTP considers projected changes in population, households, and employment for 3 horizon years: 2030, 2040, 2050.
  - Used for Air Quality Conformity and to identify traffic impacts of future improvements.
- MassDOT led effort coordinated with a statewide committee.
  - UMass Donahue Institute and MAPC hired to assist
- While regional population increased slightly from 2010 to 2020, sharp declines are projected out to 2050. Household projections follow the same trend.
- Employment is projected to slightly increase from 2020 to 2030 and then begin to decline out to 2050.

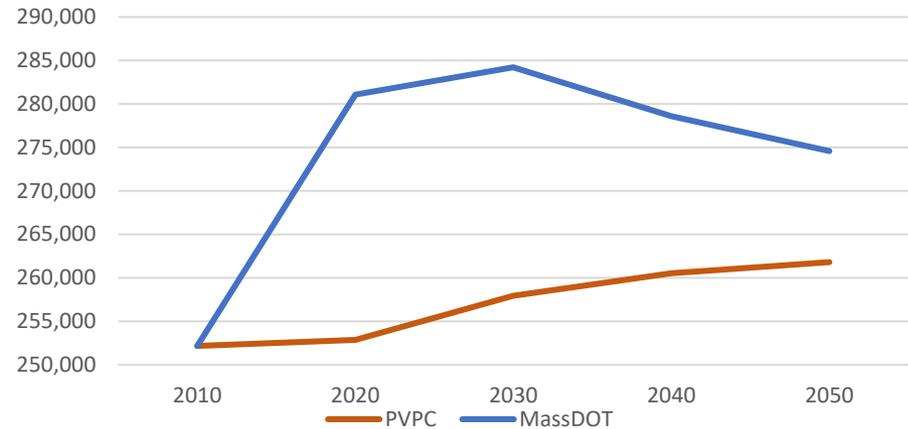
Data Set	2010	2020	2030	2040	2050
Population	621,570	628,133	623,393	604,384	580,865
Housing	238,629	246,804	245,637	241,158	231,275
Employment	252,151	281,080	284,215	278,575	274,589

# DEMOGRAPHICS – PVPC SCENARIO

Total Regional Population Projections



Total Regional Employment Projections

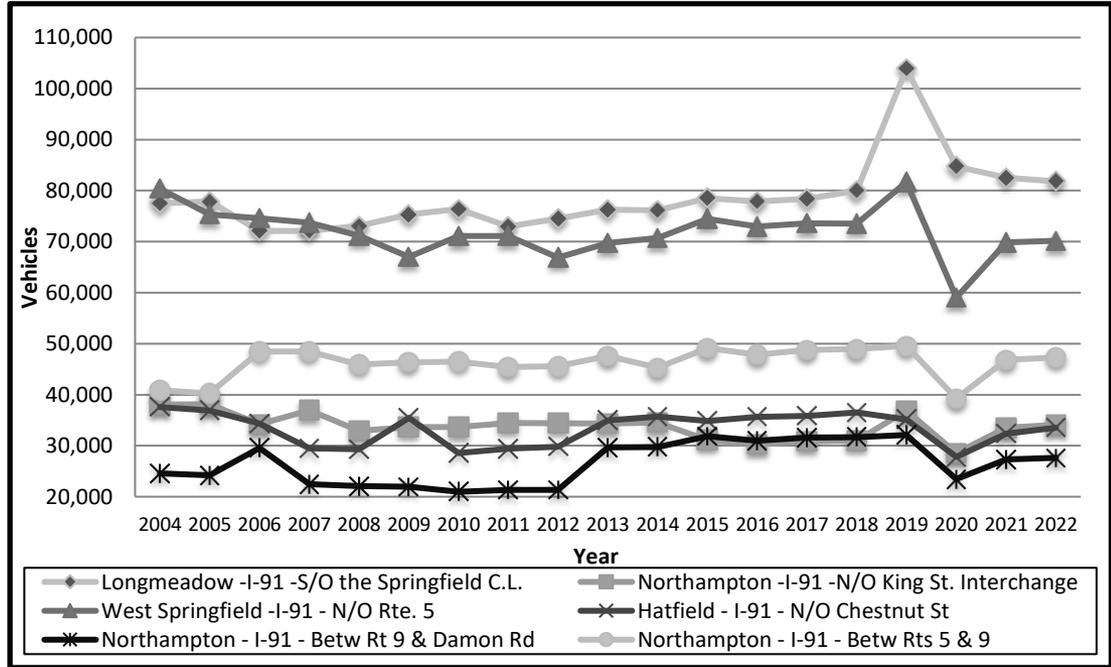
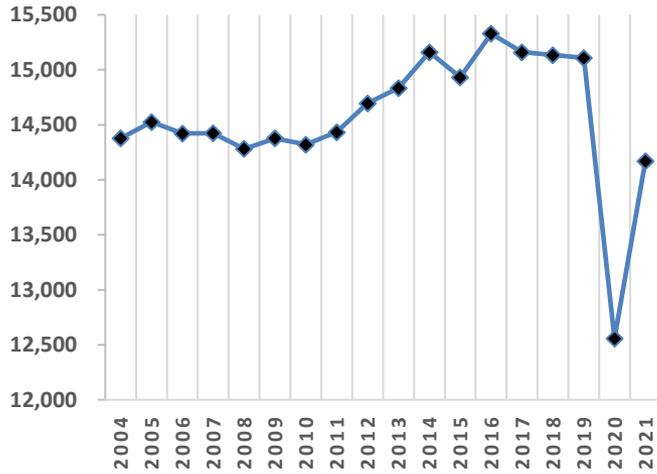


- PVPC developed a separate regional growth scenario to consider the impacts of a net gain in regional population and employment.
  - This scenario is used in the regional transportation model.
- The regional scenario adds 16,268 more people, and 6,439 more households in future year 2030 over the MassDOT projections.
- While regional employment projections are less than MassDOT projections they are based on recent trends and not just current zoning and available vacant land.
- The regional scenario is preferred over the MassDOT scenario as it reflects steady growth and closely resembles past trends and our vision for the region.

# PANDEMIC IMPACTS ON REGIONAL TRANSPORTATION

- Prior to the 2020 calendar year, regional transportation use remained fairly steady.
- Work from home almost doubled (up 185% /180%) in Hampden and Hampshire County

DAILY VMT  
(IN THOUSANDS)



## PVTA Fixed Route Transit Ridership

Fiscal Year	Passenger Trips	% Change
2016	12,154,880	0.66%
2017	11,466,527	-5.66%
2018	10,902,207	-4.92%
2019	10,120,344	-7.17%
2020	8,131,759	-19.65%
2021	3,885,177	-52.22%
2022	6,077,602	56.43%

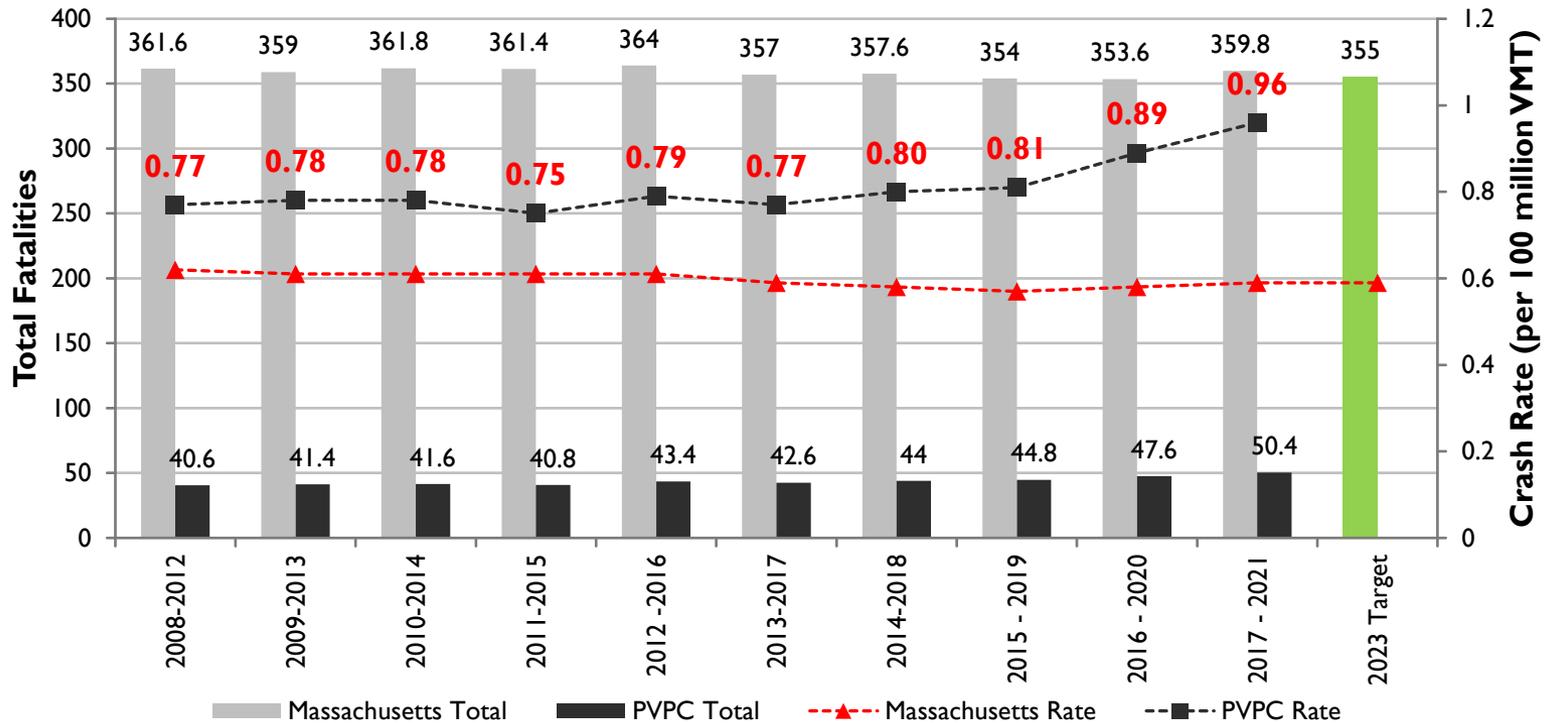
## Passenger Rail Ridership

Federal Fiscal Year	2017	2018	2019	2020	2021	2022
Northampton	19,974	21,939	22,939	10,942	8,202	27,006
Holyoke	1,487	1,582	1,718	774	630	2,359
Springfield	89,629	117,061	164,871	82,936	79,222	122,365
<b>Total</b>	<b>113,107</b>	<b>142,600</b>	<b>191,547</b>	<b>96,672</b>	<b>90,075</b>	<b>153,752</b>

# SAFETY

■ There is an alarming increase in motor vehicle fatalities and serious injuries.

## Total Fatalities - 5 Year Averages



## Regional Fatality and Serious Injury Totals

	2018	2019	2020	2021*	2022*
Fatalities	48	48	50	65	60
Serious Injuries	259	252	245	297	308

# FUNDING

- Projects must come from a conforming RTP in order to be eligible for Federal Funding
- The RTP must demonstrate Financial Constraint
- As transportation construction costs continue to rise, it is becoming much more difficult to maintain the regional transportation system
- FY2024 Highway TIP Funding = \$32,869,221 (not including bridges)
- Must consider the impacts of inflation – currently 4%/year
- Estimated Revenue (Highway + Transit) over the life of the plan is \$8,759,766,821

## Estimated Transportation Revenue

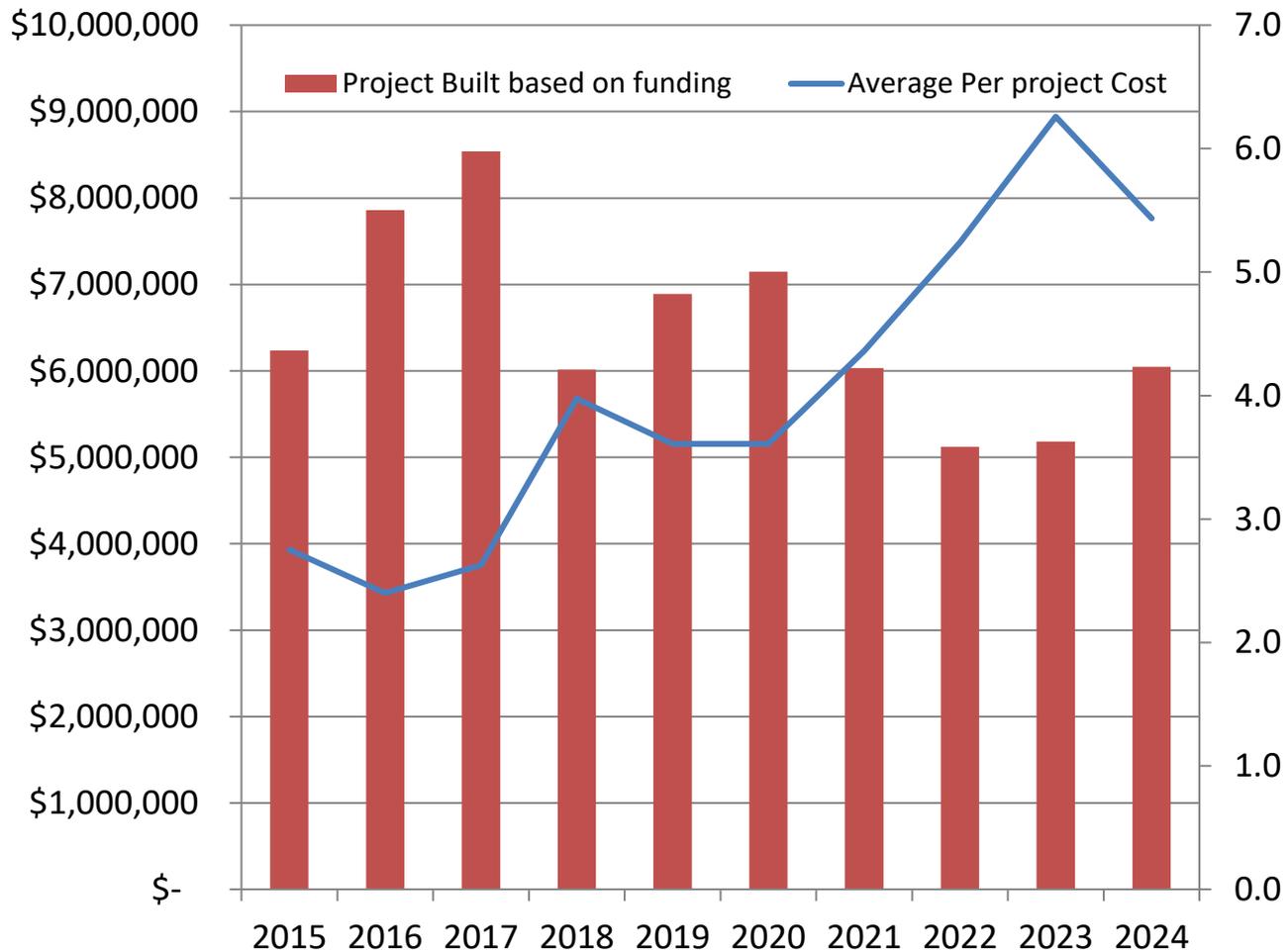
Total Estimated Highway Revenue	\$6,232,391,888
Total Estimated Transit Capital Revenue	\$839,932,876
Total Estimated Transit Operating Revenue	\$1,687,442,057

## Estimated Regional Discretionary Spending

2024 - 2028	2029 - 2033	2034 - 2038	2039 - 2043	2044 - 2048	2049-2050
\$175,493,789	\$209,580,591	\$226,072,226	\$248,656,462	\$275,960,775	\$118,265,738

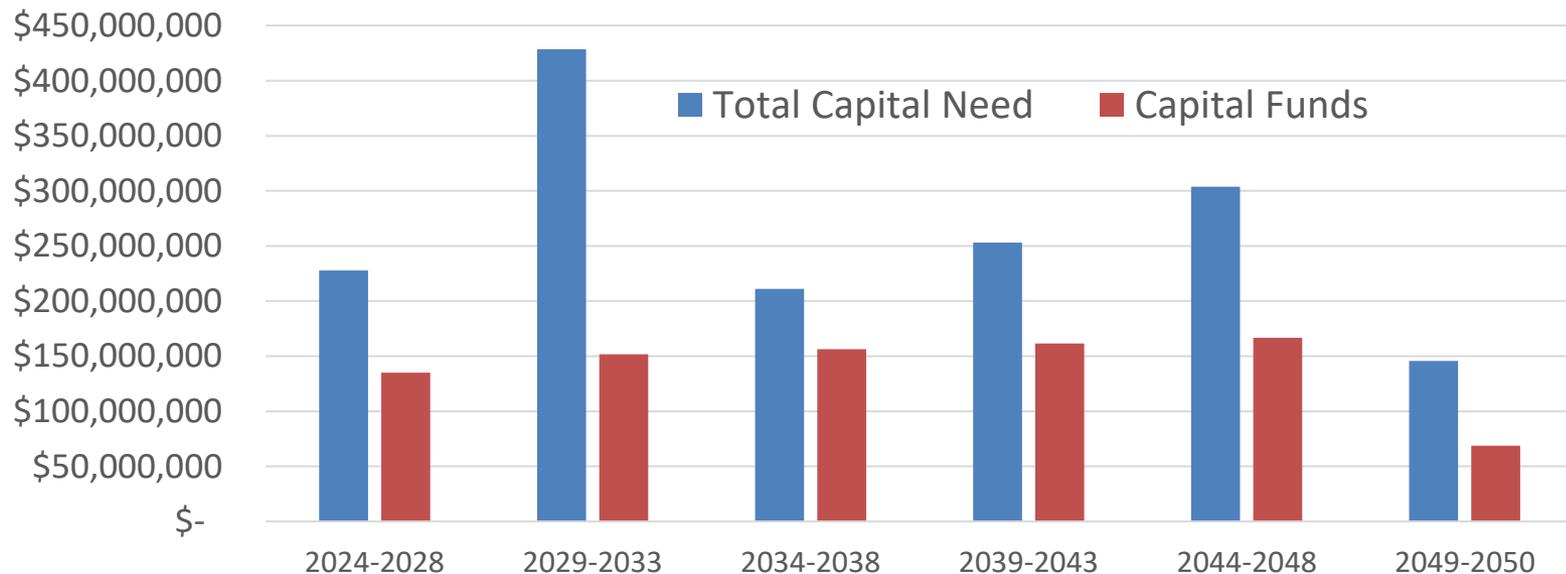
# INFLATION IMPACTS

- The cost to construct transportation improvement projects is increasing at a higher rate than that of increases in transportation funding.
- Less projects are programmed into the TIP.
- It would take 10 years to fund all of the current regional TIP projects.



# Transit Funding Needs

- Over the life of the RTP, the gap between estimated capital needs (\$1,318,881,556) and anticipated revenue (\$839,932,876) is \$479 million.
- Transit capital needs are 50% greater than the amount of funds that are expected to be available.

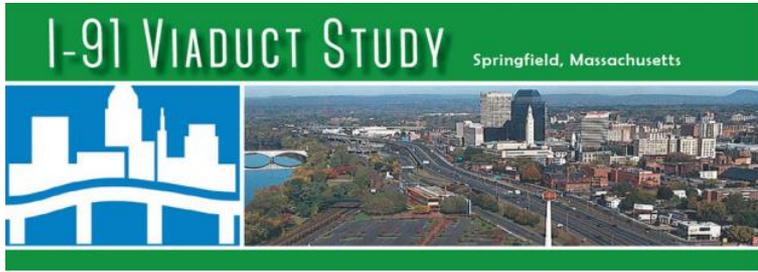


# VISIONARY PROJECTS

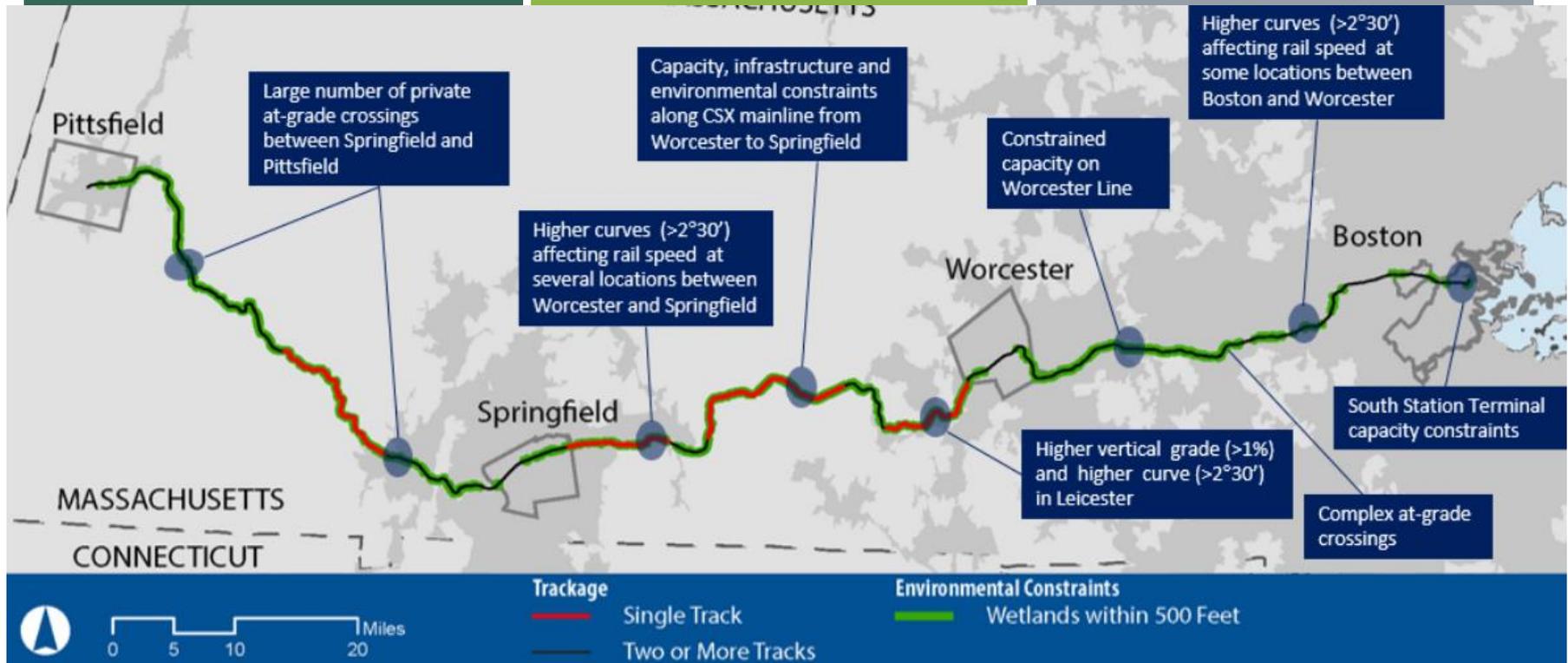
- Visionary Projects are defined as projects that would likely result in an improvement to the regional transportation system but do not have an identified source of construction funding.
- The RTP will need to be amended to include any identified visionary projects.

Project Type	Project Description	Estimated Cost
Region wide - High Speed Rail	East/West high speed rail Capital entire system -Boston to Springfield to Vermont/Canada Line	TBD
Northampton Intermodal Facility	Northampton Intermodal Facility	TBD
I-91 Viaduct Improvements - Pref.Alt (No Build)	Improve I-91 Longmeadow curve, improve ramps to Route 5 in Longmeadow, enhanced South End Bridge, and eliminate Route 5/57 rotary in Agawam	\$827,350,000.00
Full System Electrification	PVTA Full System Electrification: Including buses, charges, solar panels, and support equipment	\$162,000,000

# CONCEPTUAL IMPROVEMENTS TO I-91



# PASSENGER RAIL



## East – West Improvements

- Currently 1 train/day (Amtrak Lake Shore Limited)
- In 2022, MassDOT submitted an Expression of Interest for rail corridor development to the Federal Railroad Administration (FRA).
  - MassDOT also announced that it had submitted an application for \$108 million in FRA funding for a corridor improvement project between Springfield and Worcester.
- Massachusetts State Legislature has established a Western Mass Passenger Rail Commission. Recommendations from the Commission are expected later in 2023

# RTP PROBLEM STATEMENTS

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- Existing resources are insufficient to support the state of good repair of the regional transportation system and do not properly compensate for inflation.
- There is an urgent need to decrease the number of motor vehicle crashes that result in a serious injury or fatality, particularly for bicyclists and pedestrians.
- Existing passenger rail and transit service does not meet the needs of residents of the Pioneer Valley. Expanded passenger rail and transit connectivity, particularly to eastern Massachusetts, is integral to education, economic development, and workforce development.
- There is a need for innovative, cost-effective intermodal connections, independent of the regional transit authorities, that support and enhance transportation options for downtown areas, village centers, and rural areas.
- Increased and comprehensive resources and policies to improve sustainability in the transportation sector are necessary if the region is to meet its fair share of national and state greenhouse gas reduction goals.

# RTP PROBLEM STATEMENTS

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- The built environment for walking, bicycling and transit is hampered by significant barriers that include narrow road and bridge cross sections, disjointed/unconnected off-road trail networks, a lack of sidewalks, uniformity in signs/markings, transit access points and maintenance issues.
- The regional transportation system is not prepared to adequately support future change. The system must be prepared for the safe and seamless integration of concerns such as autonomous vehicles, electric vehicle charging infrastructure, and climate change.
- People use the regional transportation system differently based on their age, ability, income, occupation, and residence. The regional transportation system must continue to evolve to safely meet the needs of all.
- There are inconsistencies in how cities and towns regulate development and their requirements to reduce single occupant vehicle use and encourage alternative forms of transportation.
- The regional transportation infrastructure, particularly a lack of dedicated freight parking, hinders the movement and distribution of freight.

# RTP DEVELOPMENT SCHEDULE

Pioneer Valley Planning Commission



A collage for the RTP 2024 cover. It includes a blue background with "RTP" in large white letters and "2024" in a grey box. Overlaid are four circular images: a commuter bus, a high-speed train, a construction site with rebar, and a highway interchange. At the bottom, a blue box contains the text "Regional Transportation Plan".

Regional  
Transportation  
Plan



- RTP Project Website:
  - <http://rtp24.pvpc.org/>
- Draft RTP Released by MPO – June 27, 2023
- 21 Day Public Comment Period
- Virtual Office Hours
  - July 12, 2023 from 1pm - 2pm
  - July 18, 2023 from 6pm - 7pm
- Plan Endorsement – 7/25/2023
- Comments to: [gmroux@pvpc.org](mailto:gmroux@pvpc.org) or

PVPC  
Transportation Section  
60 Congress Street, 1<sup>st</sup> Floor  
Springfield, MA 01104