



TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2005-2009

**For the
Metropolitan Planning Organization
Pioneer Valley Region,
Massachusetts**



TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

FFY 2005-2009

**For the
METROPOLITAN PLANNING ORGANIZATION
PIONEER VALLEY REGION,
MASSACHUSETTS**

This document was prepared under contract with the Executive Office of Transportation, with the cooperation of the Federal Highway Administration and the Federal Transit Administration.

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PREFACE

The Pioneer Valley Region

The Pioneer Valley Region is comprised of 43 cities and towns covering approximately 1,180 square miles. Home to over 600,000 residents, the Pioneer Valley is the fourth largest metropolitan area in New England. The following map references the Pioneer Valley Region and displays an outline of the principle highways throughout.

TIP Format and MPO Endorsement

The FFY 2005-2009 TIP is being developed as a four-year program for several reasons. The amount of funding that will be available for the regional targets, after the needs of the Central Artery/Ted Williams Tunnel (CA/T) Project have been met, has been a subject of discussion for many years. The six-year authorization of TEA-21 provides the opportunity to program these funds. In addition, the longer programming period also makes it possible to use advance construction to fund projects for not only the CA/T project, but also other large projects.

The FFY 2005-2009 TIP has been prepared with completely separate components of the document that are subject to federal review and approval and components that are not. This distinction of a "federal component" was the firm position of the Executive Office of Transportation (EOT) as a means to avoid potential problems with adequately satisfying federal financial constraint requirements with the non-federal aid component of the TIP. Although a non-federal component of the TIP is represented, it is understood that this component is not subject to Metropolitan Planning Final Rule 23 CMR 450 section 324, therefore federal review and approval is not required.

The non-federal component is provided for the benefit of the MPO and the constituent communities as a representation of an agreed upon listing of improvement projects to be undertaken entirely with state provided resources. All projects included in the NFA section of the TIP must be eligible to receive federal funds and be located on a functionally classified road. The separation of federal aid projects from non-federal aid projects by no means represents a lack of commitment by the state to fund all projects specifically programmed in the document. Assuming that adequate funds are available from federal and/or state sources, it can be fully expected that the following project listings can and will be implemented over the FFY 2005-2009 time frame. Pending federal guidance approving the inclusion of non-federal aid projects without secured bonded resources in each year, the TIP will be amended to reinstate all non-federal aid projects into the document endorsed for federal review and approval.

EOT Commitment to Funding all Designed and Permitted Projects

The EOT has committed to funding all transportation improvement projects that will be ready for advertisement in FFY 2005 and beyond. In response to this commitment, Pioneer Valley local officials have made a concerted effort to develop a TIP project listing that is truly representative of the projects that will realistically be ready for advertisement in FFY 2005-2009. Funding targets for the Pioneer Valley Region have been issued by EOT identifying potential resources for each year of the TIP.

I. GENERAL SUPPORT INFORMATION

INTRODUCTION

The Transportation Improvement Program (TIP) is a requirement of the Metropolitan Transportation Planning Process as described in the Metropolitan Planning Final Rule 23 CFR 450 section 324. This regulation developed by the Federal Department of Transportation defines the Transportation Improvement Program as:

“A staged, multiyear, intermodal program of transportation projects which is consistent with the metropolitan transportation plan.”

The Pioneer Valley TIP is a five-year schedule of projects identified by year and location complete with funding source and cost. The TIP is developed annually and is available for amendment and adjustment at any time. Each program year of the TIP coincides with the Federal Fiscal Year calendar, October 1 through September 30. All TIPs and amendments are consistent with the goals and objectives of the Regional Transportation Plan for the Pioneer Valley region. This TIP is financially constrained.

All projects in the TIP come from the conforming 2003 Regional Transportation Plan. All regionally significant projects included in the TIP were previously included in the air quality analysis completed for the conforming RTP. Because projects in the TIP come from the conforming RTP, and all regionally significant RTP projects for 2005 through 2009 (both Federal and Non-Federal Aid) are programmed in the TIP, the same air quality analysis utilized for the RTP can be used for the TIP. Therefore, this TIP, in combination with the TIPs from the other MPOs in the nonattainment area, is found to be in conformance.

DEVELOPMENT OF THE TIP

The Pioneer Valley Metropolitan Planning Organization (MPO) is responsible for developing the TIP. The MPO is comprised of eight members including four independently operating agencies and four locally elected officials:

- Executive Office of Transportation (EOT);
- Massachusetts Highway Department (MHD);
- Pioneer Valley Transit Authority (PVTA); and
- Pioneer Valley Planning Commission (PVPC);

- Mayor of Westfield;
- Mayor of Holyoke;
- Selectboard member from Longmeadow;
- Selectboard member from Williamsburg;

As the lead planning agency for the MPO, the PVPC accepts the responsibility for developing the TIP in a cooperative process with other members of the MPO and the general public. The final TIP is voted on for endorsement at a formal meeting of the MPO. The endorsed TIP project listing is included in the State Transportation Improvement Program verbatim and requires endorsement by the Governor.

The MPO relies on a transportation advisory committee to carry out the cooperative process during TIP development. The Joint Transportation Committee (JTC) is a group of community appointed officials, MPO member representatives, public and private transportation providers, citizens, and special interest groups and agencies. The JTC establishes and recommends to the MPO procedures for submitting, prioritizing and selecting projects for the TIP. PVPC staff provides the technical support to conduct the TIP development activities for the JTC.

Below is a general outline of steps taken during the TIP development process.

1. JTC establishes submittal, priority and selection procedures and schedule
2. Project proponents (communities, MPO members, agencies...) submit projects
3. State submits annual funding targets for region
4. Projects are selected based on an adopted priority and selection process to consume funds
5. Draft TIP project listings are distributed for review and comment by MPO members, and the JTC
6. Final Draft TIP is approved by JTC for general public release for no less than a 30 day review period
7. Final Draft TIP is distributed for review and comment in accordance with the adopted Public Participation Plan
8. Public meetings and news releases are conducted to promote public involvement
9. Comments are compiled and addressed
10. Final TIP developed for JTC recommendation to MPO
11. MPO meets to vote on endorsement
12. Endorsed Regional TIPs are compiled to create the State TIP (STIP)
13. Governor Endorsed STIP submitted to federal agencies for review and approval
14. Federally approved STIP is ready for state implementation (project advertisement)
15. Amendment and adjustment of the TIP are conducted on an as needed basis

PROJECT PRIORITY CRITERIA AND SELECTION

The JTC developed and adopted a process and set of criteria to prioritize the region's TIP projects. 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.

PRIORITY CRITERIA

A Project Information Form was developed in concert with the priority process and contains information for each project submitted. In addition to this, consultation with the project sponsors and the state provided information also used in the evaluation of each project priority rating. The priority rating was based on the following information:

- Identified in the RTP;

- Project Preparedness;
- Benefit Cost;
- Facility Preservation;
- Congestion Relief;
- Safety;
- Enhanced mobility;
- Air Quality/Environmental;
- Enhancement Activity; and
- Status of Design.

A detailed outline of the project priority evaluation criteria and the Project Information Form is presented in Appendix A.

PROJECT SELECTION AND PROGRAMMING

The project priority ratings were applied in conjunction with a project's anticipated advertisement schedule and with the funding targets provided by the state to develop the six-year program of the TIP. A project was not considered for scheduling in a year earlier than its anticipated schedule regardless of the priority rating. For projects that are expected to be ready to go in the first year of the TIP the top priority projects for that year were funded under the federal aid categories, since these funds are most secure. Once the federal aid funds were completely programmed, non-federal aid funds were programmed to priority projects. This initial assignment procedure was applied to each year of the TIP and is subject to change as the TIP is developed and refined by members of the MPO and the JTC.

AMENDMENT/ADJUSTMENT OF THE TIP

For the purposes of project selection and programming, amendment or adjustment to the TIP can be conducted at any time. Amendment of the TIP consists of addition of a project not previously programmed, the advancement of a Year 3 project through Year 6 or a significant adjustment to project costs. Amendment requires formal MPO action.

Program adjustments can be conducted without formal MPO action in order to minimize constraints on programming projects. Minor adjustments could include such actions as moving projects between Year 1 and Year 2, and minor fluctuations in project description, costs and funding source. This action can be accomplished through an agreed upon administrative action.

DESCRIPTION OF FUNDING SOURCES

Interstate Maintenance (IM) - Resurfacing, restoration and rehabilitation are eligible activities for maintaining Interstate facilities. Reconstruction is also eligible if it does not add capacity. However, high-occupancy-vehicle (HOV) and auxiliary lanes can be added. Funding: federal - 90 %, state - 10 %.

Surface Transportation Program (STP) - This program is for the maintenance and construction of the federal aid system, all roads other than those functionally classified as local or rural minor collectors. Funds may also be flexed for use on bridge, transit capital, and bike or trail facilities. A minimum amount of 10 percent must be set aside

for both safety construction activities and for transportation enhancements. The remaining STP balance is for use throughout the state. Funding: federal - 80%, state - 20%.

Surface Transportation Program Enhancements (STP) - A portion of the Surface Transportation Program funding for enhancement projects chosen by states and localities. Funding: federal - 80%, state - 20%

Congestion Mitigation and Air Quality Improvement Program (CMAQ) - These funds are directed towards transportation projects and programs which reduce transportation-related emissions. These funds are to assist areas designated as nonattainment and maintenance under the Clean Air Act Amendments of 1990. These projects will contribute to meeting the attainment of National Ambient Air Quality Standards (NAAQS). Funding: federal - 80%, state - 20%.

Bridges - Funds the replacement or repair of structurally deficient or unsafe bridges in urban and rural areas. All bridges, both on and off the federal aid roadway system are eligible for funding. Funding: federal - 80%, state - 20%.

National Highway System (NHS) - The National Highway System (NHS) consists of major roads in the United States, including all Interstate routes, a large percentage of urban and principal arterials, the defense Strategic Highway Network (STRAHNET) and other strategic highway connectors. Typically, these facilities qualify for an 80 percent federal share, however, projects on Interstates may qualify for up to 90 percent federal share funds. Funding: federal - 80%, state - 20%.

Other Federal Aid - This category includes projects that received federal funding within the Federal-Aid Program and may include special demonstration project funding. Funding: federal - 80%, state - 20%.

Non-Federal Aid (NFA) - This funding category contains all those projects not receiving federal funds. Various categories of state funding are included in this group including bikeways, State Aid (Chapter 90), and highway construction and maintenance (Chapter 497). This category is included in the TIP for informational purposes only. Funding: federal - 0 %, state - 100 %.

Section 5309 Capital (SEC.09) - A discretionary grant program funding capital projects in urban areas that are considered major capital investments in public transportation and facilities. Funding: Federal - 80%, State - 20%

Section 5307 Capital (SEC. 07-CAP) - Eligible projects for Section 5307 (Capital) funds include the planning, acquisition, construction, improvement and operating costs of facilities, equipment, and associated capital maintenance items for use in providing mass transit service. The Federal match for Planning and/or capital assistance under Section 5307 is 80 percent of the net project cost, but a recipient is permitted to provide additional local match at its option. There are three exceptions to 80 percent Federal match for capital projects:

1. Air Quality Benefit. If an air quality benefit can be forecast for a project such as a bus purchase, the federal match is 90 percent. Larger state and local matches are allowed.
2. Elderly and Disabled Projects. The federal match is 95 percent for any element of a capital project intended exclusively to enhance the accessibility and mobility of elderly and disabled persons and that is in excess of Federal requirements. All FTA-funded projects must be designed and implemented to meet the basic accessibility or mobility needs of elderly and disabled persons.
3. Additional Service. Capital expenditures for the increase in service can be funded with a 90% federal match.

Section 5307 Operating (SEC. 07-OPR) - Funds allocated under this category may be used to fund up to 50 percent of the operating cost associated with the provision of public mass transportation systems in urbanized areas.

Section 5310 - Section 10 pertains to transportation facilities meeting special needs of the elderly and disabled. Funds allocated under Section 16(b)(2) provide private non-profit corporations and associations with grants and loans to improve the mobility of the elderly and disabled. In Massachusetts, 16(b)(2) funds are administered at the state level by the EOT. These funds typically are used for the purchase of capital items, including lift-equipped vans. Mobility Assistance Program (MAP) funds are intended for use by public agencies, such as municipal councils on aging and the PVRTA to provide van service to elderly and/or disabled persons.

Section 5311 - These funds are made available exclusively for public transportation projects outside the urbanized areas. Both capital and operating expenses are eligible.

Section 20 - Section 20 provides financial assistance for projects which address the human resource needs and conditions of the public transit industry. The federal share of eligible capital and project administrative expenses is not to exceed 80 percent of the net cost of the project. The federal share for state administration and technical expenses is 100 percent, not to exceed 15 percent of the state's total apportionment.

TRANSPORTATION SYSTEM OPERATING AND MAINTENANCE COSTS

The FFY 2005-2009 TIP is consistent with the Regional Transportation Plan (RTP) for the Pioneer Valley Region. Table 1 presents the estimates outlined in the RTP of annual expenditures associated with operating and maintaining the transportation system. These estimates represent past expenditures and do not reflect costs associated with maintaining a constant level of system performance.

Table 1
Transportation Operating and Maintenance Expenditures

Item	Average Annual Expenditure
Annual Highway and Bridge Maintenance	\$39,785,267.12
Annual Transit Operating, Maintenance and Improvement	\$29,500,000.00
Annual Commuter Rail Operating Expenses	\$1,000,000.00
Annual Transit Capital Investment	\$8,000,000.00
Total Cost	\$78,285,267.12

Source: Regional Transportation Plan, updated 2003

II. PUBLIC PARTICIPATION SUMMARY AND CHANGES

The DRAFT FFY 2005-2009 TIP underwent a public review and comment period consistent with the Pioneer Valley Region Public Participation Process. This began June 13, 2004 and continued for 30 days until July 12, 2004. During this time, comments were received from communities, JTC, PVTA, PVPC, MHD District offices and EOT. Below is a summary of the significant changes by year to the Draft TIP as result of the public review and comment period.

COMMENTS MADE REGARDING THE FFY 2005-2009 TIP:

<u>Requested By</u>	<u>Projis</u>	<u>Requested Change</u>	<u>Action</u>
EOT	602420	Increase total project cost from \$3,100,000 to \$3,394,005	Increased total
MHD Boston	602574	Decrease total project cost from \$1,050,000 to \$1,047,760	Decrease total
MHD Boston	602647	Decrease total project cost from \$525,000 to \$466,370	Decrease total
MHD Boston	604219	Decrease total project cost from \$629,730 to \$592,419	Decrease total
MHD Boston	603879	Increase total project cost from \$1,420,576 to \$1,501,644	Increased total
MHD Boston	600937	Increase total project cost from \$1,872,169 to \$2,190,500	Increased total
MHD Boston	601808	Decrease total project cost from \$2,220,893 to \$2,200,893	Decrease total
JTC	601584	A/C \$701,602 of project 601584 from 2004 TIP to 2005 TIP	Project A/C

In addition to the above changes, the Pioneer Valley Transit Authority requested that the following be included: The Pioneer Valley Transit Authority, the FTA Section 5307(c) applicant, has consulted with the Pioneer Valley Planning Commission and concurs that the TIP satisfies the public hearing requirements that pertain to the development of the Program of Projects for regular Section 5307, Urbanized Area Formula Program, grant application including the provision for public notice and the time established for public review and comment.

For FTA projects that are not routine; i.e. Section 5307 applications that required environmental assessment or an environmental impact statement, the public involvement provided herein for TIP review is not sufficient. Additional public involvement will be required by FTA prior to grant approval, as presented in the joint FHWA/FTR environmental regulations, 23 CFR-Part 771.

The Federal Aid (FA) and Non-Federal Aid (NFA) elements were separated into two components. The FA component of the TIP was endorsed by the MPO and the NFA component is included in the main body of the TIP, however, is not subject to federal planning rules.

III. FEDERAL COMPONENT

PIONEER VALLEY MPO ENDORSEMENT SHEET

The signatures below signify that all members of the Pioneer Valley Region's Metropolitan Planning Organization, or their designees, have met on September 9, 2004 and discussed the following item for endorsement: The Pioneer Valley Region's Federal Fiscal Years 2005-2009 Transportation Improvement Program (TIP).

Furthermore, in accordance with Section 176(c)(4) of the Clean Air Act as amended in 1990, the Pioneer Valley MPO has completed its review and hereby certifies that the Region's FFY 2004-2008 Transportation Improvement Program has been developed from a conforming Transportation Plan and therefore conforms with 40 CFR parts 51 and 93 issued on November 24, 1993, and 310 CMR 60.03, issued on December 30, 1994.

The 2005-2009 TIP consists of projects that are either:


- a. exempt from an air quality conformity determination as specified in 40 CFR Parts 51 and 93; or
- b. have been previously analyzed in the region's conforming transportation plan.

There are no regionally significant, non-exempt projects being added or deleted. This TIP does not reprogram existing regionally significant, non-exempt projects across the year 2005.

Executive Office of Transportation and Construction (EOTC)

I, Secretary of the Executive Office of Transportation and Construction, hereby

Endorse Do Not Endorse the above referenced item.

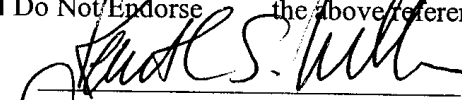

for - Daniel Grabauskas
Secretary - EOTC

9/5/04
Date

Massachusetts Highway Department (MHD)

I, Commissioner of the Massachusetts Highway Department, hereby

Endorse Do Not Endorse the above referenced item.

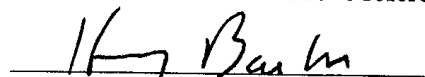

John Cogliano
Commissioner - MHD

9/9/04
Date

Pioneer Valley Planning Commission (PVPC)

I, Chair of the Pioneer Valley Planning Commission, hereby

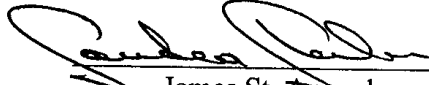
Endorse Do Not Endorse the above referenced item.


Henry Barton
Chair - PVPC

9/9/04
Date

Pioneer Valley Transit Authority (PVTA)

I, Vice-Chair of the Pioneer Valley Transit Authority, hereby
 Endorse Do Not Endorse the above referenced item.

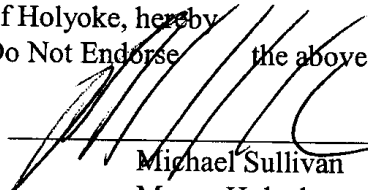


James St. Armand
Chair - PVTA

9-9-04
Date

City of Holyoke

I, Mayor of the City of Holyoke, hereby
 Endorse Do Not Endorse the above referenced item.

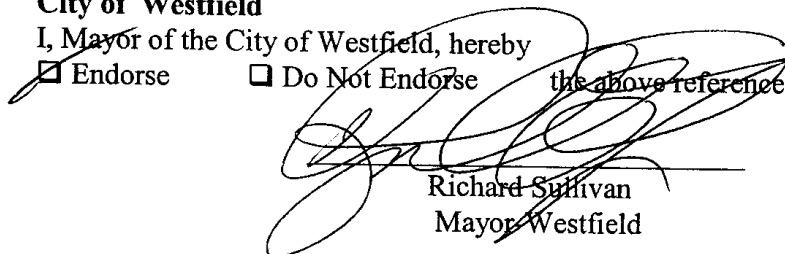


Michael Sullivan
Mayor-Holyoke

9-9-04
Date

City of Westfield

I, Mayor of the City of Westfield, hereby
 Endorse Do Not Endorse the above referenced item.

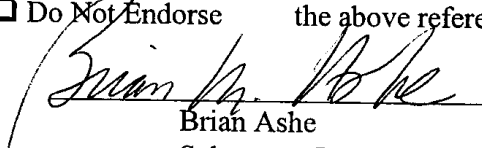


Richard Sullivan
Mayor Westfield

9-9-04
Date

Town of Longmeadow

I, Board of Selectmen member of the Town of Longmeadow, hereby
 Endorse Do Not Endorse the above referenced item.



Brian Ashe
Selectman-Longmeadow

9-9-04
Date

Town of Williamsburg

I, Board of Selectmen member of the Town of Williamsburg, hereby
 Endorse Do Not Endorse the above referenced item.

Chris Morris
Selectman-Williamsburg

Date

CERTIFICATION OF THE 3-C PLANNING PROCESS

In accordance with the Metropolitan Planning Final Rule, the Pioneer Valley MPO has completed its review and hereby certifies that the conduct of the 3-C Transportation Planning Process complies with the requirements of CFR 450.334 and includes activities to support the development and implementation of this TIP, the Regional Transportation Plan, and subsequent project development activities, as necessary and to the degree appropriate.

To reinforce this self certification, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conducted a certification review of the Pioneer Valley MPO planning process in June of 1999. The two day on-site review was preceded by a desk audit of the major planning documents completed as part of the planning process. Based on the certification review, the transportation planning process for the Pioneer Valley region was found to substantially meet the requirements of 23 CFR 450 Subpart C and 49 CFR 613.

FUNDING INFORMATION

Federal Aid Funding Targets

The EOT provided the revised PVPC federal aid highway funding targets for the region on July 16, 2004. The targets are provided for FFYs 2005 through 2009 and represent both the federal aid portion and respective state match.

Federal financial resources for transit are projected using appropriated amounts provided by the FTA for the funding categories of Sections 5307 and 5311. Sections 5309 and 20 are based on estimates of what will be reasonably available. Due to the discretionary nature of these categories, project line items are maintained in the fourth through sixth year of the TIP until an actual grant award is tendered. Section 5310 is programmed through the state and is awarded on a discretionary basis. Projections are based on past experience and the funding level provided by the State.

Federal Aid Financial Constraint

The federal aid element of the TIP is financially constrained according to the definition in Federal Register 23 CFR Part 450.324. The federal aid projects programmed for this region reasonably meet the federal aid funding targets provided for the region. Only projects for which funds can be expected have been included. Table 2 shows both these target amounts and the amounts programmed for highway projects during fiscal years 2005-2009. Projects that are not charged against the funding targets are not presented in the table. These projects include: Statewide items; and special funding projects.

**Table 2
Federal Highway Financial Plan**

Fiscal Year	Federal Aid Target	Federal Aid Programmed
2005	\$11,744,172	\$11,744,172
2006	\$13,312,199	\$13,312,199
2007	\$13,420,622	\$12,707,943
2008	\$13,828,376	To be determined
2009	\$13,828,376	To be determined

The funding targets were programmed to projects according to project priority rating. Projects were programmed slightly beyond the program target with the understanding that the targets are not earmarks and program levels are expected to fluctuate.

The TIP reflects an emphasis on the maintenance and operation of the current transportation system with the ability to provide capital improvements. The federal aid program for each year consist of almost entirely of maintenance projects for the present transportation system.

The transit program outlined in Table 3 represents both apportioned items as well as discretionary items. The total programmed amount represents both the federal, state and local contributions.

**Table 3
Federal Transit Financial Plan**

Fiscal Year	Total Programmed
2005	54,651,344
2006	37,789,500
2007	39,414,500
2008	39,024,500
2009	38,952,000

The transit projects programmed focus on maintaining and operating the present system and reflect little to no expansion items with the exception of FY2005 which includes the redesign and reconstruction of Union Station in Springfield. The present transit system is being evaluated in order to service the same area more efficiently.

IV. TRANSPORTATION PROJECT PRIORITIES

ORGANIZATION OF PROJECT LISTINGS

Each project in the TIP contains the following information:

SID - Project identification numbers given by the Massachusetts Highway Department.

City/Town - Town or city in which a project is located.

Project Description - A brief description of work to be funded under the project.

Funding - The funding category from which funding is expected.

Federal Funds - The amount of federal dollars allocated for project construction.

State Funds - The amount of state dollars allocated to the project.

Total Cost - The total dollar amount that the project is expected to cost.

V. FEDERAL AID REGIONAL PROJECT LISTINGS

The following is a complete listing of the Pioneer Valley Federally Funded Transportation Improvement Projects for Fiscal Years 2005-2009.

Table 4
Section 1: FEDERALLY FUNDED PROJECTS: YEAR 2005

Project Description	City/Town	Project ID	Funding	Fed. Funds	State Funds	Total Cost	Reg. Target
Part 1A: Federal Aid Target Projects							
Commercial Street Reconstruction	Holyoke	602420	STP	\$2,648,000	\$662,000	\$3,310,000	
Riverdale Street (Rte. 5) Resurfacing	Agawam/West Springfield	600937	STP	\$1,743,952	\$435,988	\$2,179,940	
Main Street Reconstruction	Palmer	602574	STP	\$828,016	\$207,004	\$1,035,020	
Bridge Rd. North Maple Street Signalization	Northampton	602647	STP	\$343,104	\$85,776	\$428,880	
Route 202/Westfield/Homestead Ave. Intersection Impvmt.	Holyoke	602663	CMAQ	\$677,950	\$169,488	\$847,438	
Glendale Road Reconstruction	Southampton	601808	STP	\$2,089,459	\$522,365	\$2,611,824	
Route 20 Resurfacing	West Springfield	603879	STP	\$1,156,720	\$289,180	\$1,445,900	
Route 168	Southwick	604033	STP	\$192,000	\$48,000	\$240,000	
South Road Reconstruction	Westhampton	601175	STP	\$2,160,000	\$540,000	\$2,700,000	
Subtotal Target Projects				\$11,839,202	\$2,959,800	\$14,799,002	\$14,581,688
Part 1B: Federal Aid Bridge Projects							
Route 9 over the Swift River	Belchertown	602852	BRR	\$1,652,000	\$413,000	\$2,065,000	
Great River Bridge	Westfield	600933	A/C Bridge	\$2,400,000	\$600,000	\$3,000,000	
Calvin Coolidge Bridge	Hadley/Northampton	124911	A/C Bridge	\$2,400,000	\$600,000	\$3,000,000	
Hampden Street over Walker Brook	Chester	603002	BRR	\$598,000	\$149,500	\$747,500	
Route 202 over the B&M Railroad	Holyoke	602334	BRR	\$2,560,000	\$640,000	\$3,200,000	
Replace Meadow St bridge over Swamp Brook (Eastman Brook)	Amherst	603585	BRR	\$1,020,000	\$255,000	\$1,275,000	
Subtotal Bridge Projects				\$10,630,000	\$2,657,500	\$13,287,500	
Part 1C: Federal Aid Non-Target Projects							
Canalwalk	Holyoke	603262	115	\$1,200,000		\$1,200,000	
Intermodal Center	Holyoke		115	\$2,000,000		\$2,000,000	
Manhan Rail Trail Coleman Rd. Extension	Easthampton		115	\$750,000		\$750,000	
PVTA ITS	Region wide		115	\$3,000,000		\$3,000,000	
Umass Traveler Information Center	Amherst		115	\$400,000		\$400,000	
State Street Corridor Improvement	Springfield		115	\$1,000,000		\$1,000,000	
Intermodal Center	Westfield		115	\$1,700,000		\$1,700,000	
PVTA ITS	Region wide		117	\$1,000,000		\$1,000,000	
Route 5	West Springfield	604209	117	\$4,800,000		\$4,800,000	
Route 168	Southwick	604033	117	\$960,000		\$960,000	
I-91 fiber and ITS construction	Region wide		117	\$2,500,000		\$2,500,000	
Umass Transit Building	Amherst		117	\$4,000,000		\$4,000,000	
Subtotal Non-Target Projects				\$23,310,000	\$0	\$23,310,000	
NOTE: Section 115 and Section 117 transit-related projects also appear in Table 15 on Page 33 of the TIP							
Part 1D: Other Federal Aid Projects							
I-291 Resurfacing	Chicopee/Springfield	604179	IM	\$9,720,000	\$1,080,000	\$10,800,000	
Subtotal Other Federal Aid Projects				\$9,720,000	\$1,080,000	\$10,800,000	

Table 5

Section 2: REGIONAL PRIORITY LIST OF STATE FUNDED (NFA) PROJECTS FOR YEAR 2005

Project Description	City/Town	Project ID	Funding	Fed. Funds	State Funds	Total Cost
Part 2A: Regional Priority Projects						
Projects To Be Determined						
Subtotal Regional Priority Projects				\$0	\$0	
Part 2B: Priority Bridge Projects						
Hardwick Pond Road over the Muddy Brook	Ware	603575	NFA		\$784,000	\$784,000
Subtotal Priority Bridge Projects				\$0	\$784,000	\$784,000

Table 6

Section 1: FEDERALLY FUNDED PROJECTS: YEAR 2006

Project Description	City/Town	Project ID	Funding	Fed. Funds	State Funds	Total Cost	Reg. Target
Part 1A: Federal Aid Target Projects							
Route 66 Reconstruction	Northampton	119007	STP	\$6,915,514	\$1,728,879	\$8,644,393	
Route 20 Spec Pond	Wilbraham	604205	STP	\$699,200	\$174,800	\$874,000	
River Road Rehabilitation	Agawam	602601	STP	\$572,000	\$143,000	\$715,000	
Subtotal Target Projects				\$8,186,714	\$2,046,679	\$10,233,393	\$16,768,211
Part 1B: Federal Aid Bridge Projects							
Great River Bridge	Westfield	600933	A/C Bridge	\$4,800,000	\$1,200,000	\$6,000,000	
Replace Bridge S-18-007 Route 47(Hadley St) over Bachelor Brook	South Hadley	603260	BRR	\$821,760	\$205,440	\$1,027,200	
Kinnebrook Road over the Westfield River	Chester	602080	BRR	\$1,200,000	\$300,000	\$1,500,000	
Subtotal Bridge Projects				\$6,821,760	\$1,705,440	\$8,527,200	
Part 1C: Federal Aid Non-Target Projects							
Pleasant Street	Holyoke		HPP	\$618,720	\$154,680	\$773,400	
Subtotal Non-Target Projects				\$618,720	\$154,680	\$773,400	
Part 1D: Other Federal Aid Projects							
Projects To Be Determined							
Subtotal Other Federal Aid Projects				\$0	\$0	\$0	

Table 7

Section 2: REGIONAL PRIORITY LIST OF STATE FUNDED (NFA) PROJECTS FOR YEAR 2006

Project Description	City/Town	Project ID	Funding	Fed. Funds	State Funds	Total Cost
Part 2A: Regional Priority Projects						
Projects To Be Determined						
Subtotal Regional Priority Projects				\$0	\$0	\$0
Part 2B: Priority Bridge Projects						
Replace Mill Valley Rd. Bridge B-05-007 over Jabish Brook	Belchertown	603274	NFA		\$613,200	\$613,200
Replace Route 116 (Springfield St) Bridge C-13-008 over Chicopee River	Chicopee	603180	NFA		\$3,244,600	\$3,244,600
Subtotal Priority Bridge Projects				\$0	\$3,857,800	\$3,857,800

Table 8
Section 1: FEDERALLY FUNDED PROJECTS: YEAR 2007

Project Description	City/Town	Project ID	Funding	Fed. Funds	State Funds	Total Cost	Reg. Target
Part 1A: Federal Aid Target Projects							
Lower Hampden Road Reconstruction	Monson	601502	A/C	\$3,053,522	\$763,380	\$3,816,902	
Downtown Rail Trail Connector	Northampton	602887	STP	\$1,280,000	\$320,000	\$1,600,000	
Route 202 Resurfacing	Belchertown	602419	STP	\$2,764,000	\$691,000	\$3,455,000	
Route 20 Reconstruction	Chester/Huntington	602314	STP	\$2,065,600	\$516,400	\$2,582,000	
South Road Reconstruction	Westhampton	601175	STP	\$1,440,000	\$360,000	\$1,800,000	
Subtotal Target Projects				\$10,603,122	\$2,650,780	\$13,253,902	\$13,420,622
Part 1B: Federal Aid Bridge Projects							
Great River Bridge	Westfield	600933	A/C Bridge	\$8,800,000	\$2,200,000	\$11,000,000	
Subtotal Bridge Projects				\$8,800,000	\$2,200,000	\$11,000,000	
Part 1C: Federal Aid Non-Target Projects							
Projects To Be Determined							
Subtotal Non-Target Projects				\$0	\$0	\$0	
Part 1D: Other Federal Aid Projects							
Projects To Be Determined							
Subtotal Other Federal Aid Projects				\$0	\$0	\$0	

Table 9

Section 2: REGIONAL PRIORITY LIST OF STATE FUNDED (NFA) PROJECTS FOR YEAR 2007

Project Description	City/Town	Project ID	Funding	Fed. Funds	State Funds	Total Cost
Part 2A: Regional Priority Projects						
Projects To Be Determined						
Subtotal Regional Priority Projects				\$0	\$0	\$0
Part 2B: Priority Bridge Projects						
Subtotal Priority Bridge Projects				\$0	\$0	\$0

Table 10

Section 1: FEDERALLY FUNDED PROJECTS: YEAR 2008

Project Description	City/Town	Project ID	Funding	Fed. Funds	State Funds	Total Cost	Reg. Target
Part 1A: Federal Aid Target Projects							
Projects To Be Determined							
Subtotal Target Projects				\$0	\$0	\$0	\$13,828,376
Part 1B: Federal Aid Bridge Projects							
Great River Bridge	Westfield	600933	A/C Bridge		TBD		
Subtotal Bridge Projects				\$0	\$0	\$0	
Part 1C: Federal Aid Non-Target Projects							
Projects To Be Determined							
Subtotal Non-Target Projects				\$0	\$0	\$0	
Part 1D: Other Federal Aid Projects							
Projects To Be Determined							
Subtotal Other Federal Aid Projects				\$0	\$0	\$0	

Table 11

Section 2: REGIONAL PRIORITY LIST OF STATE FUNDED (NFA) PROJECTS FOR YEAR 2008

Project Description	City/Town	Project ID	Funding	Fed. Funds	State Funds	Total Cost
Part 2A: Regional Priority Projects						
Projects To Be Determined						
Subtotal Regional Priority Projects				\$0	\$0	\$0
Part 2B: Priority Bridge Projects						
Projects To Be Determined						
Subtotal Priority Bridge Projects				\$0	\$0	\$0

Table 12

Section 1: FEDERALLY FUNDED PROJECTS: YEAR 2009

Project Description	City/Town	Project ID	Funding	Fed. Funds	State Funds	Total Cost	Reg. Target
Part 1A: Federal Aid Target Projects							
Projects To Be Determined							
Subtotal Target Projects				\$0	\$0	\$0	\$13,828,376
Part 1B: Federal Aid Bridge Projects							
Great River Bridge	Westfield	600933	A/C Bridge			TBD	
Subtotal Bridge Projects				\$0	\$0	\$0	
Part 1C: Federal Aid Non-Target Projects							
Projects To Be Determined							
Subtotal Non-Target Projects				\$0	\$0	\$0	
Part 1D: Other Federal Aid Projects							
Projects To Be Determined							
Subtotal Other Federal Aid Projects				\$0	\$0	\$0	

Table 13

Section 2: REGIONAL PRIORITY LIST OF STATE FUNDED (NFA) PROJECTS FOR YEAR 2009

Project Description	City/Town	Project ID	Funding	Fed. Funds	State Funds	Total Cost
Part 2A: Regional Priority Projects						
Projects To Be Determined						
Subtotal Regional Priority Projects				\$0	\$0	\$0
Part 2B: Priority Bridge Projects						
Projects To Be Determined						
Subtotal Priority Bridge Projects				\$0	\$0	\$0

Table 14**Appendix Z: Other Projects Within the Region****These projects are listed for informational purposes only. These projects are not currently programmed in the TIP.**

Project Description	Community	SID	Funding	Fed. Funding	State Funding	Total Cost
Rehabilitate: BR# S-24-091 over Conrail	Springfield	602600	NFA			\$650,000.00
Reconstruct: BR# H-21-016	Holyoke	602536				\$2,000,000.00
Reconstruction: BR# L-16-008 over Chicopee River	Ludlow/Spfld.	601156	NFA			\$0.00
Replace Bridge #B-03-036, M-19-005	Middlefield	102034	NFA			\$800,000.00
Reconstruction: Stimpson St. to Ware TL	Palmer	601504	FA			\$4,000,000.00
Reconstruction: W/O Rte. 202 to Amherst TL	Pelham	601154	FA			\$2,654,400.00
Routes 10/202 resurfacing (southerly)	Southwick	604153	NFA			\$1,600,000.00
abandoned railroad (former NY New Haven) approx 3.2 miles	Westfield	603783	FA			\$7,400,000.00
Replace: BR# S-24-068 over I-291	Springfield	601493	NFA			\$665,755.00
Reconstruction: South of Rte. 9 to Bay Rd.	Hadley	602796				\$1,300,000.00
Reconstruction: Bridge #S-24-090 over Conrail	Springfield	602600	NFA			\$1,875,000.00
BR# S-24-049 & S-24-050 & S-24-051	Springfield	602570	NFA			\$2,276,000.00
Reconstruction: Kings Highway Int.	West Springfield	601487	NFA			\$325,000.00
Replace: BR# W-05-003 over Rte. 9	Ware	601701	NFA			\$1,339,000.00
Main St., Broad St, Park Square and South Broad St.	Westfield	603318	NFA			\$5,072,945.00
School St. north to State Hwy.	Agawam	602601	FA			\$441,600.00
Construction: Along Penn. Central Line	Southwick	602844	FA			\$1,400,000.00
Reconstruction: Maple St. to N. Main St.	East Longmeadow	603708	STP			\$1,600,000.00
Construction: Rte. 187 to Southwick	Agawam	115300	FA			\$28,000,000.00
Reconstruction: Pine St. to Westfield TL	Agawam	600513	FA			\$2,800,000.00
Reconstruction: BR# A-08-013 Meadow Street over Swamp Brook	Amherst	603585	FA			\$270,000.00
Rt. 19 west 1.7 miles	Brimfield	602367	FA			\$1,632,000.00
Enhancement: Restoration	Chester	602349	FA			\$614,288.00
Construction: From Chicopee Center, 2.5 mi.	Chicopee	602912				\$1,118,788.00
Replace: BR# H-21-018 First Level Canal	Holyoke	600936	FA			\$2,000,000.00
Repair: BR# C-13-012, H-21-030	Chicopee/Holyoke	082611	MEGA			\$18,750,000.00
Reconstruction & drainage, .75 mile	Hatfield	603361	SUP			\$975,000.00
Reconstruction: Pleasant St. to N. Main St.	East Longmeadow	603709	STP			\$1,500,000.00
Reconstruction: Springfield CL to Center Sq.	East Longmeadow	601350	FA			\$1,520,000.00
Reconstruction: BR# E-05-008 over RR tracks	Easthampton	048941	NFA			\$640,000.00
Reconstruction: S. Hamp. TL north to Loudville Rd.	Easthampton	602486	NFA			\$300,000.00
Resurface: Rte. 112 to Williamsburg TL	Goshen	602888	FA			\$1,345,000.00
Widen to 4 lanes: West St. to Coolidge Br.	Hadley	600302	NFA			\$2,200,000.00
Design, Engineer and ROW	Westfield	600933				\$337,500.00
Construction: Plainfield St. to Nash Fld.	Chicopee	602911				\$856,857.00
Routes 10/202 resurfacing (northerly)	Southwick	604155				\$1,200,000.00
Intersection Improvement, signal at Post office business park	Wilbraham	604205	STP			\$448,000.00

Resurface Route 116	Hadley	603786			\$1,160,300.00	
Reconstruct Route 5 from Ashley Ave to Route 5	West Springfield	604209			\$5,600,000.00	
Rte 5 Reconstruction from East Elm to Ashley Ave	West Springfield	604210			\$6,256,000.00	
Bridge Replacement BR# E-05-024 I-91NB & SB over East Street	Easthampton	603440	FA		\$5,433,000.00	
Rte 202 Rotary Lighting	South Hadley	603335			\$480,000.00	
Hwy & Bridge Improvement	Westfield	602870	FA		\$7,192,000.00	
Routes 10/202 resurfacing (center)	Southwick	604154			\$1,600,000.00	
Canal walk in Downtown Holyoke	Holyoke	603264			\$2,755,000.00	
Bridge Rehabilitation: BR# M-27-010 Hospital Road	Monson	603960			\$433,000.00	
Bridge Replacement BR# C-11-026, Old State Highway over the Westfield River	Chester	604021			\$1,134,400.00	
Bridge Replacement, BR# B-05-005 River Street	Belchertown	603375			\$882,700.00	
Bridge Replacement BR# H-01-017, North Hadley Street over Route 116	Hadley	604049			\$2,296,000.00	
Bridge Replacement BR# M-27-007=p-01-007, State Avenue over the Guaboag River	Monson-palmer	604136			\$1,768,800.00	
Bridge rehabilitation BR# N-19-059 I-91 NB and SB	Northampton	602381			\$5,000,000.00	
Rte 20 Resurfacing	Westfield	603926			\$1,063,069.00	
Replace: BR# G-09-001	Granby	602609	NFA		\$450,000.00	
Design, Engineer and ROW	Westfield	600933			\$356,250.00	
Design, Engineer and ROW	Westfield	600933			\$356,250.00	
Reconstruction: Northampton TL to Chesterfield TL	Westhampton	602387	NFA		\$2,400,000.00	
Reconstruction: Rte. 66 to Stage Rd	Westhampton	602386	STP		\$1,400,000.00	
Reconstruction: BR# W-35-003	Wilbraham	602652	Bridges		\$700,000.00	
Ware River Valley Greenway Trail & Covered Bridge Preservation Project	Ware	603454	ENH		\$1,400,000.00	
Intersection Improvement	Agawam	604203			\$200,000.00	
Replace: BR# C-11-023	Chester	600737	NFA		\$300,000.00	
Bikeway loop Main/River/School	Agawam	603731	STP		\$378,021.00	
Replace BR# N-19-023 over the Mill River	Northampton	602538	NFA		\$1,200,000.00	
Replace BR# S-22-005 over Johnson Brook	Southwick	601322	NFA		\$378,000.00	
Replace BR# S-24-020	Springfield	600551	NFA		\$9,000,000.00	
Southwick Rd BR#W-25-006 over the Little River	Westfield	400103	NFA		\$2,887,000.00	
BR#N-19-056, RT 91 over East St., Island Rd	Northampton	603248			\$1,500,000.00	
Reconstruction Rt. 57 (Feeding Hills Road) and Rts. 10/202 (College Highway)	Southwick	603477			\$2,500,000.00	
Bridge Replacement BR#W-05-004 Route 9 (East Street) over the Ware River	Ware	604212			\$2,504,000.00	
Look Park Extension to Williamsburg Line	Northampton	602885			\$1,647,948.00	
Subtotal Appendix Z Project:				\$0	\$0	\$174,518,871.00

VI. Transit Project Listing for FFY 2005-2009

The following is a complete listing of programmed transit projects for FFY 2005-2009

Table 15

Transit Project Information FY05					
Project	Description	Funding	Federal Cost	State Cost	Total
Rolling Stock	Replacement Transit Buses	5307	2,000,000	500,000	2,500,000
Vans	Lift equipped Vans	5307	400,000	100,000	500,000
Capital Purchase	Supervisory Vehicles	5307	80,000	20,000	100,000
Capital Purchase	Transit Enhancements	5307	200,000	50,000	250,000
Capital Purchase	Hardware/Software	5307	500,000	125,000	625,000
Capital Purchase	AVL System Integrator	5307	800,000	200,000	1,000,000
Facility Improvement	Environmental compliance	5307	80,000	20,000	100,000
Facility Improvement	Transit Facilities Improvement	5307	100,000	25,000	125,000
Maintenance Items	Small Tools and Equipment	5307	200,000	50,000	250,000
Maintenance Items	Preventive Maintenance 7/05 - 6/07	5307	3,000,000	750,000	3,750,000
Service Improvement	Intermodal Terminal Lease	5307	80,000	20,000	100,000
Service Improvement	ADA Assistance 7/05-6/07	5307	800,000	200,000	1,000,000
Planning	Planning	5307	200,000	50,000	250,000
Operating Assistance	E&H Special Transit Services				6,000,000
Operating Assistance	Fixed Route Service				21,400,000
Operating Assistance	Rural Transit E&H	5311			127,000
Vans	Lift Equipped Vans	5310	200,000	50,000	250,000
Mini-buses	Lift Equipped minibuses	5310		300,000	300,000
Intermodal Center	Union Station Redevelopment carryo	5309	4,500,000	1,125,000	5,625,000
ITS	ITS Deployment Implementation carr	115	3,000,000	0	3,000,000
Rolling Stock	Fleet Replacement carryover	5309	2,500,000	625,000	3,125,000
Intermodal Center	Holyoke Multimodal Center carryover	115	2,000,000	0	2,000,000
Intermodal Center	Westfield Multimodal Center carryove	115	1,700,000	0	1,700,000
Operating Assistance	Welfare to Work (JARC) carryover H	3037	74,344	0	74,344
Operating Assistance	Welfare to Work (JARC) carryover	3037	500,000	0	500,000
			22,914,344	4,210,000	54,651,344

Table 16

Transit Project Information FY06					
Project	Description	Funding	Federal Cost	State Cost	Total
Rolling Stock	Replacement Transit Buses	5307	2,000,000	500000	2,500,000
Vans	Lift equipped Vans	5307	300,000	75000	375,000
Capital Purchase	Supervisory Vehicles	5307	80,000	20000	100,000
Capital Purchase	Transit Enhancements	5307	150,000	37500	187,500
Capital Purchase	Hardware/Software	5307	400,000	100000	500,000
Capital Purchase	AVL System Integrator	5307	500,000	120000	600,000
Facility Improvement	Environmental compliance	5307	80,000	20000	100,000
Facility Improvement	Transit Facilities Improvement	5307	100,000	25000	125,000
Maintenance Items	Small Tools and Equipment	5307	100,000	25000	125,000
Maintenance Items	Preventive Maintenance 7/06 - 6/08	5307	3,000,000	750000	3,750,000
Service Improvement	Intermodal Terminal Lease	5307	80,000	20000	100,000
Service Improvement	ADA Assistance 7/06-6/08	5307	800,000	200000	1,000,000
Planning	Planning	5307	200,000	500,000	250,000
Operating Assistance	E&H Special Transit Services				6,000,000
Operating Assistance	Fixed Route Service				21,400,000
Operating Assistance	Rural Transit E&H	5311	101,600	25400	127,000
Vans	Lift Equipped Vans	5310	200,000	500000	250,000
Mini-buses	Lift Equipped minibuses	5310	240,000	60,000	300,000
			8,331,600	2,977,900	37,789,500

Table 17

Transit Project Information FY07					
Project	Description	Funding	Federal Cost	State Cost	Total
Rolling Stock	Replacement Transit Vehicles	5307	2,000,000	500000	2,500,000
Vans	Lift equipped Vans	5307	400,000	100000	500,000
Capital Purchase	Supervisory Vehicles	5307	100,000	25000	125,000
Capital Purchase	Transit Enhancements	5307	180,000	40000	200,000
Capital Purchase	Hardware/Software	5307	100,000	25000	125,000
Facility Improvement	Transit Facilities Improvement	5307	50,000	12500	62,500
Maintenance Items	Small Tools and Equipment	5307	100,000	25000	125,000
Maintenance Items	Preventive Maintenance 7/07 - 6/09	5307	3,000,000	750000	3,750,000
Service Improvement	Intermodal Terminal Lease	5307	80,000	20000	100,000
Service Improvement	ADA Assistance 7/07-6/09	5307	800,000	200000	1,000,000
Planning	Planning	5307	200,000	50000	250,000
Operating Assistance	E&H Special Transit Services				6,000,000
Operating Assistance	Fixed Route Service				22,000,000
Operating Assistance	Rural Transit E&H	5311			127,000
Vans	Lift Equipped Vans	5310	200,000	50000	250,000
Mini-buses	Lift Equipped minibuses	5310		300,000	300,000
Planning	Rail Feasibility Study	5309	1,600,000	400,000	2,000,000
			8,810,000	2497500	39,414,500

Table 18

Transit Project Information FY08		Funding	Federal Cost	State Cost	Total
Project	Description				
Rolling Stock	Replacement Transit Vehicles	5307	3,000,000	750000	3,750,000
Vans	Lift equipped Vans	5307	400,000	100000	500,000
Capital Purchase	Supervisory Vehicles	5307	100,000	25000	125,000
Capital Purchase	Transit Enhancements	5307	150,000	37500	187,500
Capital Purchase	Hardware/Software	5307	100,000	25000	125,000
Facility Improvement	Transit Facilities Improvement	5307	200,000	72000	360,000
Maintenance Items	Small Tools and Equipment	5307	100,000	25000	125,000
Maintenance Items	Preventive Maintenance 7/08 - 6/10	5307	3,000,000	750000	3,750,000
Service Improvement	Intermodal Terminal Lease	5307	80,000	20000	100,000
Service Improvement	ADA Assistance 7/08-6/10	5307	800,000	200000	1,000,000
Planning	Planning	5307	260,000	65000	325,000
Operating Assistance	E&H Special Transit Services				6,000,000
Operating Assistance	Fixed Route Service				22,000,000
Operating Assistance	Rural Transit E&H	5311			127,000
Vans	Lift Equipped Vans	5310	200,000	50000	250,000
Mini-buses	Lift Equipped minibuses	5310		300,000	300,000
			8,390,000	2419500	39,024,500

Table 19

Transit Project Information FY09		Funding	Federal Cost	State Cost	Total
Project	Description				
Rolling Stock	Replacement Transit Buses	5307	1,920,000	480000	2,400,000
Vans	Lift equipped Vans	5307	400,000	100000	500,000
Capital Purchase	Supervisory Vehicles	5307	100,000	25000	125,000
Capital Purchase	Transit Enhancements	5307	150,000	37500	187,500
Capital Purchase	Hardware/Software	5307	100,000	25000	125,000
Capital Purchase	AVL System Integrator	5307	500,000	120000	600,000
Facility Improvement	Environmental compliance	5307	200,000	50000	250,000
Facility Improvement	Transit Facilities Improvement	5307	50,000	12500	62,500
Maintenance Items	Small Tools and Equipment	5307	100,000	25000	125,000
Maintenance Items	Preventive Maintenance 7/09 - 6/11	5307	3,000,000	750000	3,750,000
Service Improvement	Intermodal Terminal Lease	5307	80,000	20000	100,000
Service Improvement	ADA Assistance 7/09-6/11	5307	800,000	200000	1,000,000
Planning	Planning	5307	240,000	600,000	300,000
Operating Assistance	E&H Special Transit Services				6,250,000
Operating Assistance	Fixed Route Service				22,500,000
Operating Assistance	Rural Transit E&H	5311	101,600	25400	127,000
Vans	Lift Equipped Vans	5310	200,000	500000	250,000
Mini-buses	Lift Equipped minibuses	5310	240,000	60,000	300,000
			8,181,600	3,030,400	38,952,000

STATEWIDE FEDERAL AID PROJECT LISTING

The EOT provided each planning agency a listing of statewide items anticipated for FFYs 2005 to 2009. These items are to be funded separately from the regional TIP program.

Table 20

FY 2005-2009 Statewide Items			
Section 1: FEDERALLY FUNDED PROJECTS: YEAR 2005			
Project Description	City/Town	Fed. Funds	Total Cost
Statewide Projects			
Infrastructure Program	Statewide	\$2,200,000	\$2,750,000
Safety Program	Statewide	\$8,200,000	\$10,250,000
Bridge Preservation Program	Statewide	\$4,000,000	\$5,000,000
Congestion Mitigation and Air Quality	Statewide	\$3,200,000	\$4,000,000
Transportation Enhancements	Statewide	\$400,000	\$500,000
Intelligent Transportation Systems	Statewide	\$4,000,000	\$5,000,000
Design and Right of Way	Statewide	\$2,400,000	\$3,000,000
Interstate Maintenance Program	Statewide	\$33,600,000	\$42,000,000
Railroad Grade Crossing	Statewide	\$400,000	\$500,000
Subtotal Statewide Projects		\$58,400,000	\$73,000,000
Section 1: FEDERALLY FUNDED PROJECTS: YEAR 2006			
Project Description	City/Town	Fed. Funds	Total Cost
Statewide Projects			
Infrastructure Program	Statewide	\$2,200,000	\$2,750,000
Safety Program	Statewide	\$12,600,000	\$15,750,000
Bridge Preservation Program	Statewide	\$4,000,000	\$5,000,000
Congestion Mitigation and Air Quality	Statewide	\$3,200,000	\$4,000,000
Transportation Enhancements	Statewide	\$400,000	\$500,000
Intelligent Transportation Systems	Statewide	\$4,000,000	\$5,000,000
Design and Right of Way	Statewide	\$2,400,000	\$3,000,000
Interstate Maintenance Program	Statewide	\$33,600,000	\$42,000,000
Railroad Grade Crossing	Statewide	\$400,000	\$500,000
Subtotal Statewide Projects		\$62,800,000	\$78,500,000

Section 1: FEDERALLY FUNDED PROJECTS: YEAR 2007			
Project Description	City/Town	Fed. Funds	Total Cost
Statewide Projects			
Infrastructure Program	Statewide	\$2,200,000	\$2,750,000
Safety Program	Statewide	\$17,400,000	\$21,750,000
Bridge Preservation Program	Statewide	\$4,000,000	\$5,000,000
Congestion Mitigation and Air Quality	Statewide	\$3,200,000	\$4,000,000
Transportation Enhancements	Statewide	\$400,000	\$500,000
Intelligent Transportation Systems	Statewide	\$4,000,000	\$5,000,000
Design and Right of Way	Statewide	\$2,400,000	\$3,000,000
Interstate Maintenance Program	Statewide	\$33,600,000	\$42,000,000
Railroad Grade Crossing	Statewide	\$400,000	\$500,000
Subtotal Statewide Projects		\$67,600,000	\$84,500,000
Section 1: FEDERALLY FUNDED PROJECTS: YEAR 2008			
Project Description	City/Town	Fed. Funds	Total Cost
Statewide Projects			
Infrastructure Program	Statewide	\$2,200,000	\$2,750,000
Safety Program	Statewide	\$17,900,000	\$22,375,000
Bridge Preservation Program	Statewide	\$4,000,000	\$5,000,000
Congestion Mitigation and Air Quality	Statewide	\$3,200,000	\$4,000,000
Transportation Enhancements	Statewide	\$400,000	\$500,000
Intelligent Transportation Systems	Statewide	\$4,000,000	\$5,000,000
Design and Right of Way	Statewide	\$2,400,000	\$3,000,000
Interstate Maintenance Program	Statewide	\$33,600,000	\$42,000,000
Railroad Grade Crossing	Statewide	\$400,000	\$500,000
Subtotal Statewide Projects		\$68,100,000	\$85,125,000
Section 1: FEDERALLY FUNDED PROJECTS: YEAR 2009			
Project Description	City/Town	Fed. Funds	Total Cost
Statewide Projects			
Infrastructure Program	Statewide	\$2,200,000	\$2,750,000
Safety Program	Statewide	\$17,900,000	\$22,375,000
Bridge Preservation Program	Statewide	\$4,000,000	\$5,000,000
Congestion Mitigation and Air Quality	Statewide	\$3,200,000	\$4,000,000
Transportation Enhancements	Statewide	\$400,000	\$500,000
Intelligent Transportation Systems	Statewide	\$4,000,000	\$5,000,000
Design and Right of Way	Statewide	\$2,400,000	\$3,000,000
Interstate Maintenance Program	Statewide	\$33,600,000	\$42,000,000
Railroad Grade Crossing	Statewide	\$400,000	\$500,000
Subtotal Statewide Projects		\$68,100,000	\$85,125,000

PROJECT IMPLEMENTATION

The TIP is also used as a management tool for monitoring the progress and implementation of the RTP and previous TIP's. The award status of FFY 2003-2004 TIP projects are identified in the following table.

Table 21

SID	Project Description	Community	Publication Date
603074	construction: South Street to Coleman Rd.	Easthampton	10/12/2002
602967	Enhancement: Restoration	Chester/Middlefield	1/25/2003
603579	Structure Maintenance-Rte 21 over Chicopee River(Phase I)	Chicopee	8/2/2003
601684	I-391 Resurfacing	Chicopee	9/20/2003

CONFORMITY DETERMINATION

In accordance with Section 176 (c)(4) of the Clean Air Act as amended in 1990, the Pioneer Valley MPO has completed its review and hereby certifies that the FFY 2005-2009 Transportation Improvement Program has been developed from a conforming Transportation Plan and therefore conforms with 40 CFR parts 51 and 93 issued on November 23, 1993 and 310 CMR 60.03, issued on December 30, 1994.

The CAAA defines conformity to a SIP to mean conformity to the plan's purpose of eliminating or reducing the severity and number of violations of the NAAQS and achieving expeditious attainment of the standards. The Pioneer Valley MPO has certified that all activities outlined in the 1997 Regional Transportation Plan:

- Will not cause or contribute to any new violation of any standard in any area.
- Will not increase the frequency or severity of any existing violation of any standard in any area.
- Will not delay the timely attainment of any standard of any required interim emission reductions or other milestone in any area.

The analysis that was performed on the Pioneer Valley RTP includes all regionally significant transportation projects proposed to be completed within the timeframe of the RTP. All regionally significant projects included in the 2005-2009 TIP have been included in the analysis of the Pioneer Valley RTP; therefore, the TIP has been developed from the currently conforming RTP. The projects in the TIP are of the same design and concept that were analyzed in the RTP. Therefore, no new analysis was required for the TIP. All regionally significant RTP projects for 2000 through 2003 are programmed in the TIP (in other words, non-exempt RTP projects in the 2000 action scenario must be included in the TIP). Because projects in the TIP come from the conforming RTP, the same air quality analysis utilized for the RTP can be used for the TIP.

In addition, conformity to the SIP requires the RTP to be "financially constrained by year and include a financial plan that demonstrates which projects can be implemented using current revenue sources and which projects are to be implemented using proposed revenue sources (while the existing transportation system is being adequately operated and maintained)". The overall RTP is financially constrained to the annual federal apportionment and projections of state resources reasonably expected to be available during the appropriate time frame.

Included in this chapter are the tables taken from the conforming Addendum to the 1997 Regional Transportation Plan for the Pioneer Valley Region. Table 22 shows the non-exempt projects of the FFY 2005-2009 TIP. Table 1, in Appendix E shows the Volatile Organic Compound and Nitrogen Oxide emissions calculated for the Western Massachusetts Ozone Nonattainment Area. As shown in this table, the Pioneer Valley MPO in combination with the other MPOs/RPAs in the Western Nonattainment Area conforms to the requirements set forth in the Massachusetts SIP. Emissions calculated for the Springfield Carbon Monoxide Nonattainment Area are also included. Therefore,

this TIP, in combination with the TIPs from the other MPOs in the Western Massachusetts Nonattainment Area, is found to be in compliance.

Table 22
FFY 2005-2009 Non-Exempt Projects

Municipality	Project Description
Westfield	Westfield Intermodal Center
PVTA	Union Station
Westfield	Great River Bridge
Holyoke	Intermodal Center

Timely Implementation of Transportation Control Measures

Transportation Control Measures (TCMs) have been required in SIP revisions submitted to EPA in 1979, 1982, and those submitted as mitigation for the construction of the Central Artery project in the Boston Metropolitan Area. Those TCMs included in the 1979 and 1982 submission for implementation in the Pioneer Valley Region have all been accomplished through construction or through implementation of ongoing programs. These projects have all been included in past Pioneer Valley MPO RTPs and TIPs.

APPENDICES

APPENDIX A: EOT Targets Letter



Mitt Romney
Governor

Kerry Healey
Lieutenant Governor

Daniel A. Grabauskas
Secretary of Transportation

The Commonwealth of Massachusetts
Executive Office of Transportation and Construction
Ten Park Plaza, Boston, MA 02116-3969
Office of the Secretary

July 16, 2004

Henry Barton, Chairman
Pioneer Valley Planning Commission
26 Central Street
West Springfield, MA 01089

Dear Mr. Barton:

As you know, the Commonwealth recently received verbal guidance from the Federal Highway Administration concerning the programming assumptions to be used in developing the Metropolitan Planning Organizations' Federal Fiscal Year 2005 through 2009 Transportation Improvement Programs. The funding assumptions include:

- a statewide authorization level of \$545.6 million;
- no Revenue Aligned Budget Authority (RABA);
- obligation authority of 92.5%;
- no allocation to High Priority Projects (HPP) – such projects, if any, will be funded with additional authorization and their own obligation authority;
- CA/T obligation authority as reflected in the Central Artery Finance Plan; and
- level funding for all years after 2005.

The statewide authorization level is based upon a comparison of the six-year average of the President's reauthorization bill (SAFETEA) and the FFY 2005 authorizations contained in the House reauthorization bill (TEALU), while the obligation authority was developed by comparing the Administration's FFY 2005 budget request with TEALU's total authorized amounts for FFY 2005. Table 1 shows the impact of these assumptions, and the previous decision to hold the Artery to its 2003 Finance Plan

Regional Targets

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July 16, 2004

levels, compared to the existing targets as released in July 2003 and subsequently amended in January 2004.⁶

	FY 2005	FY 2006	FY 2007	FY 2008
Total Funding Now Available (SWRB) – New Guidance	\$335,147,075	\$360,147,075	\$360,147,075	\$360,147,075
Allocations under July 2003/January 2004 Targets – Old Guidance	\$324,936,413	\$335,925,685	\$345,353,055	\$354,788,906
Difference to be Programmed	\$10,210,662	\$24,221,390	\$14,794,020	\$5,358,169

As discussed at the MARPA meeting on June 14th, this difference will be divided between regional targets and statewide line items. As reflected in the draft targets released at that meeting, the funding that is allocated to the statewide line items will be used for current unmet needs in the regional major infrastructure program (\$9 million in FFY 2006); to maintain an ongoing bridge preservation program (\$3 million in FFY 2006 through FFY 2009); and to increase funding to the bridge rehabilitation and replacement program, where possible.

We look forward to working with you and our other MPO partners to determine how best to allocate the additional revenue under the regional targets. I am sure that the hard work that we have all done on implementing the project evaluation criteria will help greatly in our discussions on this issue.

This allocation of funding will not meet the state's needs in several important areas. We therefore will take steps to direct additional federal funding to these needs, particularly our bridge program, should additional federal funds become available. Our first priority will be to increase the federal-aid bridge program to a level of at least \$95 million per year. Additionally, we would like to begin discussions soon on the issue of meeting our critical resurfacing needs, as well as the possible consideration of flexing highway funds to our statewide transit needs.

On each of these issues, I would like to thank you for your very thoughtful and reasoned response to our concerns, received via email from Tim Brennan to Ken Miller on June 21st. Commissioner Cogliano and I have asked Tom Cahir, working with Ken and the Bureau of Transportation Planning and Development, to take the lead in working with MARPA to address your comments.

⁶ Please note that the new assumptions result in a lower level of programming in FY 2006 – 2008 than projected in the targets released last year (July 2003). The difference in funding shown in Table 1 results from the state's previous decision to hold funding for the Central Artery Project to the levels provided in the 2003 Finance Plan.

Regional Targets

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July 16, 2004

On a final note, MassHighway has finalized the FFY 2005 –2007 Interstate Maintenance Program, a copy of which is enclosed, but is still completing the draft FFY 2005 – 2007 Bridge Program. We expect to provide the planned 2006 and 2007 Bridge Program by the end of the month. Once you have received this information, Planning will schedule a meeting with the Transportation Program Managers to discuss these issues in greater detail. In the meantime, should you have any questions or concerns about either of these items, please do not hesitate to let Tom Cahir or your MPO liaison know.

The Bureau of Transportation Planning and Development will be contacting each MPO directly to discuss these issues in more detail. If you have additional questions regarding these issues please feel free to contact Tom Cahir at (617) 973-8090 or Ken Miller at (617) 973-8064.

Thank you for your attention to this matter and your continued commitment to our mutual goal of sound regional and statewide transportation planning.

Sincerely,



Daniel A. Grabauskas
Secretary of Transportation

Attachments: Proposed Targets
FFY 2005 – 2007 Interstate Maintenance Program

cc: Stan Gee, Federal Highway Administration
Dick Doyle, Federal Transit Administration
Henry Swiniarski, Undersecretary
Astrid Glynn, Deputy Secretary
Tom Cahir, Assistant Secretary
John Cogliano, Commissioner
Luisa Paiewonsky, Deputy Commissioner
Kenneth Miller, Director, Bureau of Transportation Planning and Development
Michael Abrahams, Director, Capital Expenditure Program Office
Dennis DiZoglio, Deputy General Manager, MBTA

TITLE 23 - TRANSPORTATION FUNDING
 Statewide Highway-Funded Program

FEDERAL FISCAL YEAR 2005
FEDERAL REGIONAL TARGETS
 July 16, 2004

	Federal Authorization	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Total Authorization	\$545,600,000			
Subtract Penalty (Repeat Offenders)	(7,446,000)			
Total Available Statewide	\$538,154,000			
Multiply by 92.5% for Obligation Authority		\$497,792,450		
Central Artery/Tunnel Obligation Authority		(225,474,790)		
Total Non-HPP Available Statewide		\$272,317,660	\$61,764,415	\$334,022,075
Statewide Infrastructure Items:				
Statewide Infrastructure Program		\$2,200,000	\$550,000	\$2,750,000
Statewide Safety Program		8,200,000	2,050,000	10,250,000
Statewide Bridge Preservation Program		4,000,000	1,000,000	5,000,000
Statewide CMAQ		3,200,000	800,000	4,000,000
Statewide Transportation Enhancements		400,000	100,000	500,000
Statewide ITS		4,000,000	1,000,000	5,000,000
Statewide Design and Right of Way		2,400,000	600,000	3,000,000
Statewide Interstate Maintenance Program		37,800,000	4,200,000	42,000,000
Statewide Railroad Grade Crossings		400,000	100,000	500,000
Subtotal Statewide Infrastructure Items:		\$62,600,000	\$10,400,000	\$73,000,000
Other Statewide Items:				
Award Adjustments and Change Orders Planning		\$8,000,000	\$2,000,000	\$10,000,000
CTAP, CEPO, and Misc. Programs		12,000,000	3,000,000	15,000,000
		800,000	200,000	1,000,000
Subtotal Other Statewide Items:		\$20,800,000	\$5,200,000	\$26,000,000
Regional Major Infrastructure Projects:		\$59,060,000	\$13,640,000	\$72,700,000
Bridge Program:		\$42,944,265	\$10,736,066	\$53,680,331
Regional Targets:				
1998 - 2003 HPP Carryover		\$86,913,395	\$21,728,349	\$108,641,744
Section 115 Carryover		86,736,640	21,684,160	108,420,800
		33,050,000	33,050,000	33,050,000
Total Available Including HPP:		\$206,700,035	\$76,462,509	\$283,162,544

Region	Regional Share (%)	Target with State match	Estimated TEA-21 HPP Carry-Over With State Match	Section 115 Projects	Total Funding Available
Berkshire Region	3.56	\$3,862,214	\$1,180,863	\$1,750,000	\$6,792,876
Boston Region	42.97	46,683,357	63,526,669	6,850,000	117,060,026
Capa Cod	4.59	4,981,224	1,081,548	0	6,062,771
Central Mass	8.69	9,440,968	12,539,158	0	21,980,125
Franklin Region	2.54	2,789,500	0	4,833,333	7,592,833
Martha's Vineyard	0.31	336,789	0	0	336,789
Merrimeck Valley	4.43	4,812,829	4,219,888	1,600,000	10,632,717
Montachusett	4.46	4,845,422	2,099,093	3,666,667	10,611,181
Nantucket	0.22	239,012	0	0	239,012
Northam Middlesex	3.91	4,247,892	3,514,129	1,800,000	9,562,021
Old Colony	4.56	4,954,064	0	0	4,954,064
Pioneer Valley	10.81	11,744,172	4,406,928	10,050,000	26,201,000
Southeastern Mass	8.96	9,734,300	15,852,828	2,500,000	28,087,128
Total:	100.00	\$108,641,744	\$108,420,800	\$33,050,000	\$250,112,544

Non Federal Aid Bridge Program
 (To be converted to Federal Aid as funds become available)

\$ 36,319,669

TITLE 23 - TRANSPORTATION FUNDING
 Statewide Highway-Funded Program

FEDERAL FISCAL YEAR 2006
FEDERAL REGIONAL TARGETS
 July 16, 2004

	Federal Authorization	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Total Authorization	\$545,600,000			
Subtract Penalty (Repeat Offenders)	(7,446,000)			
Total Available Statewide	\$538,154,000			
Multiply by 92.5% for Obligation Authority		\$497,792,450		
Central Artery/Tunnel Obligation Authority		(205,474,780)		
Total Non-HPP Available Statewide		\$292,317,660	\$67,329,415	\$359,647,075
Statewide Infrastructure Items:				
Statewide Infrastructure Program		\$2,200,000	\$550,000	\$2,750,000
Statewide Safety Program		12,600,000	3,150,000	15,750,000
Statewide Bridge Preservation Program		4,000,000	1,000,000	5,000,000
Statewide CMAQ		3,200,000	800,000	4,000,000
Statewide Transportation Enhancements		400,000	100,000	500,000
Statewide ITS		4,000,000	1,000,000	5,000,000
Statewide Design and Right of Way		2,400,000	600,000	3,000,000
Statewide Interstate Maintenance Program		37,800,000	4,200,000	42,000,000
Statewide Railroad Grade Crossings		400,000	100,000	500,000
Subtotal Statewide Infrastructure Items:		\$67,000,000	\$11,500,000	\$78,500,000
Other Statewide Items:				
Award Adjustments and Change Orders		\$8,000,000	\$2,000,000	\$10,000,000
Planning		12,000,000	3,000,000	15,000,000
CTAP, CEPO, and Misc. Programs		800,000	200,000	1,000,000
Subtotal Other Statewide Items:		\$20,800,000	\$5,200,000	\$26,000,000
Regional Major Infrastructure Projects:		\$67,600,000	\$16,400,000	\$84,000,000
Bridge Program:		\$38,400,000	\$9,600,000	\$48,000,000
Regional Targets:		\$98,517,660	\$24,629,415	\$123,147,075

Region	Regional Share (%)	Target with State match
Berkshire Region	3.56	
Boston Region	42.97	\$4,377,879
Cape Cod	4.59	52,916,298
Central Mass	8.69	5,646,293
Franklin Region	2.54	10,701,481
Martha's Vineyard	0.31	3,127,936
Merrimack Valley	4.43	381,756
Montachusett	4.46	5,455,415
Nantucket	0.22	5,492,360
Northern Middlesex	3.91	270,924
Old Colony	4.56	4,815,061
Pioneer Valley	10.81	5,615,507
Southeastern Mass	8.96	13,312,199
Total:	100.00	\$123,147,075

Non Federal Aid Bridge Program
 (To be converted to Federal Aid as funds become available) \$ 42,000,000

TITLE 23 - TRANSPORTATION FUNDING
Statewide Highway-Funded Program

FEDERAL FISCAL YEAR 2007
FEDERAL REGIONAL TARGETS
July 16, 2004

	Federal Authorization	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Total Authorization	\$545,600,000			
Subtract Penalty (Repeal Offenders)	(7,446,000)			
Total Available Statewide	\$538,154,000			
Multiply by 92.5% for Obligation Authority		\$497,792,450		
Central Artery/Tunnel Obligation Authority		(205,474,790)		
Total Non-HPP Available Statewide		\$292,317,660	\$67,829,415	\$360,147,075
Statewide Infrastructure Items:				
Statewide Infrastructure Program		\$2,200,000	\$550,000	\$2,750,000
Statewide Safety Program		17,400,000	4,350,000	21,750,000
Statewide Bridge Preservation Program		4,000,000	1,000,000	5,000,000
Statewide CMAQ		3,200,000	800,000	4,000,000
Statewide Transportation Enhancements		400,000	100,000	500,000
Statewide ITS		4,000,000	1,000,000	5,000,000
Statewide Design and Right of Way		2,400,000	600,000	3,000,000
Statewide Interstate Maintenance Program		37,800,000	4,200,000	42,000,000
Statewide Railroad Grade Crossings		400,000	100,000	500,000
Subtotal Statewide Infrastructure Items:		\$71,800,000	\$12,700,000	\$84,500,000
Other Statewide Items:				
Award Adjustments and Change Orders		\$8,000,000	\$2,000,000	\$10,000,000
Planning		12,000,000	3,000,000	15,000,000
CTAP, CEPO, and Misc. Programs		600,000	200,000	1,000,000
Subtotal Other Statewide Items:		\$20,600,000	\$5,200,000	\$26,000,000
Regional Major Infrastructure Projects:		\$58,480,000	\$14,620,000	\$73,100,000
Bridge Program:		\$41,917,608	\$10,479,402	\$52,397,010
Regional Targets:		\$99,320,052	\$24,830,013	\$124,150,065

Region	Regional Share (%)	Target with State match
Berkshire Region	3.58	\$4,413,535
Boston Region	42.97	53,347,283
Cape Cod	4.59	5,892,280
Central Mass	8.69	10,788,641
Franklin Region	2.64	3,163,412
Martha's Vineyard	0.31	384,865
Merrimack Valley	4.43	5,499,848
Montachusett	4.46	5,537,093
Nantucket	0.22	273,130
Northern Middlesex	3.91	4,854,268
Old Colony	4.56	5,684,243
Pioneer Valley	10.81	13,420,822
Southeastern Mass	8.86	11,123,846
Total:	100.00	\$124,150,065

Non Federal Aid Bridge Program
 (To be converted to Federal Aid as funds become available) \$ 37,602,990

TITLE 23 - TRANSPORTATION FUNDING
 Statewide Highway-Funded Program

FEDERAL FISCAL YEAR 2006
FEDERAL REGIONAL TARGETS
 July 16, 2004

	Federal Authorization	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Total Authorization	\$545,600,000			
Subtract Penalty (Repeat Offenders)	(7,446,000)			
Total Available Statewide	\$538,154,000			
Multiply by 92.5% for Obligation Authority		\$497,792,450		
Central Artery/Tunnel Obligation Authority		(205,474,790)		
Total Non-HPP Available Statewide		\$292,317,660	\$67,329,415	\$359,647,075
Statewide Infrastructure Items:				
Statewide Infrastructure Program		\$2,200,000	\$550,000	\$2,750,000
Statewide Safety Program		12,600,000	3,160,000	15,750,000
Statewide Bridge Preservation Program		4,000,000	1,000,000	5,000,000
Statewide CMAQ		3,200,000	800,000	4,000,000
Statewide Transportation Enhancements		400,000	100,000	500,000
Statewide ITS		4,000,000	1,000,000	5,000,000
Statewide Design and Right of Way		2,400,000	600,000	3,000,000
Statewide Interstate Maintenance Program		37,800,000	4,200,000	42,000,000
Statewide Railroad Grade Crossings		400,000	100,000	500,000
Subtotal Statewide Infrastructure Items:		\$67,000,000	\$11,500,000	\$78,500,000
Other Statewide Items:				
Award Adjustments and Change Orders Planning		\$8,000,000	\$2,000,000	\$10,000,000
CTAP, CEPO, and Misc. Programs		12,000,000	3,000,000	15,000,000
Subtotal Other Statewide Items:		\$20,000,000	\$5,200,000	\$26,000,000
Regional Major Infrastructure Projects:		\$67,600,000	\$16,400,000	\$84,000,000
Bridge Program:		\$38,400,000	\$9,600,000	\$48,000,000
Regional Targets:		\$98,517,660	\$24,629,415	\$123,147,075

Region	Regional Share (%)	Target with State match
Berkshire Region	3.56	
Boston Region	42.97	\$4,377,879
Cape Cod	4.59	\$2,916,298
Central Mass	8.69	\$5,646,293
Franklin Region	2.54	\$10,701,481
Martha's Vineyard	0.31	\$3,127,936
Merrimack Valley	4.43	\$381,756
Montachusett	4.46	\$5,455,415
Nantucket	0.22	\$5,492,360
Northern Middlesex	3.91	\$270,924
Old Colony	4.56	\$4,815,061
Pioneer Valley	10.81	\$5,615,507
Southeastern Mass	8.96	\$13,312,199
Total:	100.00	\$123,147,075

Non Federal Aid Bridge Program
 (To be converted to Federal Aid as funds become available) \$ 42,000,000

TITLE 23 - TRANSPORTATION FUNDING
Statewide Highway-Funded Program

FEDERAL FISCAL YEAR 2008
FEDERAL REGIONAL TARGETS
July 16, 2004

	Federal Authorization	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Total Authorization	\$545,600,000			
Subtract Penalty (Repeat Offenders)	(7,446,000)			
Total Available Statewide	\$538,154,000			
Multiply by 92.5% for Obligation Authority		\$497,792,450		
Central Artery/Tunnel Obligation Authority		(205,474,790)		
Total Non-HPP Available Statewide		\$292,317,660	\$67,829,415	\$360,147,075
Statewide Infrastructure Items:				
Statewide Infrastructure Program		\$2,200,000	\$550,000	\$2,750,000
Statewide Safety Program		17,900,000	4,475,000	22,375,000
Statewide Bridge Preservation Program		4,000,000	1,000,000	5,000,000
Statewide CMAQ		3,200,000	800,000	4,000,000
Statewide Transportation Enhancements		400,000	100,000	500,000
Statewide ITS		4,000,000	1,000,000	5,000,000
Statewide Design and Right of Way		2,400,000	600,000	3,000,000
Statewide Interstate Maintenance Program		37,800,000	4,200,000	42,000,000
Statewide Railroad Grade Crossings		400,000	100,000	500,000
Subtotal Statewide Infrastructure Items:		\$72,300,000	\$12,825,000	\$85,125,000
Other Statewide Items:				
Award Adjustments and Change Orders		\$8,000,000	\$2,000,000	\$10,000,000
Planning		12,000,000	3,000,000	15,000,000
CTAP, CEPO, and Misc. Programs		800,000	200,000	1,000,000
Subtotal Other Statewide Items:		\$20,800,000	\$5,200,000	\$26,000,000
Regional Major Infrastructure Projects:		\$58,480,000	\$14,620,000	\$73,100,000
Bridge Program:		\$38,400,000	\$9,600,000	\$48,000,000
Regional Targets:		\$102,337,660	\$25,584,415	\$127,922,075

Region	Regional Share (%)	Target with State match
Berkshire Region	3.56	\$4,547,830
Boston Region	42.97	\$4,988,116
Cape Cod	4.59	5,865,227
Central Mass	8.69	11,116,428
Franklin Region	2.54	3,249,221
Martha's Vineyard	0.31	396,568
Merrimack Valley	4.43	5,666,948
Montachusett	4.46	5,705,325
Nantucket	0.22	281,429
Northern Middlesex	3.91	5,001,753
Old Colony	4.56	\$,833,247
Pioneer Valley	10.81	13,828,376
Southeastern Mass	8.96	11,461,818
Total:	100.00	\$127,922,075

Non Federal Aid Bridge Program
 (To be converted to Federal Aid as funds become available) \$ 42,000,000

TITLE 23 - TRANSPORTATION FUNDING
Statewide Highway-Funded Program

FEDERAL FISCAL YEAR 2009
FEDERAL REGIONAL TARGETS
July 16, 2004

	Federal Authorization	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Total Authorization	\$545,600,000			
Subtract Penalty (Repeat Offenders)	(7,446,000)			
Total Available Statewide	\$538,154,000			
Multiply by 92.5% for Obligation Authority		\$497,792,450		
Central Artery/Tunnel Obligation Authority		(205,474,790)		
Total Non-HPP Available Statewide		\$292,317,660	\$87,829,415	\$360,147,075
Statewide Infrastructure Items:				
Statewide Infrastructure Program		\$2,200,000	\$550,000	\$2,750,000
Statewide Safety Program		17,900,000	4,475,000	22,375,000
Statewide Bridge Preservation Program		4,000,000	1,000,000	5,000,000
Statewide CMAQ		3,200,000	800,000	4,000,000
Statewide Transportation Enhancements		400,000	100,000	500,000
Statewide ITS		4,000,000	1,000,000	5,000,000
Statewide Design and Right of Way		2,400,000	600,000	3,000,000
Statewide Interstate Maintenance Program		37,800,000	4,200,000	42,000,000
Statewide Railroad Grade Crossings		400,000	100,000	500,000
Subtotal Statewide Infrastructure Items:		\$72,300,900	\$12,825,000	\$85,125,000
Other Statewide Items:				
Award Adjustments and Change Orders		\$8,000,000	\$2,000,000	\$10,000,000
Planning		12,000,000	3,000,000	15,000,000
CTAP, CEPO, and Misc. Programs		800,000	200,000	1,000,000
Subtotal Other Statewide Items:		\$20,800,000	\$5,200,000	\$26,000,000
Regional Major Infrastructure Projects:		\$58,480,000	\$14,620,000	\$73,100,000
Bridge Program:		\$38,400,000	\$9,600,000	\$48,000,000
Regional Targets:		\$102,337,660	\$25,584,415	\$127,922,075

Region	Regional Share (%)	Target with State match
Berkshire Region	3.56	
Boston Region	42.97	\$4,547,630
Cape Cod	4.69	54,988,116
Central Mass	8.69	5,865,227
Franklin Region	2.54	11,116,428
Martha's Vineyard	0.31	3,249,221
Merrimack Valley	4.43	398,658
Montachusett	4.46	5,666,948
Nantucket	0.22	5,705,325
Northern Middlesex	3.91	281,429
Old Colony	4.56	5,001,753
Pioneer Valley	10.81	5,833,247
Southeastern Mass	8.96	13,826,376
Total:	100.00	\$127,922,075

Non Federal Aid Bridge Program
 (To be converted to Federal Aid as funds become available) \$ 42,000,000

APPENDIX B: Air Quality Conformity Status

Air Quality Conformity Documentation
Pioneer Valley Metropolitan Planning Organization
FY 2005-2009 Transportation Improvement Program

Background

The Commonwealth of Massachusetts is classified as serious nonattainment for ozone, and is divided into two nonattainment areas. The Eastern Massachusetts ozone nonattainment area includes Barnstable, Bristol, Dukes, Essex, Middlesex, Nantucket, Norfolk, Suffolk, and Worcester counties. Berkshire, Franklin, Hampden, and Hampshire counties comprise the Western Massachusetts ozone nonattainment area. With these classifications, the 1990 Clean Air Act Amendments (CAAA) required the Commonwealth to reduce its emissions of volatile organic compounds (VOCs) and nitrogen oxides (NO_x), the two major precursors to ozone formation to achieve attainment of the ozone standard by 1999 and beyond. In April 2002, the City of Springfield was re-designated to attainment for carbon monoxide with an EPA-approved limited maintenance plan (see the 2003 Transportation Plan for more details).

The CAAA also required Metropolitan Planning Organizations (MPOs) within nonattainment areas to perform conformity determinations prior to the approval of their Transportation Plans and Transportation Improvement Programs (TIPs). On January 12, 2001, the Federal Highway Administration (FHWA) – in consultation with the Environmental Protection Agency (EPA Region 1) and the Massachusetts Department Of Environmental Protection (DEP) – determined that the 13 Massachusetts RTPs for 2000 were in conformity with the Massachusetts State Implementation Plan (SIP). On September 25, 2002, FHWA – through the same process – redetermined conformity for the 3 Western Massachusetts MPOs, as the Berkshire MPO had completed an RTP update in August 2002.

In 2003, air quality analyses were conducted on behalf of all the 2003 Regional Transportation Plans (RTPs), the purposes of which were to evaluate the RTPs' air quality impacts on the State Implementation Plan. Conformity determinations were performed to ensure that all regionally significant projects were included in the RTPs.

Accordingly, the Executive Office of Transportation found the emission levels from the 2003 Regional Transportation Plan updates to be in conformance with the SIP. Each MPO has certified that all activities outlined in its Plan and its TIP:

- will not cause or contribute to any new violation of any standard in any area;
- will not increase the frequency or severity of any existing violation of any standard in any area; and,

- will not delay the timely attainment of any standard or any required interim emission reductions or other milestones in any area.

Key elements of this 2005 – 2009 TIP related to air quality conformity are as follows:

- This TIP is financially constrained, and all projects in the TIP come from the conforming 2003 Regional Transportation Plan (RTP).
- All regionally significant projects included in the TIP were previously included in the air quality analysis completed for the conforming RTP. These projects are of the same design and concept as presented in the RTP.
- Because projects in the TIP come from the conforming RTP, *and* all regionally significant RTP projects for 2005 through 2009 (both Federal and Non-Federal Aid) are programmed in the TIP, the same air quality analysis used for the RTP can be used for the TIP.
- Therefore, this TIP, in combination with the TIPs from the other MPOs in the nonattainment area, demonstrates air quality conformity.

Timely Implementation of Transportation Control Measures

Transportation control measures (TCMs) have been required in the SIP in revisions submitted to EPA in 1979 and 1982. All SIP TCMs have been accomplished through construction or through implementation of ongoing programs. All of the projects have been included in the Region's Transportation Plan as recommended projects or projects requiring further study.

DEP submitted to EPA their strategy of programs to show Reasonable Further Progress of a 15% reduction of VOCs in 1996 and the further 9% reduction of NO_x toward attainment of the National Ambient Air Quality Standards (NAAQS) for ozone in 1999 and beyond. Within that strategy, there are no specific TCM projects. Traffic flow improvements to reduce congestion and, therefore, improve air quality are encouraged. Other transportation-related projects that have been included in the SIP control strategy are listed below:

- Enhanced Inspection and Maintenance Program
- California Low Emission Vehicle Program
- Reformulated Gasoline for On and Off-Road Vehicles
- Stage II Vapor Recovery at Gasoline Refueling Stations
- Tier I Federal Vehicle Standards

Air Quality Conformity Analysis

On October 1, 1998, DEP submitted to EPA a technical correction to the Massachusetts SIP for Ozone, which included a 2003 mobile source emission budget. This budget was found adequate for conformity purposes by EPA on February 19, 1999, and was used in the conformity determination that was approved on January 12, 2001, and on September 25, 2002.

The conformity test is to show consistency with the emissions budgets set forth in the SIP. Specific information regarding the analysis methods, latest planning assumptions, and consultation procedures are all detailed in the 2003 RTP. The estimated emissions for the Western Massachusetts Nonattainment Area include all the following MPOs:

- Berkshire Region MPO
- Franklin Regional Council of Governments*
- Pioneer Valley MPO

* This region is considered to be an MPO for planning purposes.

On behalf of the Executive Office of Transportation and Construction, MassHighway estimated the emissions for VOC and NO_x for all areas and all MPOs (emissions for the Berkshire Region were also estimated by MPO staff and were included in the final totals). The VOC mobile source emission budget for 2003 for the Western Massachusetts Nonattainment Area has been set at 23.770 tons per summer day and the 2003 mobile source budget for NO_x is 49.110 tons per summer day. As shown in Tables 1 and 2, the results of the air quality analysis demonstrate that the VOC and NO_x emissions from all Action scenarios are less than the VOC and NO_x emissions budgets for the Western Massachusetts Nonattainment Area:

TABLE 1
VOC Emissions Estimates for the Western Massachusetts Ozone Nonattainment Area
(all emissions in tons per summer day)

Year	PVPC Action Emissions	Western MA Action Emissions	Budget	Difference (Action – Budget)
2000	n/a	31.845	23.770	n/a
2003	11.7201	19.540	23.770	-4.230
2007	8.7791	14.252	23.770	-9.518
2015	4.4025	7.255	23.770	-16.515
2025	3.3280	5.632	23.770	-18.138

TABLE 2
NO_x Emissions Estimates for the Western Massachusetts Ozone Nonattainment Area
(all emissions in tons per summer day)

Year	PVPC Action Emissions	Western MA Action Emissions	Budget	Difference (Action – Budget)
2000	n/a	59.139	n/a	n/a
2003	28.0827	48.754	49.110	-0.356
2007	22.0636	36.405	49.110	-12.705
2015	8.0214	13.438	49.110	-35.672
2025	3.4632	5.950	49.110	-43.160

In summary, this TIP is derived from a conforming regional transportation plan, and the conformity determination has been prepared in accordance with EPA 's final conformity regulations. The Pioneer Valley MPO has found the emission levels from this FY 2005-2009 TIP – in combination with the emission levels from the other MPOs in its nonattainment area – demonstrate conformity with the SIP. Therefore, the implementation of the FY 2005-2009 TIP is consistent with the air quality goal in the Massachusetts SIP.

APPENDIX C: Transit Funding

PIONEER VALLEY TRANSIT AUHTORITY			
Attachment A			
Federal Fiscal Year 2005			
FTA FUNDING PROGRAM	Regional Authorization FFY2005	Regional TIP FFY 2005	Balance FFY 2005
Section 5307 Capital		6,803,580	-6,803,580
Section 5307 Operating		0	0
Section 5307 Transit Enhancements		150,000	-150,000
Subtotal	0	6,953,580	-6,953,580
Section 5307 Carryover	0	1,200,000	-1,200,000
Section 5307 Transit Enhancements Carryover	0	0	0
Subtotal	0	1,200,000	-1,200,000
Section 5307 Totals	\$0	\$8,153,580	-\$8,153,580
Section 5309 Fixed Guideway Capital	N/A	N/A	N/A
Section 5309 Fixed Guideway Carryover	N/A	N/A	N/A
Section 5309 Bus			0
Section 5309 Bus Carryover		10,500,000	-10,500,000
Section 5309 New Start	N/A	N/A	N/A
Section 5309 New Start Carryover	N/A	N/A	N/A
Section 5309 Totals	\$0	\$10,500,000	-\$10,500,000
Section 5310 Capital Elderly and Disabled		350,000	-350,000
Section 5311 Capital & Operating Non-Urb Area		127,000	-127,000
Section 3037 Job Access Grants		574,344	-574,344
Other Section Totals	\$0	\$1,051,344	-\$1,051,344
FTA Totals	\$0	\$19,704,924	-\$19,704,924
OTHER TRANSIT FUNDING			
Section 5303			

PIONEER VALLEY TRANSIT AUHTORITY			
Attachment A			
Federal Fiscal Year 2006			
FTA FUNDING PROGRAM	Regional Authorization FFY2006	Regional TIP FFY 2006	Balance FFY 2006
Section 5307 Capital		4,970,000	-4,970,000
Section 5307 Operating		0	0
Section 5307 Transit Enhancements		0	0
Subtotal	0	4,970,000	-4,970,000
Section 5307 Carryover	0	0	0
Section 5307 Transit Enhancements Carryover	0	0	0
Subtotal	0	0	0
Section 5307 Totals	\$0	\$4,970,000	-\$4,970,000
Section 5309 Fixed Guideway Capital	N/A	N/A	N/A
Section 5309 Fixed Guideway Carryover	N/A	N/A	N/A
Section 5309 Bus		0	0
Section 5309 Bus Carryover	0	0	0
Section 5309 New Start	0	0	0
Section 5309 New Start Carryover	0	0	0
Section 5309 Totals	\$0	\$0	\$0
Section 5310 Capital Elderly and Disabled		550,000	-550,000
Section 5311 Capital & Operating Non-Urb Area		427,000	-427,000
Section 3037 Job Access Grants	500,000	500,000	0
Other Section Totals	\$500,000	\$1,477,000	-\$977,000
FTA Totals	\$500,000	\$6,447,000	-\$5,947,000
OTHER TRANSIT FUNDING			
CMAQ FHWA to FTA			\$0
STP FHWA to FTA			\$0

PIONEER VALLEY TRANSIT AUTHORITY			
Attachment A			
Federal Fiscal Year 2007			
FTA FUNDING PROGRAM	Regional Authorization FFY2007	Regional TIP FFY 2007	Balance FFY 2007
Section 5307 Capital		5,068,750	-5,068,750
Section 5307 Operating		0	0
Section 5307 Transit Enhancements		0	0
Subtotal	0	5,068,750	-5,068,750
Section 5307 Carryover	0	0	0
Section 5307 Transit Enhancements Carryover	0	0	0
Subtotal	0	0	0
Section 5307 Totals	\$0	\$5,068,750	-\$5,068,750
Section 5309 Fixed Guideway Capital	N/A	N/A	N/A
Section 5309 Fixed Guideway Carryover	N/A	N/A	N/A
Section 5309 Bus		0	0
Section 5309 Bus Carryover	0	0	0
Section 5309 New Start	0	0	0
Section 5309 New Start Carryover	0	0	0
Section 5309 Totals	\$0	\$0	\$0
Section 5310 Capital Elderly and Disabled		550,000	-550,000
Section 5311 Capital & Operating Non-Urb Area		427,000	-427,000
Section 3037 Job Access Grants	500,000	500,000	0
Other Section Totals	\$500,000	\$1,477,000	-\$977,000
FTA Totals	\$500,000	\$6,545,750	-\$6,045,750
OTHER TRANSIT FUNDING			
CMAQ FHWA to FTA			\$0
STP FHWA to FTA			\$0

PIONEER VALLEY TRANSIT AUTHORITY			
Attachment A			
Federal Fiscal Year 2008			
FTA FUNDING PROGRAM	Regional Authorization FFY2008	Regional TIP FFY 2008	Balance FFY 2008
Section 5307 Capital		6,731,250	-6,731,250
Section 5307 Operating		0	0
Section 5307 Transit Enhancements		0	0
Subtotal	0	6,731,250	-6,731,250
Section 5307 Carryover	0	0	0
Section 5307 Transit Enhancements Carryover	0	0	0
Subtotal	0	0	0
Section 5307 Totals	\$0	\$6,731,250	-\$6,731,250
Section 5309 Fixed Guideway Capital	N/A	N/A	N/A
Section 5309 Fixed Guideway Carryover	N/A	N/A	N/A
Section 5309 Bus		0	0
Section 5309 Bus Carryover	0	0	0
Section 5309 New Start	0	0	0
Section 5309 New Start Carryover	0	0	0
Section 5309 Totals	\$0	\$0	\$0
Section 5310 Capital Elderly and Disabled		550,000	-550,000
Section 5311 Capital & Operating Non-Urb Area		427,000	-427,000
Section 3037 Job Access Grants	500,000	500,000	0
Other Section Totals	\$500,000	\$1,477,000	-\$977,000
FTA Totals	\$500,000	\$8,208,250	-\$7,708,250
OTHER TRANSIT FUNDING			
CMAQ FHWA to FTA			\$0
STP FHWA to FTA			\$0

PIONEER VALLEY TRANSIT AUTHORITY
Attachment B
Federal Fiscal Year 2004

STATUS OF TRANSIT PROJECTS

Federal Funds

RTA	SECTION	DESCRIPTION	FEDERAL FUNDS	APPROVAL STATUS	GRANT #	COMMENTS
PVTA	5307 capital	Rolling Stock	486,464	Approved	MA-90-X425-01	Replacement Vans
PVTA	5307 capital	Capital Purchase	100,000	Approved	MA-90-X425-01	Shop Equipment
PVTA	5307 capital	Capital Purchase	50,000	Approved	MA-90-X425-01	Support Vehicles
PVTA	5307 capital	Capital Purchase	475,000	Approved	MA-90-X425-01	Hardware/Software
PVTA	5307 capital	Facility Improvement	200,000	Approved	MA-90-X425-01	Maintenance Facilities
PVTA	5307 capital	Capital Purchase	1,000,000	Approved	MA-90-X425-01	AVL Equipment
PVTA	5307 capital	Bus Station/Stop	80,000	Approved	MA-90-X425-01	Intermodal Bus Terminal Lease
PVTA	5307 capital	Maintenance Items	3,900,000	Approved	MA-90-X425-01	Preventive Maintenance
PVTA	5307 capital	Capital Items	816,432	Approved	MA-90-X425-01	ADA Assistance 7/03-6/05
PVTA	5307 capital	Service Improvement	81,643	Approved	MA-90-X425-01	Transit Enhancements
PVTA	5307 capital	Planning	240,000	Approved	MA-90-X425-01	Short/long Range Planning
PVTA	5307 capital	Operating	300,000	Approved	MA-37-X021-01	Second Year Night Owl Service
PVTA	5307 capital	Operating	451,023	Approved	MA-37-X021-01	Summer Avenue Express Service
	Section 115	Westfield Multimodal Transp	1,700,000	Carryover		
	Section 115	Holyoke Multimodal Transp	\$2,000,000	Carryover		
	Section 115	ITS Deployment Implementa	\$3,000,000	Carryover		

State Funds

RTA	SECTION	DESCRIPTION	STATE FUNDS	APPROVAL STATUS	GRANT #	COMMENTS
PVTA	5310 - MAP	Vans	\$200,000	Completed		Lift Equipped Vans
PVTA	5311- State Rural	Operating Assistance	\$127,000	Approved		Rural Transit E & H

APPENDIX D: Statewide Road and Bridge Policy

Statewide Road and Bridge Policy

In January, 2003 Massachusetts Governor Mitt Romney developed the Statewide Road and Bridge Policy. It states that it shall be the policy of the Commonwealth of Massachusetts, in all programs involving work on streets, roads and bridges, to:

(i) **Fix It First**: To give priority to the repair of existing streets, roads and bridges; and

(ii) Use **Communities First Initiative**: Wherever a street, road or bridge needs to be re-designed and reconstructed, to plan and undertake, in collaboration with the affected community, a “context-sensitive” project -- one that fully protects and enhances the surrounding community and landscape while addressing mobility for all transportation modes.

The purposes of this policy are to

- Prevent sprawl;
- Recognize all the Commonwealth’s citizens and communities as its transportation agencies’ customers;
- Avoid the costs associated with unnecessary road widening and the conflicts they entail, and thereby use available funding to complete more projects in more communities and to produce more construction jobs; and
- Provide enhanced mobility for sustainable transportation modes (walking, bicycling, and public transportation).

It will be the responsibility of the Chief of Commonwealth Development and Secretary of Transportation and Construction to take the following actions to implement this policy.

(i) The *Highway Design Manual* and any other relevant standards, guidelines and policies of MassHighway shall be reviewed and revised to incorporate the principles of context-sensitive design, traffic calming, and multi-modal accommodation. An advisory committee consisting of representatives of municipalities, regional planning councils, and other affected interests shall be formed to help guide this process, and ample opportunity for input from the general public shall be provided. The process of revising the manual and any other standards, guidelines and policies shall be completed by October 1, 2003.

(ii) Projects with community-friendly design that can be undertaken immediately using existing funds shall be identified by MassHighway as quickly as possible, and no later than thirty days from this date, and implemented immediately thereafter.

(iii) An ombudsman shall be appointed in the Executive Office of Transportation and have responsibility for hearing and facilitating the resolution of citizen and community concerns regarding project design. In addition, a process for expediting project review and requests for waivers from current design standards and guidelines, and requests for exercise of flexibility in applying current design standards and guidelines, shall be established within MassHighway and overseen by the Secretary of Transportation and Construction. All documentation regarding waivers shall be made available for public review.

(iv) All actions taken pursuant to this policy shall fully honor the letter and spirit of provisions in the Massachusetts General Laws requiring the accommodation of bicycle and pedestrian traffic, including chapter 90E, section 2A. Where there are differences of opinion concerning the necessity or desirability of widening pavement, eliminating curbside parking, or taking other measures to accommodate bicyclists and/or pedestrians, full use shall be made of creative design expertise and public involvement, facilitation or dispute resolution processes.

(v) A plan for repairing or reconstructing the state's structurally deficient bridges shall be developed and finalized, in consultation with the Commonwealth's municipalities and metropolitan planning organizations, by July 1, 2003. This plan shall address all the state's bridges, including in particular those owned or controlled by the Metropolitan District Commission, Department of Environmental Management, and Massachusetts Bay Transportation Authority as well as other agencies. It shall include a budget and a schedule for completing the bridge repair and reconstruction process.

The statewide bridge plan shall include a maintenance and management program designed to protect our assets, make them function better for motorists and other users, and minimize the need for future reconstruction or expansion projects. This maintenance and management program shall address basic maintenance issues (painting, de-icing practices, and so on). It shall also include (1) an improved pavement management system and (2) strategies for optimizing the operation of the system to avoid more costly capacity expansion projects. Such strategies shall include:

(i) Improving signage so that travelers can more easily tell where they are and where they are going;

(ii) Scheduling of construction to avoid peak travel periods on key roads whenever feasible;

(iii) Improving incident response systems; and

(iv) Using multimodal transportation strategies to the maximum extent feasible both to reduce traffic congestion and to enable more travelers to bypass congestion by using non-highway modes.