

Transportation

Improvement

Program



FFY 2006-2010

For the Metropolitan Planning Organization
Pioneer Valley Region, Massachusetts

August 23, 2005



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

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

FFY 2006-2010

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

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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 2006-2010 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 2006-2010 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 2006 and beyond. In response to this commitment, Pioneer Valley local officials in cooperation with regional and state officials from the MassHighway department and the Executive Office of Transportation 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 2006-2010. 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 2006 through 2010 (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 Hatfield;

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 EOT developed a process and set of criteria to prioritize the region's TIP projects which was modified and endorsed by the MPO. 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.

The Project Information Form and a detailed outline of the project priority evaluation criteria are presented in Appendix E.

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 five-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 (ENHMT) - 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%.

High Priority Projects (HPP) High Priority Projects are congressionally earmarked projects that have been deemed as a high priority for the state were the project is located. Funding: federal - 80%, state - 20%

Section 115 Funds Included in the Transportation bill as congressional earmarks, each year the earmarks are given a designated funding category. In FFY2005 the funding designation for these projects was Section 115 Funds. Funding: federal - 100%, state - 0%

Section 117 Funds Included in the Transportation bill as congressional earmarks, each year the earmarks are given a designated funding category. In FFY2006 the funding designation for these projects was Section 117 Funds. Funding: federal - 100%, state - 0%

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 2006-2010 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 2006-2010 TIP underwent a public review and comment period consistent with the Pioneer Valley Region Public Participation Process. This began May 19, 2005 and continued for 30 days until June 20, 2005. An additional 30 days was added to public review period due to significant changes in project cost that required significant changes to year 1 and year 2. 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 2006-2010 TIP:

Comments by	Projis	Comments Received	Action
MHD	602314	Cost increased from \$2,582,400 to \$2,900,000	Cost updated
MHD	602887	Cost increased from \$1,600,000 to \$3,070,000	Cost updated
MHD	604219	Cost increased from \$629,730 to \$1,161,600	Cost updated
MHD	602575	Cost increased from \$1,930,999 to \$2,400,000	Cost updated
MHD	602844	Cost increased from \$932,500 to \$1,900,000	Cost updated
MHD	603318	Cost increased from \$6,341,181 to \$10,375,00	Cost updated
MHD	602111	Cost increased from \$4,558,000 to \$5,500,000	Cost updated
MHD	600933	Cost increased from \$5,000,000 to \$6,000,000	Cost updated
MHD	602419	Cost decreased from \$2,000,000 to \$1,836,385	Cost updated
MPO	602887	Move from 06 1A(CMAQ) to 07 1A(CMAQ)	Project moved
MPO	602844	Move from 07 1A(CMAQ) to 06 1A(CMAQ)	Project moved
City of Westfield	603318	Change cost from \$10,000,000 to \$6,000,000	Cost decreased
City of Westfield	604442	Move into with FY-08 replace phase I	Project moved
City of Westfield	604446	Priority is Phase III (604442) replaced Phase I with Phase III	Project moved
MPO	602601	Move River Road project from 09 to 08	Project moved
EOT		CMAQ projects should be in Section 1A with separate Target	CMAQ Project moved
MHD	603274	Remove bridge project from 2B-06, has already been advertised	Project removed
MHD	604049	Correct SID, should be 604049 not 604046	Corrected SID
City of Holyoke	604035	Correct Municipality, Should be Hadley not Northampton	Corrected Municipality
City of Holyoke	603264	Move project from FY05 1C to FY06 1C	Moved Project
Easthampton	604441	Move project from FY05 1C to FY06 1C	Moved Project
EOT	603260	Change project cost form \$1,027,200 to \$1,027,000	Cost Changed
EOT	600933	Change 06 project cost form \$6,000,000 to \$16,750,000	Cost Changed
EOT	600933	Include \$500,000 in section 1D 06 for Statewide Enhancements	Added to Section 1D
EOT	600933	Change 07 project cost from \$11,000,000 to \$10,875,000	Cost Changed
EOT	603248	Add project to Federal aid bridge (2B) for 2007	project added
EOT	600933	Change 08 project cost from TBD to \$10,875,000	Cost Changed
EOT	600933	Change 09 project cost from \$6,000,000 to \$7,000,000	Cost Changed
PVTA	Region Wide	Moved PVTA ITS Earmark from FY05 1C to FY06 1C	Moved Project
Linda Rowley, Haydenville	604219	"..does not have the ROW issues resolved before appearing at the 100%	Comments noted
MHD	602925	Add Projis # to Pleasant St. project in Holyoke	Projis added
MHD	604449	Add Springfield Brightwood Project to FY06 section 2A	Project added
MHD	Westfield	Add Westfield Route 10/202.MassPike Exit 3 Impr. To 2A of)^	Project added
PVTA	Amherst	Moved Umass Transit Building (Carry Over) from 1C 05 to 1C 06	Moved Project
PVTA	Westfield	Move Westfield Intermodal Center from 1C 05 to 1C of 06	Moved Project
PVTA	Amherst	Change funding category from 117 to 115	Funding catagory changed
EOT	Section 1B	Bridge Funding should be BR not FA or MAJ	Funding catagory changed
MHD	Section 1C 06	Add the 10 requested HPP project included in SAFETEA-LU	Projects Added
EOT	603180	Move Project form 2B of 06 to 2A of 06	Project moved
EOT	603248	Move Project form 2B of 07 to 2A of 07	Project moved
PVTA	Holyoke	Move intermodal Center 115 from 1C of 05 to 1C of 06	Project moved
MHD	Section 1C 06	Add 25% to all 10 HPP projects added from SAFETEA -LU	25% added
EOT	602925	Increase total cost of project to \$1,285,488	Total cost increased
EOT	Westfield	Remove Westfield Intermodal Center from TIP, Funds Flexed to FTA	Project removed
EOT	Holyoke	Remove Holyoke Intermodal Center from TIP, Funds Flexed to FTA	Project removed
EOT	603180	Remove Project from 2B 06 all ready in 2A 06	Project removed
EOT	600933	Change Funding category to S/W ENHMT	Funding catagory changed
EOT	PVTA	Remove UMASS Transit Building from 1C of 06	Project removed

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

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 August 23, 2005 and discussed the following item for endorsement: The Pioneer Valley Region’s Federal Fiscal Years 2006-2010 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 2006-2010 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 2006.

Executive Office of Transportation and Construction (EOT)

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

Endorse Do Not Endorse the above referenced item.



 John Cogliano
 Secretary - EOT


8/23/05

 Date

Massachusetts Highway Department (MHD)

I, Commissioner of the Massachusetts Highway Department, hereby

Endorse Do Not Endorse the above referenced item.



 Luisa Paiewonsky
 Commissioner - MHD

8/23/05

 Date

Pioneer Valley Planning Commission (PVPC)

I, Chair of the Pioneer Valley Planning Commission, hereby

Endorse Do Not Endorse the above referenced item.



 for Henry Barton
 Chair - PVPC

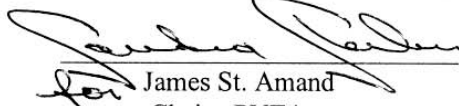
8/23/05

 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. Amand
Chair - PVTA

8-23-05
Date

City of Holyoke

I, Mayor of the City of Holyoke, hereby

Endorse Do Not Endorse the above referenced item.

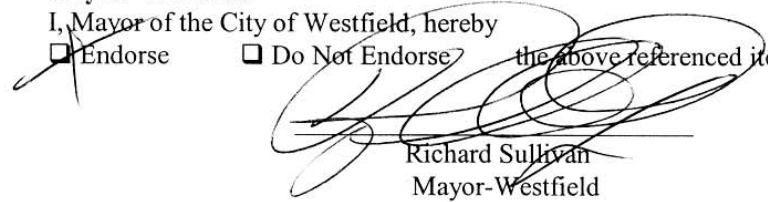
Michael Sullivan
Mayor-Holyoke

Date

City of Westfield

I, Mayor of the City of Westfield, hereby

Endorse Do Not Endorse the above referenced item.

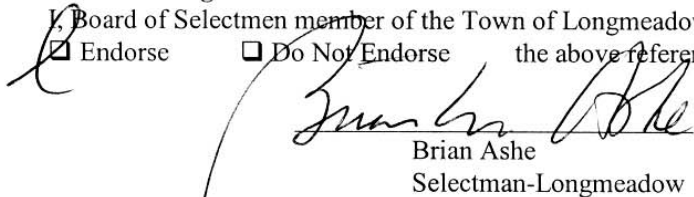

Richard Sullivan
Mayor-Westfield

8/23/05
Date

Town of Longmeadow

I, Board of Selectmen member of the Town of Longmeadow, hereby

Endorse Do Not Endorse the above referenced item.

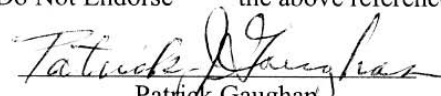

Brian Ashe
Selectman-Longmeadow

8/23/05
Date

Town of Hatfield

I, Board of Selectmen member of the Town of Hatfield, hereby

Endorse Do Not Endorse the above referenced item.


Patrick Gaughan
Selectman-Hatfield

8/23/05
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 December 2004. 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 and CMAQ targets for the region on April 1, 2005. The targets are provided for FFYs 2006 through 2010 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 2006-2010. 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 Target	Federal Aid Programed	CMAQ Target	CMAQ Funded
2006	\$14,065,731	\$14,254,778	\$2,702,480	\$2,761,600
2007	\$14,212,341	\$14,480,000	\$2,702,480	\$3,070,000
2008	\$14,565,015	\$12,927,000	\$2,702,480	\$2,717,935
2009	\$14,590,013	\$14,950,000	\$2,702,480	\$1,850,000
2010	\$13,408,353	TBD	\$2,702,480	\$1,750,000

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
2006	\$52,086,466
2007	\$39,429,025
2008	\$49,148,756
2009	\$50,546,756
2010	\$50,911,256

The transit projects programmed focus on maintaining and operating the present system and reflect little to no expansion. 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 2006-2010.

Table 4

Section 1: FEDERALLY FUNDED PROJECTS: YEAR 2006

Project Description	City/Town	Project ID	Funding	Fed. Funds	State Funds	Total Cost
Part 1A: Federal Aid Target Projects						
Roue 66 (Phase III)	Northampton	119007	STP	\$6,915,514	\$1,728,879	\$8,644,393
Route 202 Resurfacing	Belchertown/Pelham	602419	STP	\$1,469,108	\$367,277	\$1,836,385
Route 20 Resurfacing	Chester/Huntington	602314	STP	\$2,320,000	\$580,000	\$2,900,000
Boston Road (Route 20) Spec Pond	Wilbraham	604205	STP	\$699,200	\$174,800	\$874,000
Subtotal Target Projects				11,403,822	2,850,956	14,254,778
*Manham Rail Trail						
Rail to Trail (Phase I)	Northampton	604219	CMAQ	\$689,280	\$172,320	\$861,600
	Southwick	602844	CMAQ	\$1,520,000	\$380,000	\$1,900,000
Subtotal CMAQ Projects				\$2,209,280	\$552,320	\$2,761,600
Part 1B: Federal Aid Bridge Projects						
*Great River Bridge	Westfield	600933	BR	\$13,400,000	\$3,350,000	\$16,750,000
Replace Bridge S-18-007 Route 47(Hadley St) over Bachelor Brook	South Hadley	603260	BR	\$821,600	\$205,400	\$1,027,000
Bridge replacement (Davitt) Springfield St. (Rt. 116) over Chicopee River	Chicopee	603180	BR	\$2,596,000	\$649,000	\$3,245,000
Bridge rehab. Chicopee/Cabot St (Rt 116) over CT River	Chicopee/Holyoke	082611	BR	\$7,500,000	\$1,875,000	\$9,375,000
Bridge rehab. Hospital Rd. over Chicopee Brook	Monson	603960	BR	\$440,000	\$110,000	\$550,000
Bridge rehab. Kinne Brook Rd over Middle branch Westfield River	Chester	602080	BR	\$1,440,000	\$360,000	\$1,800,000
Subtotal Bridge Projects				\$26,197,600	\$6,549,400	\$32,747,000
Part 1C: Federal Aid Non-Target Projects						
Pleasant Street	Holyoke	602925	HPP	\$1,071,240	\$267,810.00	\$1,339,050.00
*Manhan Rail Trail/ New South St. to Earle St.	Northampton	604219	HPP	\$240,000	\$60,000	\$300,000
Canalwalk	Holyoke	603264	115	\$1,200,000		\$1,200,000
Manhan Rail Trail Coleman Rd. Extension	Easthampton	604441	115	\$750,000		\$750,000
PVTA ITS	Region wide		117	\$1,000,000		\$1,000,000
Design and construct the 1.5 mile Redstone Rail Trail Bike Path	East Longmeadow	602338	HPP	\$100,000	\$25,000.00	\$125,000.00
Design and construct north and southbound ramps on I-91 at Exit 19	Hadley/Northampton		HPP	\$1,200,000	\$300,000.00	\$1,500,000.00
Construct Holyoke Canalwalk and streetscape improvements	Holyoke	603262	HPP	\$3,500,000	\$875,000.00	\$4,375,000.00
Northampton - Hospital Hill	Northampton	604451	HPP	\$1,600,000	\$400,000.00	\$2,000,000.00
Design and construction of Southwick and Westfield Rail Trail	Southwick/Westfield	602844; 604443; 603783	HPP	\$2,200,000	\$550,000.00	\$2,750,000.00
Design and construct int. impro. Memorial Park II on Roosevelt Ave. from Bay St. to Page Boulevard, Springfield	Springfield		HPP	\$100,000	\$25,000.00	\$125,000.00
Design and construct roadway improvements along State Street	Springfield	604447	TI	\$5,000,000	\$1,250,000.00	\$6,250,000.00
Design and construction of Hampshire County Bike Paths	Various	602887;				
		602885; 603454	HPP	\$1,000,000	\$250,000.00	\$1,250,000.00
Design and construct Rt. 20 access road	Westfield		HPP	\$200,000	\$50,000.00	\$250,000.00
State St. Resurfacing, and Impr. From Main to St. Michael's Cemetary	Springfield	604447	HPP	\$4,800,000	\$1,200,000.00	\$6,000,000.00
Subtotal Non-Target Projects				\$23,961,240	\$5,252,810	\$29,214,050
Part 1D: Other Federal Aid Projects						
I-91 - Pavement Rehabilitation -	Longmeadow/Springfield		IM	\$6,000,000	\$1,500,000	\$7,500,000
*Great River Bridge	Westfield	600933	S/W ENHMT		\$500,000	\$500,000
Subtotal Other Federal Aid Projects				\$6,000,000	\$2,000,000	\$8,000,000
Total Federal Projects				\$69,771,942.40	\$17,205,485.60	\$86,977,428.00

* indicates project listed under multiple categories

Table 5

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						
North End & Brightwood Infrastructure Improv Exot 9 & 10	Springfield	604449	NFA	\$0	\$2,500,000	\$2,500,000
Route 10/202/MassPike Exit 3 improvements	Westfield		NFA		\$1,200,000	\$1,200,000
Subtotal Regional Priority Projects				\$0	\$3,700,000	\$3,700,000
Part 2B: Priority Bridge Projects						
						\$0
Total All Products				\$0	\$0	\$0
				\$69,771,942	\$20,905,486	\$90,677,428

Table 6

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	Monson	601502	STP	\$6,400,000	\$1,600,000	\$8,000,000	
Amherst Road Reconstruction	Pelham	601154	STP	\$2,764,000	\$691,000	\$3,455,000	
Springfield Street Reconstruction	Palmer	602575	STP	\$1,920,000	\$480,000	\$2,400,000	
Route 10 (South Street) at Earle Street Intersection	Northampton	604451	STP	\$500,000	\$125,000	\$625,000	
Subtotal Target Projects				11,584,000	2,896,000	14,480,000	14,212,341
Downtown Rail Trail connector	Northampton	602887	CMAQ	\$2,456,000	\$614,000	\$3,070,000	
Subtotal CMAQ Projects				\$2,456,000	\$614,000	\$3,070,000	\$2,702,480
Part 1B: Federal Aid Bridge Projects							
Great River Bridge	Westfield	600933	A/C Bridge	\$8,700,000	\$2,175,000	\$10,875,000	
Bridge rehab. Smith Rd over Main Branch (Westfield River)	Chester	600737	BR	\$560,000	\$140,000	\$700,000	
Bridge replacment Old State highway over West Branch (Westfield Riv	Chester	604021	BR	\$908,000	\$227,000	\$1,135,000	
Bridge replacement Lyman St. over Second level canal	Holyoke	602536	BR	\$1,600,000	\$400,000	\$2,000,000	
Bridge replacement Lyman St. over First level canal	Holyoke	600936	BR	\$2,060,000	\$515,000	\$2,575,000	
Bridge replacement State Ave. over the Quaboaf River	Monson/Palmer	604136	BR	\$2,016,000	\$504,000	\$2,520,000	
Bridge replacement Mass Central RR over East Main St. (Rt 9 & 32)	Ware	601701	BR	\$1,395,200	\$348,800	\$1,744,000	
Bridge replacement East St. (Rt 9) over Ware River	Ware	604212	BR	\$2,003,200	\$500,800	\$2,504,000	
Bridge rehab. I-91 over over East St. and I-91 over Island Rd	Eathampton/Northampton	603248	BR	\$1,200,000	\$300,000	\$1,500,000	
Subtotal Bridge Projects				\$20,442,400	\$5,110,600	\$25,553,000	
Part 1C: Federal Aid Non-Target Projects							
To be determined							
Subtotal Non-Target Projects				\$0	\$0	\$0	
Part 1D: Other Federal Aid Projects							
To be determined							
Subtotal Other Federal Aid Projects				\$0	\$0	\$0	
Total Federal Projects				\$34,482,400	\$8,620,600	\$43,103,000	

Table 7

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						
To be determined						
Subtotal Regional Priority Projects				\$0	\$0	\$0
Part 2B: Priority Bridge Projects						
Bridge replacement River St. (South St) over Jabish Brook	Belchertown	603375	NFA	\$0	\$883,000	\$883,000
Bridge replacement North Hadley St. over Rt. 116	Hadley	604049	NFA	\$0	\$2,296,000	\$2,296,000
Subtotal Priority Bridge Projects				\$1,200,000	\$3,179,000	\$3,179,000
Total All Products				\$34,482,400	\$11,799,600	\$46,282,000

Table 8

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							
Main Street and Park Square Hwy Improvements	Westfield	603318	STP	\$4,800,000	\$1,200,000	\$6,000,000	
Route 187 (Little River Road) Phase III	Westfield	604442	STP	\$880,000	\$220,000	\$1,100,000	
Elm Street Reconstruction	East Longmeadow	601350	STP	\$2,608,800	\$652,200	\$3,261,000	
Routes 10/202 Resurfacing (southerly)	Southwick	604153	STP	\$1,600,000	\$400,000	\$2,000,000	
Reconstruct River Road	Agawam	602601	STP	\$452,800	\$113,200	\$566,000	
Subtotal Target Projects				10,341,600	2,585,400	12,927,000	14,565,015
Multi use trail	East Longmeadow	602338	CMAQ	\$526,400	\$131,600	\$658,000	
Northampton bike path	Northampton	602885	CMAQ	\$1,647,948	\$411,987	\$2,059,935	
Subtotal CMAQProjects				\$2,174,348	\$543,587	\$2,717,935	\$2,702,480
Part 1B: Federal Aid Bridge Projects							
Great River Bridge	Westfield	600933	A/C Bridge	\$8,700,000	\$2,175,000	\$10,875,000	
Bridge replacement Pelham Rd over Fort river	Amherst	604023	BR	\$379,200	\$94,800	\$474,000	
Bridge rehab. Beech St (Rt 202) over B&M RR	Holyoke	603735	BR	\$800,000	\$200,000	\$1,000,000	
Bridge replacement River Rd over Mill River	Northampton	603729	BR	\$675,840	\$168,960	\$844,800	
Subtotal Bridge Projects				\$10,555,040	\$2,638,760	\$13,193,800	
Part 1C: Federal Aid Non-Target Projects							
To be determined							TBD
Subtotal Non-Target Projects				\$0	\$0	\$0	
Part 1D: Other Federal Aid Projects							
I-91 Pavement rehabilitation	Chicopee/West Springfield			\$3,200,000	\$800,000	\$4,000,000	
Subtotal Other Federal Aid Projects				\$3,200,000	\$800,000	\$4,000,000	
Total Federal Projects				\$26,270,988	\$6,567,747	\$32,838,735	

Table 9

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						
To be determined						
Subtotal Regional Priority Projects				\$0	\$0	\$0
Part 2B: Priority Bridge Projects						
Bridge replacement East Leverett Rd over Mountain Brook	Amherst	603776	NFA	\$0	\$315,400	\$315,400
Bridge replacement State St over the Ware River	Palmer	604030	NFA	\$0	\$961,000	\$961,000
Subtotal Priority Bridge Projects				\$0	\$315,400	\$1,276,400
Total All Products				\$26,270,988	\$6,883,147	\$33,154,135

Table 10

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							
Front Street Reconstruction	Chicopee	602111	STP	\$4,400,000	\$1,100,000	\$5,500,000	
Route 187 (Little River Road) Phase II	Westfield	604445	STP	\$2,880,000.0	\$720,000.0	\$3,600,000	
Center Street (Route 116)	Chicopee	603996	STP	\$2,080,000	\$520,000	\$2,600,000	
Damon Road Safety Improvements	Northampton	180525	STP	\$2,600,000	\$650,000	\$3,250,000	
Subtotal Target Projects				11,960,000	2,990,000	14,950,000	14,590,013
Part 1B: Federal Aid Bridge Projects							
Route 9 @ Route 47 Intersection improvements	Hadley	604035	CMAQ	\$240,000	\$60,000	\$300,000	
Route 9 @ Bridge Road	Northampton	603054	CMAQ	\$600,000.0	\$150,000.0	\$750,000	
Memorial Drive (Route 33) Traffic signal Imp.	Chicopee	604435	CMAQ	\$640,000.0	\$160,000.0	\$800,000	
Subtotal CMAQ Projects				\$1,480,000	\$370,000	\$1,850,000	\$2,702,480
Part 1C: Federal Aid Non-Target Projects							
To be determined							
Subtotal Non-Target Projects				\$0	\$0	\$0	
Part 1D: Other Federal Aid Projects							
I-91 Pavement rehabilitation	Holyoke/Easthampton		IM	\$4,400,000	\$1,100,000	\$5,500,000	
Subtotal Other Federal Aid Projects				\$4,400,000	\$1,100,000	\$5,500,000	
Total Federal Projects				\$23,440,000	\$5,860,000	\$29,300,000	

Table 12

Section 1: FEDERALLY FUNDED PROJECTS: YEAR 2010

Project Description	City/Town	Project ID	Funding	Fed. Funds	State Funds	Total Cost	Reg. Target
Part 1A: Federal Aid Target Projects							
To be determined					\$0	\$0	
					\$0	\$0	\$0
							\$13,408,353
	Subtotal Target Projects						
Rail to Trail Phase II	Southwick	604443	CMAQ	\$1,400,000	\$350,000	\$1,750,000	
					\$1,400,000	\$350,000	\$1,750,000
							\$2,702,480
	Subtotal CMAQ Projects						
Part 1B: Federal Aid Bridge Projects							
To be determined					\$0	\$0	\$0
					\$0	\$0	\$0
	Subtotal Bridge Projects						
Part 1C: Federal Aid Non-Target Projects							
To be determined					\$0	\$0	\$0
					\$0	\$0	\$0
	Subtotal Non-Target Projects						
Part 1D: Other Federal Aid Projects							
I-91 Pavement rehabilitation	Easthampton/Northampton		IM	\$4,800,000	\$1,200,000	\$6,000,000	
I-391 Pavement rehabilitation	Chicopee/Holyoke		IM	\$1,200,000	\$300,000	\$1,500,000	
					\$6,000,000	\$1,500,000	\$7,500,000
	Subtotal Other Federal Aid Projects						
					\$7,400,000	\$1,850,000	\$9,250,000
	Total Federal Projects						

Table 13

Section 2: REGIONAL PRIORITY LIST OF STATE FUNDED (NFA) PROJECTS FOR YEAR 2010

Project Description	City/Town	Project ID	Funding	Fed. Funds	State Funds	Total Cost
Part 2A: Regional Priority Projects						
To be determined						
				\$0	\$0	\$0
Subtotal Regional Priority Projects				\$0	\$0	\$0
Part 2B: Priority Bridge Projects						
To be determined						
				\$0	\$0	\$0
Subtotal Priority Bridge Projects				\$0	\$0	\$0
				\$7,400,000	\$1,850,000	\$9,250,000
Total All Products				\$7,400,000	\$1,850,000	\$9,250,000

Table 14

Appendix Z: Other projects within the Region

Community	Project Name	Project Description	SID	Total Cost
Agawam	Rte. 57	Construction: Rte. 187 to Southwick	115300	\$28,000,000.00
Agawam	N. Westfield St. / S. Westfield St. (Rte. 187)	Reconstruction: Pine St. to Westfield TL	600513	\$2,800,000.00
Agawam	Connector, Rte 5 to Rte 57/rotary	Connector, Rte 5 to Rte 57/rotary	603372	\$8,000,000.00
Agawam	Rte 159 (Main Street) Improvements	Resurfacing and related work	602653	\$2,424,000.00
Agawam	Route 187/57 Intersection Improvements	Intersection Improvement	604203	\$200,000.00
Agawam	Bikeway Loop	Bikeway loop Main/River/School	603731	\$378,021.00
Agawam/Springfield	Rte. 5	Rehabilitate : BR# A-05-001 over CT River	600586	\$24,000,000.00
Amherst	Rte 116 Atkins Corner	Realign Road, Intersection Improvement	604043	\$3,552,000.00
Brimfield	Rt. 20 improvement and project	Rt. 19 west 1.7 miles	602367	\$1,632,000.00
Chester	Maple Street Bridge	Enhancement: Restoration	602349	\$614,288.00
Chicopee	Fuller Rd. Corridor Improvements	Reconstruction: From Rte. 33 to Shawinigan Drive	604434	\$3,600,000.00
Chicopee	Chicopee Riverwalk	Construction: From Chicopee Center, 2.5 mi.	602912	\$1,118,788.00
Chicopee	Connecticut Riverwalk	Construction: Plainfield St. to Nash Fld.	602911	\$1,289,000.00
East Longmeadow	Mapleshade Ave.	Reconstruction: Pleasant St. to N. Main St.	603709	\$1,500,000.00
East Longmeadow	Westwood Ave.	Reconstruction: Maple St. to N. Main St.	603708	\$1,600,000.00
Easthampton	Park St. Bridge	Reconstruction: BR# E-05-008 over RR tracks	48941	\$640,000.00
Easthampton	Manhan Rail Trail Asbestos Removal	Segment from South Street to Coleman Road	604441	\$600,000.00
Easthampton	Bridge Replacement, Hendrick Street	Replace Bridge # E-5-019 over Broad Brook	604464	\$460,000.00
Easthampton	Pomeroy Meadow Rd	Reconstruction: S. Hamp. TL north to Loudville Rd.	602486	\$300,000.00
Goshen	Route 9 reconstruction	Resurface: Rte. 112 to Williamsburg TL	602888	\$2,800,000.00
Granby	Burnett Road	Replace: BR# G-09-001	602609	\$450,000.00
Hadley	South Maple Street	Reconstruction: South of Rte. 9 to Bay Rd.	602796	\$1,300,000.00
Hatfield	Bridge St.	Reconstruction & drainage, .75 mile	603361	\$975,000.00
Holyoke	Easthampton Rd (Rt 141) and Jarvis Avenue	Improvements to three signalized intersections	603383	\$250,000.00
Holyoke	Holyoke Canalwalk	Canalwalk in Downtown Holyoke	603264	\$2,755,000.00
Ludlow	Intersection improvements, Chapin at East Street	Upgrading of signal and Geometry on Chapin at East St.	604437	\$464,000.00
Ludlow/Spfld.	Rte. 21 Bridge	Reconstruction: BR# L-16-008 over Chicopee River	601156	\$0.00
Middlefield	Bancroft Road Bridge	Replace Bridge #B-03-036, M-19-005	102034	\$800,000.00
Northampton	Bridge rehabilitation BR# N-19-059	Bridge rehabilitation BR# N-19-059 I-91 NB and SB	602381	\$5,000,000.00
Northampton	Rail Trail-Earl St. to Ferry St.	Construction: State hospital property access	604207	\$2,500,000.00
Northampton	Bridge Replacement, Kennedy Road	Replace Bridge # N-19-035 over Roberts Meadow Brook	604242	\$515,400.00
Northampton	Bliss Street	Replace BR# N-19-023 over the Mill River	602538	\$1,200,000.00
Northampton	Route 66 (West St.) at Earle Street int impr.	Intersection improvement: instalation of Signal to mitigate peak hour congestion	604452	\$120,000.00

Palmer	Rte. 32 (Ware Road)	Reconstruction: Stimson St. to Ware TL	601504	\$4,800,000.00
Pelham	Bridge Replacement, Meetinghouse Road	Replace Bridge # P-04-007 over Harris Brook	604429	\$642,200.00
South Hadley	Rte 202 Rotary Lighting	Rte 202 Rotary Lighting	603335	\$480,000.00
South Hadley	Bridge Rehabilitation, Route 202	Rehabilitate Bridge # S-18-016 over Route 116	604383	\$750,000.00
Southwick	Routes 10/202 resurfacing (center)	Routes 10/202 resurfacing (center)	604154	\$1,600,000.00
Southwick	Congamond Rd. (Rte. 168) Reconstruction	(before culvert)	604033	\$2,960,000.00
Southwick	Routes 10/202 resurfacing (northerly)	Routes 10/202 resurfacing (northerly)	604155	\$1,200,000.00
Southwick	Route 57/10/202 Reconstruction	Reconstruction Rt. 57 (Feeding Hills Road) and Rts. 10/202 (College Highway)	603477	\$2,500,000.00
Southwick	College Highway Bridge	Replace BR# S-22-005 over Johnson Brook	601322	\$378,000.00
Springfield	Bridge Rehabilitation	Rehabilitate Bridge #S-24-032 State Street over Roosevelt Ave	604218	\$1,000,000.00
Springfield	Parker Street including bridge	Replace BR# S-24-020	600551	\$9,000,000.00
Springfield	State Street Corridor improvements	State Street Corridor improvements from Main St to Berjshire Ave.	604447	\$5,600,000.00
Springfield	Roosevelt Ave.	Rehabilitate: BR# S-24-091 over Conrail	602600	\$650,000.00
Springfield	Main St, Front, Route 141 Improvments (Indian Orchard)	Traffic signal and related work Main st, Fron st., Myrtle st (Route 141) Indian Orchard	604448	\$480,000.00
Springfield	Longhill Street Bridges	BR# S-24-049 & S-24-050 & S-24-051	602570	\$2,276,000.00
Springfield	Roosevelt Ave.	Reconstruction: Bridge #S-24-090 over Conrail	602600	\$1,875,000.00
Ware	Ware River Valley Preservation Project	Ware River Valley Greenway Trail & Covered Bridge Preservation Project	603454	\$1,400,000.00
West Springfield	CT Riverwalk and Bikeway	Dike Segement	603730	\$1,205,000.00
West Springfield	Kings Highway	Construction: Super-elevated curve	601487	\$480,000.00
West Springfield	Rte 5 Reconstruction	Rte 5 Reconstruction from East Elm to Highland Ave.	604210	\$3,840,000.00
Westfield	Columbia Greenway Rail trail and River Walk	abandoned railroad (former NY New Haven) approx 3.2 miles	603783	\$7,400,000.00
Westfield	Route 187 (Little River Road) Phase I	Reconstruct Route 187 from 300 ft south of Rt 20 to 260 ft North of Sherman Bridge	604446	\$2,560,000.00
Westfield	Route 187 Traffic Improvements	Hwy & Bridge Improvement	602870	\$4,000,000.00
Westfield	Bridge Replacement	Southwick Rd BR#W-25-006 over the Litle River	400103	\$2,887,000.00
Westfield	Bridge Replacement, Poshassic Street	Replace Bridge # W-25-011 over Pioneer Valley Railroad	160045	\$1,202,000.00
Westhampton	Southampton Rd.	Reconstruction: Rte. 66 to Stage Rd	602386	\$1,400,000.00
Westhampton	Chesterfield Rd.	Reconstruction: Northampton TL to Chesterfield TL	602387	\$2,400,000.00
Westhampton	Kings Highway and Reservoir Rd	Reconstruction: Kings Highway from Perryhill Road to Reservoir Rd, and Reservoir Rd from Kings Highway to Pine Island Lake Damb	602822	\$1,360,000.00
Westhampton	Bridge Replacement, North Road	Replace Bridge # W-27-015	604339	\$438,000.00
Wilbraham	Red Bridge Rd.	Reconstruction: BR# W-35-003	602652	\$700,000.00
Project Cost Total				\$169,300,697.00

VI. Transit Project Listing for FFY 2006-2010

The following is a complete listing of programmed transit projects for FFY 2006-2010

Table 15

Pioneer Valley Transit TIP Project Information
FY06

RTA	Project Description	Funding	Funding Sub-Category	Federal Cost	State Cost	Total
PVTA	Replacement Transit Buses	5307	Rolling Stock	\$ 1,500,000	\$ 375,000	\$ 1,875,000
PVTA	Lift equipped Vans	5307	Vans	\$ 80,000	\$ 20,000	\$ 100,000
PVTA	Transit Security	5307	Capital Purchase	\$ 72,405	\$ 18,101	\$ 90,506
PVTA	Transit Enhancements		Capital Purchase	\$ 72,405	\$ 18,101	\$ 90,506
PVTA	Hardware/Software	5307	Capital Purchase	\$ 300,000	\$ 75,000	\$ 375,000
PVTA	Communications	5307	Capital Purchase	\$ 100,000	\$ 25,000	\$ 125,000
PVTA	AVL System Integrator	5307	Capital Purchase	\$ 500,000	\$ 125,000	\$ 625,000
PVTA	Transit Facilities Improvement	5307	Facility Improvement	\$ 450,000	\$ 112,500	\$ 562,500
PVTA	Small Tools and Equipment	5307	Maintenance Items	\$ 150,000	\$ 37,500	\$ 187,500
PVTA	Preventive Maintenance 7/05- 6/07	5307	Maintenance Items	\$ 3,000,000	\$ 750,000	\$ 3,750,000
PVTA	Intermodal Terminal Lease	5307	Service Improvement	\$ 80,000	\$ 20,000	\$ 100,000
PVTA	ADA Assistance 7/05-6/07	5307	Service Improvement	\$ 724,056	\$ 181,014	\$ 905,070
PVTA	Planning	5307	Planning	\$ 200,000	\$ 50,000	\$ 250,000
PVTA	State Contract Assistance		NFA Operating Assistance	-	\$ 16,474,886	\$ 16,474,886
PVTA	Local Assessments		NFA Operating Assistance	-	\$ 5,799,153	\$ 5,799,153
PVTA	Rural Transit E&H	5311	Operating Assistance			\$ 127,000
PVTA	Lift Equipped Vans	5310	Vans	\$ 200,000	\$ 50,000	\$ 250,000
PVTA	Lift Equipped minibuses	5310	Mini-buses	-	\$ 300,000	\$ 300,000
PVTA	Union Station Redevelopment carryover	5309	Intermodal Center	\$ 4,500,000	\$ 1,125,000	\$ 5,625,000
PVTA	Welfare to Work (JARC) carryover HCC	3037	Operating Assistance	\$ 74,344	\$ 74,344	\$ 148,688
PVTA	Transit Building Umass Amherst (carryover)	5309	Facility Improvement	\$ 4,000,000	\$ 1,000,000	\$ 5,000,000
PVTA	Rail Feasibility Study	5309	Planning	\$ 750,000	\$ -	\$ 750,000
PVTA	Westfield Multimodal Center	115	Intermodal Center	\$ 1,700,000	\$ -	\$ 1,700,000
PVTA	Holyoke Multimodal Center carryover	115	Intermodal Center	\$ 2,000,000	\$ -	\$ 2,000,000
(Projects included on highway tables and included here for information purposes)						
PVTA	PVTA ITS Project		ITS ITS	\$ 1,000,000	\$ -	\$ 1,000,000

Table 16Pioneer Valley Transit TIP Project Information
FY07

RTA	Project Description	Funding	Funding Sub-Category	Federal Cost	State Cost	Total
PVTA	Replacement Transit Buses	5307	Rolling Stock	\$ 2,000,000	\$ 500,000	\$ 2,500,000
PVTA	Lift equipped Vans	5307	Vans	\$ 300,000	\$ 75,000	\$ 375,000
PVTA	Supervisory Vehicles	5307	Capital Purchase	\$ 80,000	\$ 20,000	\$ 100,000
PVTA	Transit Enhancements	5307	Capital Purchase	\$ 75,000	\$ 18,750	\$ 93,750
PVTA	Transit Security	5307	Capital Purchase	\$ 72,405	\$ 18,101	\$ 90,506
PVTA	Hardware/Software	5307	Capital Purchase	\$ 200,000	\$ 50,000	\$ 250,000
PVTA	AVL System Integrator	5307	Capital Purchase	\$ 500,000	\$ 125,000	\$ 625,000
PVTA	Environmental compliance	5307	Facility Improvement	\$ 80,000	\$ 20,000	\$ 100,000
PVTA	Transit Facilities Improvement	5307	Facility Improvement	\$ 100,000	\$ 25,000	\$ 125,000
PVTA	Small Tools and Equipment	5307	Maintenance Items	\$ 100,000	\$ 25,000	\$ 125,000
PVTA	Preventive Maintenance 7/06 - 6/08	5307	Maintenance Items	\$ 3,000,000	\$ 750,000	\$ 3,750,000
PVTA	Intermodal Terminal Lease	5307	Service Improvement	\$ 80,000	\$ 20,000	\$ 100,000
PVTA	ADA Assistance 7/06-6/08	5307	Service Improvement	\$ 800,000	\$ 200,000	\$ 1,000,000
PVTA	Planning	5307	Planning	\$ 200,000	\$ 50,000	\$ 250,000
PVTA	State Contract Assistance		NFA Operating Assistance	-	\$ 17,748,637	\$ 17,748,637
PVTA	Local Assessments		NFA Operating Assistance	-	\$ 5,944,132	\$ 5,944,132
PVTA	Rural Transit E&H	5311	Operating Assistance			\$ 127,000
PVTA	Lift Equipped Vans	5310	Vans	\$ 200,000	\$ 50,000	\$ 250,000
PVTA	Lift Equipped minibuses	5310	Mini-buses	-	\$ 300,000	\$ 300,000
PVTA	Fleet Replacement (16 1993 Buses)	5309	Capital Purchase	\$ 4,480,000	\$ 1,120,000	\$ 5,600,000

Table 17Pioneer Valley Transit TIP Project Information
FY08

RTA	Project Description	Funding	Funding Sub-Category	Federal Cost	State Cost	Total
PVTA	Replacement Transit Vehicles	5307	Rolling Stock	\$ 2,000,000	\$ 500,000	\$ 2,500,000
PVTA	Lift equipped Vans	5307	Vans	\$ 400,000	\$ 100,000	\$ 500,000
PVTA	Supervisory Vehicles	5307	Capital Purchase	\$ 100,000	\$ 25,000	\$ 125,000
PVTA	Transit Enhancements	5307	Capital Purchase	\$ 75,000	\$ 18,750	\$ 93,750
PVTA	Transit Security	5307	Capital Purchase	\$ 72,405	\$ 18,101	\$ 90,506
PVTA	Transit Enhancements	5307	Capital Purchase	\$ 180,000	\$ 45,000	\$ 225,000
PVTA	Hardware/Software	5307	Capital Purchase	\$ 100,000	\$ 25,000	\$ 125,000
PVTA	Transit Facilities Improvement	5307	Facility Improvement	\$ 50,000	\$ 12,500	\$ 62,500
PVTA	Small Tools and Equipment	5307	Maintenance Items	\$ 100,000	\$ 25,000	\$ 125,000
PVTA	Preventive Maintenance 7/07 - 6/09	5307	Maintenance Items	\$ 3,000,000	\$ 750,000	\$ 3,750,000
PVTA	Intermodal Terminal Lease	5307	Service Improvement	\$ 80,000	\$ 20,000	\$ 100,000
PVTA	ADA Assistance 7/07-6/09	5307	Service Improvement	\$ 800,000	\$ 200,000	\$ 1,000,000
PVTA	Planning	5307	Planning	\$ 200,000	\$ 50,000	\$ 250,000
PVTA	E&H Special Transit Services		NFA Operating Assistance	-	\$ 6,000,000	\$ 6,000,000
PVTA	Fixed Route Service		NFA Operating Assistance	-	\$ 22,000,000	\$ 22,000,000
PVTA	Rural Transit E&H	5311	Operating Assistance			\$ 127,000
PVTA	Lift Equipped Vans	5310	Vans	\$ 200,000	\$ 50,000	\$ 250,000
PVTA	Lift Equipped minibuses	5310	Mini-buses	-	\$ 300,000	\$ 300,000
PVTA	Fleet Replacement (33 1995 Buses)	5309	Capital Purchase	\$ 9,240,000	\$ 2,310,000	\$ 11,550,000

Table 18

Pioneer Valley Transit TIP Project Information
FY09

RTA	Project Description	Funding	Funding Sub-Category	Federal Cost	State Cost	Total
PVTA	Replacement Transit Vehicles	5307	Rolling Stock	\$ 3,000,000	\$ 750,000	\$ 3,750,000
PVTA	Lift equipped Vans	5307	Vans	\$ 400,000	\$ 100,000	\$ 500,000
PVTA	Supervisory Vehicles	5307	Capital Purchase	\$ 100,000	\$ 25,000	\$ 125,000
PVTA	Transit Enhancements	5307	Capital Purchase	\$ 75,000	\$ 18,750	\$ 93,750
PVTA	Transit Security	5307	Capital Purchase	\$ 72,405	\$ 18,101	\$ 90,506
PVTA	Hardware/Software	5307	Capital Purchase	\$ 100,000	\$ 25,000	\$ 125,000
PVTA	Transit Facilities Improvement	5307	Facility Improvement	\$ 200,000	\$ 50,000	\$ 250,000
PVTA	Small Tools and Equipment	5307	Maintenance Items	\$ 100,000	\$ 25,000	\$ 125,000
PVTA	Preventive Maintenance 7/08 - 6/10	5307	Maintenance Items	\$ 3,000,000	\$ 750,000	\$ 3,750,000
PVTA	Intermodal Terminal Lease	5307	Service Improvement	\$ 80,000	\$ 20,000	\$ 100,000
PVTA	ADA Assistance 7/08-6/10	5307	Service Improvement	\$ 800,000	\$ 200,000	\$ 1,000,000
PVTA	Planning	5307	Planning	\$ 240,000	\$ 60,000	\$ 300,000
PVTA	E&H Special Transit Services	NFA	Operating Assistance	-	\$ 6,000,000	\$ 6,000,000
PVTA	Fixed Route Service	NFA	Operating Assistance	-	\$ 22,000,000	\$ 22,000,000
PVTA	Rural Transit E&H	5311	Operating Assistance			\$ 127,000
PVTA	Lift Equipped Vans	5310	Vans	\$ 200,000	\$ 50,000	\$ 250,000
PVTA	Lift Equipped minibuses	5310	Mini-buses	-	\$ 300,000	\$ 300,000
PVTA	Fleet Replacement (33 1995 Buses)	5309	Capital Purchase	\$ 9,240,000	\$ 2,310,000	\$ 11,550,000

Table 19Pioneer Valley Transit TIP Project Information
FY10

RTA	Project Description	Funding	Funding Sub-Category	Federal Cost	State Cost	Total
PVTA	Replacement Transit Buses	5307	Rolling Stock	\$ 1,920,000	\$ 480,000	\$ 2,400,000
PVTA	Lift equipped Vans	5307	Vans	\$ 400,000	\$ 100,000	\$ 500,000
PVTA	Supervisory Vehicles	5307	Capital Purchase	\$ 100,000	\$ 25,000	\$ 125,000
PVTA	Transit Enhancements	5307	Capital Purchase	\$ 75,000	\$ 18,750	\$ 93,750
PVTA	Transit Security	5307	Capital Purchase	\$ 72,405	\$ 18,101	\$ 90,506
PVTA	Transit Enhancements	5307	Capital Purchase	\$ 150,000	\$ 37,500	\$ 187,500
PVTA	Hardware/Software	5307	Capital Purchase	\$ 100,000	\$ 25,000	\$ 125,000
PVTA	AVL System Integrator	5307	Capital Purchase	\$ 500,000	\$ 125,000	\$ 625,000
PVTA	Environmental compliance	5307	Facility Improvement	\$ 100,000	\$ 25,000	\$ 125,000
PVTA	Transit Facilities Improvement	5307	Facility Improvement	\$ 50,000	\$ 12,500	\$ 62,500
PVTA	Small Tools and Equipment	5307	Maintenance Items	\$ 100,000	\$ 25,000	\$ 125,000
PVTA	Preventive Maintenance 7/09 - 6/11	5307	Maintenance Items	\$ 3,000,000	\$ 750,000	\$ 3,750,000
PVTA	Intermodal Terminal Lease	5307	Service Improvement	\$ 80,000	\$ 20,000	\$ 100,000
PVTA	ADA Assistance 7/09-6/11	5307	Service Improvement	\$ 800,000	\$ 200,000	\$ 1,000,000
PVTA	Planning	5307	Planning	\$ 240,000	\$ 60,000	\$ 300,000
PVTA	E&H Special Transit Services		NFA Operating Assistance	-	\$ 6,250,000	\$ 6,250,000
PVTA	Fixed Route Service		NFA Operating Assistance	-	\$ 22,500,000	\$ 22,500,000
PVTA	Rural Transit E&H		5311 Operating Assistance			\$ 127,000
PVTA	Lift Equipped Vans	5310	Vans	\$ 200,000	\$ 50,000	\$ 250,000
PVTA	Lift Equipped minibuses	5310	Mini-buses	-	\$ 300,000	\$ 300,000
PVTA	Fleet Replacement (34 1995 Buses)	5309	Capital Purchase	\$ 9,520,000	\$ 2,380,000	\$ 11,900,000

STATEWIDE FEDERAL AID PROJECT LISTING

The EOT provided each planning agency a listing of statewide items anticipated for FFYs 2006 to 2010. These items are to be funded separately from the regional TIP program.

Table 20**FFY 2006 - 2010 STIP - Statewide Projects**

Federal Fiscal Year 2006	Funding	Federal Funds	Total Cost
Statewide Infrastructure Program (Incl. Noise Barriers)	STP-Flex	\$6,000,000	\$7,500,000
Statewide Safety Program	STP-Safety	\$9,600,000	\$12,000,000
Statewide CMAQ	CMAQ	\$5,000,000	\$6,250,000
Statewide Transportation Enhancements	STP-Enh.	\$400,000	\$500,000
Statewide ITS	CMAQ	\$5,000,000	\$6,250,000
Statewide Design and Right of Way	STP-Flex	\$2,400,000	\$3,000,000
Statewide Interstate Maintenance Program	IM	\$54,000,000	\$60,000,000
Statewide Railroad Grade Crossings	STP-Safety	\$400,000	\$500,000
Statewide Bridge Inspection	BR- On/Off	\$4,000,000	\$5,000,000
Statewide Bridge Preservation Program	BR- On/Off	\$8,000,000	\$10,000,000
Subtotal Statewide Infrastructure Items:		\$94,800,000	\$111,000,000
Federal Fiscal Year 2007	Funding	Federal Funds	Total Cost
Statewide Infrastructure Program (Incl. Noise Barriers)	STP-Flex	\$6,000,000	\$7,500,000
Statewide Safety Program	STP-Safety	\$9,600,000	\$12,000,000
Statewide CMAQ	CMAQ	\$5,000,000	\$6,250,000
Statewide Transportation Enhancements	STP-Enh.	\$400,000	\$500,000
Statewide ITS	CMAQ	\$5,000,000	\$6,250,000
Statewide Design and Right of Way	STP-Flex	\$2,400,000	\$3,000,000
Statewide Interstate Maintenance Program	IM	\$54,000,000	\$60,000,000
Statewide Railroad Grade Crossings	STP-Safety	\$400,000	\$500,000
Statewide Bridge Inspection	BR- On/Off	\$4,000,000	\$5,000,000
Statewide Bridge Preservation Program	BR- On/Off	\$8,000,000	\$10,000,000
Total Statewide Infrastructure Items:		\$94,800,000	\$111,000,000
Federal Fiscal Year 2008	Funding	Federal Funds	Total Cost
Statewide Infrastructure Program (Incl. Noise Barriers)	STP-Flex	\$6,000,000	\$7,500,000
Statewide Safety Program	STP-Safety	\$9,600,000	\$12,000,000
Statewide CMAQ	CMAQ	\$5,000,000	\$6,250,000
Statewide Transportation Enhancements	STP-Enh.	\$400,000	\$500,000
Statewide ITS	CMAQ	\$5,000,000	\$6,250,000
Statewide Design and Right of Way	STP-Flex	\$2,400,000	\$3,000,000
Statewide Interstate Maintenance Program	IM	\$39,800,000	\$44,222,222
Statewide Railroad Grade Crossings	STP-Safety	\$400,000	\$500,000
Statewide Bridge Inspection	BR- On/Off	\$4,000,000	\$5,000,000
Statewide Bridge Preservation Program	BR- On/Off	\$8,000,000	\$10,000,000
Total Statewide Infrastructure Items:		\$80,600,000	\$95,222,222

FFY 2006 - 2010 STIP - Statewide Projects

Federal Fiscal Year 2009	Funding	Federal Funds	Total Cost
Statewide Infrastructure Program (Incl. Noise Barriers)	STP-Flex	\$6,000,000	\$7,500,000
Statewide Safety Program	STP-Safety	\$9,600,000	\$12,000,000
Statewide CMAQ	CMAQ	\$5,000,000	\$6,250,000
Statewide Transportation Enhancements	STP-Enh.	\$400,000	\$500,000
Statewide ITS	CMAQ	\$5,000,000	\$6,250,000
Statewide Design and Right of Way	STP-Flex	\$2,400,000	\$3,000,000
Statewide Interstate Maintenance Program	IM	\$38,800,000	\$43,111,111
Statewide Railroad Grade Crossings	STP-Safety	\$400,000	\$500,000
Statewide Bridge Inspection	BR- On/Off	\$4,000,000	\$5,000,000
Statewide Bridge Preservation Program	BR- On/Off	\$8,000,000	\$10,000,000
Total Statewide Infrastructure Items:		\$79,600,000	\$94,111,111
Federal Fiscal Year 2010	Funding	Federal Funds	Total Cost
Statewide Infrastructure Program (Incl. Noise Barriers)	STP-Flex	\$4,000,000	\$5,000,000
Statewide Safety Program	STP-Safety	\$9,600,000	\$12,000,000
Statewide CMAQ	CMAQ	\$5,000,000	\$6,250,000
Statewide Transportation Enhancements	STP-Enh.	\$400,000	\$500,000
Statewide ITS	CMAQ	\$5,000,000	\$6,250,000
Statewide Design and Right of Way	STP-Flex	\$2,400,000	\$3,000,000
Statewide Interstate Maintenance Program	IM	\$37,800,000	\$42,000,000
Statewide Railroad Grade Crossings	STP-Safety	\$400,000	\$500,000
Statewide Bridge Inspection	BR- On/Off	\$4,000,000	\$5,000,000
Statewide Bridge Preservation Program	BR- On/Off	\$8,000,000	\$10,000,000
Total Statewide Infrastructure Items:		\$76,600,000	\$90,500,000

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 2005-2006 TIP projects are identified in the following table.

Table 21

Community	SID	Description	Date Awarded
Agawam/W. Sprfld	600937	Resurfacing a Section of Route 5	4/5/2005
Amherst/Sunderland	603707	FAP#STP-001S(383)X Resurfacing and Related Work on a Section of route 116	12/14/2004
Granby	603797	FAP#BRZ-001S(333)X-Bridge Replacement (G-9-4)-Aldrich Street over Bachelor Brook	12/14/2004
Hadley	600302	Roadway Rconstruction and Related Work on a Section of Route 9	11/23/2004
Hadley	603786	FAP#STP-001S(384)X Resurfacing and Related Work on a Section of Route 116	1/20/2005
Ludlow	603821	FAP#STP-001S(299)X Traffic safety Imporvements-Center Street at Intersections of Chapin St. & Mass	11/17/2004
Ludlow/Wilbraham	603936	FAP#BH-001S(323)X Bridge Repairs and Related Work(L-16-3=W-35-1)Miller Street over the Chicopee	3/8/2005
Monson	602076	FAP#STP-001s(347)Xroadway reconstruction on a Section of Hospital Road	3/8/2005
Northampton	601180	FAP#HP-001S(310)X Extension of the Norwottuck Rail Trail/bike path	3/8/2005
Palmer	111309	FAP#BR-001S(326)X Bridge Replacement (P-1-24) Route 20 over Route 67	2/23/2005
Palmer	602574	FAP#STP-001S(336)X Roadway reconstruction and related work on sections of Main St.	5/10/2005
Springfield	600551	Roadway reconstruction and related work on a section of Parker Street	1/5/2005
Ware	603575	FAP#BR-001S(390)X Bridge Replacement (W-05-011) Hardwick Pond Road overMuddy Brook	3/22/2005
West Springfield	601816	FAP#STP-001S(302) Traffic Safety Improvement at Westfield Street (Rt. 20) and Second St. and Chest	10/26/2004
Westfield	603926	FAP@STP-001S(382)X Resurfacing and Related Work on a Section of Route 20	2/23/2005
Worthington	602312	FAP#STP-001S(378)X Resurfacing and Related Work on a section of Route 112	2/1/2005

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 2006-2010 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 2003 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 2006-2010 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 2003 Regional Transportation Plan for the Pioneer Valley Region. Table 22 shows the non-exempt projects of the FFY 2006-2010 TIP. Table 1, in Appendix B 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
Agawam/Springfield	South end bridge I-91 Improvements
Chicopee	Deady Memorial Bridge
Hadley	Widening of Route 9
Holyoke	Intermodal Center
Northampton	Damon Road Improvements
Springfield	Ramp Reversal
Westfield	Great River Bridge
Westfield	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

TITLE 23 - TRANSPORTATION FUNDING
Statewide Highway-Funded Program

FEDERAL FISCAL YEAR 2006
FEDERAL REGIONAL TARGETS
Draft 4/12/2005

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation Authority	\$541,403,680		
Less Penalty (Repeat Offenders)	\$8,683,680		
Total Obligation Authority Available	\$532,720,000		
Central Artery/Tunnel Obligation Authority	(103,825,000)		
Total Non-Earmarked Available Statewide	\$428,895,000	\$98,973,750	\$527,868,750
Statewide Infrastructure Items:			
Statewide Infrastructure Program (Incl. Noise Barriers)	\$6,000,000	\$1,500,000	\$7,500,000
Statewide Safety Program	9,600,000	\$2,400,000	\$12,000,000
Statewide CMAQ	5,000,000	\$1,250,000	\$6,250,000
Statewide Transportation Enhancements	400,000	\$100,000	\$500,000
Statewide ITS	5,000,000	\$1,250,000	\$6,250,000
Statewide Design and Right of Way	2,400,000	\$600,000	\$3,000,000
Statewide Interstate Maintenance Program	54,000,000	\$6,000,000	\$60,000,000
Statewide Railroad Grade Crossings	400,000	\$100,000	\$500,000
Subtotal Statewide Infrastructure Items:	\$82,800,000	\$13,200,000	\$96,000,000
Other Statewide Items:			
Award Adjustments and Change Orders	\$12,000,000	\$3,000,000	\$15,000,000
Planning	14,400,000	\$3,600,000	\$18,000,000
CTAP, CEPO, and Misc. Programs	600,000	\$150,000	\$750,000
Subtotal Other Statewide Items:	\$27,000,000	\$6,750,000	\$33,750,000
Regional Major Infrastructure Projects:	\$58,000,000	\$14,500,000	\$72,500,000
Bridge Program:			
Statewide Major Bridge Program	\$25,000,000	\$6,250,000	\$31,250,000
Statewide Non-Interstate Bridge Repl. / Rehab Program	\$94,600,000	\$23,650,000	\$118,250,000
Statewide Bridge Preservation Program	\$8,000,000	\$2,000,000	\$10,000,000
Statewide Bridge Inspection Program	\$4,000,000	\$1,000,000	\$5,000,000
Statewide Interstate Bridge Program	\$5,400,000	\$600,000	\$6,000,000
Subtotal Federal Aid Bridge Program:	\$137,000,000	\$33,500,000	\$170,500,000
Regional CMAQ Targets:	\$20,000,000	\$5,000,000	\$25,000,000
Regional Non-CMAQ Targets:	\$104,095,000	\$26,023,750	\$130,118,750
Total Regional Targets:	\$124,095,000	\$31,023,750	\$155,118,750
1998 - 2003 HPP Carryover	81,242,588	20,310,647	101,553,236
Section 115 Carryover	33,050,000	0	33,050,000
Section 117	25,945,000	0	25,945,000
Total Available Including HPP, S.115, S.117:	\$264,332,588	\$51,334,397	\$315,666,985

Region	Regional Share (%)	Regional Target with State Match	Regional CMAQ Target With State Match	Total Regional Target With State Match	Estimated TEA-21 HPP Carry-Over With State Match	Estimated Carry-Over Section 115 Projects	Estimated Carry-Over Section 117 Projects	Total Funding Available
Berkshire Region	3.5596	\$4,631,764	\$889,911	\$5,521,675	\$1,180,663	\$1,750,000	\$213,280	\$8,665,618
Boston Region	42.9671	\$5,908,258	\$10,741,776	\$66,650,034	61,026,514	6,850,000	5,456,000	\$139,982,548
Cape Cod	4.5851	5,966,129	\$1,146,285	\$7,112,414	1,081,548	0	378,944	\$8,572,906
Central Mass	8.6901	11,307,490	\$2,172,533	\$13,480,023	12,539,158	0	0	\$26,019,180
Franklin Region	2.5397	3,304,686	\$634,937	\$3,939,622	0	4,833,333	436,480	\$9,209,435
Martha's Vineyard	0.3100	403,328	\$77,492	\$480,820	0	0	0	\$480,820
Merrimack Valley	4.4296	5,763,684	\$1,107,389	\$6,871,073	4,219,888	1,600,000	0	\$12,690,961
Montachusett	4.4596	5,802,716	\$1,114,889	\$6,917,604	1,922,061	3,666,667	4,323,136	\$16,829,469
Nantucket	0.2200	286,233	\$54,995	\$341,227	0	0	0	\$341,227
Northern Middlesex	3.9096	5,087,134	\$977,402	\$6,064,537	3,514,129	1,800,000	496,000	\$11,874,665
Old Colony	4.5595	5,932,822	\$1,139,886	\$7,072,708	0	0	992,000	\$8,064,708
Pioneer Valley	10.8099	14,065,731	\$2,702,480	\$16,768,211	3,771,274	10,050,000	7,201,920	\$37,791,405
Southeastern Mass	8.9601	11,658,775	\$2,240,026	\$13,898,801	12,298,003	2,500,000	4,464,000	\$33,160,804
Total:	100.00	\$130,118,750	\$25,000,000	\$155,118,750	\$101,553,236	\$33,050,000	\$23,961,760	\$313,683,746

Non Federal Aid Bridge Program

\$ 20,000,000

TITLE 23 - TRANSPORTATION FUNDING
Statewide Highway-Funded Program

FEDERAL FISCAL YEAR 2007
FEDERAL REGIONAL TARGETS
Draft 4/12/2005

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation Authority	\$541,403,680		
Less Penalty (Repeat Offenders)	<u>-8,683,680</u>		
Total Obligation Authority Available	\$532,720,000		
Central Artery/Tunnel Obligation Authority	(110,240,000)		
Total Non-Earmarked Available Statewide	\$422,480,000	\$97,370,000	\$519,850,000
Statewide Infrastructure Items:			
Statewide Infrastructure Program (Incl. Noise Barriers)	\$6,000,000	\$1,500,000	\$7,500,000
Statewide Safety Program	9,600,000	2,400,000	\$12,000,000
Statewide CMAQ	5,000,000	1,250,000	\$6,250,000
Statewide Transportation Enhancements	400,000	100,000	\$500,000
Statewide ITS	5,000,000	1,250,000	\$6,250,000
Statewide Design and Right of Way	2,400,000	600,000	\$3,000,000
Statewide Interstate Maintenance Program	54,000,000	6,000,000	\$60,000,000
Statewide Railroad Grade Crossings	400,000	100,000	\$500,000
Subtotal Statewide Infrastructure Items:	\$82,800,000	\$13,200,000	\$96,000,000
Other Statewide Items:			
Award Adjustments and Change Orders	\$15,000,000	\$3,750,000	\$18,750,000
Planning	14,400,000	3,600,000	18,000,000
CTAP, CEPO, and Misc. Programs	600,000	150,000	750,000
Subtotal Other Statewide Items:	\$30,000,000	\$7,500,000	\$37,500,000
Regional Major Infrastructure Projects:	\$52,500,000	\$13,125,000	\$65,625,000
Bridge Program:			
Statewide Major Bridge Program	\$25,000,000	\$6,250,000	\$31,250,000
Statewide Non-Interstate Bridge Repl. / Rehab Program	\$89,600,000	\$22,400,000	\$112,000,000
Statewide Bridge Preservation Program	\$8,000,000	\$2,000,000	\$10,000,000
Statewide Bridge Inspection Program	\$4,000,000	\$1,000,000	\$5,000,000
Statewide Interstate Bridge Program	\$5,400,000	\$600,000	\$6,000,000
Subtotal Federal Aid Bridge Program:	\$132,000,000	\$32,250,000	\$164,250,000
Regional CMAQ Targets:	\$20,000,000	\$5,000,000	\$25,000,000
Regional Non-CMAQ Targets:	\$105,180,000	\$26,295,000	\$131,475,000
Total Regional Targets:	\$125,180,000	\$31,295,000	\$156,475,000

Region	Regional Share (%)	Regional Target with State Match	Regional CMAQ Target With State Match	Total Regional Target With State Match
Berkshire Region	3.5596	\$4,680,042	889,911	\$5,569,953
Boston Region	42.9671	56,490,999	10,741,776	67,232,775
Cape Cod	4.5851	6,028,315	1,146,285	7,174,600
Central Mass	8.6901	11,425,350	2,172,533	13,597,882
Franklin Region	2.5397	3,339,131	634,937	3,974,068
Martha's Vineyard	0.3100	407,532	77,492	485,024
Merrimack Valley	4.4296	5,823,760	1,107,389	6,931,149
Montachusett	4.4596	5,863,199	1,114,889	6,978,087
Nantucket	0.2200	289,216	54,995	344,211
Northern Middlesex	3.9096	5,140,158	977,402	6,117,561
Old Colony	4.5595	5,994,660	1,139,886	7,134,546
Pioneer Valley	10.8099	14,212,341	2,702,480	16,914,821
Southeastern Mass	8.9601	11,780,297	2,240,026	14,020,323
Total:	100.00	\$131,475,000	\$25,000,000	\$156,475,000

Non Federal Aid Bridge Program \$ 20,000,000

TITLE 23 - TRANSPORTATION FUNDING
Statewide Highway-Funded Program

FEDERAL FISCAL YEAR 2008
FEDERAL REGIONAL TARGETS
Draft 4/1/22005

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation Authority	\$541,403,680		
Less Penalty (Repeat Offenders)	<u>-\$8,683,680</u>		
Total Obligation Authority Available	\$532,720,000		
Central Artery/Tunnel Obligation Authority	(117,230,000)		
Total Non-Earmarked Available Statewide	\$415,490,000	\$97,094,722	\$512,584,722
Statewide Infrastructure Items:			
Statewide Infrastructure Program (Incl. Noise Barriers)	\$6,000,000	\$1,500,000	\$7,500,000
Statewide Safety Program	9,600,000	2,400,000	\$12,000,000
Statewide CMAQ	5,000,000	1,250,000	\$6,250,000
Statewide Transportation Enhancements	400,000	100,000	\$500,000
Statewide ITS	5,000,000	1,250,000	\$6,250,000
Statewide Design and Right of Way	2,400,000	600,000	\$3,000,000
Statewide Interstate Maintenance Program	39,800,000	4,422,222	\$44,222,222
Statewide Railroad Grade Crossings	400,000	100,000	\$500,000
Subtotal Statewide Infrastructure Items:	\$68,600,000	\$11,622,222	\$80,222,222
Other Statewide Items:			
Award Adjustments and Change Orders	\$15,000,000	\$3,750,000	\$18,750,000
Planning	14,400,000	3,600,000	18,000,000
CTAP, CEPO, and Misc. Programs	600,000	150,000	750,000
Subtotal Other Statewide Items:	\$30,000,000	\$7,500,000	\$37,500,000
Regional Major Infrastructure Projects:	\$52,500,000	\$13,125,000	\$65,625,000
Bridge Program:			
Statewide Major Bridge Program	\$25,000,000	\$6,250,000	\$31,250,000
Statewide Non-Interstate Bridge Repl. / Rehab Program	\$90,600,000	\$22,650,000	\$113,250,000
Statewide Bridge Preservation Program	\$8,000,000	\$2,000,000	\$10,000,000
Statewide Bridge Inspection Program	\$4,000,000	\$1,000,000	\$5,000,000
Statewide Interstate Bridge Program	\$9,000,000	\$1,000,000	\$10,000,000
Subtotal Federal Aid Bridge Program:	\$136,600,000	\$32,900,000	\$169,500,000
Regional CMAQ Targets:	\$20,000,000	\$5,000,000	\$25,000,000
Regional Non-CMAQ Targets:	\$107,790,000	\$26,947,500	\$134,737,500
Total Regional Targets:	\$127,790,000	\$31,947,500	\$159,737,500

Region	Regional Share (%)	Regional Target with State Match	Regional CMAQ Target With State Match	Total Regional Target With State Match
Berkshire Region	3.5596	\$4,796,175	889,911	\$5,686,086
Boston Region	42.9671	57,892,801	10,741,776	68,634,577
Cape Cod	4.5851	6,177,905	1,146,285	7,324,190
Central Mass	8.6901	11,708,865	2,172,533	13,881,398
Franklin Region	2.5397	3,421,990	634,937	4,056,927
Martha's Vineyard	0.3100	417,644	77,492	495,137
Merrimack Valley	4.4296	5,968,274	1,107,389	7,075,664
Montachusett	4.4596	6,008,692	1,114,889	7,123,580
Nantucket	0.2200	296,393	54,995	351,387
Northern Middlesex	3.9096	5,267,709	977,402	6,245,112
Old Colony	4.5595	6,143,416	1,139,886	7,283,302
Pioneer Valley	10.8099	14,565,015	2,702,480	17,267,494
Southeastern Mass	8.9601	12,072,620	2,240,026	14,312,646
Total:	100.00	\$134,737,500	\$25,000,000	\$159,737,500

Non Federal Aid Bridge Program \$ 20,000,000

TITLE 23 - TRANSPORTATION FUNDING
Statewide Highway-Funded Program

FEDERAL FISCAL YEAR 2009
FEDERAL REGIONAL TARGETS
Draft 4/12/2005

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation Authority	\$541,403,680		
Less Penalty (Repeat Offenders)	<u>-8,683,680</u>		
Total Obligation Authority Available	\$532,720,000		
Central Artery/Tunnel Obligation Authority	(126,845,000)		
Total Non-Earmarked Available Statewide	\$405,875,000	\$94,829,861	\$500,704,861
Statewide Infrastructure Items:			
Statewide Infrastructure Program (Incl. Noise Barriers)	\$6,000,000	\$1,500,000	\$7,500,000
Statewide Safety Program	9,600,000	2,400,000	\$12,000,000
Statewide CMAQ	5,000,000	1,250,000	\$6,250,000
Statewide Transportation Enhancements	400,000	100,000	\$500,000
Statewide ITS	5,000,000	1,250,000	\$6,250,000
Statewide Design and Right of Way	2,400,000	600,000	\$3,000,000
Statewide Interstate Maintenance Program	38,800,000	4,311,111	\$43,111,111
Statewide Railroad Grade Crossings	400,000	100,000	\$500,000
Subtotal Statewide Infrastructure Items:	\$67,600,000	\$11,511,111	\$79,111,111
Other Statewide Items:			
Award Adjustments and Change Orders	\$15,000,000	\$3,750,000	\$18,750,000
Planning	14,400,000	3,600,000	18,000,000
CTAP, CEPO, and Misc. Programs	600,000	150,000	750,000
Subtotal Other Statewide Items:	\$30,000,000	\$7,500,000	\$37,500,000
Regional Major Infrastructure Projects:	\$43,700,000	\$10,925,000	\$54,625,000
Bridge Program:			
Statewide Major Bridge Program	\$25,000,000	\$6,250,000	\$31,250,000
Statewide Non-Interstate Bridge Repl. / Rehab Program	\$90,600,000	\$22,650,000	\$113,250,000
Statewide Bridge Preservation Program	\$8,000,000	\$2,000,000	\$10,000,000
Statewide Bridge Inspection Program	\$4,000,000	\$1,000,000	\$5,000,000
Statewide Interstate Bridge Program	\$9,000,000	\$1,000,000	\$10,000,000
Subtotal Federal Aid Bridge Program:	\$136,600,000	\$32,900,000	\$169,500,000
Regional CMAQ Targets:	\$20,000,000	\$5,000,000	\$25,000,000
Regional Non-CMAQ Targets:	\$107,975,000	\$26,993,750	\$134,968,750
Total Regional Targets:	\$127,975,000	\$31,993,750	\$159,968,750

Region	Regional Share (%)	Regional Target with State Match	Regional CMAQ Target With State Match	Total Regional Target With State Match
Berkshire Region	3.5596	\$4,804,407	889,911	\$5,694,318
Boston Region	42.9671	57,992,163	10,741,776	68,733,938
Cape Cod	4.5851	6,188,508	1,146,285	7,334,794
Central Mass	8.6901	11,728,961	2,172,533	13,901,494
Franklin Region	2.5397	3,427,863	634,937	4,062,800
Martha's Vineyard	0.3100	418,361	77,492	495,854
Merrimack Valley	4.4296	5,978,518	1,107,389	7,085,907
Montachusett	4.4596	6,019,004	1,114,889	7,133,893
Nantucket	0.2200	296,902	54,995	351,896
Northern Middlesex	3.9096	5,276,750	977,402	6,254,153
Old Colony	4.5595	6,153,960	1,139,886	7,293,846
Pioneer Valley	10.8099	14,590,013	2,702,480	17,292,492
Southeastern Mass	8.9601	12,093,340	2,240,026	14,333,366
Total:	100.00	\$134,968,750	\$25,000,000	\$159,968,750

Non Federal Aid Bridge Program \$ 20,000,000

TITLE 23 - TRANSPORTATION FUNDING
Statewide Highway-Funded Program

FEDERAL FISCAL YEAR 2010
FEDERAL REGIONAL TARGETS
Draft 4/12/2005

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation Authority	\$541,403,680		
Less Penalty (Repeat Offenders)	\$8,683,680		
Total Obligation Authority Available	\$532,720,000		
Central Artery/Tunnel Obligation Authority	(151,290,000)		
Total Non-Earmarked Available Statewide	\$381,430,000	\$88,857,500	\$470,287,500
Statewide Infrastructure Items:			
Statewide Infrastructure Program (Incl. Noise Barriers)	\$4,000,000	\$1,000,000	\$5,000,000
Statewide Safety Program	9,600,000	2,400,000	\$12,000,000
Statewide CMAQ	5,000,000	1,250,000	\$6,250,000
Statewide Transportation Enhancements	400,000	100,000	\$500,000
Statewide ITS	5,000,000	1,250,000	\$6,250,000
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:	\$64,600,000	\$10,900,000	\$75,500,000
Other Statewide Items:			
Award Adjustments and Change Orders	\$15,000,000	\$3,750,000	\$18,750,000
Planning	14,400,000	3,600,000	18,000,000
CTAP, CEPO, and Misc. Programs	600,000	150,000	750,000
Subtotal Other Statewide Items:	\$30,000,000	\$7,500,000	\$37,500,000
Regional Major Infrastructure Projects:	\$38,000,000	\$9,500,000	\$47,500,000
Bridge Program:			
Statewide Major Bridge Program	\$30,000,000	\$7,500,000	\$37,500,000
Statewide Non-Interstate Bridge Repl. / Rehab Program	\$78,600,000	\$19,650,000	\$98,250,000
Statewide Bridge Preservation Program	\$8,000,000	\$2,000,000	\$10,000,000
Statewide Bridge Inspection Program	\$4,000,000	\$1,000,000	\$5,000,000
Statewide Interstate Bridge Program	\$9,000,000	\$1,000,000	\$10,000,000
Subtotal Federal Aid Bridge Program:	\$129,600,000	\$31,150,000	\$160,750,000
Regional CMAQ Targets:	\$20,000,000	\$5,000,000	\$25,000,000
Regional Non-CMAQ Targets:	\$99,230,000	\$24,807,500	\$124,037,500
Total Regional Targets:	\$119,230,000	\$29,807,500	\$149,037,500

Region	Regional Share (%)	Regional Target with State Match	Regional CMAQ Target With State Match	Total Regional Target With State Match
Berkshire Region	3.5596	\$4,415,293	889,911	\$5,305,204
Boston Region	42.9671	53,295,321	10,741,776	64,037,097
Cape Cod	4.5851	5,687,295	1,146,285	6,833,580
Central Mass	8.6901	10,779,021	2,172,533	12,951,554
Franklin Region	2.5397	3,150,237	634,937	3,785,174
Martha's Vineyard	0.3100	384,478	77,492	461,970
Merrimack Valley	4.4296	5,494,312	1,107,389	6,601,701
Montachusett	4.4596	5,531,519	1,114,889	6,646,408
Nantucket	0.2200	272,855	54,995	327,850
Northern Middlesex	3.9096	4,849,381	977,402	5,826,784
Old Colony	4.5595	5,655,544	1,139,886	6,795,430
Pioneer Valley	10.8099	13,408,353	2,702,480	16,110,833
Southeastern Mass	8.9601	11,113,889	2,240,026	13,353,915
Total:	100.00	\$124,037,500	\$25,000,000	\$149,037,500

Non Federal Aid Bridge Program \$ 20,000,000

APPENDIX B: Air Quality Conformity Status

DETERMINATION OF AIR QUALITY CONFORMITY

Pioneer Valley METROPOLITAN PLANNING ORGANIZATION

FY 2006-2010 TRANSPORTATION IMPROVEMENT PROGRAM

Background

The Commonwealth of Massachusetts is classified as 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 this nonattainment classification, 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.

The CAAA also required Metropolitan Planning Organizations (MPOs) within nonattainment areas to perform conformity determinations prior to the approval of their Regional Transportation Plans (RTPs) and Transportation Improvement Programs (TIPs). The most recent conformity determination occurred on June 15, 2005, when the Federal Highway Administration (FHWA) – in consultation with the Environmental Protection Agency (EPA New England) and the Massachusetts Department Of Environmental Protection (DEP) – confirmed that all 13 of the RTPs for the year 2003 in Massachusetts (and their updates in some cases) were in conformity with the Massachusetts State Implementation Plan (SIP). A brief summary of major conformity milestones in recent years is as follows (more details are provided in the 2003 RTP and related documents):

In October 1998, DEP submitted to EPA a technical correction to the Massachusetts SIP for Ozone, which included a 2003 mobile source emission budget for the Western Massachusetts Ozone Nonattainment Area. EPA found this emission budget adequate for conformity purposes under the one-hour standard in February 1999, and this budget has since been used in all subsequent conformity determinations.

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 SIP. Conformity determinations were performed to ensure that all regionally significant projects were included in the RTPs. The Massachusetts Executive Office of Transportation found the emission levels from the 2003 Regional Transportation Plans to be in conformance with the SIP. Each MPO had certified (and continues to certify) 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.

In 2004, two eight-hour ozone non-attainment area designations for Massachusetts – classified as “moderate” – went into effect on June 15th, and were geographically identical to those of the previous one-hour standard: the Boston-Lawrence-Worcester (Eastern Massachusetts) Area, and the Springfield (Western Massachusetts) Area. Concurrent with those designations, EPA announced that the 1-hour ozone standard would be revoked as of June 15, 2005.

In 2005, updated air quality conformity analyses for the eight-hour ozone standard were performed for the 2003 RTPs and 2005-2009 regional TIPs. This was required to avoid a conformity lapse and a resulting potential delay or loss of federal transportation funding. On June 15, 2005, FHWA – in consultation with EPA New England and DEP – made a positive conformity finding for the eight-hour standard. The emission results for the Pioneer Valley Metropolitan Planning Organization (PVMPO) and all other MPO regions in the Western Massachusetts Nonattainment Area remain unchanged from the June 15, 2005 conformity determination. In accordance with Section 122(g) of the Transportation Conformity Rule, the PVMPO is relying on its previous emissions analysis to demonstrate conformity.

Key elements of this 2006 – 2010 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 and updates.
- All regionally significant projects included in the TIP have been included in the air quality analysis for the conforming RTP. These projects are of the same design and concept as presented in the RTP, and the TIP does not add, delete, nor reprogram any such projects across analysis years.
- Because projects in the TIP come from the conforming RTP, *and* all regionally significant RTP projects for 2006 through 2010 (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.

Air Quality Conformity Analysis

The conformity test is to show consistency with the motor vehicle 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 and update. The motor vehicle volatile organic compounds (VOC) and nitrogen oxide (NO_x) estimated emissions for the Western Massachusetts Ozone Nonattainment Area include all the following MPOs:

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

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

The Executive Office of Transportation, Office of Transportation Planning 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 One-Hour Ozone 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 Ozone Nonattainment Area:

TABLE 1

VOC Emissions Estimates for the Western Massachusetts Ozone Nonattainment Area

(all emissions in tons per summer day)

Year	Pioneer Valley MPO Action Emissions	Western MA Action Emissions	Budget	Difference (Action – Budget)
2000	N/A	31.845	n/a	n/a
2007	8.4281	13.636	23.770	- 10.134
2010	6.2988	10.231	23.770	-13.539
2015	4.1715	6.838	23.770	-16.932
2025	3.1633	5.295	23.770	- 18.475

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

Year	Pioneer Valley MPO Action Emissions	Western MA Action Emissions	Budget	Difference (Action – Budget)
2000	N/A	59.139	n/a	n/a
2007	23.0208	37.661	49.110	- 11.449
2010	16.0451	26.417	49.110	- 22.693
2015	7.6234	12.689	49.110	- 36.421
2025	3.2763	5.590	49.110	- 43.520

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 PVMPO has found the emission levels from this FY 2006-2010 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 2006-2010 TIP is consistent with the air quality goals in the Massachusetts SIP.

Contributions to Reductions in CO Non-attainment Areas

As of April 22, 2002, the city of Springfield was re-designated as being in attainment for carbon monoxide (CO) with an EPA-approved limited maintenance plan. In areas with approved limited maintenance plans, federal actions requiring conformity determinations under the transportation conformity rule are considered to satisfy the "budget test" (as budgets are treated as not constraining in these areas for the length of the initial maintenance period). Any future required "project level" conformity determinations for projects located within this community will continue to use a "hot-spot" analysis to assure that any new transportation projects in this CO attainment area do not cause or contribute to carbon monoxide non-attainment.

APPENDIX C: Transit Funding

PIONEER VALLEY TRANSIT AUTHORITY

Federal Fiscal Year 2004

STATUS OF TRANSIT PROJECTS

Federal Funds

RTA	SECTION	DESCRIPTION	FEDERAL FUNDS	APPROVAL STATUS	GRANT #	COMMENTS
PVTA	5307 capital	Rolling Stock	\$ 1,500,000	Approved	MA-90-X446-01	Replacement Transit Buses
PVTA	5307 capital	Vans	\$ 80,000	Approved	MA-90-X446-01	Lift equipped Vans
PVTA	5307capital	Capital Purchase	\$ 72,405	Approved	MA-90-X446-01	Transit Security
PVTA	5307 capital	Capital Purchase	\$ 72,405	Approved	MA-90-X446-01	Transit Enhancements
PVTA	5307 capital	Capital Purchase	\$ 300,000	Approved	MA-90-X446-01	Hardware/Software
PVTA	5307 capital	Capital Purchase	\$ 100,000	Approved	MA-90-X446-01	Communications
PVTA	5307 capital	Capital Purchase	\$ 500,000	Approved	MA-90-X446-01	AVL System Integrator
PVTA	5307 capital	Facility Improvement	\$ 450,000	Approved	MA-90-X446-01	Transit Facilities Improvement
PVTA	5307 capital	Maintenance Items	\$ 150,000	Approved	MA-90-X446-01	Small Tools and Equipment
PVTA	5307 capital	Maintenance Items	\$ 3,000,000	Approved	MA-90-X446-01	Preventive Maintenance 7/05- 6/07
PVTA	5307 capital	Service Improvement	\$ 80,000	Approved	MA-90-X446-01	Intermodal Terminal Lease
PVTA	5308 capital	Service Improvement	\$ 724,056	Approved	MA-90-X446-01	ADA Assistance 7/05-6/07
PVTA	5309 capital	Planning	\$ 200,000	Approved	MA-90-X446-01	Planning
	Section 115	Westfield Multimodal Transp	1,700,000	Carryover		
	Section 115	Holyoke Multimodal Transp	\$2,000,000	Carryover		
	Section 5303	UMass Transit	\$4,000,000	Carryover		Facility Improvement
	Section 117	ITS Deployment Implementa	\$1,000,000	Carryover		AVL, System Integrator
	Section 115	ITS Deployment Implementa	\$3,000,000	Pending	MA-15-X004	AVL, System Integrator
	Section 5303	Rolling Stock	\$6,217,209	Approved	MA-03-0284-01	Replacement Transit Buses

State Funds

RTA	SECTION	DESCRIPTION	STATE FUNDS	APPROVAL STATUS	GRANT #	COMMENTS
PVTA	5310 - MAP	Vans	\$200,000			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 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 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.

**APPENDIX E: Project Information Form (PIF), and
Project Priority Evaluation Criteria**

2006-2010 TIP
PROJECT INFORMATION FORM

Sponsor

Community/Agency: Phone:
Contact Person: Phone:
Position/Title: FAX:
Email Address:

Project Identification

Name/Type of Project:
Location Description:
Project Limits (including length):
Roadway Functional Class: Bridge # (if applicable):

Type of Improvement :

- Acquisition, Construction, Improvement, Install, Reconstruction, Rehabilitate, Relocate, Removal, Replace / Replacement, Resurface, Revise, Widen

Project Cost

Cost Estimate:
Source of Estimate:
Funding Source: (if known)

TIP Status

New TIP Proposal
In Previous TIP: Yr & Cost:
Yr scheduled to be advertised:

MHD Status:

MHD Notified, Feasibility Review Completed
Project Submitted to Project Review Committee
Project Review Committee Approved
MHD Project File #:
Jurisdiction: State Local

Design Status

Not Started
25%
75%
100% (or not required)
Design Cost:
100% Completion Date:

Permit Requirements

All Permits Completed
Permit Review Initiated
Date permits will be completed:

Right of Way (ROW) Status

Not Required
Acquisition Unknown
Acquisition Required
Acquisition Completion Date:

Public Hearing Status

Date Location
25% Design Hearing:
75% Design Hearing:

Project Benefits: Please provide support information for project prioritization. Use additional paper if necessary.

Facility Preservation:
Congestion Relief:
Safety:
Enhanced Mobility:
Air Quality/Environmental:
Improved Access to the CBD or Industrial Developments:

Endorsement

I certify that the above information is complete and accurate and acknowledge any responsibilities indicated above for the development and comp of project design. This project is anticipated to be ready for advertisement by (Month/Yea
If for any reason this project is delayed, the PVPC will be notified as soon as possible to update project status and reprogram if necessa.

dorsement: (CEO/Director): Date:

PLEASE ATTACH THE MOST CURRENT SCOPE OF WORK & ANY MHD CORRESPONDENCE

Pioneer Valley Planning Commission, 26 Central St., W. Springfield, MA 01089 (413) 781-6045 Fax (413) 732-2593

TRANSPORTATION EVALUATION CRITERIA

Templeton Project Description
Highway-funded Roadway Improvement/Expansion Projects

PROJECT TYPE	TRANSPORTATION CRITERIA				OTHER IMPACT CRITERIA		
	Condition	Mobility	Safety	Cost Effectiveness	Community Effects and Support	Land Use and Economic Development	Environmental Effects
Roadways	Magnitude of pavement condition improvement	Effect on magnitude and duration of congestion	Effect on crash rate compared to state average	Cost per Unit Change in Condition	Residential effects: right-of-way, noise, aesthetics, out-through traffic, other	Business effects: right-of-way, access, noise, traffic, parking, freight access other	Air Quality/Climate effects
	0	0	0		0	0	0
	Magnitude of improvement of other infrastructure elements	Effect on travel time and connectivity/access	Effect on bicycle and pedestrian safety	Cost per lane Mile	Effect on service to minority or low income neighborhoods EJ	Sustainable development effects	Water quality/supply effects, wetlands effects
	0	0	0	\$ -	0	0	0
		Effect on other modes using facility	Effect on transportation security and evacuation routes	Cost per AADT	Other impacts/benefits to minority or low income neighborhoods	Consistent with regional land-use and economic development plans	Historic and cultural resource effects
	0	0	\$ -	0	0	0	
	Effect on regional and local traffic		Cost per AADT per lane mile	Public, local government, legislative, and regional support	Effect on job creation.	Effect on wildlife habitat and endangered species	
	0		\$ -	0	0	0	
				Effect on development and redevelopment of housing stock	0		

Avg. Score (-3 to +3)	Avg. Score (-3 to +3)	Avg. Score (-3 to +3)		Avg. Score (-3 to +3)	Avg. Score (-3 to +3)	Avg. Score (-3 to +3)
0	0	0		0	0	0

Total Score (-18 to +18)
0