

Transportation **I**mprovement **P**rogram

FFY 2007 – 2010

Metropolitan Planning Organization
Pioneer Valley Region, Massachusetts

August 2006

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 2007-2010

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

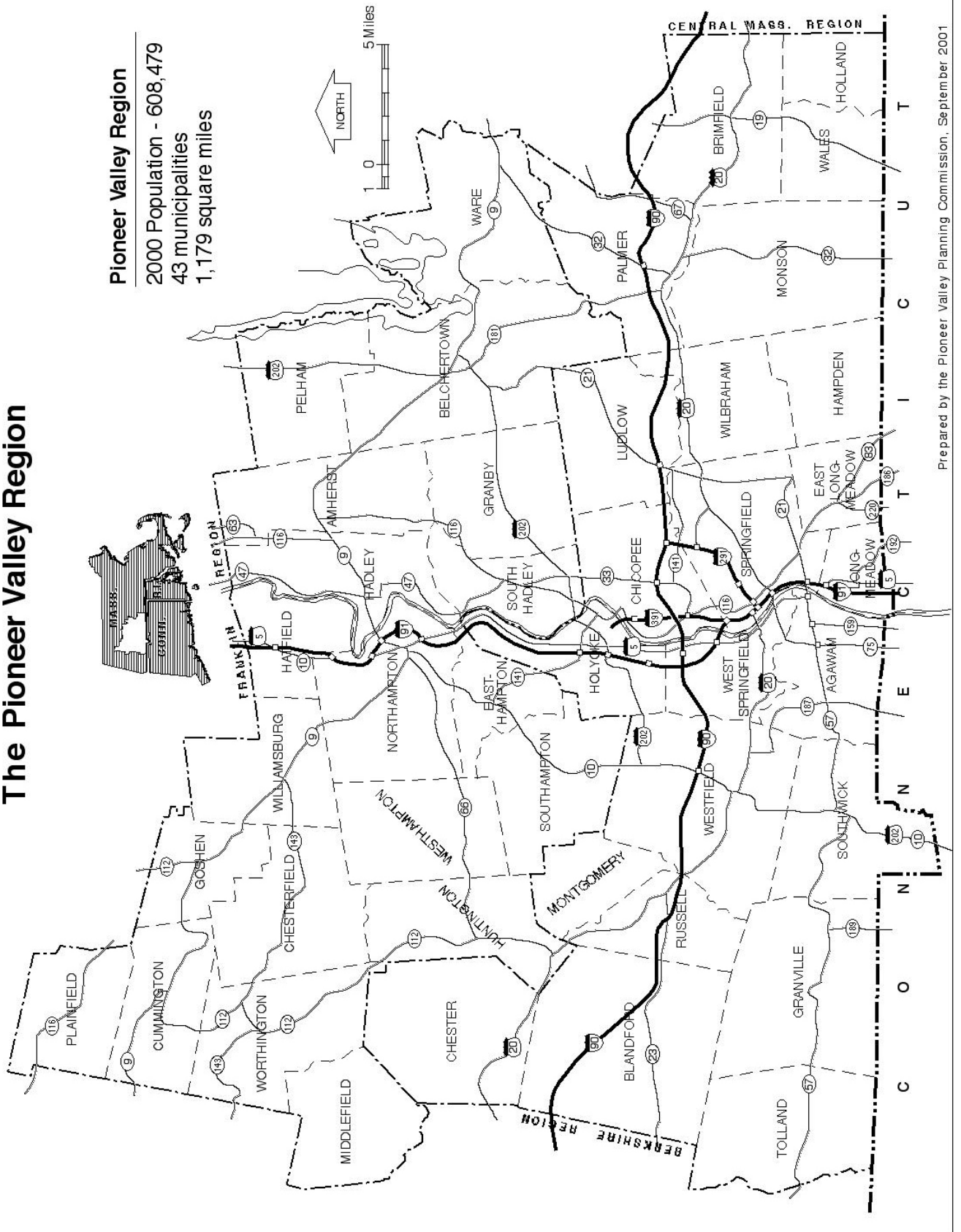
This document was prepared under contract with the Executive Office of Transportation, with the cooperation of the Federal Highway Administration and the Federal Transit Administration.

Table of Contents

PREFACE	1
The Pioneer Valley Region	1
TIP Format and MPO Endorsement	1
EOT Commitment to Funding all Designed and Permitted Projects.....	1
 I. GENERAL SUPPORT INFORMATION	 3
INTRODUCTION	3
DEVELOPMENT OF THE TIP	3
PROJECT PRIORITY CRITERIA AND SELECTION	4
PRIORITY CRITERIA	4
PROJECT SELECTION AND PROGRAMMING.....	5
AMENDMENT/ADJUSTMENT OF THE TIP	5
DESCRIPTION OF FUNDING SOURCES.....	5
TRANSPORTATION SYSTEM OPERATING AND MAINTENANCE COSTS.....	7
 II. PUBLIC PARTICIPATION SUMMARY AND CHANGES	 9
 III. FEDERAL COMPONENT	 11
PIONEER VALLEY MPO ENDORSEMENT	11
CERTIFICATION OF THE 3-C PLANNING PROCESS	14
FUNDING INFORMATION.....	14
 IV. TRANSPORTATION PROJECT PRIORITIES	 17
ORGANIZATION OF PROJECT LISTINGS	17
 V. FEDERAL AID REGIONAL PROJECT LISTINGS	 19
STATEWIDE FEDERAL AID PROJECT LISTING.....	39
PROJECT IMPLEMENTATION	41
CONFORMITY DETERMINATION	42
 APPENDICES	 I
APPENDIX A: EOT Targets Letter	iii
APPENDIX B: Air Quality Conformity Status	xi
APPENDIX C: Transit Funding	xxv
APPENDIX D: Statewide Road and Bridge Policy	xxvii
APPENDIX E: Project Information Form (PIF), and Project Priority Evaluation Criteria.....	xxxiii
APPENDIX F: Summary of Operating and Maintenance Expenditures.....	xxvii

The Pioneer Valley Region

Pioneer Valley Region
 2000 Population - 608,479
 43 municipalities
 1,179 square miles



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 608,000 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 2007-2010 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 2007-2010 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 2007 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 2007-2010. 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 2007 through 2011 (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 Holyoke;
- Mayor of West Springfield;
- 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 2007-2011 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 2007-2011 TIP underwent a public review and comment period consistent with the Pioneer Valley Region Public Participation Process. This began June 30, 2006 and continued for 30 days until July 30, 2006. 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 2007-2011 TIP:

Comments by	Projis	Comment	Action	Date
PTVA		Shift from FY08 to FY 11: PVTA Fleet Replacement (33 1995 Buses) 5309	funds moved	6/27/2006
PTVA		Shifted from FY07 to FY11: PVTA Fleet Replacement (16 1993 Buses)	funds moved	6/28/2006
MHD	604035	Reduce amount of cost for 604035 in CMAQ section 1A 08 by \$500,000	cost reduced	6/28/2006
MHD	603903	Add Funds for ITS to CMAQ section 1A of 2008 in the total of \$407,976	Funds added	6/29/2006
MHD		Change PVTA Bus replacement in 2007 section 1A from 5 to 3 buses and shift funds to ITS	Comments Noted	6/30/2006
Leslie Duthie	601502	Please recommend that this project move forward in the '07 fiscal year	Comments Noted	7/15/2006
Leora F. Meurisse	601502	Supports the reconstruction of Lower Hampden Road in Monson to move forward in FFY07	Comments Noted	7/16/2006
JTC Chair		The JTC supports there original recommendation to the MPO for the FFY 2007 to 2010 TIP	Comments Noted	7/17/2006
Emma Ladd Shepherd	601502	Supports the reconstruction of Lower Hampden Road in Monson to move forward in FFY07	Comments Noted	7/19/2006
		I am writing to express my professional opinion concerning your vote to defer the reconstruction of Lower Hamden Road in Monson and how this vote directly impact public safety		
Stephen Kozloski, Chief of Police in Monson	601502		Comments Noted	7/19/2006
Leora F. Meurisse	601502	Supports the reconstruction of Lower Hampden Road in Monson to move forward in FFY07	Comments Noted	7/19/2006
		Supports the reconstruction of Lower Hampden Road in Monson to move forward in FFY07		
Norman & Arline Seives	601502		Comments Noted	7/19/2006
Barbara Keffer	601502	Supports the reconstruction of Lower Hampden Road in Monson to move forward in FFY07	Comments Noted	7/20/2006
		Supports the reconstruction of Lower Hampden Road in Monson to move forward in FFY07		
George L. Robichaud Asst. Chief/EMS Director	601502		Comments Noted	7/20/2006
		1C 2007 remove "design" from the description of project #602925		
EOT	602925		Description corrected	7/20/2006
EOT		1A 2008 is not fiscally constrained, section will need to be revised prior to MPO approval	Comments Noted	7/20/2006
		1A CMAQ 2008 correct description to read Rt.47 not Rt. 147 for project # 604035		
EOT	604035		Description corrected	7/20/2006
		1A CMAQ 2008 project # 604035 cost was reduced after MPO released the document for review. An explanation should be made to the MPO at the next meeting.		
EOT	604035		Comments Noted	7/20/2006
		A1 CMAQ 2008 project # 603903 was added to this section after the MPO released the document for public review, this should be addressed at the next MPO meeting		
EOT	603903		Comments Noted	7/20/2006
Marshal L. Harris Fire Chief	601502	For the safety of our citizens and for the safety of emergency response vehicles that need to travel on this road; this project cannon continue to be delayed	Comments Noted	7/20/2006
John Morrell Highway Surveyor	601502	I am urging the MPO to follow the recommendations of the JTC for the 2007 TIP.	Comments Noted	7/20/2006
Marshal L. Harris Chairman Monson Water and Sewer	601502	The Lower Hampden Road reconstruction presented an excellent opportunity to have 100 year old water lines, service, and hydrants replaced concurrently with the vital much needed safety improvements and reconstruction.	Comments Noted	7/21/2006
Stan Kulig DPW Superintendent	602111	The City of Chicopee is confident that the Front Street can be bid this fall	Comments Noted	7/24/2006
DR. C.A. Kruger, Ruth Kruger	601502	We do not feel that total that total rebuilding and widening are necessary.	Comments Noted	7/24/2006
		Please consider funding this project in the interest of student safety		
Monson Public Schools Monson Board of Selectmen	601502		Comments Noted	7/24/2006
		The Monson Board of Selectmen is opposed to the 2007-2010 TIP as proposed by the Pioneer Valley MPO, and is asking that the TIP recommended by the JTC be moved forward.		
		Supports the reconstruction of Lower Hampden Road in Monson to move forward in FFY07	Comments Noted	7/24/2006
Trustees of Reservation and Peaked Mountain Property Committee	601502		Comments Noted	7/25/2006
EOT		Adjust SAFETEA-LU Earmarks to reflect the amount of fund apportioned	Adjustments Made	7/25/2006
Gail Kolodziej	601502	Supports the reconstruction of Lower Hampden Road in Monson to move forward in FFY08	Comments Noted	7/26/2006
Linda Rowley	602885	The proposed new terminus is not an improvement	Comments Noted	7/26/2006
		Section 1A 07 District working with community to refine cost, it is estimated to be in the range of \$6,500,000 to \$7,000,000		
MHD	602111		Comments Noted	7/26/2006
		Section 1A 07/08 New cost assuming 20% contingency is \$9,524,900, this does not address the \$7,000,000 programmed in 08		
MHD	601502		Comments Noted	7/26/2006
		Include following two earmarks in 1C 07 Sect 115\$1,200,000 ,and HPP @240,000, suggest using remaining funds for phases II and III		
MHD	603262		Funds added	7/26/2006

MHD		District two requests that the MPO consider highway funds only for road, bridge, and trail related projects	Comments Noted	7/26/2006
MHD	603903	Section 1A 07/ 08 , District two requests CMAQ funds currently programmed for PVTA bus replacement be programmed towards the ITS in both years instead	Comments Noted	7/26/2005
MHD	604035	Section 1A CMAQ FY 08 Governor's Highway Safety Bureau money is available to fund this project at \$515,000, District two requests the funds be shifted to the 603903 ITS project	Comments Noted	7/26/2005
PVTA		Add to FY07 as a carryover Holyoke Multimodal Center(carryover) 5309	Carryover added	7/27/2006
PVTA		Add to FY07 as a carryover Transit Building Umass Amherst carryover	Carryover added	7/27/2006
PVTA		Add to FY07 as a carryover Union Station Redevelopment carryover 2002	Carryover added	7/27/2006
PVTA		Add to FY07 as a carryover Union Station Redevelopment carryover 2003	Carryover added	7/27/2006
PVTA		Add to FY07 as a carryover Union Station Redevelopment carryover 2005	Carryover added	7/27/2006
PVTA		Funding amounts corrected to reflect acual appropriation Union Station Redevelopment carryover 2004	Correction made	7/27/2006
PVTA		Program and Funding Category corrected Rail Feasibility Study (carryover)	Correction made	7/27/2006
EOT	602419	Section 1A 07 update cost from \$2,593,640 to \$2,677,201.25	Updated Cost	7/28/2006
EOT	602885	Section 1A 07 update cost from \$1,350,935 to \$1,677,521.25	Updated Cost	7/28/2006
EOT	604437	Section 1A 08 CMAQ update cost from \$580,000 to \$707,083	Updated Cost	7/28/2006
EOT	602887	Section 1A 07 CMAQ update cost from \$3,070,000 to \$3,223,992.06	Updated Cost	7/28/2006
EOT	603054	Section 1A 08 CMAQ update cost from \$750,000 to \$857,768.60	Updated Cost	7/28/2006
EOT	602575	Section 1A 08 update cost from \$3,143,750 to \$3,293,873.75	Updated Cost	7/28/2006
Lora Sandhusen	602885	Supports the bike trail with the terminus at Mulberry Street not Grove Ave	Comments Noted	7/31/2006
Sandy and Daniel Glynn, 24 Upland Rd, Leeds	602885	Supports the bike trail with the terminus at Mulberry Street not Grove Ave	Comments Noted	7/31/2006
Amy Bookbinder, Leeds	602885	Supports the bike trail with the terminus at Mulberry Street not Grove Ave	Comments Noted	7/31/2006
Jim Montgomery and Linda Butler	602885	Supports the bike trail with the terminus at Mulberry Street not Grove Ave	Comments Noted	7/31/2006
State Senator Stephen M. Brewer	601502	Supports the reconstruction of Lower Hampden Road in Monson to move forward in FFY07	Comments Noted	7/31/2006
EOT	604035	Project will be NFA funded through the Governors Highway Safety Bureau for \$515,000	Comments Noted	7/31/2005
EOT	601502	Increase project cost from \$8,600,000 to \$10,320,000	Cost Noted	7/31/2006
EOT	602111	Increase project cost from \$6,200,000 to \$6,598,169	Updated Cost	7/31/2006
Representative Mary S. Rogeness	601502	Supports the reconstruction of Lower Hampden Road in Monson to move forward in FFY07	Comments Noted	7/31/2006
PVPC	600933	Correct 1A 07 bridge funding from \$1,000,000 to \$6,875,000	Funding corrected	7/31/2006
PVPC		Correct Section 1B 07 bridge total	Total Corrected	8/1/2006
MHD Commissioner Luisa Paiewonsky	603903	Program sufficient funds for the I-91 ITS instead of the proposed bus replacement	Comments Noted	8/1/2006
MHD District 2	604599	Two projects in the tracking system have the same number use 604822 in stead of 604599	Project Number changed	8/23/2006

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 1, 2006 and discussed the following item for endorsement: The Pioneer Valley Region's Federal Fiscal Years 2007-2010 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 2007-2010 TIP consists of projects that are either:

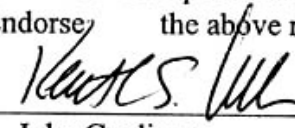
- a. exempt from an air quality conformity determination as specified in 40 CFR Parts 51 and 93; or
- b. have been previously analyzed in the region's conforming transportation plan.

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 2007.

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

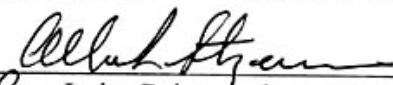
8/1/06

 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

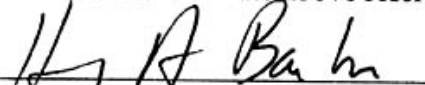
8/1/06

 Date

Pioneer Valley Planning Commission (PVPC)

I, Chair of the Pioneer Valley Planning Commission, hereby

Endorse Do Not Endorse the above referenced item.



 Hank Barton
 Chair - PVPC

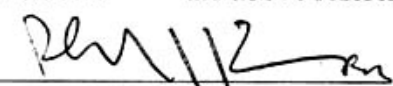
Aug 1 2006

 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
 Richard J. Kos

8-1-06

 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

Town of West Springfield

I, Mayor of the Town of West Springfield, hereby

Endorse Do Not Endorse the above referenced item.

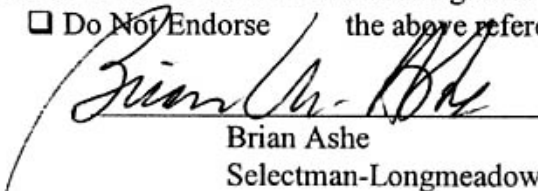
 Edward Gibson
 Mayor-West Springfield

 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

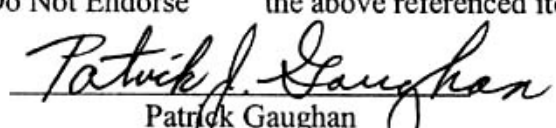
8/1/06

 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

8/1/06

 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 May 8, 2006. The targets are provided for FFYs 2007 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 2007-2010. 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
2007	\$11,910,550	\$11,944,575	\$3,242,976	\$3,242,976
2008	\$12,106,344	\$13,643,750	\$3,242,976	\$3,242,976
2009	\$11,894,064	\$12,451,181	\$3,242,976	\$3,200,000
2010	\$11,524,230	\$12,061,000	\$3,242,976	\$3,125,000

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
2007	\$69,024,964
2008	\$59,504,574
2009	\$50,532,213
2010	\$48,745,720
2011	\$66,039,750

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 2007-2010.

Table 4

Section 1: FEDERALLY FUNDED PROJECTS: YEAR 2007

Project Description	City/Town	Project ID	Funding	Fed. Funds	State Funds	Total Cost
Part 1A: Federal Aid Target Projects						
Lower Hampden Road	Monson	601502	STP	\$5,600,000	\$1,400,000	7,000,000.00
Route 202 Resurfacing	Belchertown/Pelham	602419	STP	\$2,074,912	\$518,728	\$2,593,640
*PVTA Bus Replacement (4 buses total between sources)	PVTA Region		CMAQ	\$494,059	\$123,515	\$617,574
Intersection & signal improvements Roosevelt Ave/Page Blvd	Springfield	604822	STP	\$747,805	\$186,951	\$934,756
*Northampton - Hospital Hill/Earl Street	Northampton	604451	STP	\$611,664	\$152,916	\$764,580
Subtotal Target Projects				\$9,528,440	\$2,382,110	\$11,910,550
Downtown Rail Trail connector	Northampton	602887	CMAQ	\$2,032,440	\$508,110	\$2,540,550
*PVTA Bus Replacement	PVTA Region		CMAQ	\$561,941	\$140,485	\$702,426
Subtotal CMAQ Projects				\$2,594,381	\$648,595	\$3,242,976
Part 1B: Federal Aid Bridge Projects						
Bridge Replacement C-11-024 Kinney Brook Rd over Middle Branch	Chester	602080	FA	\$2,759,560	\$689,890	\$3,449,450
Bridge rehab. Smith Rd over Main Branch (Westfield River)	Chester	600737	FA	\$870,667	\$217,667	\$1,088,334
*Great River Bridge	Westfield	600933	A/C Bridge	\$2,400,000	\$600,000	\$3,000,000
Bridge Replacement, S-18-007 Rt 47 over Bachelor Brook	South Hadley	603260	FA	\$1,613,526	\$403,381	\$2,016,907
Subtotal Bridge Projects				\$7,643,753	\$1,910,938	\$9,554,691
Part 1C: Federal Aid Non-Target Projects						
Pleasant Street	Holyoke	602925	HPP-92	\$856,992	\$214,248	\$1,071,240
Manhan Rail Trail Coleman Rd. Extension Design	Easthampton	604441	115	\$72,000	\$0	\$72,000
* Union Street Underpass Design	West Springfield	604746	TCSP	\$86,000	\$21,500	\$107,500
* Union Street design and construction	West Springfield	604746	112	\$765,000	\$0	\$765,000
* I-91 North ITS	Region wide	603903	Omnibus 330	\$600,000	\$150,000	\$750,000
*Construction I-91 ITS Communications Network, Hampden, Hampshire, Franklin	Region wide	603903	TI	\$1,899,040	\$474,760	\$2,373,800
*I-91 Fiber and ITS construction	Region wide	603903	ITS Deploy	\$1,777,912	\$1,777,912	\$3,555,824
Design and construct north and southbound ramps on I-91 at Exit 19	Northampton	604597	HPP 06	\$633,006	\$158,252	\$791,258
*Northampton - Hospital Hill/Earl Street	Northampton	604451	HPP 06	\$844,008	211,002	1,055,010
*Design and construction of Southwick and Westfield Rail Trail	Southwick/Westfield	604443	HPP 06	\$2,110,020	\$527,505	\$2,637,525
*Design and construction of Southwick Rail Trail Phase I	Southwick	602844	TCSP	\$20,000	\$0	\$20,000
*Design & const, intersection improvements Roosevelt Ave/Page Blvd. MIP II	Springfield	604822	HPP 06	\$422,004	\$105,501	\$527,505
*Design and construct roadway improvements along State Street	Springfield	604447	TI	\$2,373,800	\$593,450	\$2,967,250
Design and construction of Hampshire County Bike Paths	NHamp, Hadley, Amherst		HPP 06	\$2,271,544	\$567,886	\$2,839,430
*State St. Resurfacing, and Impr. From Main to St. Michael's Cemetery	Springfield	604447	HPP 06	\$2,532,023	\$633,006	\$3,165,029
*State Street corridor improvements	Springfield	604447	115	\$474,600	\$0	\$474,600
*State Street redevelopment project	Springfield	604447	117	\$983,928	\$0	\$983,928
Hampden Park (Phase I)	Chester		Scenic Byways	\$126,917	\$31,731	\$158,648
Hampden Park (Phase II)	Chester		Scenic Byways	\$83,200	\$20,800	\$104,000
Wayfinding various locations	Chester		Scenic Byways	\$164,800	\$41,200	\$206,000
Subtotal Non-Target Projects				\$19,096,794	\$5,528,752	\$24,625,546
Part 1D: Other Federal Aid Projects						
Route 20 resurfacing and related work	Brimfield	604992	Other Federal	\$2,624,168	\$656,042	\$3,280,210
*Intersection improvements Roosevelt Ave/Page Blvd. MIP II *	Springfield	604822	Other Federal	\$1,151,577	\$287,894	\$1,439,471
*State Street corridor improvements *	Springfield	604447	Other Federal	\$936,954	\$234,239	\$1,171,193
*Northampton - Hospital Hill/Earl Street *	Northampton	604451	Other Federal	\$50,728	\$12,682	\$63,410
Subtotal Other Federal Aid Projects				\$4,763,427	\$1,190,857	\$5,954,284
Total Federal Projects				\$43,626,795	\$11,661,252	\$55,288,047

*Indicates projects with multiple funding sources

See additional HPP and TI drawn down amounts in 2008 and 2009 TIP elements

Table 5

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						
NA					\$0	\$0
Subtotal Regional Priority Projects				\$0	\$0	\$0
Part 2B: Priority Bridge Projects						
NA					\$0	\$0
Subtotal Priority Bridge Projects				\$0	\$0	\$0
Total All Products				\$43,626,795	\$11,661,252	\$55,288,047

Table 6

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							
Front Street Reconstruction	Chicopee	602111	STP	\$4,640,000	\$1,160,000	\$5,800,000	
Route 20 Resurfacing	Chester/Huntington	602314	STP	\$2,800,000	\$700,000	3,500,000.00	
Springfield Street Reconstruction	Palmer	602575	STP	\$2,635,099	\$658,775	3,293,873.75	
Subtotal Target Projects				\$10,075,099	\$2,518,775	12,593,873.75	\$12,106,344
Part 1B: Federal Aid Bridge Projects							
PVTA Bus Replacement (2 buses)	PVTA Region		CMAQ	\$528,000	\$132,000	660,000.00	
Front Street Reconstruction CMAQ eligible portion	Chicopee	602111	CMAQ	\$640,000	\$160,000	800,000.00	
**Intersection Improvements East St. at Chapin St.	Ludlow	604437	CMAQ	\$565,666	\$141,417	707,083.00	
**Route 9 At Bridge Road	Northampton	603054	CMAQ	\$686,215	\$171,554	857,768.60	
I-91 Intelligent Transportation System (ITS)	Region (I-91)	603903	CMAQ	\$326,381	\$81,595	407,976.00	
Subtotal CMAQ Projects				\$2,746,262	\$686,566	3,432,827.60	\$3,242,976
Part 1B: Federal Aid Bridge Projects							
Great River Bridge	Westfield	600933	A/C Bridge	\$8,700,000	\$2,175,000	10,875,000.00	
Bridge replacement (Davitt) Springfield St. (Rt. 116) over Chicopee Rivr	Chicopee	603180	BR	\$2,067,680	\$516,920	2,584,600.00	
Subtotal Bridge Projects				\$10,767,680	\$2,691,920	13,459,600.00	
Part 1C: Federal Aid Non-Target Projects							
Design and construct Rt. 20 access road	Westfield	604601	HPP-06	\$1,380,520	\$345,130.00	\$1,725,650	
Route 32 Ware Road Reconstruction	Palmer	601504	HPP-06	\$1,767,066	\$441,767	\$2,208,833	
Route 116 Reconstruction and alignment	Amherst	82250	HPP-06	\$2,208,832	\$552,208	\$2,761,040	
Construct Holyoke Canalwalk and streetscape improve (Phase I)	Holyoke	603262	HPP-06	\$609,000	\$152,250	\$761,250	
Red Stone Rail Trail	East Longmeadow	602338	HPP-06	\$208,800	\$52,200	\$261,000	
Construction I-91 ITS Communications Network, Hampden, Hampshire, Fran	Region wide	603903	TI	\$870,000	\$217,500	\$1,087,500	
Design and construct int. impro. Memorial Park II on Roosevelt Ave. from Bay St. to Page Boulevard, Springfield	Springfield	604599	HPP 06	\$139,120	\$34,780	\$173,900	
Design and construction of Hampshire County Bike Paths	Various	602887; 602885; 603454	HPP 06	\$765,600	\$191,400	\$957,000	
*State St. Resurfacing, and Impr. From Main to St. Michael's Cemetery	Springfield	604447	HPP 06	\$835,200	\$208,800	\$1,044,000	
Northampton - Hospital Hill	Northampton	604451	HPP 06	\$278,400	69,600	348,000	
Design and construct north and southbound ramps on I-91 at Exit 19	Northampton	604597	HPP 06	\$208,800	\$52,200	\$261,000	
Design and construction of Southwick and Westfield Rail Trail	Southwick/Westfield	602844; 604443; 603783	HPP 06	\$696,000	\$174,000	\$870,000	
*Design and construct roadway improvements along State Street	Springfield	604447	TI	\$1,087,500	\$271,875	\$1,359,375	
Subtotal Non-Target Projects				\$11,054,838	\$2,763,710	13,818,547.50	
Part 1D: Other Federal Aid Projects							
I-91 Pavement rehabilitation	Chicopee/West Springfield	604604		\$4,800,000	\$1,200,000	6,000,000.00	
Subtotal Other Federal Aid Projects				\$4,800,000	\$1,200,000	6,000,000.00	
Total Federal Projects				\$39,443,879	\$9,860,970	49,304,848.85	

Table 7**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						
Route 9 @ Route 47 Intersection improvements	Hadley	604035	NFA	0	\$515,000	\$515,000
Subtotal Regional Priority Projects				\$0	\$515,000	\$515,000
Part 2B: Priority Bridge Projects						
Bridge replacement North Hadley St. over Rt. 116	Hadley	604049	NFA	\$0	\$2,296,000	\$2,296,000
Bridge replacement State St over the Ware River	Palmer	604030	NFA	\$0	\$1,430,000	\$1,430,000
Subtotal Priority Bridge Projects				\$0	\$3,726,000	\$3,726,000
Total All Products				\$39,443,879	\$14,101,970	\$53,545,849

Table 8

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							
Main Street and Park Square Hwy Improvements	Westfield	603318	STP	\$5,072,945	\$1,268,236	\$6,341,181	
Route 187 (Little River Road) Phase III	Westfield	604442	STP	\$880,000	\$220,000	\$1,100,000	
Amherst Road Reconstruction	Pelham	601154	STP	\$4,008,000	\$1,002,000	\$5,010,000	
Subtotal Target Projects				\$9,960,945	\$2,490,236	\$12,451,181	\$11,894,064
Columbia Greenways Rail Trail and River walk	Westfield	603783	CMAQ	\$2,560,000	\$640,000	\$3,200,000	
Subtotal CMAQ Projects				\$2,560,000	\$640,000	\$3,200,000	\$3,242,976
Part 1B: Federal Aid Bridge Projects							
Great River Bridge	Westfield	600933	A/C Bridge	\$16,400,000	\$4,100,000	\$20,500,000	
Bridge replacement Old State highway over West Branch (Westfield Riv	Chester	604021	BR	\$1,562,640	\$390,660	\$1,953,300	
Subtotal Bridge Projects				\$17,962,640	\$4,490,660	\$22,453,300	
Part 1C: Federal Aid Non-Target Projects							
Construct Holyoke Canalwalk and streetscape improve (Phase I)	Holyoke	603262	HPP-06	\$609,000	\$152,250	\$761,250	
Red Stone Rail Trail	East Longmeadow	602338	HPP-06	\$208,800	\$52,200	\$261,000	
Construction I-91 ITS Communications Network, Hampden, Hamshire, Frankl	Region wide	603903	TI	\$698,000	\$174,500	\$872,500	
Design and construct Rt. 20 access road	Westfield	604601	HPP-06	\$348,000	\$87,000.00	\$435,000	
Route 32 Ware Road Reconstruction	Palmer	601504	HPP-06	\$445,440	\$111,360	\$556,800	
Route 116 Reconstruction and alignment	Amherst	82250	HPP-06	\$556,800	\$139,200	\$696,000	
Design and construct int. impro. Memorial Park II on Roosevelt Ave. from Bay St. to Page Boulevard, Springfield	Springfield	604599	HPP 06	\$139,120	\$34,780	\$173,900	
Design and construction of Hampshire County Bike Paths	Various	602887; 602885; 603454	HPP 06	\$765,600	\$191,400	\$957,000	
*State St. Resurfacing, and Impr. From Main to St. Michael's Cemetery	Springfield	604447	HPP 06	\$835,200	\$208,800	\$1,044,000	
Northampton - Hospital Hill	Northampton	604451	HPP 06	\$278,400	69,600	348,000	
Design and construct north and southbound ramps on I-91 at Exit 19	Northampton	604597	HPP 06	\$208,800	\$52,200	\$261,000	
Design and construction of Southwick and Westfield Rail Trail	Southwick/Westfield	602844; 604443; 603783	HPP 06	\$696,000	\$174,000	\$870,000	
*Design and construct roadway improvements along State Street	Springfield	604447	TI	\$870,000	\$217,500	\$1,087,500	
Subtotal Non-Target Projects				\$6,659,160	\$1,664,790	\$8,323,950	
Part 1D: Other Federal Aid Projects							
I-91 Pavement rehabilitation	Holyoke/Easthampton	604605	IM	\$5,200,000	\$1,300,000	\$6,500,000	
Subtotal Other Federal Aid Projects				\$5,200,000	\$1,300,000	\$6,500,000	
Total Federal Projects				\$42,342,745	\$10,585,686	\$52,928,431	

Table 9

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

Project Description	City/Town	Project ID	Funding	Fed. Funds	State Funds	Total Cost
Part 2A: Regional Priority Projects						
To be determined						
	Subtotal Regional Priority Projects			\$0	\$0	\$0
Part 2B: Priority Bridge Projects						
To be determined			NFA	\$0	\$0	\$0
	Subtotal Priority Bridge Projects			\$0	\$0	\$0
	Total All Products			\$42,342,745	\$10,585,686	\$52,928,431

Table 10

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							
Elm Street Reconstruction	East Longmeadow	601350	STP	\$2,608,800	\$652,200	\$3,261,000	
Route 187 (Little River Road) Phase II	Westfield	604445	STP	\$2,880,000.0	\$720,000.0	\$3,600,000	
Route 187 (Little River Road) Phase I	Westfield	604446	STP	\$2,560,000.0	\$640,000.0	\$3,200,000	
Routes 10/202 Resurfacing (southerly)	Southwick	604153	STP	\$1,600,000	\$400,000	\$2,000,000	
Subtotal Target Projects				\$9,648,800	\$2,412,200	\$12,061,000	\$11,524,230
Rail Trail - Earle Street to Ferry Street	Northampton	604207	CMAQ	\$2,500,000.0	\$625,000.0	\$3,125,000	
Subtotal CMAQ Projects				\$2,500,000	\$625,000	\$3,125,000	\$3,242,976
Part 1B: Federal Aid Bridge Projects							
Great River Bridge	Westfield	600933	A/C Bridge	\$15,800,000	\$3,950,000	\$19,750,000	
Subtotal Bridge Projects				\$15,800,000	\$3,950,000	\$19,750,000	
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	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	
Subtotal Other Federal Aid Projects				\$6,000,000	\$1,500,000	\$7,500,000	
Total Federal Projects				\$33,948,800	\$8,487,200	\$42,436,000	

Table 11

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						
	Subtotal Regional Priority Projects			\$0	\$0	\$0
Part 2B: Priority Bridge Projects To be determined						
	Subtotal Priority Bridge Projects			\$0	\$0	\$0
	Total All Products			\$33,948,800	\$8,487,200	\$42,436,000

Table 12**Appendix Z: Other projects within the Region**

Agawam	Rte. 57	Construction: Rte. 187 to Southwick	115300	\$28,000,000.00
Agawam	(Rte. 187)	Reconstruction: Pine St.to Westfield TL	600513	\$2,800,000.00
Agawam	Route 57	Resurfacing on sections of Route 57	604508	\$1,239,934.00
Agawam	Improvements	Intersection Improvement	604203	\$200,000.00
Agawam	Bikeway Loop	Bikeway loop Main/River/School	603731	\$378,021.00
Agawam	Connector, Rte 5 to Rte 57/rotary	Connector, Rte 5 to Rte 57/rotary	603372	\$8,000,000.00
Agawam	Improvements	Resurfasce and related work	602653	\$2,880,000.00
Agawam	Route 57 Bridge over 75	BR# A-05-021	604504	\$360,000.00
Amherst	Rte 116 Atkins Corner	Realign Road, Intersection Improvement	604043	\$3,200,000.00
Belchertown	N. Washington St.Reconstruction	Reconstruction: S. Main St. to North Liberty Street	604692	\$1,040,000.00
Belchertown	Wilson St Bridge	Bridge # B-05-023	602997	\$1,116,000.00
Belchertown	Bridge Replacement	Bardwell St. over Jabish Brook	602927	\$0.00
Belchertown	Route 181 (Footprint)	Valley, Franklin, and Depot	604433	\$1,955,200.00
Brimfield	Rt. 20 improvement and project	Rt. 19 west to 1500 feet west of Prospect Hill Rd miles	602367	\$1,632,000.00
Brimfield	Route 19 (Wales Rd.)	Rehabilitaion of BR#B-24-006	602540	\$125,000.00
Chester	Maple Street Bridge	Enhancement: Restoration	602349	\$614,288.00
Chesterfield	(Footprint)	Tonw Line	604718	\$1,680,000.00
Chicopee	Improvements	Reconstruction: From Rte. 33 to Shawinigan Drive	604434	\$4,960,000.00
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	Westwood Ave.	Reconstruction: Maple St. to N. Main St.	603708	\$1,600,000.00
East Longmeadow	Mapleshade Ave.	Reconstruction: Pleasant St. to N. Main St.	603709	\$1,500,000.00
Easthampton	Park St. Bridge	Reconstruction: BR# E-05-008 over RR tracks	048941	\$640,000.00
Easthampton	Pomeroy Meadow Rd	Reconstruction: S. Hamp. TL north to Loudville Rd.	602486	\$595,200.00
Easthampton	Street	Replace Bridge # E-5-019 over Broad Brook	604464	\$460,000.00
Easthampton	Bridge Replacement Route 10	Replace Bridge E-05-006 over Manhan River	604048	\$0.00
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	\$2,200,000.00
Hatfield	Elm Street	Reclamation and Related Work	604208	\$400,000.00
Holyoke	Jarvis Avenue	Improvements to three signalized intersections	603383	\$250,000.00

Ludlow/Spfld.	Rte. 21 Bridge	Reconstruction: BR# L-16-008 over Chicopee River	601156	\$0.00
Northampton	Bliss Street	Replace BR# N-19-023 over the Mill River	602538	\$1,200,000.00
Northampton	059	Bridge rehabilitation BR# N-19-059 I-91 NB and SB	602381	\$5,000,000.00
Northampton	Street intersection improvements	hour congestion	604452	\$120,000.00
Northampton	Road	Replace Bridge # N-19-035 over Roberts Meadow Brook	604242	\$515,400.00
Whatley	Park and Ride	9 in Florence	604222	\$640,000.00
Palmer	Rte. 32 (Ware Road)	Reconstruction: Stimson St. to Ware TL	601504	\$3,200,000.00
Pelham	Meetinghouse Road	Replace Bridge # P-04-007 over Harris Brook	604429	\$642,200.00
Plainfield	Route 116 (Main St)	Resurfacing and Related work	604825	\$1,250,000.00
South Hadley	Bridge Rehabilitation, Route 202	Rehabilitate Bridge # S-18-016 over Route 116	604383	\$750,000.00
South Hadley	Rte 202 Rotary Lighting	Rte 202 Rotary Lighting	603335	\$480,000.00
Southampton	East St.	Reconstruction: Rte. 10 to Holyoke TL	604653	\$1,920,000.00
Southwick	Reconstruction	line (before culvert)	604033	\$2,960,000.00
Southwick	(northerly)	Routes 10/202 resurfacing (northerly)	604155	\$1,200,000.00
Southwick	College Highway Bridge	Replace BR# S-22-005 over Johnson Brook	601322	\$378,000.00
Southwick	Route 57/10/202 Reconstruction	(College Highway)	603477	\$2,500,000.00
Southwick	(center)	Routes 10/202 resurfacing (center)	604154	\$1,600,000.00
Springfield	Roosevelt Ave.	Rehabilitate: BR# S-24-091 over Conrail	602600	\$650,000.00
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
Springfield	Improvements (Indian Orchard)	141) Indian Orchard	604448	\$628,000.00
Springfield	Bridge Rehabilitation	Rehabilitate Bridge #S-24-032 State Street over Roosevelt Ave	604218	\$1,000,000.00
Ware	Project	Preservation Project	603454	\$1,120,000.00
West Springfield	CT Riverwalk and Bikeway	Dike Segement	603730	\$964,000.00
West Springfield	Rte 5 Reconstruction	Rte 5 Reconstruction from East Elm to Highland Ave.	604210	\$3,840,000.00
Westfield	Improvements	Elm Street, N. Elm Street	603330	\$2,400,000.00
Westfield	Improvement	Court until Mill Street	603449	\$2,800,000.00
Westfield	Street	Replace Bridge # W-25-011 over Pioneer Valley Railroad	160045	\$1,202,000.00
Westfield	Bridge Replacement	Southwick Rd BR#W-25-006 over the Little River	400103	\$2,887,000.00
Westhampton	Kings Highway and Reservoir Rd	Rd, and Reservoir Rd from Kings Highway to Pine Island Lake	602822	\$1,360,000.00
Westhampton	Chesterfield Rd.	Reconstruction: Northampton TL to Chesterfield TL	602387	\$2,400,000.00
Westhampton	Southampton Rd.	Reconstruction: Rte. 66 to Stage Rd	602386	\$1,400,000.00
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
			Total Cost	\$125,779,031.00

VI. Transit Project Listing for FFY 2007-2011

The following is a complete listing of programmed transit projects for FFY 2007-2011

Table 13

Pioneer 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	\$ 2,750,000	\$ 687,500	\$ 3,437,500
PVTA	Lift equipped Vans	5307	Rolling Stock	\$ 450,000	\$ 112,500	\$ 562,500
PVTA	Transit Security	5307	Capital Purchase	\$ 112,754	\$ 28,189	\$ 140,943
PVTA	Transit Enhancements	5307	Capital Purchase	\$ 112,754	\$ 28,189	\$ 140,943
PVTA	Hardware/Software	5307	Capital Purchase	\$ 800,000	\$ 200,000	\$ 1,000,000
PVTA	Communications	5307	Capital Purchase	\$ 100,000	\$ 25,000	\$ 125,000
PVTA	AVL System Integrator	5307	Capital Purchase	\$ 1,000,000	\$ 250,000	\$ 1,250,000
PVTA	Transit Facilities Improvement	5307	Facility Improvement	\$ 837,963	\$ 209,491	\$ 1,047,454
PVTA	Small Tools and Equipment	5307	Maintenance Items	\$ 500,000	\$ 125,000	\$ 625,000
PVTA	Preventive Maintenance 7/06- 6/08	5307	Maintenance Items	\$ 3,047,564	\$ 761,891	\$ 3,809,455
PVTA	Intermodal Terminal Lease	5307	Service Improvement	\$ 80,000	\$ 20,000	\$ 100,000
PVTA	ADA Assistance 7/06-6/08	5307	Service Improvement	\$ 1,127,540	\$ 281,885	\$ 1,409,425
PVTA	Planning	5307	Planning	\$ 200,000	\$ 50,000	\$ 250,000
				11,118,575	\$ 2,779,644	13,898,219
PVTA	State Contract Assistance		NFA Operating Assistance	-	\$ 17,832,395	\$ 17,832,395
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	Transit Building Umass Amherst carryover	5309	Facility Improvement	\$ 4,000,000	\$ 1,000,000	\$ 5,000,000
PVTA	Rail Feasibility Study (carryover)	5314	National Technology & Resea	\$ 750,000	\$ -	\$ 750,000
PVTA	Union Station Redevelopment carryover 2002	5309	Intermodal Center	\$ 2,441,160	\$ 610,290.00	\$ 3,051,450
PVTA	Union Station Redevelopment carryover 2003	5309	Intermodal Center	\$ 5,902,072	\$ 1,475,518.00	\$ 7,377,590
PVTA	Union Station Redevelopment carryover 2004	5309	Intermodal Center	\$ 4,368,931	\$ 1,092,232.75	\$ 5,461,164
PVTA	Union Station Redevelopment carryover 2005	5309	Intermodal Center	\$ 6,505,083	\$ 1,626,270.75	\$ 8,131,354
PVTA	Holyoke Multimodal Center (carryover)	5309	Intermodal Center	\$ 1,750,000	\$ 437,500	\$ 2,187,500
Federal Aid Non-Target Projects						
PVTA	Westfield Multimodal Center (carryover)	115	Intermodal Center	\$ 1,700,000	\$ -	\$ 1,700,000
PVTA	Holyoke Multimodal Center (carryover)	115	Intermodal Center	\$ 2,000,000	\$ -	\$ 2,000,000
PVTA	PVTA ITS Project (carryover)	ITS	ITS	\$ 711,165	\$ -	\$ 711,165

Note: changes made since 6.27.06 are bold

Table 14

FY08

RTA	Project Description	Funding	Funding Sub-Category	Federal Cost	State Cost	Total
PVTA	Replacement Transit Buses	5307	Rolling Stock	\$ 3,500,000	\$ 875,000	\$ 4,375,000
PVTA	Lift equipped Vans	5307	Vans	\$ 500,000	\$ 125,000	\$ 625,000
PVTA	Supervisory Vehicles	5307	Capital Purchase	\$ 100,000	\$ 25,000	\$ 125,000
PVTA	Transit Enhancements	5307	Capital Purchase	\$ 125,000	\$ 31,250	\$ 156,250
PVTA	Transit Security	5307	Capital Purchase	\$ 250,000	\$ 62,500	\$ 312,500
PVTA	Hardware/Software	5307	Capital Purchase	\$ 600,000	\$ 150,000	\$ 750,000
PVTA	AVL System Integrator	5307	Capital Purchase	\$ 500,000	\$ 125,000	\$ 625,000
PVTA	Transit Facilities Improvement	5307	Facility Improvement	\$ 700,000	\$ 175,000	\$ 875,000
PVTA	Communications	5307	Capital Purchase	\$ 150,000	\$ 37,500	\$ 187,500
PVTA	Small Tools and Equipment	5307	Maintenance Items	\$ 300,000	\$ 75,000	\$ 375,000
PVTA	Preventive Maintenance 7/08 - 6/09	5307	Maintenance Items	\$ 3,150,000	\$ 787,500	\$ 3,937,500
PVTA	Intermodal Terminal Lease	5307	Service Improvement	\$ 80,000	\$ 20,000	\$ 100,000
PVTA	ADA Assistance 7/08-6/09	5307	Service Improvement	\$ 1,250,000	\$ 312,500	\$ 1,562,500
PVTA	Planning	5307	Planning	\$ 200,000	\$ 50,000	\$ 250,000
				11,405,000		\$ 14,256,250
PVTA	State Contract Assistance		NFA Operating Assistance	-	\$ 18,278,205	\$ 18,278,205
PVTA	Local Assessments		NFA Operating Assistance	-	\$ 6,092,735	\$ 6,092,735
					\$ 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

Table 15

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	\$ 500,000	\$ 125,000	\$ 625,000
PVTA	Supervisory Vehicles	5307	Capital Purchase	\$ 125,000	\$ 31,250	\$ 156,250
PVTA	Transit Enhancements	5307	Capital Purchase	\$ 125,000	\$ 31,250	\$ 156,250
PVTA	Transit Security	5307	Capital Purchase	\$ 250,000	\$ 62,500	\$ 312,500
PVTA	Transit Enhancements	5307	Capital Purchase	\$ 180,000	\$ 45,000	\$ 225,000
PVTA	Hardware/Software	5307	Capital Purchase	\$ 300,000	\$ 75,000	\$ 375,000
PVTA	Transit Facilities Improvement	5307	Facility Improvement	\$ 500,000	\$ 125,000	\$ 625,000
PVTA	Small Tools and Equipment	5307	Maintenance Items	\$ 350,000	\$ 87,500	\$ 437,500
PVTA	Preventive Maintenance 7/09 - 6/10	5307	Maintenance Items	\$ 3,500,000	\$ 875,000	\$ 4,375,000
PVTA	Intermodal Terminal Lease	5307	Service Improvement	\$ 80,000	\$ 20,000	\$ 100,000
PVTA	ADA Assistance 7/09-6/10	5307	Service Improvement	\$ 1,500,000	\$ 375,000	\$ 1,875,000
PVTA	Planning	5307	Planning	\$ 250,000	\$ 62,500	\$ 312,500
				\$ 10,660,000		
PVTA	State Contract Assistance		NFA Operating Assistance	-	\$ 18,735,159	\$ 18,735,159
PVTA	Local Assessments		NFA Operating Assistance	-	\$ 6,245,054	\$ 6,245,054
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 16

Pioneer Valley Transit TIP Project Information

FY10

RTA	Project Description	Funding	Funding Sub-Category	Federal Cost	State Cost	Total
PVTA	Replacement Transit Vehicles	5307	Rolling Stock	\$ 3,000,000	\$ 600,000	\$ 3,600,000
PVTA	Lift equipped Vans	5307	Vans	\$ 300,000	\$ 60,000	\$ 360,000
PVTA	Supervisory Vehicles	5307	Capital Purchase	\$ 125,000	\$ 25,000	\$ 150,000
PVTA	Transit Enhancements	5307	Capital Purchase	\$ 125,000	\$ 25,000	\$ 150,000
PVTA	Transit Security	5307	Capital Purchase	\$ 125,000	\$ 25,000	\$ 150,000
PVTA	Hardware/Software	5307	Capital Purchase	\$ 300,000	\$ 60,000	\$ 360,000
PVTA	Transit Facilities Improvement	5307	Facility Improvement	\$ 300,000	\$ 60,000	\$ 360,000
PVTA	Small Tools and Equipment	5307	Maintenance Items	\$ 250,000	\$ 50,000	\$ 300,000
PVTA	Preventive Maintenance 7/10 - 6/12	5307	Maintenance Items	\$ 3,000,000	\$ 600,000	\$ 3,600,000
PVTA	Intermodal Terminal Lease	5307	Service Improvement	\$ 80,000	\$ 16,000	\$ 96,000
PVTA	ADA Assistance 7/10-6/12	5307	Service Improvement	\$ 1,250,000	\$ 250,000	\$ 1,500,000
PVTA	Planning	5307	Planning	\$ 240,000	\$ 48,000	\$ 288,000
PVTA	State Contract Assistance		NFA Operating Assistance	-	\$ 19,203,540	\$ 19,203,540
PVTA	Local Assessments		NFA Operating Assistance	-	\$ 6,401,180	\$ 6,401,180
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 17

FY11

RTA	Project Description	Funding	Funding Sub-Category	Federal Cost	State Cost	Total
PVTA	Replacement Transit Buses	5307	Rolling Stock	\$ 1,920,000	\$ 384,000	\$ 2,304,000
PVTA	Lift equipped Vans	5307	Vans	\$ 400,000	\$ 80,000	\$ 480,000
PVTA	Supervisory Vehicles	5307	Capital Purchase	\$ 100,000	\$ 20,000	\$ 120,000
PVTA	Transit Security	5307	Capital Purchase	\$ 150,000	\$ 30,000	\$ 180,000
PVTA	Transit Enhancements	5307	Capital Purchase	\$ 150,000	\$ 30,000	\$ 180,000
PVTA	Hardware/Software	5307	Capital Purchase	\$ 300,000	\$ 60,000	\$ 360,000
PVTA	AVL System Integrator	5307	Capital Purchase	\$ 500,000	\$ 100,000	\$ 600,000
PVTA	Environmental compliance	5307	Facility Improvement	\$ 100,000	\$ 20,000	\$ 120,000
PVTA	Transit Facilities Improvement	5307	Facility Improvement	\$ 300,000	\$ 60,000	\$ 360,000
PVTA	Small Tools and Equipment	5307	Maintenance Items	\$ 300,000	\$ 60,000	\$ 360,000
PVTA	Preventive Maintenance 7/11- 6/12	5307	Maintenance Items	\$ 3,000,000	\$ 600,000	\$ 3,600,000
PVTA	Intermodal Terminal Lease	5307	Service Improvement	\$ 80,000	\$ 16,000	\$ 96,000
PVTA	ADA Assistance 7/11-6/12	5307	Service Improvement	\$ 1,250,000	\$ 250,000	\$ 1,500,000
PVTA	Planning	5307	Planning	\$ 240,000	\$ 48,000	\$ 288,000
PVTA	State Contract Assistance		NFA Operating Assistance	-	\$ 19,203,540	\$ 19,203,540
PVTA	Local Assessments		NFA Operating Assistance	-	\$ 6,561,210	\$ 6,561,210
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
PVTA	Fleet Replacement (33 1995 Buses)	5309	Capital Purchase	\$ 9,240,000	\$ 2,887,500	\$ 11,550,000
PVTA	Fleet Replacement (16 1993 Buses)	5309	Capital Purchase	\$ 4,480,000	\$ 1,400,000	\$ 5,600,000

STATEWIDE FEDERAL AID PROJECT LISTING

The EOT provided each planning agency a listing of statewide items anticipated for FFYs 2007 to 2010. These items are to be funded separately from the regional TIP program.

Table 18
Summary of Proposed FFY 2006 - 2010 MPO Targets

	2006	2007	2008	2009	2010
Base Obligation Authority	\$480,379,483	\$478,712,000	\$488,451,000	\$493,720,000	\$503,603,000
Less Penalty (Repeat Offenders)	<u>-\$7,260,676</u>	<u>\$0</u>			
Sub-Total Obligation Authority Available	\$473,118,805	\$478,712,000			
Redistribution, as Estimated by FHWA	<u>\$25,000,000</u>	<u>\$25,000,000</u>	<u>\$25,000,000</u>	<u>\$25,000,000</u>	<u>\$25,000,000</u>
Total Estimated Obligation Authority Available:	\$498,118,805	\$503,712,000	\$513,451,000	\$518,720,000	\$528,603,000
Central Artery/Tunnel Obligation Authority	<u>-\$130,500,000</u>	<u>-\$110,240,000</u>	<u>-\$117,230,000</u>	<u>-\$126,845,000</u>	<u>-\$151,290,000</u>
Total Non-Earmarked O/A Available Statewide - (Including Redistribution)	\$367,618,805	\$393,472,000	396,221,000	\$391,875,000	\$377,313,000
Total Non-Earmarked Available Statewide (Including State Match)	\$452,398,507	\$484,937,222	\$488,526,250	\$483,062,500	\$464,641,250
Statewide Infrastructure Items:					
Statewide Infrastructure Program (Incl. Noise Barriers)	\$7,500,000	\$8,000,000	\$8,000,000	\$8,000,000	\$8,000,000
Statewide Safety Program	\$9,250,000	\$9,250,000	\$9,250,000	\$9,250,000	\$9,250,000
Statewide Safe Routes to Schools Program	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000
Statewide CMAQ	\$5,500,000	\$6,250,000	\$6,250,000	\$6,250,000	\$6,250,000
Statewide Transportation Enhancements	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Statewide ITS	\$6,000,000	\$6,250,000	\$6,250,000	\$6,250,000	\$6,250,000
Statewide Design and Right of Way	\$700,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000
Statewide Interstate Maintenance Program	\$53,000,000	\$53,000,000	\$54,000,000	\$54,250,000	\$56,000,000
Statewide Railroad Grade Crossings	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Subtotal Statewide Infrastructure Items:	\$84,250,000	\$88,050,000	\$89,050,000	\$89,300,000	\$91,050,000
Other Statewide Items:					
Award Adjustments, Change Orders, Project Value Changes, Etc.	\$43,750,000	\$43,750,000	\$43,750,000	\$43,750,000	\$43,750,000
Planning	\$18,000,000	\$18,000,000	\$18,000,000	\$18,000,000	\$18,000,000
DBEs, CEPO, Pavement Lab Retrofits, and Misc. Programs	\$1,250,000	\$750,000	\$750,000	\$750,000	\$750,000
Subtotal Other Statewide Items:	\$63,000,000	\$62,500,000	\$62,500,000	\$62,500,000	\$62,500,000
Regional Major Infrastructure Projects:	\$49,750,000	62,222,222	\$63,000,000	\$59,250,000	\$50,000,000
Bridge Program:					
Statewide Bridge Program Extra Work Orders, P. V. Changes, Etc	\$13,300,000				
Statewide Bridge Repl. / Rehab Program	\$103,183,328	\$116,483,328	\$116,483,328	\$116,483,328	108,983,328
Statewide Bridge Preservation Program	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	10,000,000
Statewide Bridge Inspection Program	\$5,000,000	\$5,500,000	\$5,500,000	\$5,500,000	5,500,000
Subtotal Federal Aid Bridge Program:	\$131,483,328	\$131,983,328	\$131,983,328	\$131,983,328	124,483,328
Regional Targets:					
Regional CMAQ Targets:	\$25,000,000	\$30,000,000	\$30,000,000	\$30,000,000	30,000,000
Regional Non-CMAQ Targets:	\$98,915,179	\$110,181,673	\$111,992,923	\$110,029,173	106,607,923
Total Regional Targets:	\$123,915,179	\$140,181,673	\$141,992,923	\$140,029,173	136,607,923
Regional Targets % of Total Available Including Redistribution:	27.4%	28.9%	29.1%	29.0%	29.4%
Regional Targets % of Total Available (Excluding Redistribution):	29.0%	30.5%	30.6%	30.6%	31.1%

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 19

Community	SID	Project Name	Project Description	Date Awarded
Palmer	111309	Rte. 20	Rehabilitate: Bridge over Conrail	2/23/2005
Springfield	600551	Parker Street including bridge	Replace BR# S-24-020	1/5/2005
Agawam/W. Sprfld	600937	Rte. 5 Agawam/W. Springfield	Resurface from S. End Br. to Elm	4/5/2005
Northampton	601180	Norwottuck-Damon Bikeway extension	Damon Road Bikepath Bridge w/out tunnel	3/8/2005
Monson	602076	Hospital Rd.	Reconstruction: Rte. 32 to State Hospital	3/8/2005
Worthington	602312	Rte. 112	Resurface: Huntington TI to Bridge	2/1/2005
Holyoke	602420	Commercial St.	Reconstruction: I-391 to Appleton St.	10/18/2005
Palmer	602574	Roadway reconstruction	part of Spfld St/Wilbraham line project	5/10/2005
Agawam	602601	Reconstruct River Road	School St. north to State Hwy.	12/6/2005
Holyoke	602663	Route 202/ & Westfield Rd.	Improvement: Intersection & signals	10/4/2005
Chester	603002	Hampden Street	Bridge replacement over Walker Brook BR# C-11-004	7/26/2005
Belchertown	603274	Bridge Replacement	Mill Valley Road over Jabish Brook	8/9/2005
Ware	603575	Bridge Replacement Hardwick Pond Road	Bridge Replacement, BR# W-05-011 over Muddy Brook	3/22/2005
Amherst	603585	Swamp Brook Bridge	Reconstruction: BR# A-08-013 Meadow Street over Swamp Brook	11/29/2005
Hadley	603786	Resurface Route 116	Resurface Route 116	1/20/2005
Westfield	603926	Rte 20 Resurfacing	Rte 20 Resurfacing	2/23/2005
Ludlow/Wilbraham	603936	Bridge Repairs and Related Work Miller Street	Bridge Repairs and Related Work(L-16-3=W-35-1) over the Chicopee River	3/8/2005
Chicopee/Springfield	604179	I-291 Resurfacing	Resurface: I-291 Chicopee/Springfield	8/9/2005
Holyoke/Northampton	604281	Bridge Deck Repairs I-91	Repair Bridge # H-21-041, N-19-061, N-19-062, and N-19-064	1/4/2006
Agawam	604508	Route 57	Resurfacing on sections of Route 57	10/18/2005
Westfield	604513	Route 20	Resurfacing and Related work	10/12/2005
South Hadley	604520	Route 202	Resurfacing and Related work on a section of Route 202	11/22/2005
Southampton	604523	Route 10	Resurfacing and Related work on a section of Route 10	12/13/2005
Longmeadow/Springfield	604639	I-91 Pavment Rehabilitation	I-91 Pavment Rehabilitation	5/16/2006

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 2007-2010 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 20
FFY 2006-2010 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 2007
FEDERAL REGIONAL TARGETS
D R A F T 5/8/2006

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation Authority	\$478,712,000		
Less Penalty (Repeat Offenders)	\$0		
Sub-Total Obligation Authority Available	\$478,712,000		
Redistribution, as Estimated by FHWA	\$25,000,000		
Total Estimated Obligation Authority Available	\$503,712,000		
Central Artery/Tunnel Obligation Authority	(110,240,000)		
Total Non-Earmarked Available Statewide - (Including Redistribution)	393,472,000	91,465,222	484,937,222
Statewide Infrastructure Items:			
Statewide Infrastructure Program (Incl. Noise Barriers)	\$6,400,000	\$1,600,000	\$8,000,000
Statewide Safety Program	7,400,000	1,850,000	9,250,000
Statewide Safe Routes to Schools Program	1,040,000	260,000	1,300,000
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	47,700,000	5,300,000	53,000,000
Statewide Railroad Grade Crossings	400,000	100,000	500,000
Subtotal Statewide Infrastructure Items:	\$75,740,000	\$12,310,000	\$88,050,000
Other Statewide Items:			
Award Adjustments, Change Orders, Project Value Changes, Etc.	\$35,000,000	\$8,750,000	\$43,750,000
Planning	14,400,000	3,600,000	18,000,000
DBEs, CEPO, Pavement Lab Retrofits, and Misc. Programs	600,000	150,000	750,000
Subtotal Other Statewide Items:	\$50,000,000	\$12,500,000	\$62,500,000
Regional Major Infrastructure Projects:	\$50,000,000	\$12,222,222	\$62,222,222
Bridge Program:			
Statewide Bridge Repl. / Rehab Program	\$93,186,662	\$23,296,666	\$116,483,328
Statewide Bridge Preservation Program	8,000,000	2,000,000	10,000,000
Statewide Bridge Inspection Program	4,400,000	1,100,000	5,500,000
Subtotal Federal Aid Bridge Program:	\$105,586,662	\$26,396,666	\$131,983,328
Regional Targets:			
Regional CMAQ Targets:	\$24,000,000	\$6,000,000	\$30,000,000
Regional Non-CMAQ Targets:	\$88,145,338	\$22,036,335	\$110,181,673
Total Regional Targets:	\$112,145,338	\$28,036,335	\$140,181,673

Region	Regional Share (%)	Regional Non- CMAQ Target With State Match	Regional CMAQ Target With State Match	Total Regional Target With State Match
Berkshire Region	3.5596	\$3,922,075	1,067,893	\$4,989,968
Boston Region	42.9671	47,341,873	12,890,131	60,232,004
Cape Cod	4.5851	5,051,986	1,375,542	6,427,528
Central Mass	8.6901	9,574,932	2,607,039	12,181,971
Franklin Region	2.5397	2,798,335	761,924	3,560,258
Martha's Vineyard	0.3100	341,529	92,991	434,520
Memmack Valley	4.4296	4,880,560	1,328,867	6,209,427
Montachusett	4.4596	4,913,611	1,337,866	6,251,477
Nantucket	0.2200	242,375	65,993	308,369
Northern Middlesex	3.9096	4,307,673	1,172,883	5,480,555
Old Colony	4.5595	5,023,782	1,367,863	6,391,645
Pioneer Valley	10.8099	11,910,550	3,242,976	15,153,525
Southeastern Mass	8.9601	9,872,392	2,688,031	12,560,424
Total:	100.00	\$110,181,673	\$30,000,000	\$140,181,673

Note 1. Base Obligation Authority includes Estimated Equity Bonus Exempt from Limitation

TITLE 23 - TRANSPORTATION FUNDING
Statewide Highway-Funded Program

FEDERAL FISCAL YEAR 2008
FEDERAL REGIONAL TARGETS
D R A F T 5/8/2006

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation Authority	\$488,451,000		
Redistribution, as Estimated by FHWA	\$25,000,000		
Total Estimated Obligation Authority Available:	\$513,451,000		
Central Artery/Tunnel Obligation Authority	(117,230,000)		
Total Non-Earmarked Available Statewide - (Including Redistribution)	396,221,000	92,305,250	488,526,250
Statewide Infrastructure Items:			
Statewide Infrastructure Program (Incl. Noise Barriers)	\$6,400,000	\$1,600,000	\$8,000,000
Statewide Safety Program	7,400,000	1,850,000	9,250,000
Statewide Safe Routes to Schools Program	1,040,000	260,000	1,300,000
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	48,600,000	5,400,000	54,000,000
Statewide Railroad Grade Crossings	400,000	100,000	500,000
Subtotal Statewide Infrastructure Items:	\$76,640,000	\$12,410,000	\$89,050,000
Other Statewide Items:			
Award Adjustments, Change Orders, Project Value Changes, Etc.	\$35,000,000	\$8,750,000	\$43,750,000
Planning	14,400,000	3,600,000	18,000,000
DBEs, CEPO, Pavement Lab Retrofits, and Misc. Programs	600,000	150,000	750,000
Subtotal Other Statewide Items:	\$50,000,000	\$12,500,000	\$62,500,000
Regional Major Infrastructure Projects:	\$50,400,000	\$12,600,000	\$63,000,000
Bridge Program:			
Statewide Bridge Repl. / Rehab Program	\$93,186,662	\$23,296,666	\$116,483,328
Statewide Bridge Preservation Program	3,000,000	2,000,000	10,000,000
Statewide Bridge Inspection Program	4,400,000	1,100,000	5,500,000
Subtotal Federal Aid Bridge Program:	\$105,586,662	\$26,396,666	\$131,983,328
Regional Targets:			
Regional CMAQ Targets:	\$24,000,000	\$6,000,000	\$30,000,000
Regional Non-CMAQ Targets:	\$89,594,338	\$22,398,585	\$111,992,923
Total Regional Targets:	\$113,594,338	\$28,398,585	\$141,992,923

Region	Regional Share (%)	Regional Non-CMAQ Target With State Match	Regional CMAQ Target With State Match	Total Regional Target With State Match
Berkshire Region	3.5596	\$3,986,549	1,067,893	\$5,054,443
Boston Region	42.9671	48,120,115	12,890,131	61,010,246
Cape Cod	4.5851	5,135,034	1,375,542	6,510,576
Central Mass	8.6901	9,732,332	2,607,039	12,339,371
Franklin Region	2.5397	2,844,336	761,924	3,606,260
Martha's Vineyard	0.3100	347,143	92,991	440,134
Merrimack Valley	4.4296	4,960,790	1,328,867	6,289,657
Montachusett	4.4596	4,994,385	1,337,866	6,332,251
Nantucket	0.2200	246,360	65,993	312,353
Northern Middlesex	3.9096	4,378,485	1,172,883	5,551,368
Old Colony	4.5595	5,106,387	1,387,863	6,474,230
Pioneer Valley	10.8099	12,106,344	3,242,976	15,349,320
Southeastern Mass	8.9601	10,034,682	2,688,031	12,722,714
Total:	100.00	\$111,992,923	\$30,000,000	\$141,992,923

Note 1: Base Obligation Authority includes Estimated Equity Bonus Exempt from Limitation

TITLE 23 - TRANSPORTATION FUNDING
Statewide Highway-Funded Program

FEDERAL FISCAL YEAR 2009
FEDERAL REGIONAL TARGETS
D R A F T 5/8/2006

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation Authority	\$493,720,000		
Redistribution, as Estimated by FHWA	\$25,000,000		
Total Estimated Obligation Authority Available:	\$518,720,000		
Central Artery/Tunnel Obligation Authority	(126,845,000)		
Total Non-Earmarked Available Statewide - (Including Redistribution)	391,875,000	91,187,500	483,062,500
Statewide Infrastructure Items:			
Statewide Infrastructure Program (Incl. Noise Barriers)	6,400,000	1,600,000	8,000,000
Statewide Safety Program	7,400,000	1,850,000	9,250,000
Statewide Safe Routes to Schools Program	1,040,000	260,000	1,300,000
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	48,825,000	5,425,000	54,250,000
Statewide Railroad Grade Crossings	400,000	100,000	500,000
Subtotal Statewide Infrastructure Items:	\$76,865,000	\$12,435,000	\$89,300,000
Other Statewide Items:			
Award Adjustments, Change Orders, Project Value Changes, Etc.	\$35,000,000	\$8,750,000	\$43,750,000
Planning	14,400,000	3,600,000	18,000,000
DBEs, CEPO, Pavement Lab Retrofits, and Misc. Programs	600,000	150,000	750,000
Subtotal Other Statewide Items:	\$50,000,000	\$12,500,000	\$62,500,000
Regional Major Infrastructure Projects:	\$47,400,000	\$11,850,000	\$59,250,000
Bridge Program:			
Statewide Bridge Repl. / Rehab Program	\$93,186,662	\$23,296,666	\$116,483,328
Statewide Bridge Preservation Program	3,000,000	2,000,000	10,000,000
Statewide Bridge Inspection Program	4,400,000	1,100,000	5,500,000
Subtotal Federal Aid Bridge Program:	\$105,586,662	\$26,396,666	\$131,983,328
Regional Targets:			
Regional CMAQ Targets:	\$24,000,000	\$6,000,000	\$30,000,000
Regional Non-CMAQ Targets:	\$88,023,338	\$22,005,835	\$110,029,173
Total Regional Targets:	\$112,023,338	\$28,005,835	\$140,029,173

Region	Regional Share (%)	Regional Non-CMAQ Target With State Match	Regional CMAQ Target With State Match	Total Regional Target With State Match
Berkshire Region	3.5596	\$3,916,647	1,067,893	\$4,984,540
Boston Region	42.9671	47,276,348	12,890,131	60,166,479
Cape Cod	4.5851	5,044,993	1,375,542	6,420,536
Central Mass	8.6901	9,561,679	2,607,039	12,168,719
Franklin Region	2.5397	2,794,462	761,924	3,556,385
Martha's Vineyard	0.3100	341,056	92,991	434,047
Merrimack Valley	4.4296	4,873,805	1,328,867	6,202,672
Montachusett	4.4596	4,906,810	1,337,866	6,244,677
Nantucket	0.2200	242,040	65,993	308,033
Northern Middlesex	3.9096	4,301,710	1,172,883	5,474,593
Old Colony	4.5595	5,016,829	1,387,863	6,384,692
Pioneer Valley	10.8099	11,894,064	3,242,976	15,137,040
Southeastern Mass	8.9601	9,858,728	2,688,031	12,546,759
Total:	100.00	\$110,029,173	\$30,000,000	\$140,029,173

Note 1: Base Obligation Authority includes Estimated Equity Bonus Exempt from Limitation

TITLE 23 - TRANSPORTATION FUNDING
Statewide Highway-Funded Program

FEDERAL FISCAL YEAR 2010
FEDERAL REGIONAL TARGETS
D R A F T 5/8/2006

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation Authority	\$503,603,000		
Redistribution, as Estimated by FHWA	\$25,000,000		
Total Estimated Obligation Authority Available:	\$528,603,000		
Central Artery/Tunnel Obligation Authority	(151,290,000)		
Total Non-Earmarked Available Statewide - (Including Redistribution)	377,313,000	87,328,250	464,641,250
Statewide Infrastructure Items:			
Statewide Infrastructure Program (Incl. Noise Barriers)	6,400,000	1,600,000	8,000,000
Statewide Safety Program	7,400,000	1,850,000	9,250,000
Statewide Safe Routes to Schools Program	1,040,000	260,000	1,300,000
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	50,400,000	5,600,000	56,000,000
Statewide Railroad Grade Crossings	400,000	100,000	500,000
Subtotal Statewide Infrastructure Items:	\$78,440,000	\$12,610,000	\$91,050,000
Other Statewide Items:			
Award Adjustments, Change Orders, Project Value Changes, Etc.	\$35,000,000	\$8,750,000	\$43,750,000
Planning	14,400,000	3,600,000	18,000,000
DBEs, CEPO, Pavement Lab Retrofits, and Misc. Programs	600,000	150,000	750,000
Subtotal Other Statewide Items:	\$50,000,000	\$12,500,000	\$62,500,000
Regional Major Infrastructure Projects:	\$40,000,000	\$10,000,000	\$50,000,000
Bridge Program:			
Statewide Bridge Repl. / Rehab Program	\$87,186,662	\$21,796,666	\$108,983,328
Statewide Bridge Preservation Program	3,000,000	2,000,000	10,000,000
Statewide Bridge Inspection Program	4,400,000	1,100,000	5,500,000
Subtotal Federal Aid Bridge Program:	\$99,586,662	\$24,896,666	\$124,483,328
Regional Targets:			
Regional CMAQ Targets:	\$24,000,000	\$6,000,000	\$30,000,000
Regional Non-CMAQ Targets:	\$85,286,338	\$21,321,585	\$106,607,923
Total Regional Targets:	\$109,286,338	\$27,321,585	\$136,607,923

Region	Regional Share (%)	Regional Non-CMAQ Target With State Match	Regional CMAQ Target With State Match	Total Regional Target With State Match
Berkshire Region	3.5596	\$3,794,863	1,067,893	\$4,862,756
Boston Region	42.9671	45,806,336	12,890,131	58,696,467
Cape Cod	4.5851	4,888,124	1,375,542	6,263,667
Central Mass	8.6901	9,264,368	2,607,039	11,871,407
Franklin Region	2.5397	2,707,570	761,924	3,469,494
Martha's Vineyard	0.3100	330,452	92,991	423,442
Merrimack Valley	4.4296	4,722,259	1,328,867	6,051,126
Montachusett	4.4596	4,754,238	1,337,866	6,092,104
Nantucket	0.2200	234,514	65,993	300,507
Northern Middlesex	3.9096	4,167,953	1,172,883	5,340,836
Old Colony	4.5595	4,860,835	1,367,863	6,228,698
Pioneer Valley	10.8099	11,524,230	3,242,976	14,767,206
Southeastern Mass	8.9601	9,552,181	2,688,031	12,240,212
Total:	100.00	\$106,607,923	\$30,000,000	\$136,607,923

Note 1: Base Obligation Authority includes Estimated Equity Bonus Exempt from Limitation

Summary of Proposed FFY 2006 - 2010 MPO Targets

D R A F T 5/8/2006

	2006	2007	2008	2009	2010
Base Obligation Authority	\$480,379,483	\$478,712,000	\$488,451,000	\$493,720,000	\$503,603,000
Less Penalty (Repeat Offenders)	<u>-\$7,260,676</u>	<u>\$0</u>			
Sub-Total Obligation Authority Available	\$473,118,805	\$478,712,000			
Redistribution, as Estimated by FHWA	<u>\$25,000,000</u>	<u>\$25,000,000</u>	<u>\$25,000,000</u>	<u>\$25,000,000</u>	<u>\$25,000,000</u>
Total Estimated Obligation Authority Available:	\$498,118,805	\$503,712,000	\$513,451,000	\$518,720,000	\$528,603,000
Central Artery/Tunnel Obligation Authority	<u>-\$130,500,000</u>	<u>-\$110,240,000</u>	<u>-\$117,230,000</u>	<u>-\$126,845,000</u>	<u>-\$151,290,000</u>
Total Non-Earmarked O/A Available Statewide - (Including Redistribution)	\$367,618,805	\$393,472,000	396,221,000	\$391,875,000	\$377,313,000
Total Non-Earmarked Available Statewide (Including State Match)	\$452,398,507	\$484,937,222	\$488,526,250	\$483,062,500	\$464,641,250
Statewide Infrastructure Items:					
Statewide Infrastructure Program (Incl. Noise Barriers)	\$7,500,000	\$8,000,000	\$8,000,000	\$8,000,000	\$8,000,000
Statewide Safety Program	\$9,250,000	\$9,250,000	\$9,250,000	\$9,250,000	\$9,250,000
Statewide Safe Routes to Schools Program	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000
Statewide CMAQ	\$5,500,000	\$6,250,000	\$6,250,000	\$6,250,000	\$6,250,000
Statewide Transportation Enhancements	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Statewide ITS	\$6,000,000	\$6,250,000	\$6,250,000	\$6,250,000	\$6,250,000
Statewide Design and Right of Way	\$700,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000
Statewide Interstate Maintenance Program	\$53,000,000	\$53,000,000	\$54,000,000	\$54,250,000	\$56,000,000
Statewide Railroad Grade Crossings	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Subtotal Statewide Infrastructure Items:	\$84,250,000	\$88,050,000	\$89,050,000	\$89,300,000	\$91,050,000
Other Statewide Items:					
Award Adjustments, Change Orders, Project Value Changes, Etc.	\$43,750,000	\$43,750,000	\$43,750,000	\$43,750,000	\$43,750,000
Planning	\$18,000,000	\$18,000,000	\$18,000,000	\$18,000,000	\$18,000,000
DBEs, CEPO, Pavement Lab Retrofits, and Misc. Programs	\$1,250,000	\$750,000	\$750,000	\$750,000	\$750,000
Subtotal Other Statewide Items:	\$63,000,000	\$62,500,000	\$62,500,000	\$62,500,000	\$62,500,000
Regional Major Infrastructure Projects:	\$49,750,000	62,222,222	\$63,000,000	\$59,250,000	\$50,000,000
Bridge Program:					
Statewide Bridge Program Extra Work Orders, P. V. Changes, Etc	\$13,300,000				
Statewide Bridge Repl. / Rehab Program	\$103,183,328	\$116,483,328	\$116,483,328	\$116,483,328	108,983,328
Statewide Bridge Preservation Program	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	10,000,000
Statewide Bridge Inspection Program	\$5,000,000	\$5,500,000	\$5,500,000	\$5,500,000	5,500,000
Subtotal Federal Aid Bridge Program:	\$131,483,328	\$131,983,328	\$131,983,328	\$131,983,328	124,483,328
Regional Targets:					
Regional CMAQ Targets:	\$25,000,000	\$30,000,000	\$30,000,000	\$30,000,000	30,000,000
Regional Non-CMAQ Targets:	\$98,915,179	\$110,181,673	\$111,992,923	\$110,029,173	106,607,923
Total Regional Targets:	\$123,915,179	\$140,181,673	\$141,992,923	\$140,029,173	136,607,923

APPENDIX B: Air Quality Conformity Status

DETERMINATION OF AIR QUALITY CONFORMITY

Pioneer Valley METROPOLITAN PLANNING ORGANIZATION

FY 2007-2011 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 2007 – 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 2007-2011 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 2007-2011 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
Attachment B
Federal Fiscal Year 2006

STATUS OF TRANSIT PROJECTS

Federal Funds

RTA	SECTION	DESCRIPTION	FEDERAL FUNDS	APPROVAL STATUS	GRANT #	COMMENTS
PVTA	5307 capital	Rolling Stock	\$ 3,000,000	Approved	MA-90-X469	Replacement Transit Buses
PVTA	5307 capital	Vans	\$ 80,000	Approved	MA-90-X469	Lift equipped Vans
PVTA	5307 capital	Capital Purchase	\$ 112,754	Approved	MA-90-X469	Transit Security
PVTA	5307 capital	Capital Purchase	\$ 112,754	Approved	MA-90-X469	Transit Enhancements
PVTA	5307 capital	Capital Purchase	\$ 800,000	Approved	MA-90-X469	Hardware/Software
PVTA	5307 capital	Capital Purchase	\$ 100,000	Approved	MA-90-X469	Communications
PVTA	5307 capital	Capital Purchase	\$ 750,000	Approved	MA-90-X469	AVL System Integrator
PVTA	5307 capital	Facility Improvement	\$ 600,000	Approved	MA-90-X469	Transit Facilities Improvement
PVTA	5307 capital	Maintenance Items	\$ 250,000	Approved	MA-90-X469	Small Tools and Equipment
PVTA	5307 capital	Maintenance Items	\$ 3,047,564	Approved	MA-90-X469	Preventive Maintenance 7/05- 6/07
PVTA	5307 capital	Service Improvement	\$ 80,000	Approved	MA-90-X469	Intermodal Terminal Lease
PVTA	5307 capital	Service Improvement	\$ 1,127,540	Approved	MA-90-X469	ADA Assistance 7/05-6/07
PVTA	5307 capital	Planning	\$ 200,000	Approved	MA-90-X469	Planning
PVTA	5309	Union Station Redevelopment	\$ 4,500,000	Carryover		Intermodal Center
PVTA	3037	Welfare to Work (JARC) carry	\$ 74,344	Approved	MA-37-X023	Operating Assistance
PVTA	5309	Transit Building Umass Amhe	\$ 4,000,000	Carryover		Facility Improvement
PVTA	5309	Park and Ride STCC	\$ 700,000	Approved	MA-04-005	Capital Purchase
PVTA	115	Rail Feasibility Study (carryover)	\$ 750,000	Carryover		Planning
PVTA	5309	Holyoke Multimodal Center	\$ 1,750,000	Carryover		Intermodal Center
PVTA	115	Westfield Multimodal Center (\$ 1,700,000	Carryover		Intermodal Center
PVTA	115	Holyoke Multimodal Center ca	\$ 2,000,000	Carryover		Intermodal Center
PVTA	ITS	PVTA ITS Project (carryover)	\$ 1,000,000	Carryover		ITS

RTA	SECTION	DESCRIPTION	STATE FUNDS	APPROVAL STATUS	GRANT #	COMMENTS
PVTA	5310 - MAP	Vans	\$200,000	Approved		Lift Equipped Vans
PVTA	5311- State Rural	Operating Assistance	\$127,540	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 :

- | | | | |
|---------------------------------------|-----------------------------------------|------------------------------------------------|------------------------------------|
| <input type="checkbox"/> Acquisition | <input type="checkbox"/> Install | <input type="checkbox"/> Relocate | <input type="checkbox"/> Resurface |
| <input type="checkbox"/> Construction | <input type="checkbox"/> Reconstruction | <input type="checkbox"/> Removal | <input type="checkbox"/> Revise |
| <input type="checkbox"/> Improvement | <input type="checkbox"/> Rehabilitate | <input type="checkbox"/> Replace / Replacement | <input type="checkbox"/> 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.

Endorsement: (CEO/Director): _____ Date: _____

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

Pioneer Valley Planning Commission, 28 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, cut-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 impact/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

APPENDIX F: Summary of Operating and Maintenance Expenditures

Massachusetts Highway Department
Summary of Operating and Maintenance Expenditures
Pioneer Valley Region - Part 2: Federal Aid

Section I - Federal Aid Maintenance Projects

Program Group/Sub Group	SFY 2005 Federal Aid Expenditures	Projected Full Year SFY 2006 Federal Aid Expenditures	Estimated SFY 2007 Federal Aid Expenditures
01 - Bridge Repair & Replacement			
New Bridge (Excluded)			
Bridge Replacement (Excluded)			
Bridge Reconstruction/Rehab	\$3,187,240	\$3,227,236	\$3,207,238
Structure Maintenance	\$497,505	\$409,233	\$453,369
02 - Bridge Painting	\$0	\$0	\$0
03 - Roadway Reconstruction			
Hwy Relocation (Excluded)			
Hwy Recon. - Added Capacity(Excluded)			
Hwy Recon - Added Capacity(Excluded)			
New Construction (Excluded)			
Hwy Reconstr - Restr and Rehab	\$1,500,726	\$1,435,195	\$1,467,960
Hwy Reconstr - No Added Capacity	\$4,900,681	\$6,327,035	\$5,613,858
Hwy Reconstr - Minor Widening	\$1,611,678	\$2,900,856	\$2,256,267
04 - Roadway Resurfacing			
Resurfacing	\$6,565,301	\$9,838,193	\$8,201,747
05 - Intersection & Safety			
Impact Attenuators	\$6,626	\$3,049	\$4,837
Safety Improvements	\$391,453	\$1,462,810	\$927,131
Traffic Signals	\$969,732	\$1,350,206	\$1,159,969
06 - Signs & Lighting			
Lighting and Electrical	\$193,939	\$79,514	\$136,726
Sign Installation / Upgrading	\$87,945	\$155,911	\$121,928
07 - Guardrail			
Guard Rail and Fencing	\$331,286	\$191,494	\$261,390
08 - Maintenance			
Contract Highway Maintenance	\$23,335	\$10,490	\$16,913
Landscape and Roadside Develop	\$52,206	\$125,499	\$88,852
Pavement Marking	\$386	\$0	\$193
09 - Facilities	\$0	\$0	\$0
10 - Bikeways (Excluded)	\$0	\$0	\$0
11 - Other			
Intelligent Transportation Sys	\$97,731	\$236,602	\$167,166
Miscellaneous / No prequal	\$978,906	\$101,440	\$540,173
Reclamation	\$300,501	\$275,541	\$288,021
Total	\$21,697,176	\$28,130,303	\$24,913,740

Section II - Federal Aid Highway Operations

11 - Other			
ITS Operations - I-93 HOV Lane Operation and Towing	\$0	\$0	\$0
ITS Operations - Traffic Operations Center (South Boston)	\$0	\$0	\$0

Massachusetts Highway Department
 Summary of Operating and Maintenance Expenditures
 Pioneer Valley Region - Part 1: Non-Federal Aid

Section I - Non Federal Aid Maintenance Projects - State Bondfunds

Program Group/Sub Group	SFY 2005 NFA Expenditures	Projected Full Year SFY 2006 NFA Expenditures	Estimated SFY 2007 NFA Expenditures
01 - Bridge Repair & Replacement			
New Bridge (Excluded)			
Bridge Replacement (Excluded)			
Bridge Reconstruction/Rehab	\$1,675,958	\$1,703,934	\$1,689,946
Drawbridge Maintenance	\$586,522	\$556,538	\$571,530
Structure Maintenance	\$2,984,997	\$3,608,840	\$3,296,919
02 - Bridge Painting			
Painting - Structural	\$134,704	\$218,852	\$176,778
03 - Roadway Reconstruction			
Hwy Relocation (Excluded)			
Hwy Recon. - Added Capacity(Excluded)			
Hwy Recon - Added Capacity(Excluded)			
New Construction (Excluded)			
Hwy Reconstr - Restr and Rehab	\$58,226	\$102,122	\$80,174
Hwy Reconstr - No Added Capacity	\$1,631,809	\$1,262,816	\$1,447,312
Hwy Reconstr - Minor Widening	\$310,914	\$208,982	\$259,948
04 - Roadway Resurfacing			
Resurfacing	\$1,681,409	\$1,909,699	\$1,795,554
05 - Intersection & Safety			
Impact Attenuators	\$110,626	\$18,075	\$64,351
Safety Improvements	\$292,973	\$50,959	\$171,966
Traffic Signals	\$137,462	\$330,086	\$233,774
06 - Signs & Lighting			
Lighting and Electrical	\$117,689	\$166,622	\$142,155
Sign Installation / Upgrading	\$64,088	\$72,366	\$68,227
Structural Signing	\$5,887	\$168,620	\$87,253
07 - Guardrail			
Guard Rail and Fencing	\$92,990	\$196,552	\$144,771
08 - Maintenance			
Catch Basin Cleaning	\$449,147	\$431,694	\$440,421
Crack Sealing	\$47,907	\$45,925	\$46,916
Landscape and Roadside Develop	\$211,516	\$203,107	\$207,311
Mowing and Spraying	\$0	\$25,135	\$12,567
Pavement Marking	\$384,201	\$623,005	\$503,603
Sewer and Water	\$0	\$53,548	\$26,774
09 - Facilities			
Chemical Storage Sheds	\$88,504	\$18,964	\$53,734
10 - Bikeways (Excluded)			
11 - Other			
Miscellaneous / No Prequal	\$173,521	\$187,149	\$180,335
Section I Total:	\$11,241,052	\$12,163,589	\$11,702,321

Section II - Non Federal Aid Highway Operations - State Operating Budget Funding

**Pioneer Valley MPO
Operations and Maintenance Summary Table
For the Pioneer Valley Transit Authority
State Fiscal Year 2006**

The numbers below represent actual numbers for the previous year, the current year budget/forecast approved by the RTA Advisory Board, and Projections for the out-years as used in the Program Preview meetings with the State. These numbers indicate that there are sufficient revenues projected to meet the operating needs of the area transit authority.

<i>Operating Revenue</i>	<i>Previous</i>	<i>Current</i>	<i>Yr Two</i>	<i>Yr. Three</i>	<i>Yr Four</i>
	2005	2006	2007	2008	2009
Farebox	5,234,634	5,313,523	5,472,930	5,637,118	
Section 5307	4,626,388	4,972,775	5,121,958	5,338,458	
Section 5311	32,671	32,671	32,671	32,671	
CMAQ/TDM					
Fully Funded *					
Job Access/Reverse Commute	375,511	375,511	400,000	400,000	
Advertising	142,253	300,000	300,000	300,000	
Interest Income	48,358	80,000	80,000	80,000	
Rental Income					
State Contract Assistance **	14,902,347	15,061,710	17,832,395	18,278,205	
Local Assessment	5,657,710	5,799,153	5,944,132	6,092,735	
Other: (Define)	110,000	110,000	110,000	110,000	
TOTAL	31,129,872	32,045,343	35,294,086	36,269,187	-

<i>Operating Expenses ***</i>	<i>Previous</i>	<i>Current</i>	<i>Yr Two</i>	<i>Yr. Three</i>	<i>Yr Four</i>
	2005	2006	2007	2008	2009
TOTAL (See Description Below)	31,129,873	32,045,342	35,294,085	36,269,187	

Footnotes:

* Fully funded refers to contract work often to Human Service Agencies

** Operating assistance provided by the State

*** Description of Operating Expenses: Salaries and Wages; Fringe Benefits; Legal, Accounting and Professional Services; Promotion/Marketing; Insurance; Equipment Leases and Rent Real Property Leases and Rentals; Non-capitalized Maintenance/Repair; Fuel costs; Tire costs; Office Supplies and Equipment; Interest Expense; Utilities; Management Fees; Travel and Training; and Other miscellaneous expense items.