

# **T**ransportation **I**mprovement **P**rogram

FFY 2007 – 2010

Metropolitan Planning Organization  
Pioneer Valley Region, Massachusetts

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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.

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## **PREFACE**

### **The Pioneer Valley Region**

The Pioneer Valley Region is comprised of 43 cities and towns covering approximately 1,180 square miles. Home to over 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**

<b>Item</b>	<b>Average Annual Expenditure</b>
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	6/27/06
PTVA		Shifted from FY07 to FY11: PVTA Fleet Replacement (16 1993 Buses)	funds moved	6/28/06
MHD	604035	Reduce amount of cost for 604035 in CMAQ section 1A 08 by \$500,000	cost reduced	6/28/06
MHD	603903	Add Funds for ITS to CMAQ section 1A of 2008 in the total of \$407,976	Funds added	6/29/06
MHD		Change PVTA Bus replacement in 2007 section 1A from 5 to 3 buses and shift funds to ITS	Comments Noted	6/30/06
Leslie Duthie	601502	Please recommend that this project move forward in the '07 fiscal year	Comments Noted	7/15/06
Leora F. Meurisse	601502	Supports the reconstruction of Lower Hampden Road in Monson to move forward in FFY07	Comments Noted	7/16/06
JTC Chair		The JTC supports there original recommendation to the MPO for the FFY 2007 to 2010 TIP	Comments Noted	7/17/06
Emma Ladd Shepherd	601502	Supports the reconstruction of Lower Hampden Road in Monson to move forward in FFY07	Comments Noted	7/19/06
Stephen Kozloski, Chief of Police in Monson	601502	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	Comments Noted	7/19/06
Leora F. Meurisse	601502	Supports the reconstruction of Lower Hampden Road in Monson to move forward in FFY07	Comments Noted	7/19/06
Norman & Arline Seives	601502	Supports the reconstruction of Lower Hampden Road in Monson to move forward in FFY07	Comments Noted	7/19/06
Barbara Keffer	601502	Supports the reconstruction of Lower Hampden Road in Monson to move forward in FFY07	Comments Noted	7/20/06
George L. Robichaud Asst. Chief/EMS Director	601502	Supports the reconstruction of Lower Hampden Road in Monson to move forward in FFY07	Comments Noted	7/20/06
EOT	602925	1C 2007 remove "design" from the description of project #602925	Description corrected	7/20/06
EOT		1A 2008 is not fiscally constrained, section will need to be revised prior to MPO approval	Comments Noted	7/20/06
EOT	604035	1A CMAQ 2008 correct description to read Rt.47 not Rt. 147 for project # 604035	Description corrected	7/20/06
EOT	604035	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.	Comments Noted	7/20/06
EOT	603903	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	Comments Noted	7/20/06
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	7/20/06
John Morrell Highway Surveyor	601502	I am urging the MPO to follow the recommendations of the JTC for the 2007 TIP.	Comments Noted	7/20/06
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	7/21/06
Stan Kulig DPW Superintendent	602111	The City of Chicopee is confident that the Front Street can be bid this fall	Comments Noted	7/24/06
DR. C.A. Kruger, Ruth Kruger	601502	We do not feel that total that total rebuilding and widening are necessary.	Comments Noted	7/24/06
Monson Public Schools	601502	Please consider funding this project in the interest of student safety	Comments Noted	7/24/06
Monson Board of Selectmen	601502	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.	Comments Noted	7/24/06
Trustees of Reservation and Peaked Mountain Property Committee	601502	Supports the reconstruction of Lower Hampden Road in Monson to move forward in FFY07	Comments Noted	7/25/06

EOT		Adjust SAFETEA-LU Earmarks to reflect the amount of fund apportioned	Adjustments Made	7/25/06
Gail Kolodziej	601502	Supports the reconstruction of Lower Hampden Road in Monson to move forward in FFY08	Comments Noted	7/26/06
Linda Rowley	602885	The proposed new terminus is not an improvement	Comments Noted	7/26/06
MHD	602111	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	Comments Noted	7/26/06
MHD	601502	Section 1A 07/08 New cost assuming 20% contingency is \$9,524,900, this does not address the \$7,000,000 programmed in 08	Comments Noted	7/26/06
MHD	603262	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	Funds added	7/26/06
MHD		District two requests that the MPO consider highway funds only for road, bridge, and trail related projects	Comments Noted	7/26/06
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	7/26/05
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	7/26/05
PVTA		Add to FY07 as a carryover Holyoke Multimodal Center(carryover) 5309	Carryover added	7/27/06
PVTA		Add to FY07 as a carryover Transit Building Umass Amherst carryover	Carryover added	7/27/06
PVTA		Add to FY07 as a carryover Union Station Redevelopment carryover 2002	Carryover added	7/27/06
PVTA		Add to FY07 as a carryover Union Station Redevelopment carryover 2003	Carryover added	7/27/06
PVTA		Add to FY07 as a carryover Union Station Redevelopment carryover 2005	Carryover added	7/27/06
PVTA		Funding amounts corrected to reflect acucal appropriation Union Station Redevelopment carryover 2004	Correction made	7/27/06
PVTA		Program and Funding Category corrected Rail Feasibility Study (carryover)	Correction made	7/27/06
EOT	602419	Section 1A 07 update cost from \$2,593,640 to \$2,677,201.25	Updated Cost	7/28/06
EOT	602885	Section 1A 07 update cost from \$1,350,935 to \$1,677,521.25	Updated Cost	7/28/06
EOT	604437	Section 1A 08 CMAQ update cost from \$580,000 to \$707,083	Updated Cost	7/28/06
EOT	602887	Section 1A 07 CMAQ update cost from \$3,070,000 to \$3,223,992.06	Updated Cost	7/28/06
EOT	603054	Section 1A 08 CMAQ update cost from \$750,000 to \$857,768.60	Updated Cost	7/28/06
EOT	602575	Section 1A 08 update cost from \$3,143,750 to \$3,293,873.75	Updated Cost	7/28/06
Lora Sandhusen	602885	Supports the bike trail with the terminus at Mulberry Street not Grove Ave	Comments Noted	7/31/06
Sandy and Daniel Glynn, 24 Upland Rd, Leeds	602885	Supports the bike trail with the terminus at Mulberry Street not Grove Ave	Comments Noted	7/31/06
Amy Bookbinder, Leeds	602885	Supports the bike trail with the terminus at Mulberry Street not Grove Ave	Comments Noted	7/31/06
Jim Montgomery and Linda Butler	602885	Supports the bike trail with the terminus at Mulberry Street not Grove Ave	Comments Noted	7/31/06
State Senator Stephen M. Brewer	601502	Supports the reconstruction of Lower Hampden Road in Monson to move forward in FFY07	Comments Noted	7/31/06
EOT	604035	Project will be NFA funded through the Governors Highway Safety Bureau for \$515,000	Comments Noted	7/31/05
EOT	601502	Increase project cost from \$8,600,000 to \$10,320,000	Cost Noted	7/31/06
EOT	602111	Increase project cost from \$6,200,000 to \$6,598,169	Updated Cost	7/31/06
Representative Mary S. Rogeness	601502	Supports the reconstruction of Lower Hampden Road in Monson to move forward in FFY07	Comments Noted	7/31/06
PVPC	600933	Correct 1A 07 bridge funding from \$1,000,000 to \$6,875,000	Funding corrected	7/31/06
PVPC		Correct Section 1B 07 bridge total	Total Corrected	8/1/06
MHD Commissioner Luisa Paiewonsky	603903	Program sufficient funds for the I-91 ITS instead of the proposed bus replacement	Comments Noted	8/1/06
MHD District 2	604599	Two projects in the tracking system have the same number use 604822 in stead of 604599	Project Number changed	8/23/06
EOT	604035	Add to section 2A08 under NFA as requested by MPO	Project moved	8/28/06
EOT	602111	Correct 1A 08 CMAQ Chicopee project number	Project Number changed	8/28/06
MHD District 2	604447	Add the State street corridor earmarks (115 and 117) to FFY 07 as they were not obligated in 06	Projects added	11/6/06
EOT	603260	Reduce South Hadley Bridge cost from \$2,749,667 to \$2,291,389	Cost Changed	6/13/07
MHD	603996	Move Chicopee Center St from FY07 section 2A (NFA) to FY08 Section 2A (NFA)	Project moved	6/14/07
EOT	603903	Remove I-91 ITS funding from 2007 TIP , \$1,056,467 w/ match	Action taken	8/22/07
EOT		Reduce STP conversion to CMAQ dollars for PVTA bus purchase by \$702426	Action taken	8/22/07
EOT		Balance out CMAQ target section by adding \$702426 for PVTA bus purchase	Action taken	8/22/07
EOT	604447	Secretary commitment: fund balance of State St. Spfld #604447 with FA +\$1,171,193 Section 1.D	Action taken	8/22/07

EOT	602080	Bring in Kinne Brook bridge in Chester as Federal aid (from NFA) and change ad cost	Action taken	8/22/07
EOT	600737	Bring in Smith Road bridge over the Westfield River in Chester from 2008 bridge list	Action taken	8/22/07
EOT		Correct the value of the Sec. 117 earmark for State Street , Spfld.	Action taken	8/22/07
EOT	4449/603	Remove #60449 and #603996 from TIP Part 2A (Bridges moved to Section 1B)	Action taken	8/22/07
EOT	603260	Correct cost of the South Hadley bridge #603260	Action taken	8/22/07
EOT	604992	Bring in Brimfield Rt. 20 as other federal aid ,this is a Commissioner safety commitment, was NFA	Action taken	8/22/07
EOT	604822	Correct HPP funds avail as of 2007 for Roosevelt Ave. # 604822	Action taken	8/22/07
EOT	604822	Bring in Roosevelt Ave/ Page Blvd. # 604822 for 747 k in STP plus match (this was previously the I-91 ITS funding)	Action taken	8/22/07
EOT	604451	Bring in Northampton Hospital Hill/ Earl Street for balance of STP funds (this money was freed up given ad cost change to Belchertown/Pelham	Action taken	8/22/07
EOT	603260	Change ad cost on the South Hadley bridge job previously advertised	Action taken	8/22/07
EOT	604219	Changed ad cost of the Belchertown/Pelham job	Action taken	8/22/07
EOT	604447	Secretary commitment , uncovered portions of State Street, MIPII and Earl Street projects under Section 1.D	Action taken	8/22/07
Nancy Wychorski	Transit TIP	Status of the Section 5307 transit funding that PVTA receives to provide ADA services, why the amount programmed for this service was reduced from \$1,562,500 to \$1,501,773. in FY08	Comment noted and explained	5/7/08
EOT	604021	Updated cost of NFA Bridge - Chester Old State highway from \$2,804,394 in FY08 Section 2B to \$2,580,376	Cost updated	5/8/08
EOT	82611	Adjust A/C funding for Chicopee bridge Rt 116 Chicopee/Cabot St from \$24,000,000 to \$1,000,000 in FY2010	Funds updated	5/8/08
EOT/PVPC	602844	Add \$20,000 TCSP to FY08 for Southwick Rail Trail Phase I	Funds added	5/9/08
EOT		Update NHS projects using new data provided (Updated cost of Westfield Route 10/202 from \$1,250,000 to \$1,800,000	Updated NHS projects	5/22/08
PVPC	Transit TIP	Include PVPC administered JARC and New Freedom funds totaling \$802,960 (JARC) and \$502,850(New Freedom)	Funds included	5/27/08
EOT	NHS	Update cost of Westfield Route 10/202 Resurfacing from \$1,800,000 to \$1,986,660	Funds updated	5/28/08
MHD	604449	Move Springfield North End & Brightwood project from 2008 Section 2A (NFA) to 2009 Section 2A (NFA)	Project moved	6/2/08
East Longmeadow	602338	Move East Longmeadow Red Stone Rail Trail from Fy2010 to FY 2008 and fund with HPP earmark under section 1C	Project moved	7/9/08
EOT	Transit TIP	Include carryover funds for the following \$1,058,999 Bus Replacement, \$79,440 Springfield JARC, \$69,185 New Freedom, and \$1,700,000 (115) Westfield	Funds updated	10/01/08
EOT	605065	Move HPP (1773) earmark from FYY09 to FYY10 (Draft 09-12 comment)	Funds moved	8/19/08
City of Westfield	604967	Include \$360,000 of HPP (1656) for design of Columbia Greenway South Design	Funds included	9/15/08
City of Westfield	603318	City of Westfield Requests Main St/Broad St/Park St project be included in FYY10 of the TIP. (See attached letter)	Comments recorded	10/22/08
EOT	604604	Add \$7,058,090 to FY09 section 2B NFA bridges for I-91Rehab project	Funds added	9/15/08
EOT		Move Chicopee Route 33 resurfacing from FYY09 section 1D to FYY10 section 1D	Project moved	11/4/08
FHWA	604746	Funding needs to be on TIP and STIP for funds to be obligated (Moved funds from FYY08 section 1C to FYY09 section 1C)	Funds moved	11/3/08
Gerald L. Natta, Chairman Ware Board of Selectmen		Supports the proposed amendment to the 2009 element of the 2007-2010 TIP. The TIP amendment includes two particular projects that are of great interest to the town. These include resurfacing and related work on route 9 in Ware and Belchertown, and Ware River Secondary Track Improvements along the corridor served by Mass Central Railroad.	Comments Noted	2/18/2009
Southwick	NA	The Town of Southwick requests that the MPO place the South Longyard Road Culvert Headwall project on the amendments of the 2009 element of the 2007 - 2010 TIP under the Stimulus Initiative.	Comments Noted	2/20/2009
John J. Pondelli, Jr., President Wildwood Reload	FRE-101	On behalf of Wildwood Reload, I am writing to express our support for the proposed amendments to the 2009 element of the 2007-2010 TIP. We are particularly interested in the proposed track improvements to the Ware River Secondary Track.	Comments Noted	2/24/2009
Judith Cardell Vice-president Friends of Northampton Trails and Greenways	604207	Supports expanding the rail-trail system in the Pioneer Valley by completing the planning, development and construction of the Manhan Rail-Trail connection between Northampton and Easthampton.	Comments Noted	2/25/2009
Robert Bentley VP/Gen. mgr. Masscentral	FRE-101	The rehabilitation of the "Ware River Secondary" is one of the proposed projects in the recently amended 2009 TIP. As the operator of this Commonwealth owned line, the Massachusetts Central Railroad strongly supports this project. The project would directly benefit the Railroad by providing an upgraded infrastructure for the Safe Movement of our trains. We currently have speed and length restrictions on our trains due to the condition of the track.	Comments Noted	2/25/2009
Stephen M. Brewer, State Senator	FRE-101	In order to meet customer demand and fully utilize the newly built Salt Storage Building, the track needs to be upgraded to a higher "Class Two" standard at a cost of \$2.5 Million. In addition to the immediate benefit of local construction jobs, the project would also create lasting benefits through new full-time positions for warehousemen, machine operators, truck drivers, rail workers and office personnel. I firmly believe this project to be a wise investment in the future of the Central and Western Massachusetts' economy. the proposed upgrade to an existing rail line will ensure that our current assets are utilized to their fullest extent and I urge you to strongly consider placing this request on the final list of projects for federal funding	Comments Noted	2/26/2009

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**



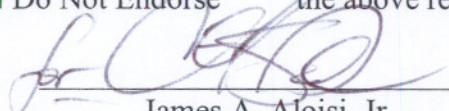
**PIONEER VALLEY MPO ENDORSEMENT SHEET**

The signatures below signify that all members of the Pioneer Valley Region's Metropolitan Planning Organization, or their designees, have met on March 4, 2009 and discussed the following item for endorsement: Amendments to The Pioneer Valley Region's Federal Fiscal Years 2007 - 2010 Transportation Improvement Program (TIP).

**Executive Office of Transportation and Construction and Public Works (EOTPW)**

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

Endorse       Do Not Endorse      the above referenced item.

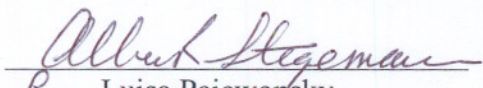
  
\_\_\_\_\_  
James A. Aloisi, Jr.  
Secretary - EOTPW

4 Mar 09  
Date

**Massachusetts Highway Department (MHD)**

I, Commissioner of the Massachusetts Highway Department, hereby

Endorse       Do Not Endorse      the above referenced item.

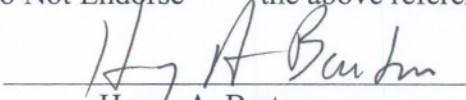
  
*For* Luisa Paieworsky  
Commissioner - MHD

03/04/09  
Date

**Pioneer Valley Planning Commission (PVPC)**

I, Chair of the Pioneer Valley Planning Commission, hereby

Endorse       Do Not Endorse      the above referenced item.

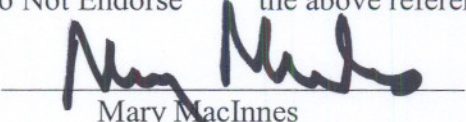
  
\_\_\_\_\_  
Henry A. Barton  
Chair - PVPC

03/04/09  
Date

**Pioneer Valley Transit Authority (PVTA)**

I, Administrator of the Pioneer Valley Transit Authority, hereby

Endorse       Do Not Endorse      the above referenced item.

  
\_\_\_\_\_  
Mary MacInnes  
Administrator - PVTA

3/04/09  
Date

**City of Holyoke**

I, Mayor of the City of Holyoke, hereby

Endorse       Do Not Endorse      the above referenced item.

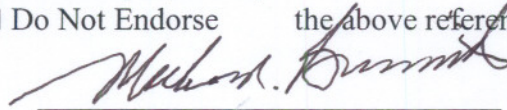
\_\_\_\_\_  
Michael Sullivan  
Mayor-Holyoke

\_\_\_\_\_  
Date

**City of Chicopee**

I, Mayor of the City of Chicopee, hereby

Endorse       Do Not Endorse      the above referenced item.



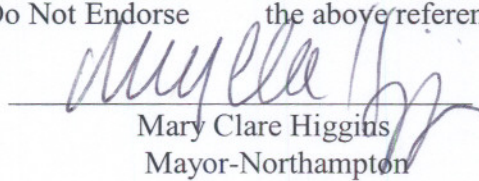
\_\_\_\_\_  
Michael Bissonnette  
Mayor-Chicopee

3/4/09  
Date

**City of Northampton**

I, Mayor of the City of Northampton, hereby

Endorse       Do Not Endorse      the above referenced item.



\_\_\_\_\_  
Mary Clare Higgins  
Mayor-Northampton

3/4/09  
Date

**Town of West Springfield**

I, Mayor of the Town of West Springfield, hereby

Endorse       Do Not Endorse      the above referenced item.

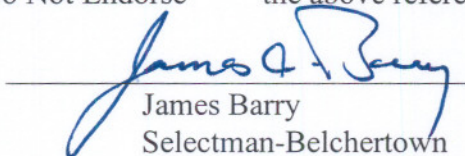
\_\_\_\_\_  
Edward Gibson  
Mayor-West Springfield

\_\_\_\_\_  
Date

**Town of Belchertown**

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

Endorse       Do Not Endorse      the above referenced item.



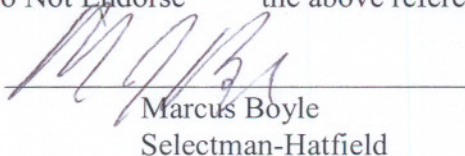
\_\_\_\_\_  
James Barry  
Selectman-Belchertown

3/4/09  
Date

**Town of Hatfield**

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

Endorse       Do Not Endorse      the above referenced item.



\_\_\_\_\_  
Marcus Boyle  
Selectman-Hatfield

4/14/09  
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**

<b>Fiscal Year</b>	<b>Federal Target</b>	<b>Federal Aid Programed</b>	<b>CMAQ Target</b>	<b>CMAQ Funded</b>
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**

<b>Fiscal Year</b>	<b>Total Programmed</b>
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
<b>Part 1A: Federal Aid Target Projects</b>						
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
<b>Subtotal Target Projects</b>				<b>\$9,528,440</b>	<b>\$2,382,110</b>	<b>\$11,910,550</b>
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
<b>Subtotal CMAQ Projects</b>				<b>\$2,594,381</b>	<b>\$648,595</b>	<b>\$3,242,976</b>
<b>Part 1B: Federal Aid Bridge Projects</b>						
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
<b>Subtotal Bridge Projects</b>				<b>\$7,643,753</b>	<b>\$1,910,938</b>	<b>\$9,554,691</b>
<b>Part 1C: Federal Aid Non-Target Projects</b>						
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
<b>Subtotal Non-Target Projects</b>				<b>\$19,096,794</b>	<b>\$5,528,752</b>	<b>\$24,625,546</b>
<b>Part 1D: Other Federal Aid Projects</b>						
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
<b>Subtotal Other Federal Aid Projects</b>				<b>\$4,763,427</b>	<b>\$1,190,857</b>	<b>\$5,954,284</b>
<b>Total Federal Projects</b>				<b>\$43,626,795</b>	<b>\$11,661,252</b>	<b>\$55,288,047</b>

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



**Table 6**

**Section 1: FEDERALLY FUNDED PROJECTS: YEAR 2008**

Project Description	City/Town	Project ID	Funding	Fed. Funds	State Funds	Total Cost
<b>Part 1A: Federal Aid Target Projects</b>						
Front Street Reconstruction	Chicopee	602111	STP	\$9,112,732	\$2,278,183	\$11,390,915
I-91 ITS	Region Wide	603903	STP/CMAQ	<u>\$1,437,137</u>	<u>\$359,284</u>	<u>\$1,796,421</u>
<b>Subtotal Target Projects</b>				<b>\$10,549,869</b>	<b>\$2,637,467</b>	<b>\$13,187,336</b>
Northampton bike path (Look park extension)	Northampton	602885	CMAQ	\$1,784,611	\$446,153	\$2,230,764
I-91 ITS	Region Wide	603903	CMAQ	<u>\$809,770</u>	<u>\$202,442</u>	<u>\$1,012,212</u>
<b>Subtotal CMAQ Projects</b>				<b>\$2,594,381</b>	<b>\$648,595</b>	<b>\$3,242,976</b>
<b>Part 1B: Federal Aid Bridge Projects</b>						
Bridge replacement Lyman St. over Second level canal	Holyoke	602536	BR	\$4,763,144	\$1,190,786	\$5,953,930
Longhill Street & Route 5 over I-91 -bridge preservation	Springfield	602570	BR Preserv	\$2,704,910	\$676,228	\$3,381,138
Route 5 (South End Bridge) over the railroad and river	Agawam/West Spfld.	604982	BR Preserv	\$7,937,768	\$1,984,442	\$9,922,210
Route 91 over Connecticut river-weight restricted	Chicopee/ West Spfld.		BR Preserv	<u>\$1,472,000</u>	<u>\$368,000</u>	<u>\$1,840,000</u>
<b>Subtotal Bridge Projects</b>				<b>\$16,877,822</b>	<b>\$4,219,456</b>	<b>\$21,097,278</b>
<b>Part 1C: Federal Aid Non-Target Projects</b>						
Manhan Rail Trail Coleman Rd. Extension - design	Easthampton	604441	Sec.115	\$96,238	\$0	\$96,238
Construct Holyoke Canalwalk and streetscape improve (Phase IA)	Holyoke	603262	Sec.115	\$600,000	\$0	\$600,000
I-91 ITS - design/build	Region wide	603903	TI-176	\$329,366	\$82,342	\$411,708
I-91 ITS North - design/build	Region wide	603903	Sec. 330	\$596,100	\$0	\$596,100
I-91 Fiber and Conduit Project - design/build	Region wide	603903	IM DISC	\$905,520	\$100,613	\$1,006,133
Hampshire County Bike Paths (Norwottuck Reconstruction) design	Hampshire County	605065	HPP-1773	\$400,000	\$200,000	\$600,000
State St. Resurfacing, and Impr. From Main to St. Michael's Cemetery	Springfield	604447	HPP-217	\$888,441	\$222,110	\$1,110,551
Northampton - Earl Street/Hospital Hill	Northampton	604451	HPP-158	\$296,146	\$74,037	\$370,183
Design north and southbound ramps on I-91 at Exit 19- design	Northampton	604597	HPP-847	<b>\$855,116</b>	<b>\$213,779</b>	<b>\$1,068,895</b>
Design and construction of Southwick and Westfield Rail Trail	Southwick/Westfield	604443	HPP-1656	\$1,331,983	\$332,996	\$1,664,979
Design and construct roadway improvements along State Street	Springfield	604447	TI-175	\$1,637,907	\$409,477	\$2,047,384
Intersection improvements Memorial Park II - Roosevelt Ave.	Springfield	604822	HPP-836	\$148,074	\$37,019	\$185,093
Connecticut River Scenic Farm Byway - land protection	Hadley/ South Hadley		TCSP	\$409,588	\$102,397	\$511,985
RTIC, Mass Country Roads	Multi-Region	604289	Sec. 112	\$643,500	\$0	\$643,500
Massachusetts Landscape Connectivity Study, MA	Amherst		Sec. 129	\$196,000	\$0	\$196,000
Southwick Rail Trail Phase I	Southwick	602844	TCSP	\$20,000	\$0	20,000.00
<b>Subtotal Non-Target Projects</b>				<b>\$9,353,979</b>	<b>\$1,774,769</b>	<b>\$11,012,510</b>
<b>Part 1D: Other Federal Aid Projects</b>						
Route 10/202 resurfacing	Westfield	605134	NHS PVMT	<u>\$1,589,328</u>	<u>\$397,332</u>	<u>\$1,986,660</u>
<b>Subtotal Other Federal Aid Projects</b>				<b>\$1,589,328</b>	<b>\$397,332</b>	<b>\$1,986,660</b>
<b>Total Federal Projects</b>				<b>\$40,965,379</b>	<b>\$9,677,619</b>	<b>\$50,526,760</b>

Projects included in this section of the TIP does not guarantee a projects advertisement and construction 4% per year inflation rate has been added to all section 1A projects

**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
<b>Regional Priority Projects</b>						
				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Subtotal Regional Priority Projects</b>						
<b>Priority Bridge Projects</b>						
Maple Street over Westfield River - bridge preservation	Chester	602349	NFA		\$1,794,983	\$1,794,983
Bridge replacement Old State highway over West Branch (Westfield River)	Chester	604021	NFA	<b>\$0</b>	<b>\$2,580,376</b>	<b>\$2,580,376</b>
				<b>\$0</b>	<b>\$4,375,359</b>	<b>\$4,375,359</b>
<b>Subtotal Priority Bridge Projects</b>						
				<b>\$40,965,379</b>	<b>\$14,052,978</b>	<b>\$55,018,357</b>
<b>Total All Projects</b>						

**Table 8**

**Section 1: FEDERALLY FUNDED PROJECTS: YEAR 2009**

Project Description	City/Town	Project ID	Funding	Fed. Funds	State Funds	Total Cost	Reg. Target
<b>Part 1A: Federal Aid Target Projects</b>							
*Center Street (Route 116)	Chicopee	603996	STP	\$2,520,000	\$630,000	\$3,150,000	
Springfield Street Reconstruction	Palmer	602575	STP	\$3,977,600	\$994,400	\$4,972,000	
Route 20 Resurfacing	Chester/Huntington	602314	STP	\$3,948,000	\$987,000	\$4,935,000	
*I-91 ITS	Region Wide	603903	CMAQ	<u>\$34,445</u>	<u>\$8,611</u>	<u>\$43,056</u>	
<b>Subtotal Target Projects</b>				<b>\$10,480,045</b>	<b>\$2,620,011</b>	<b>\$13,100,056</b>	<b>\$13,166,743</b>
*I-91 ITS	Region Wide	603903	CMAQ	\$948,943	\$237,236	\$1,186,179	
Rte. 9 & Bridge Rd. Roundabout	Northampton	603054	CMAQ	\$780,644	\$195,161	\$975,805	
<b>Subtotal CMAQ Projects</b>				<b>\$1,729,587</b>	<b>\$432,397</b>	<b>\$2,161,984</b>	<b>\$2,161,984</b>
*Rte. 9 & Bridge Rd. Roundabout	Northampton	603054	HSIP	<u>\$864,794</u>	<u>\$216,198</u>	<u>\$1,080,992</u>	
<b>Subtotal HSIP Projects</b>				<b>\$864,794</b>	<b>\$216,198</b>	<b>\$1,080,992</b>	<b>\$1,080,992</b>
<b>Part 1B: Federal Aid Bridge Projects</b>							
Bridge replacement Roosevelt Ave over Conrail Spur & Main (Doublestack) Line	Springfield	602600	BR	\$10,261,600	\$2,565,400	\$12,827,000	
Bridge replacement State Street over the Ware River	Palmer	604030	BR	<u>\$1,992,791</u>	<u>\$498,198</u>	<u>\$2,490,989</u>	
<b>Subtotal Bridge Projects</b>				<b>\$12,254,391</b>	<b>\$3,063,598</b>	<b>\$15,317,989</b>	
<b>Part 1C: Federal Aid Non-Target Projects</b>							
*Holyoke Canalwalk and streetscape improve (Phase 2) Design only	Holyoke	603263	Sec. 115	\$250,000	\$0	\$250,000	
*I-91 ITS Communications Network, Hampden, Hampshire, Franklin - design/build	Region wide	603903	TI-176	\$784,000	\$196,000	\$980,000	
*State St. Resurfacing, and Impr. From Main to St. Michael's Cemetery	Springfield	604447	HPP-217	\$887,530	\$221,883	\$1,109,413	
Northampton - Earl Street/Hospital Hill	Northampton	604451	HPP-158	\$295,843	\$73,961	\$369,804	
Design north and southbound ramps on I-91 at Exit 19	Northampton	604597	HPP-847	\$868,199	\$217,050	\$1,085,249	
*Design and construct roadway improvements along State Street	Springfield	604447	TI-175	\$980,000	\$245,000	\$1,225,000	
Intersection improvements Memorial Park II - Roosevelt Ave.	Springfield	604822	HPP-836	\$147,922	\$36,981	\$184,903	
Keystone Arch Bridges restoration	Becket/Middlefield/Chester	602967	SW-Enh	\$803,360	\$200,840	\$1,004,200	
Red Stone Rail Trail	East Longmeadow	602338	HPP-578	\$1,076,999	\$269,250	\$1,346,249	
Columbia Greenway South (Design only)	Westfield	604967	HPP-1656	\$288,000	\$72,000	\$360,000	
Union Street Underpass Design	West Springfield	604746	TCSP	\$86,130	\$21,533	\$107,663	
Union Street Underpass design and construction	West Springfield	604746	Sec.112	\$756,000	\$0	\$756,000	
Route 112 CMP Phase II	Route 112 Corridor		Sec.112	\$38,500	\$0	\$38,500	
Route 10 & 5/10 Resurfacing and related work	Easthampton, Greenfield, Nort	605541	ER*	\$3,967,320	\$0	\$3,967,320	
Jackson St. School (Safe Routes to School Infrastructure Program)	Northampton	Prog 08	ER*	\$471,000	\$0	\$471,000	
Route 9 Resurfacing and Related work on 2 sections of roadway	Belchertown, Ware	605540	ER*	\$6,100,000	\$0	\$6,100,000	
Ware River Secondary track improvements	Palmer	FRE-101	ER*	\$4,000,000	\$0	\$4,000,000	
Connecticut River Line improvements	Springfield to Northfield	FRE-105	IR**	\$25,000,000	\$0	\$25,000,000	
Elm Street Reclamation and Related Work	Hatfield	604208	ER*	\$1,160,308	\$0	\$1,160,308	
Red Bridge Road Bridge Reconstruction (Over NE Utilities Canal)	Wilbraham	602652	ER*	\$2,028,670	\$0	\$2,028,670	
Manhan Rail Trail Earle Street to Ferry Street	Northampton/Easthampton	604207	ER*	\$4,668,595	\$0	\$4,668,595	
<b>Subtotal Non-Target Projects</b>				<b>\$54,658,376</b>	<b>\$1,554,496</b>	<b>\$56,212,872</b>	
<b>Part 1D: Other Federal Aid Projects</b>							
I-91 Pavement rehabilitation	Chicopee/Springfield	604604	IM	\$9,662,400	\$1,073,600	\$10,736,000	
<b>Subtotal Other Federal Aid Projects</b>				<b>\$9,662,400</b>	<b>\$1,073,600</b>	<b>\$10,736,000</b>	
<b>Total Federal Projects</b>				<b>\$89,649,593</b>	<b>\$8,960,300</b>	<b>\$98,609,893</b>	

\*Economic Recovery

\*\*Intercity Passenger Rail

4% per year inflation rate has been added to all section 1A projects

**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
<b>Part 2A: Regional Priority Projects</b>						
*Center Street (Route 116)	Chicopee	603996	NFA	\$0	\$2,600,000	\$2,600,000
<b>Subtotal Regional Priority Projects</b>				<b>\$0</b>	<b>\$2,600,000</b>	<b>\$2,600,000</b>
<b>Part 2B: Priority Bridge Projects</b>						
I-91 Pavement rehabilitation	Chicopee/Springfield	604604	ABP - NFA	\$0	\$7,058,090	\$7,058,090
<b>Subtotal Priority Bridge Projects</b>				<b>\$0</b>	<b>\$7,058,090</b>	<b>\$7,058,090</b>
<b>Total All Projects</b>				<b>\$90,149,593</b>	<b>\$18,618,390</b>	<b>\$108,767,983</b>

Projects included in this section of the TIP does not guarantee a projects advertisement and construction

**Table 10**

**Section 1: FEDERALLY FUNDED PROJECTS: YEAR 2010**

Project Description	City/Town	Project ID	Funding	Fed. Funds	State Funds	Total Cost
<b>Part 1A: Federal Aid Target Projects</b>						
*Route 116 Atkins Corner	Amherst	604043	STP	\$2,504,000	\$626,000	\$3,130,000
*Route 10/202 Resurfacing (Center Section)	Southwick	604154	STP	\$2,478,474	\$619,618	\$3,098,092
Elm Street Reconstruction	East Longmeadow	601350	STP	\$2,713,152	\$678,288	\$3,391,440
*I-91 ITS	Region Wide	603903	CMAQ	<u>\$1,892,887</u>	<u>\$473,222</u>	<u>\$2,366,109</u>
<b>Subtotal Target Projects</b>				<b>\$9,588,513</b>	<b>\$2,397,128</b>	<b>\$11,985,641</b>
*I-91 ITS	Region Wide	603903	CMAQ	\$652,110	\$163,027	<b>\$815,137</b>
*Manhan Rail Trail Coleman Road Extension	Easthampton	604441	CMAQ	\$417,790	\$104,448	\$522,238
*Route 10/202 Resurfacing (Center section) Intersection pending air quality rev.	Southwick	604154	CMAQ	<u>\$113,526</u>	<u>\$28,382</u>	<u>\$141,908</u>
<b>Subtotal CMAQ Projects</b>				<b>\$1,183,426</b>	<b>\$295,857</b>	<b>\$1,479,283</b>
Intersection Improvement, Chapin @ East Street	Ludlow	604437	HSIP	<u>\$519,680</u>	<u>\$129,920</u>	<u>\$649,600</u>
<b>Subtotal HSIP Projects</b>				<b>\$519,680</b>	<b>\$129,920</b>	<b>\$649,600</b>
<b>Part 1B: Federal Aid Bridge Projects</b>						
Great River Bridge	Westfield	600933	A/C Bridge	\$800,000	\$200,000	\$1,000,000
Bridge replacement Lyman Street over First Level Canal	Holyoke	600936	BR	\$5,245,064	\$1,311,266	\$6,556,330
Bridge Replacement Northampton Rd (Route 10) of the Manhan River	Easthampton	604048	BR	\$760,000	\$190,000	\$950,000
Bridge Rehab. Red Bridge Road over NE Utilites Canal	Wilbraham	602650	BR	<u>\$1,112,488</u>	<u>\$278,122</u>	<u>\$1,390,610</u>
<b>Subtotal Bridge Projects</b>				<b>\$7,917,552</b>	<b>\$1,979,388</b>	<b>\$9,896,940</b>
<b>Part 1C: Federal Aid Non-Target Projects</b>						
*Manhan Rail Trail Coleman Rd. Extension - construction	Easthampton	604441	Sec. 115	\$653,762	\$0	\$653,762
Route 5 Reconstruction	West Springfield	604210	Sec. 117	\$4,722,856	\$0	\$4,722,856
*Route 116 Atkins Corner	Amherst	604043	Sec. 129	\$1,470,000	\$0	\$1,470,000
*Route 10/202 Resurfacing (Center section)	Southwick	604154	Sec. 112	\$1,800,000	\$0	\$1,800,000
Route 116 Reconstruction and alignment	Amherst	82250	HPP-1271	\$875,390	\$175,078	\$1,094,237
Hampshire County Bike Paths (Norwottuck Reconst)- construction	Various	605065	HPP-1773	<u>\$3,548,994</u>	<u>\$787,249</u>	<u>\$4,336,243</u>
<b>Subtotal Non-Target Projects</b>				<b>\$9,522,008</b>	<b>\$962,327</b>	<b>\$10,484,335</b>
<b>Part 1D: Other Federal Aid Projects</b>						
Route 33 resurfacing	Chicopee	n/a	HNS PVMT	<u>\$780,800</u>	<u>\$195,200</u>	<u>\$976,000</u>
<b>Subtotal Other Federal Aid Projects</b>				<b>\$780,800</b>	<b>\$195,200</b>	<b>\$976,000</b>
<b>Total Federal Projects</b>				<b>\$28,992,299</b>	<b>\$5,829,900</b>	<b>\$34,822,199</b>

\*Indicates projects with multiple funding sources

Projects included in this section of the TIP does not guarantee a projects advertisement and construction

Targets have been reduce to compensate for 4% per year inflation rate

**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
<b>Part 2A: Regional Priority Projects</b>						
To be determined						
<b>Subtotal Regional Priority Projects</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Part 2B: Priority Bridge Projects</b>						
Bridge Replacement Pochassic Street over the PVRR & Access Road	Westfield	160045	NFA	\$0	\$3,150,437	\$3,150,437
<b>Subtotal Priority Bridge Projects</b>				<b>\$0</b>	<b>\$3,150,437</b>	<b>\$3,150,437</b>
<b>Total All Projects</b>				<b>\$28,992,299</b>	<b>\$5,829,900</b>	<b>\$34,822,199</b>

Projects included in this section of the TIP does not guarantee a projects advertisement and construction

**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
			<b>Total Cost</b>	<b>\$125,779,031.00</b>



## **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
<b>PVTA</b>	<b>Transit Building Umass Amherst carryover</b>	<b>5309</b>	<b>Facility Improvement</b>	<b>\$ 4,000,000</b>	<b>\$ 1,000,000</b>	<b>\$ 5,000,000</b>
<b>PVTA</b>	<b>Rail Feasibility Study (carryover)</b>	<b>5314</b>	<b>National Technology &amp; Resea</b>	<b>\$ 750,000</b>	<b>\$ -</b>	<b>\$ 750,000</b>
<b>PVTA</b>	<b>Union Station Redevelopment carryover 2002</b>	<b>5309</b>	<b>Intermodal Center</b>	<b>\$ 2,441,160</b>	<b>\$ 610,290.00</b>	<b>\$ 3,051,450</b>
<b>PVTA</b>	<b>Union Station Redevelopment carryover 2003</b>	<b>5309</b>	<b>Intermodal Center</b>	<b>\$ 5,902,072</b>	<b>\$ 1,475,518.00</b>	<b>\$ 7,377,590</b>
PVTA	Union Station Redevelopment carryover 2004	5309	Intermodal Center	\$ 4,368,931	\$ 1,092,232.75	\$ 5,461,164
<b>PVTA</b>	<b>Union Station Redevelopment carryover 2005</b>	<b>5309</b>	<b>Intermodal Center</b>	<b>\$ 6,505,083</b>	<b>\$ 1,626,270.75</b>	<b>\$ 8,131,354</b>
<b>PVTA</b>	<b>Holyoke Multimodal Center (carryover)</b>	<b>5309</b>	<b>Intermodal Center</b>	<b>\$ 1,750,000</b>	<b>\$ 437,500</b>	<b>\$ 2,187,500</b>
<b>Federal Aid Non-Target Projects</b>						
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
<b>PVTA</b>	<b>PVTA ITS Project (carryover)</b>	<b>ITS</b>	<b>ITS</b>	<b>\$ 711,165</b>	<b>\$ -</b>	<b>\$ 711,165</b>

Note: changes made since 6.27.06 are bold

**Table 14**

Pioneer Valley Transit TIP Project Information  
FY08

RTA	Project Description	Funding	Funding Sub-Category	Federal Cost	State Cost	Total
PVTA	Replacement Transit Buses	5307	Rolling Stock	\$ 3,747,792	\$ 936,948	\$ 4,684,740
PVTA	Lift equipped Vans	5307	Vans	\$ -	\$ -	\$ -
PVTA	Supervisory Vehicles	5307	Capital Purchase	\$ -	\$ -	\$ -
PVTA	Transit Enhancements	5307	Capital Purchase	\$ 120,140	\$ 30,035	\$ 150,175
PVTA	Transit Security	5307	Capital Purchase	\$ 120,140	\$ 30,035	\$ 150,175
PVTA	Hardware/Software	5307	Capital Purchase	\$ 264,422	\$ 66,106	\$ 330,528
PVTA	AVL System Integrator	5307	Capital Purchase	\$ 300,000	\$ 75,000	\$ 375,000
PVTA	Transit Facilities Improvement	5307	Facility Improvement	\$ 535,988	\$ 133,997	\$ 669,985
PVTA	Communications	5307	Capital Purchase	\$ 100,000	\$ 25,000	\$ 125,000
PVTA	Small Tools and Equipment	5307	Maintenance Items	\$ 164,422	\$ 41,106	\$ 205,528
PVTA	Preventive Maintenance 7/08 - 6/09	5307	Maintenance Items	\$ 4,098,582	\$ 1,024,646	\$ 5,123,228
PVTA	Intermodal Terminal Lease	5307	Service Improvement	\$ 80,000	\$ 20,000	\$ 100,000
PVTA	ADA Assistance 7/08-6/09	5307	Service Improvement	\$ 1,201,418	\$ 300,355	\$ 1,501,773
PVTA	Planning	5307	Planning	\$ 200,000	\$ 50,000	\$ 250,000
				10,932,904	\$ 2,733,226	\$ 13,666,130
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
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
<b>PVPC</b>	<b>Job Access Reverse Commute</b>	<b>3037/5316</b>	<b>Operating Assistance</b>	<b>\$ 802,960</b>	<b>-</b>	<b>\$ 802,960</b>
<b>PVPC</b>	<b>New Freedom</b>	<b>5317</b>	<b>Operating Assistance</b>	<b>\$ 502,850</b>	<b>-</b>	<b>\$ 502,850</b>
PVTA	Fleet Replacement (4 1993 Buses)	5307	Capital carryover	\$ 990,000	\$ 330,000.00	\$ 1,320,000.00
PV UZA	Job Access Reverse Commute	5316	Operating Assistance	\$ 315,255	-	\$ 315,255.00
PV UZA	New Freedom Program	5317	Operating Assistance	\$ 192,280	-	\$ 192,280.00
PV UZA	Job Access Reverse Commute	5316	Operating carryover	\$ 567,119	-	\$ 567,119.00
PV UZA	New Freedom Program	5317	Operating carryover	\$ 360,302	-	\$ 360,302.00
PVTA	Fleet Replacement (CMAQ)	5307	Capital carryover	\$ 1,058,000	\$ 330,625.00	\$ 1,322,500.00
Federal Aid Non-Target Projects						
PVTA	Transit Building UMass Amherst	5309	Facility Improvement carry	\$ 4,000,000	\$ 1,000,000	\$ 5,000,000
PVTA	Rail Feasibility Study	5314	Nat. Tech. & Rsrch. Prg. Ce	\$ 750,000	\$ -	\$ 750,000
PVTA	Holyoke Multimodal Center	5309	Intermodal Center carryov	\$ 1,750,000	\$ 437,500	\$ 2,187,500
PVTA	Westfield Multimodal Center	115	Intermodal Center carryov	\$ 1,700,000	\$ -	\$ 1,700,000
PVTA	Holyoke Multimodal Center	115	Intermodal Center carryov	\$ 2,000,000	\$ -	\$ 2,000,000
PVTA	PVTA ITS Project	ITS	ITS carryover	\$ 711,165	\$ -	\$ 711,165
PVTA	Union Station Redevelopment	5309	Intermodal Center carryov	\$ 4,500,000	\$ 1,125,000	\$ 5,625,000
PVTA	PVTA/STCC Park and Ride	5309	Capital carryover	\$ 381,000	\$ 95,250	\$ 476,250

**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	\$ 4,116,000	\$ 1,029,000	\$ 5,145,000
PVTA	Replacement Transit Mini Buses	5307	Rolling Stock	\$ 104,000	\$ 26,000	\$ 130,000
PVTA	Lift equipped Vans	5307	Vans	\$ 689,600	\$ 172,400	\$ 862,000
PVTA	Supervisory Vehicles	5307	Capital Purchase	\$ -	\$ -	\$ -
PVTA	Transit Enhancements	5307	Capital Purchase	\$ 150,000	\$ 37,500	\$ 187,500
PVTA	Transit Security	5307	Capital Purchase	\$ 150,000	\$ 37,500	\$ 187,500
PVTA	Hardware/Software	5307	Capital Purchase	\$ 681,360	\$ 170,340	\$ 851,700
PVTA	AVL System Integrator	5307	Capital Purchase	\$ 1,200,000	\$ 300,000	\$ 1,500,000
PVTA	Communications	5307	Capital Purchase	\$ -	\$ -	\$ -
PVTA	Transit Facilities Improvement	5307	Facility Improvement	\$ 576,000	\$ 144,000	\$ 720,000
PVTA	Environmental Compliance	5307	Facility Improvement	\$ 20,000	\$ 5,000	\$ 25,000
PVTA	Small Tools and Equipment	5307	Maintenance Items	\$ 120,000	\$ 30,000	\$ 150,000
PVTA	Preventive Maintenance 7/08 - 6/10	5307	Maintenance Items	\$ 4,212,427	\$ 1,053,107	\$ 5,265,534
PVTA	Intermodal Terminal Lease	5307	Service Improvement	\$ 180,000	\$ 45,000	\$ 225,000
PVTA	ADA Assistance 7/08-6/10	5307	Service Improvement	\$ 1,201,418	\$ 300,355	\$ 1,501,773
PVTA	Planning	5307	Planning	\$ 200,000	\$ 50,000	\$ 250,000
				\$ 13,600,805	\$ 3,400,202	\$ 17,001,007
PVTA	State Contract Assistance		NFA Operating Assistance	-	\$ 17,808,476	\$ 17,808,476
PVTA	Local Assessments		NFA Operating Assistance	-	\$ 6,245,053	\$ 6,245,053
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
PVPC	Job Access Reverse Commute	3037/5316	Operating Assistance	\$ 332,432	-	\$ 332,432
PVPC	New Freedom	5317	Operating Assistance	\$ 203,267	-	\$ 203,267
PVTA	Union Station Redevelopment carryover	5309	Intermodal Center	\$ 4,500,000	\$ 1,125,000	\$ 5,625,000
PVTA	Fleet Replacement (CMAQ)	CMAQ	Capital carryover	\$ 1,058,000	\$ 264,500	\$ 1,322,500
PV UZA	Job Access Reverse Commute carryover	5316	Operating carryover	\$ 79,440	-	\$ 79,440
PV UZA	New Freedom Program carryover	5317	Operating carryover	\$ 69,185	-	\$ 69,185
PVTA	Bus Purchase (29 New Buses)		ER Economic Stimulus	\$ 10,744,500	-	\$ 10,744,500
<b>PVTA</b>	<b>Lift Equipped Vans</b>		<b>ER Economic Stimulus</b>	<b>\$ 990,000</b>	<b>-</b>	<b>\$ 990,000</b>
<b>PVTA</b>	<b>Transit Enhancements</b>		<b>ER Economic Stimulus</b>	<b>\$ 105,000</b>	<b>-</b>	<b>\$ 105,000</b>
<b>PVTA</b>	<b>Transit Security</b>		<b>ER Economic Stimulus</b>	<b>\$ 740,000</b>	<b>-</b>	<b>\$ 740,000</b>
<b>PVTA</b>	<b>Transit Facilities Improvements</b>		<b>ER Economic Stimulus</b>	<b>\$ 1,079,953</b>	<b>-</b>	<b>\$ 1,079,953</b>
<b>PVTA</b>	<b>Small Tolls and Equipment</b>		<b>ER Economic Stimulus</b>	<b>\$ 2,600,000</b>	<b>-</b>	<b>\$ 2,600,000</b>
(Projects included on highway table and included here for information purposes)						
PVTA	Holyoke Multimodal Center (carryover)	116	Intermodal Center	\$ 1,700,000	\$ -	\$ 1,700,000
PVTA	Westfield Multimodal Center (carryover)	115	Intermodal Center	\$ 1,700,000	\$ -	\$ 1,700,000
PVTA	Rail Feasibility Study (carryover)	115	Planning	\$ 750,000	\$ -	\$ 750,000
PVTA	Holyoke Multimodal Center (carryover)	115	Intermodal Center	\$ 2,000,000	\$ -	\$ 2,000,000

**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	\$ 4,116,000	\$ 1,029,000	\$ 5,145,000
PVTA	Lift equipped Vans	5307	Vans	\$ 915,200	\$ 228,800	\$ 1,144,000
PVTA	Supervisory Vehicles	5307	Capital Purchase	\$ 120,000	\$ 30,000	\$ 150,000
PVTA	Transit Enhancements	5307	Capital Purchase	\$ 150,000	\$ 37,500	\$ 187,500
PVTA	Transit Security	5307	Capital Purchase	\$ 150,000	\$ 37,500	\$ 187,500
PVTA	Hardware/Software	5307	Capital Purchase	\$ 549,360	\$ 137,340	\$ 686,700
PVTA	AVL System Integrator	5307	Capital Purchase	\$ 1,200,000	\$ 300,000	\$ 1,500,000
PVTA	Communications	5307	Capital Purchase	\$ 80,000	\$ 20,000	\$ 100,000
PVTA	Transit Facilities Improvement	5307	Facility Improvement	\$ 520,000	\$ 130,000	\$ 650,000
PVTA	Environmental compliance	5308	Facility Improvement	\$ 160,000	\$ 40,000	\$ 200,000
PVTA	Small Tools and Equipment	5307	Maintenance Items	\$ 100,000	\$ 25,000	\$ 125,000
PVTA	Preventive Maintenance 7/9 - 6/11	5307	Maintenance Items	\$ 4,500,000	\$ 1,125,000	\$ 5,625,000
PVTA	Intermodal Terminal Lease	5307	Service Improvement	\$ 180,000	\$ 45,000	\$ 225,000
PVTA	ADA Assistance 7/9-6/11	5307	Service Improvement	\$ 1,500,000	\$ 375,000	\$ 1,875,000
PVTA	Planning	5307	Planning	\$ 200,000	\$ 50,000	\$ 250,000
PVTA	State Contract Assistance		NFA Operating Assistance	-	\$ 18,342,730	\$ 18,342,730
PVTA	Local Assessments		NFA Operating Assistance	-	\$ 6,401,179	\$ 6,401,179
PVTA	E&H Special Transit Services		NFA Operating Assistance		\$ 7,828,000	\$ 7,828,000
PVTA	Fixed Route Service		NFA Operating Assistance		\$ 27,655,500	\$ 27,655,500
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 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
<b>Base Obligation Authority</b>	\$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>
<b>Total Estimated Obligation Authority Available:</b>	<b>\$498,118,805</b>	<b>\$503,712,000</b>	<b>\$513,451,000</b>	<b>\$518,720,000</b>	<b>\$528,603,000</b>
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>
<b>Total Non-Earmarked O/A Available Statewide - (Including Redistribution)</b>	<b>\$367,618,805</b>	<b>\$393,472,000</b>	<b>396,221,000</b>	<b>\$391,875,000</b>	<b>\$377,313,000</b>
<b>Total Non-Earmarked Available Statewide ( Including State Match )</b>	<b>\$452,398,507</b>	<b>\$484,937,222</b>	<b>\$488,526,250</b>	<b>\$483,062,500</b>	<b>\$464,641,250</b>
<b>Statewide Infrastructure Items:</b>					
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
<b>Subtotal Statewide Infrastructure Items:</b>	<b>\$84,250,000</b>	<b>\$88,050,000</b>	<b>\$89,050,000</b>	<b>\$89,300,000</b>	<b>\$91,050,000</b>
<b>Other Statewide Items:</b>					
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
<b>Subtotal Other Statewide Items:</b>	<b>\$63,000,000</b>	<b>\$62,500,000</b>	<b>\$62,500,000</b>	<b>\$62,500,000</b>	<b>\$62,500,000</b>
<b>Regional Major Infrastructure Projects:</b>	<b>\$49,750,000</b>	<b>62,222,222</b>	<b>\$63,000,000</b>	<b>\$59,250,000</b>	<b>\$50,000,000</b>
<b>Bridge Program:</b>					
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
<b>Subtotal Federal Aid Bridge Program:</b>	<b>\$131,483,328</b>	<b>\$131,983,328</b>	<b>\$131,983,328</b>	<b>\$131,983,328</b>	<b>124,483,328</b>
<b>Regional Targets:</b>					
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
<b>Total Regional Targets:</b>	<b>\$123,915,179</b>	<b>\$140,181,673</b>	<b>\$141,992,923</b>	<b>\$140,029,173</b>	<b>136,607,923</b>
Regional Targets % of Total Available Including Redistribution:	27.4%	28.9%	29.1%	29.0%	29.4%
<b>Regional Targets % of Total Available (Excluding Redistribution):</b>	<b>29.0%</b>	<b>30.5%</b>	<b>30.6%</b>	<b>30.6%</b>	<b>31.1%</b>

## 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**

<b>Municipality</b>	<b>Project Description</b>
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		
<b>Total Estimated Obligation Authority Available</b>	<b>\$503,712,000</b>		
Central Artery/Tunnel Obligation Authority	(110,240,000)		
<b>Total Non-Earmarked Available Statewide - (Including Redistribution)</b>	<b>393,472,000</b>	<b>91,465,222</b>	<b>484,937,222</b>
<b>Statewide Infrastructure Items:</b>			
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
<b>Subtotal Statewide Infrastructure Items:</b>	<b>\$75,740,000</b>	<b>\$12,310,000</b>	<b>\$88,050,000</b>
<b>Other Statewide Items:</b>			
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
<b>Subtotal Other Statewide Items:</b>	<b>\$50,000,000</b>	<b>\$12,500,000</b>	<b>\$62,500,000</b>
<b>Regional Major Infrastructure Projects:</b>	<b>\$50,000,000</b>	<b>\$12,222,222</b>	<b>\$62,222,222</b>
<b>Bridge Program:</b>			
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
<b>Subtotal Federal Aid Bridge Program:</b>	<b>\$105,586,662</b>	<b>\$26,396,666</b>	<b>\$131,983,328</b>
<b>Regional Targets:</b>			
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
<b>Total Regional Targets:</b>	<b>\$112,145,338</b>	<b>\$28,036,335</b>	<b>\$140,181,673</b>

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
<b>Total:</b>	<b>100.00</b>	<b>\$110,181,673</b>	<b>\$30,000,000</b>	<b>\$140,181,673</b>

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		
<b>Total Estimated Obligation Authority Available:</b>	<b>\$513,451,000</b>		
Central Artery/Tunnel Obligation Authority	(117,230,000)		
<b>Total Non-Earmarked Available Statewide - (Including Redistribution)</b>	<b>396,221,000</b>	<b>92,305,250</b>	<b>488,526,250</b>
<b>Statewide Infrastructure Items:</b>			
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
<b>Subtotal Statewide Infrastructure Items:</b>	<b>\$76,640,000</b>	<b>\$12,410,000</b>	<b>\$89,050,000</b>
<b>Other Statewide Items:</b>			
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
<b>Subtotal Other Statewide Items:</b>	<b>\$50,000,000</b>	<b>\$12,500,000</b>	<b>\$62,500,000</b>
<b>Regional Major Infrastructure Projects:</b>	<b>\$50,400,000</b>	<b>\$12,600,000</b>	<b>\$63,000,000</b>
<b>Bridge Program:</b>			
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
<b>Subtotal Federal Aid Bridge Program:</b>	<b>\$105,586,662</b>	<b>\$26,396,666</b>	<b>\$131,983,328</b>
<b>Regional Targets:</b>			
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
<b>Total Regional Targets:</b>	<b>\$113,594,338</b>	<b>\$28,398,585</b>	<b>\$141,992,923</b>

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
<b>Total:</b>	<b>100.00</b>	<b>\$111,992,923</b>	<b>\$30,000,000</b>	<b>\$141,992,923</b>

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		
<b>Total Estimated Obligation Authority Available:</b>	<b>\$518,720,000</b>		
Central Artery/Tunnel Obligation Authority	(126,845,000)		
<b>Total Non-Earmarked Available Statewide - (Including Redistribution)</b>	<b>391,875,000</b>	<b>91,187,500</b>	<b>483,062,500</b>
<b>Statewide Infrastructure Items:</b>			
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
<b>Subtotal Statewide Infrastructure Items:</b>	<b>\$76,865,000</b>	<b>\$12,435,000</b>	<b>\$89,300,000</b>
<b>Other Statewide Items:</b>			
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
<b>Subtotal Other Statewide Items:</b>	<b>\$50,000,000</b>	<b>\$12,500,000</b>	<b>\$62,500,000</b>
<b>Regional Major Infrastructure Projects:</b>	<b>\$47,400,000</b>	<b>\$11,850,000</b>	<b>\$59,250,000</b>
<b>Bridge Program:</b>			
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
<b>Subtotal Federal Aid Bridge Program:</b>	<b>\$105,586,662</b>	<b>\$26,396,666</b>	<b>\$131,983,328</b>
<b>Regional Targets:</b>			
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
<b>Total Regional Targets:</b>	<b>\$112,023,338</b>	<b>\$28,005,835</b>	<b>\$140,029,173</b>

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
<b>Total:</b>	<b>100.00</b>	<b>\$110,029,173</b>	<b>\$30,000,000</b>	<b>\$140,029,173</b>

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		
<b>Total Estimated Obligation Authority Available:</b>	<b>\$528,603,000</b>		
Central Artery/Tunnel Obligation Authority	(151,290,000)		
<b>Total Non-Earmarked Available Statewide - (Including Redistribution)</b>	<b>377,313,000</b>	<b>87,328,250</b>	<b>464,641,250</b>
<b>Statewide Infrastructure Items:</b>			
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
<b>Subtotal Statewide Infrastructure Items:</b>	<b>\$78,440,000</b>	<b>\$12,610,000</b>	<b>\$91,050,000</b>
<b>Other Statewide Items:</b>			
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
<b>Subtotal Other Statewide Items:</b>	<b>\$50,000,000</b>	<b>\$12,500,000</b>	<b>\$62,500,000</b>
<b>Regional Major Infrastructure Projects:</b>	<b>\$40,000,000</b>	<b>\$10,000,000</b>	<b>\$50,000,000</b>
<b>Bridge Program:</b>			
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
<b>Subtotal Federal Aid Bridge Program:</b>	<b>\$99,586,662</b>	<b>\$24,896,666</b>	<b>\$124,483,328</b>
<b>Regional Targets:</b>			
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
<b>Total Regional Targets:</b>	<b>\$109,286,338</b>	<b>\$27,321,585</b>	<b>\$136,607,923</b>

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
<b>Total:</b>	<b>100.00</b>	<b>\$106,607,923</b>	<b>\$30,000,000</b>	<b>\$136,607,923</b>

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
<b>Base Obligation Authority</b>	\$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>
<b>Total Estimated Obligation Authority Available:</b>	<b>\$498,118,805</b>	<b>\$503,712,000</b>	<b>\$513,451,000</b>	<b>\$518,720,000</b>	<b>\$528,603,000</b>
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>
<b>Total Non-Earmarked O/A Available Statewide - (Including Redistribution)</b>	<b>\$367,618,805</b>	<b>\$393,472,000</b>	<b>396,221,000</b>	<b>\$391,875,000</b>	<b>\$377,313,000</b>
<b>Total Non-Earmarked Available Statewide ( Including State Match )</b>	<b>\$452,398,507</b>	<b>\$484,937,222</b>	<b>\$488,526,250</b>	<b>\$483,062,500</b>	<b>\$464,641,250</b>
<b>Statewide Infrastructure Items:</b>					
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
<b>Subtotal Statewide Infrastructure Items:</b>	<b>\$84,250,000</b>	<b>\$88,050,000</b>	<b>\$89,050,000</b>	<b>\$89,300,000</b>	<b>\$91,050,000</b>
<b>Other Statewide Items:</b>					
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
<b>Subtotal Other Statewide Items:</b>	<b>\$63,000,000</b>	<b>\$62,500,000</b>	<b>\$62,500,000</b>	<b>\$62,500,000</b>	<b>\$62,500,000</b>
<b>Regional Major Infrastructure Projects:</b>	<b>\$49,750,000</b>	<b>62,222,222</b>	<b>\$63,000,000</b>	<b>\$59,250,000</b>	<b>\$50,000,000</b>
<b>Bridge Program:</b>					
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
<b>Subtotal Federal Aid Bridge Program:</b>	<b>\$131,483,328</b>	<b>\$131,983,328</b>	<b>\$131,983,328</b>	<b>\$131,983,328</b>	<b>124,483,328</b>
<b>Regional Targets:</b>					
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
<b>Total Regional Targets:</b>	<b>\$123,915,179</b>	<b>\$140,181,673</b>	<b>\$141,992,923</b>	<b>\$140,029,173</b>	<b>136,607,923</b>

## **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<sub>x</sub>), 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<sub>x</sub>) 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<sub>x</sub> 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<sub>x</sub> 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<sub>x</sub> emissions from all Action scenarios are less than the VOC and NO<sub>x</sub> 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)**

<b>Year</b>	<b>Pioneer Valley MPO Action Emissions</b>	<b>Western MA Action Emissions</b>	<b>Budget</b>	<b>Difference (Action – Budget)</b>
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 :

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

Project Cost

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

TIP Status

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

MHD Status:

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

Design Status

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

Permit Requirements

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

Right of Way (ROW) Status

Not Required
Acquisition Unknown
Acquisition Required
Acquisition Completion Date:

Public Hearing Status

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

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

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

Endorsement

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

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		
	<b>Avg. Score (-3 to +3)</b>	<b>Avg. Score (-3 to +3)</b>	<b>Avg. Score (-3 to +3)</b>		<b>Avg. Score (-3 to +3)</b>	<b>Avg. Score (-3 to +3)</b>	<b>Avg. Score (-3 to +3)</b>
	0	0	0		0	0	0

<b>Total Score (-18 to +18)</b>
<b>0</b>

## **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
<b>01 - Bridge Repair &amp; Replacement</b>			
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
<b>02 - Bridge Painting</b>	\$0	\$0	\$0
<b>03 - Roadway Reconstruction</b>			
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
<b>04 - Roadway Resurfacing</b>			
Resurfacing	\$6,565,301	\$9,838,193	\$8,201,747
<b>05 - Intersection &amp; Safety</b>			
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
<b>06 - Signs &amp; Lighting</b>			
Lighting and Electrical	\$193,939	\$79,514	\$136,726
Sign Installation / Upgrading	\$87,945	\$155,911	\$121,928
<b>07 - Guradrail</b>			
Guard Rail and Fencing	\$331,286	\$191,494	\$261,390
<b>08 - Maintenance</b>			
Contract Highway Maintenance	\$23,335	\$10,490	\$16,913
Landscape and Roadside Develop	\$52,206	\$125,499	\$88,852
Pavement Marking	\$386	\$0	\$193
<b>09 - Facilities</b>	\$0	\$0	\$0
<b>10 - Bikeways (Excluded)</b>	\$0	\$0	\$0
<b>11 - Other</b>			
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

<b>11 - Other</b>			
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
<b>01 - Bridge Repair &amp; Replacement</b>			
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
<b>02 - Bridge Painting</b>			
Painting - Structural	\$134,704	\$218,852	\$176,778
<b>03 - Roadway Reconstruction</b>			
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
<b>04 - Roadway Resurfacing</b>			
Resurfacing	\$1,681,409	\$1,909,699	\$1,795,554
<b>05 - Intersection &amp; Safety</b>			
Impact Attenuators	\$110,626	\$18,075	\$64,351
Safety Improvements	\$292,973	\$50,959	\$171,966
Traffic Signals	\$137,462	\$330,086	\$233,774
<b>06 - Signs &amp; Lighting</b>			
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
<b>07 - Guardrail</b>			
Guard Rail and Fencing	\$92,990	\$196,552	\$144,771
<b>08 - Maintenance</b>			
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
<b>09 - Facilities</b>			
Chemical Storage Sheds	\$88,504	\$18,964	\$53,734
<b>10 - Bikeways (Excluded)</b>			
<b>11 - Other</b>			
Miscellaneous / No Prequal	\$173,521	\$187,149	\$180,335
<b>Section I Total:</b>	<b>\$11,241,052</b>	<b>\$12,163,589</b>	<b>\$11,702,321</b>

**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>
	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>
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	
<b>TOTAL</b>	<b>31,129,872</b>	<b>32,045,343</b>	<b>35,294,086</b>	<b>36,269,187</b>	<b>-</b>

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

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.