



TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2010 – 2013

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

September 2009

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

FFY 2010-2013

For the
METROPOLITAN PLANNING ORGANIZATION
PIONEER VALLEY REGION,
MASSACHUSETTS

September 2009
Amended on January 6, 2010

This document was prepared under contract with the Executive Office of Transportation and Public Works. This report was funded in part through grant[s] from the Federal Highway Administration [and Federal Transit Administration], U.S. Department of Transportation. The views and opinions of the authors [or agency] expressed herein do not necessarily state or reflect those of the U. S. Department of Transportation

Table of Contents

PREFACE	1
The Pioneer Valley Region.....	1
TIP Format and MPO Endorsement.....	1
EOT Commitment to Funding all Designed and Permitted Projects	1
I. GENERAL SUPPORT INFORMATION	3
INTRODUCTION.....	3
DEVELOPMENT OF THE TIP.....	3
PROJECT PRIORITY CRITERIA AND SELECTION.....	5
PRIORITY CRITERIA.....	5
PROJECT SELECTION AND PROGRAMMING	5
AMENDMENT/ADJUSTMENT OF THE TIP.....	5
DESCRIPTION OF FUNDING SOURCES	6
TRANSPORTATION SYSTEM OPERATING AND MAINTENANCE COSTS	8
II. PUBLIC PARTICIPATION SUMMARY AND CHANGES	11
III. FEDERAL COMPONENT	29
PIONEER VALLEY MPO ENDORSEMENT.....	29
Certificate of the 3C planning process	35
FUNDING INFORMATION	39
IV. TRANSPORTATION PROJECT PRIORITIES	41
ORGANIZATION OF PROJECT LISTINGS.....	41
V. FEDERAL AID REGIONAL PROJECT LISTINGS	43
STATEWIDE FEDERAL AID PROJECT LISTING	65
PROJECT IMPLEMENTATION.....	69
CONFORMITY DETERMINATION.....	73
APPENDICES	LXXV
APPENDIX A: EOT Targets	lxxvii
APPENDIX B: Air Quality Conformity Status.....	xxvii
APPENDIX C: Transit Funding.....	xxvii
APPENDIX D: Listing of Prioritized Projects, Project Needs Form (PNF), and Project Priority Evaluation Criteria	xxvii
APPENDIX E: Summary of Operating and Maintenance Expenditures.....	xxvii
APPENDIX F: Metropolitan Planning Area (MPA) State and Local Consulted Agencies	xxvii

PREFACE

The Pioneer Valley Region

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

TIP Format and MPO Endorsement

The FFY 2009-2012 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 and Public Works(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 2009-2012 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 2009 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 and Public Works 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 2009-2012. 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 four-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 2007 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 2009 through 2012 (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 ten members including four independently operating agencies and six 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 Chicopee
- Mayor of Holyoke;
- Mayor of Northampton
- Mayor of West Springfield
- Selectboard member from Belchertown;
- Selectboard member from Granville;

As the lead planning agency for the MPO, the PVPC accepts the responsibility for developing the TIP in a cooperative process with 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. Project proponents (communities, MPO members, agencies) submit projects through the process outlined in Chapter 2 of the Massachusetts Project Development & Design Guidebook (2006)
2. Projects are prioritized based on an evaluation criteria by MPO staff, JTC representatives, and MassHighway District staff, and EOT staff at a posted meeting open to all.
3. The State (thru EOT) provides funding targets for the Pioneer Valley Region.
4. JTC reviews and recommends project priorities on the TIP to the MPO
5. Draft TIP project listings are prepared by the MPO staff are distributed for review and comment to MPO members
6. MPO meets to make final decisions on the composition of the TIP and to recommend the Draft TIP for general public release for no less than a 30 day review period
7. Final Draft TIP is distributed for review, consultation and comment in accordance with the adopted Public Participation Plan
8. Public meetings and news releases are conducted to promote public involvement and consultation.
9. Comments are compiled and addressed where appropriate
10. Final TIP developed for the JTC's consideration and their recommendation to MPO
11. MPO meets to vote on endorsement of the TIP
12. Endorsed Regional TIPs are compiled by EOT to create the State TIP (STIP)
13. Secretary of EOT endorses the STIP (on behalf of the Governor) and submits the STIP to federal agencies for review and approval
14. Federally approved STIP is ready for state implementation (project advertisement)
15. Amendments and adjustments to the TIP are made on an as needed basis with the additional public review and input for formal amendments only.

Congestion Management Program (CMP)

The Pioneer Valley Congestion Management Program (CMP) formerly the Congestion Management System (CMS) is an on-going, systematic process designed to improve transportation in the region by providing up to date information on the location, severity and extent of congested corridors and intersections. Findings of the CMP report are used to assist in the selection of projects to be Prioritized for TIP consideration, as well as assist in the prioritization of projects to be included in this document.

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 (See Appendix D). 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 four-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 4 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%.

In compliance with FHWA guidelines projects with federal earmarks are only programmed in the FY 2010 to FY 2013 TIP if the total funding is adequate for project implementation. The remaining earmarked projects will be included in appendix z for informational and tracking purposes.

High Priority Projects (HPP) High Priority Projects are congressionally earmarked projects that have been deemed as a high priority for the state where 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%

Section 129 Funds Congressional Earmarks for FFY 2008. Funding: federal – 100%, state – 0%

Section 125 Funds Congressional Earmarks for FFY 2009. 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 PVTA 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 2010-2013 TIP is consistent with the Regional Transportation Plan (RTP) for the Pioneer Valley Region. Tables 1 and 2 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

	2007 - 2010	2011 - 2015	2016 - 2020	2021 - 2025	2026 - 2030	GRAND TOTAL
	From TII	Total	Total	Total	Total	Total
Total Available for Programming in the Pioneer Valley RTP	\$ 211,406,178	\$400,102,000	\$565,183,000	\$652,511,000	\$753,749,000	\$ 2,582,951,178
<i>Recommended Maximum for Major Infrastructure Projects*</i>	\$ 58,161,375	\$56,340,000	\$74,756,000	\$86,663,000	\$100,466,000	\$ 376,386,375
<i>Recommended Minimum for Bridge Projects</i>	\$ 70,979,230	\$153,608,000	\$195,308,000	\$226,415,000	\$262,477,000	\$ 908,787,230
<i>Recommended Minimum for IM Projects</i>	\$ 20,000,000	\$30,405,000	\$43,861,000	\$50,847,000	\$58,946,000	\$ 204,059,000
<i>Recommended Minimum for Operating, Maintaining and Improving the Highway-Funded Transportation System</i>	\$ 62,265,573	\$159,749,000	\$251,258,000	\$288,586,000	\$331,860,000	\$ 1,093,718,573

* Total of all Federal Earmarks used for 2007 - 2010 total

Table 2
Transit Operating and Maintenance Expenditures

	2007 - 2010	2011 - 2015	2016 - 2020	2021 - 2025	2026 - 2030	TOTAL
Total Available for Programming in the Pioneer Valley RTP	\$ 187,540,921	\$ 258,818,336	\$ 289,994,352	\$ 324,018,124	\$ 363,032,353	\$ 1,423,404,086
<i>Urbanized Area Formula (5307)</i>	\$ 53,635,750	\$ 77,018,397	\$ 89,285,431	\$ 103,506,286	\$ 119,992,153	\$ 443,438,017
<i>Capital Fixed Guideway Program (5309)*</i>	\$ -	\$ 1,000,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 8,500,000
<i>Elderly & Disabled (5310)</i>	\$ 1,494,399	\$ 1,755,931	\$ 2,035,606	\$ 2,359,825	\$ 2,735,684	\$ 10,381,446
<i>Non-Urbanized Area Formula (5311&5340)</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>JARC (5316)</i>	\$ 1,547,213	\$ 1,817,874	\$ 2,107,415	\$ 2,443,071	\$ 2,832,189	\$ 10,747,763
<i>New Freedoms (5317)</i>	\$ 946,499	\$ 1,111,547	\$ 1,288,588	\$ 1,493,827	\$ 1,731,754	\$ 6,572,215
<i>State Capital Investment</i>	\$ 13,150,662	\$ 19,254,599	\$ 22,321,358	\$ 25,876,571	\$ 29,998,038	\$ 110,601,229
<i>State Contract Assistance for Operations</i>	\$ 74,049,299	\$ 103,463,612	\$ 117,059,581	\$ 132,442,171	\$ 149,846,160	\$ 576,860,823
<i>Local Assistance</i>	\$ 22,230,087	\$ 27,787,608	\$ 27,787,608	\$ 27,787,608	\$ 27,787,608	\$ 133,380,519
<i>Fairbox Revenue</i>	\$ 20,487,012	\$ 25,608,765	\$ 25,608,765	\$ 25,608,765	\$ 25,608,765	\$ 122,922,074

* Assumes \$500,000 a year for Springfield/Hartford/New Haven Commuter Rail beginning in 2014

Source: Regional Transportation Plan, updated 2006

II. PUBLIC PARTICIPATION SUMMARY AND CHANGES

The DRAFT FFY 2009-2012 TIP underwent a public review and comment period consistent with the Pioneer Valley Region Public Participation Process. This began July 17, 2009 and continued for 30 days until August 17, 2009. 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 2010-2013 TIP:

Transit Comments

Comments by	Projis	Comment	Action	Date
PVTA	Transit TIP	Add line in the Economic Stimulus section for Operating Assistance equal to 10% of our ARRA funds (\$1,625,945). Reduce the Van line item by the full \$990,000 that was originally in the TIP and the Transit Security line item by \$635,945 to reflect projects that will no longer be funded by the federal dollars in this specific ARRA grant (MA-96-X0002-00). It is our intention to fund the Vans (\$990,000) and this portion of the Security projects (\$635,945) with State funds being flexed from Highway funds to PVTA to make up the 10% of ARRA funds that are now allocated to Operating Assistance.	Transit TIP updated	8/13/2009

Highway Comments

Comments by	Projis	Comment	Action	Date
PVPC		Add \$1,400,000 (FRA-HSR) to FY2010 section 1C for New England High Spread Rail Corridor	Funding added	7/17/2009
West Springfield	603730	Please consider West Springfield Connecticut Riverwalk and Bikeway for the second round of ARRA funding (\$2,375,000)	Comment noted	7/14/2009
Ware		The MPO should also be commended for its effort to advance regionally significant projects within the FFY2010-FFY2013 TIP. Here again, the mix of projects reflects attention to the need for transportation improvements within our urban centers, and on the vital connector routes to less densely populated communities as well. While it is unfortunate that no CMAQ funds will be available to the region, I do recognize that further development of commuter rail outside of our own region will provide benefits to the Commonwealth as a whole. We can only hope that other regions will be as ready to help us in future years, particularly as we plan for regularly scheduled commuter rail access to Hartford, Boston and Albany. In this regard, the Palmer (Depot Village) passenger rail station could provide an important embarkation point for travelers in the region. I hope that this opportunity will be addressed in planning activities in future years.	Comment noted	7/30/2009
Ware		I am also pleased that the MPO continues to support the proposed improvements to the Ware River Secondary Track. The impacts of the project, in terms of immediate job creation and long-term job retention, certainly make this project eligible for the proposed use of ARRA funds. The short-line railroad is a vital transportation connector for a	Comment noted	7/30/2009

		number of industries along the Ware River Valley corridor. More importantly, it provides major industries in Indian Orchard with a key link to Intermodal distribution facilities. I wholeheartedly endorse the inclusion of this project in the TIP.		
Senator Stephen M. Brewer	FRE - 101	I am writing on behalf of the Town of Ware (Contact: Paul Hills, Community Development Director, 126 Main Street, Ware, MA 01 082; Telephone: 4 13-967-71 36 EXT. 186) relative to its interest in obtaining economic stimulus funds for the Ware River Secondary Track. The Town of Ware is attempting to secure funding through the FFY2010 Element of the FFY 2010-2013 Transportation Improvement Program (TIP). As you may know, the Ware River Secondary Track is owned by the Commonwealth of Massachusetts and leases the rights of way to several corporations in the region. These companies are paramount to the future economic needs of the communities that they serve. Granting this funding would be beneficial to the area workers who would be employed by this project and the local businesses who depend on this track. I would appreciate your strong consideration of this matter at your earliest possible convenience and contacting the Town of Ware directly. It would also be appreciated if you would provide me with a copy of any correspondence that you may have with Mr. Hills in this regard.	Comment noted	7/31/2009
PVPC	602912	Add \$800,000 (section 122 funds) to Section 1C FY2013 for construction of Chicopee River walk	Funding added	8/3/2009
Ware	FRE - 105	See attached article supporting service by Amtrak's Vermonter along Vermont Central corridor through Palmer and Amherst	Noted/See attached article	8/5/2009
Ware	FRE- 101	See attached article supporting freight rail services offered by the MassCentral Railroad on the War River Line.	Noted/See attached article	8/5/2009
Davio Danielson Executive Committee Hampshire COG		I just spent a few hours familiarizing myself with the draft TIP. Fascinating reading, both for what is included and what is not. Did I miss it, or are the requirements for a conforming transportation plan silent on the total populations' transportation needs and transportation-related CO2 emissions for the region? I presume public transportation is covered in some other report, but is the availability of public transportation a factor in assigning priorities for repairs and new construction? Is traffic flow and impact on vehicle miles driven a factor in deciding which bridges and roads to fix? Now that the courts have ruled that under the Clean Air Act DEP can regulate CO2 and other greenhouse gasses, is it permissible to look beyond ozone and VOC's in considering transportation impacts? Are innovative approaches to traffic flow such as 1) no idling zones, 2) traffic-actuated signal systems, 3) replacing stop signs with yield signs where safety considerations permit, 4) park and ride programs etc. etc. allowable elements of a TIP? Overall, this TIP looks like business-as-usual, unrelated to the sense of urgency I feel about Climate	Comment noted	8/6/2009

		<p>Disruption and the huge amounts of methane about to bubble out of the so-called permafrost. Has the PVPC looked at other approaches and options for making transportation in the Valley more efficient and less impact on the environment? Might it have plans to do so?</p>		
<p>Robert H. Claflin, Administrator Applewood at Amherst</p>	<p>604043</p>	<p>I wish to express comment, on behalf of Applewood at Amherst and the resident community that resides here, on the 2010-2013 Transportation Improvement Program, project # 604043, Rte 116 Atkins Corner. 1. That state project #604043, Rte 116 Atkins Corner for @439289 be funded under Part 1A: Federal Aid Target Projects with Surface Transportation Program (STP) funding instead of being funded under Part 1C: Federal Aid Non – Target Projects with Economic Recovery (ER) funds. This project is ready to begin in FY 2010 should not be delayed for discussions over funding the Atkins’ Corner project. This project, as it currently stands, is key to improving the current regional traffic system. All of the residential communities in this area, most housing older adults and seniors, as well as businesses, the college and museum see this project as an important improvement for addressing the many vehicular accidents at the intersections of Rte. 116 and at other adjoining roads. Once completed the project provides bus pull-off areas, traffic calming techniques that allow elderly residents to cross busy streets as well as a link to a long envisioned bike path. This project also effects fuel economy and air quality as there will be no stop signs or lights stopping traffic that currently create slow moving traffic jams at rush hours. Thank you for your consideration with this matter and that I hope I expressed to you and other members of the MPO of the importance of keeping this project scheduled for funding in FY 2010 on the TIP for 2010 and funded by a reliable source.</p>	<p>Comment noted</p>	<p>8/7/009</p>
<p>Richard C. O’Riley President ABC&D Recycling, Inc.</p>	<p>FRE-101</p>	<p>ABC&D Recycling, Inc. is a rail customer of the Massachusetts Central Railroad which operates on the Ware River Secondary, a property owned by the Commonwealth of Massachusetts. ABC&D Recycling directly employs 8 people and indirectly serves 200 other companies and their employees. We depend on the daily service performed by the Mass Central Railroad to ship loaded railcars of construction and demolition material. The upgrade of the Ware River Secondary Right-of-Way Infrastructure is needed for our continued survival as a Massachusetts rail served company. With the recent resurgence of rail freight movement and our own growth potential, we need to have this railroad Infrastructure upgraded in order that it can support our future growth.</p>	<p>Comment noted</p>	<p>8/7/2009</p>

<p>Amherst DPW</p>	<p>604043</p>	<p>I wish to submit the following comment on the Draft 2010 – 2013 Transportation Improvement Program (TIP) with regard to state project # 604043, Rte 116 Atkins Corner. 1. That state project # 604043, Rte 116 Atkins Corner for \$2,439,289, be funded under Part 1A: Federal Aid Target Projects with Surface Transportation Program (STP) funding instead of being funded under Part 1C: Federal Aid Non-Target Projects with Economic Recovery (ER) funds. This project is ready to begin in FY 2010 and should not be delayed over the discussion of Economic Recovery (ER) funds. The Metropolitan Planning Organization (MPO), chairman made it quite clear during the July MPO meeting that ER funds are not guaranteed and should not be relied upon to fund projects that are ready to proceed. This project has the second highest Transportation Evaluation (TEC) rating of the projects proposed on the FY2010 TIP. The Town will be submitting the 100 % plans this month and will complete the principle right-of-way acquisition as well. The current schedule for this project has the Town beginning water and sewer relocations this fall. The Atkins Corner project as it currently stands is a key improvement to the current regional traffic system, providing the primary north-south access on the eastern side of the Connecticut River. It will also provide another link in the long envisioned bike route from Mount Holyoke College to the other members of the Five College system. This project has also grown into the starting point of the long discussed Atkins Corner Plan in Amherst. As such the plan has garnered wide acceptance and support in the local area and in the Town as a whole. Three of the principle businesses in this area have begun developing their expansion and improvement plans around the completion of this project. To support these plans Amherst has entered into a tax incentive agreement with one of these employers to provide added incentives to continue moving their expansion plans forward. This agreement covers about 2 million dollars in improvements and the creation of 10 additional jobs for the south Amherst area.</p>		<p>8/11/2009</p>
<p>Mark K. Spiro Vice President for Finance and Administration Hampshire College</p>	<p>604043</p>	<p>On behalf of Hampshire College, I wish to submit the following comment on the Draft 2010 -2013 Transportation Improvement Program (TIP) with regard to state project # 604043, Rte 116 Atkins Corner. 1. That state project # 604043, Rte 116 Atkins Corner for \$2,439,289, be funded under Part 1A: Federal Aid Target Projects with Surface Transportation Program (STP) funding instead of being funded under Part 1C: Federal Aid Non-Target Projects with Economic Recovery (ER) funds. Hampshire College has worked closely for several years with the Town of Amherst Planning Department, the Department of Public Works, Atkins Farms Country Market, Applewood at Amherst and the residents of South Amherst in the planning of the Rte 116 Atkins Corner road project. It is important that funding for the project not be delayed over the discussion of Economic Recovery (ER) funds. I urge that the approved funding plan for the Rte 116 Atkins Corner road project</p>	<p>Comment noted</p>	<p>8/11/2009</p>

		remain in place in order that the project may begin this fall as scheduled. Completion of this project in a timely manner is essential to improving vehicular circulation and the safety of pedestrians and bikers. In addition, the Atkins corner project will provide key improvements to the current regional traffic system, providing the primary north-south access on the eastern side of the Connecticut River. It will also provide another link in the long envisioned bike route from Mount Holyoke College to the other members of the Five College system.		
City of Westfield	603783	Move HPP Design funding (\$360,000) from FY2009 section 1C to FY2010 section 1C	Funding moved	8/12/2009
Town of Amherst Public Works Committee	604043	The Public Works Committee of the Town of Amherst submits the following comment on the Draft 2010-2013 Transportation Improvement Program (TIP), in particular on State Project #604043, Route 116-Atkins Corner. We ask that the Atkins Corner project be funded under Part 1A: Federal Aid Target Projects with Surface Transportation Program (STP) funding, and not under Part 1C: Federal Aid Non-Target Projects with Economic Recovery (ER) funds. The project is ready to begin in 2010 and should not be threatened with termination--or even delayed--as a result of the uncertainty that now surrounds ER funds. The Town's Superintendent of Public Works, Guilford Mooring, tells us that ER funds are not guaranteed and may not be used to fund projects that are ready to proceed. We therefore ask that the funding be moved from ER funding to STP funding, so that this project, long in planning and now "shovel-ready, can begin. The Atkins Corner Project has already been given the second highest Transportation Evaluation rating, because it will improve traffic flow and enhance pedestrian and bicycle safety in this heavily-traveled, densely populated, and dangerous intersection. IN addition, the reconstruction of the intersection will improve traffic flow and safety for those who get on and off the busses. Further, the Town of Amherst in its master plan has designated Atkins Corner as a center of commercial development, a "village center", and the Atkins Farm corporation plans to enlarge and diversify its operatio9ns there. The Town of Amherst has committed over \$2,000,000 in tax incentives and property transfer to support and this expansion and the development of this village center. It has done so done so because the Atkins Corner project is the cornerstone of the area's economic development. For these reasons, we, the members of the Town's Public Works Committee, ask that Atkins Corner project be given stable STP funding so that construction can proceed immediately.		

<p>Town of Amherst</p>	<p>604043</p>	<p>On behalf of the Amherst Select Board, I implore the MPO to change the TIP funding category for the Route 116 - Atkins Corner Reconstruction, State project #604043. The planning for this project has been in the works for many years. It has been through countless rounds of design and approvals. It involves land swap and compensation agreements with more than half a dozen property owners. It has garnered overwhelming support from multiple Town Meeting votes. An intricate web of complex collaboration has finally and painstakingly brought this project to the cusp of construction, and it is now threatened by an unreliable TIP funding classification. Allowing this project to be compromised at this point for this reason would be an accidental indulgence of the public's cynical stereotypes about bureaucracy. Please don't let this happen. This reconstruction is vital for safety and economic development, and will benefit the Five College community and beyond. It is ready to go. Please don't let it be jeopardized by making the final piece of funding uncertain. Please amend the FY2010 TIP to include this under Part 1 A, Federal Aid Target Projects with STP funding.</p>	<p>Comment noted</p>	<p>8/13/2009</p>
<p>Wendy Hammerle Member, Manhan Rail Trail Committee, Easthampton</p>		<p>I am writing in support of the use of Economic Recovery monies to help fund projects on the Pioneer Valley TIP list, specifically to fund two projects involving the Manhan Rail Trail in Easthampton: The Manhan Rail Trail Bridge over Manhan River (ER \$620,000) - this project was removed from the Easthampton-Northampton Connector project due to constructability issues that could not be resolved before a looming "shovel ready" deadline in June, 2009. Those issues have now been resolved and the bridge project is ready to go. This bridge will complete an important link between the two cities, providing huge economic benefits, opportunities for safe, pollution-free transportation and healthful recreation for persons of all ages and abilities. The Manhan Rail Trail Coleman Road Extension (Sec 115 \$653,762; ER \$103,923) - this project has been held up for years due to asbestos in the soil from an old Zonolite plant at the site. This contamination is expected to be removed this fall by the Environmental Protection Agency under a "Time-Critical Removal Action" order. This clean-up paves the way for the construction of this short but vital piece of rail trail. Once completed, this stretch will provide safe off-road access to bicyclists, walkers and others who patronize the many shops and businesses near the Coleman Road trail head. This section is also a critical piece of the network that will ultimately stretch all the way to the Connecticut shoreline. Funding for both these projects has been carefully pieced together using Economic Recovery funds, Transportation Improvement Program funds, Community Preservation Act monies and other funds. But the support of the MPO is essential if these projects are to move forward in a timely manner. I recognize that you have many requests and limited funds but I urge you to please support both of these important projects. The entire region stands to benefit!</p>	<p>Comment noted</p>	<p>8/14/2009</p>

<p>Christopher J. Lindquist board member of the Westfield Business Improvement District and the Executive Director of the Westfield Athenaeum, the public library for the City of Westfield</p>	<p>603783</p>	<p>As a board member of the Westfield Business Improvement District and the Executive Director of the Westfield Athenaeum, the public library for the City of Westfield and one of the largest non-profits in the downtown, I was very disappointed to see the Columbia Greenway Project moved to Appendix Z in the Draft 2010-2013 Transportation Improvement Plan. Recently the Draft of the Rethinking Downtown Westfield Plan listed the Columbia Greenway as a key component in the revitalization of the downtown. Currently the Central Phase of the Greenway is at 75% design and the South Phase is at 25% design with the final design designated in the next year. I hope that you will reconsider placement of the Columbia Greenway in the 2010-2013 TIP, giving it the high priority it deserves</p>	<p>Comment noted</p>	<p>8/14/2009</p>
<p>Fran VanTreese Chair of the Amherst Public Transportation and Bicycle Committee (PTBC)</p>	<p>604043</p>	<p>As Chair of the Amherst Public Transportation and Bicycle Committee (PTBC), I urge you to fund the \$2,439,289 portion of the Atkins Corner - Route 116 project (State Project #604043) under Part 1A: Federal Aid Target Projects with Surface Transportation Program (STP) funding instead of being funded under Part 1C: Federal Aid Non-Target Projects with Economic Recovery (ER) funds. The PTBC has consistently supported Atkins Corner project because it has wide-ranging benefits to our region: • It will provide significant economic development opportunities for the area. • It will vastly increase traffic safety by improving a very dangerous intersection. • It will provide another section of a multiuse path that will eventually become a North-South alternative transportation route connecting Amherst center with points south. Furthermore, this project is ready to proceed. It should be funded in a manner that lets the work begin immediately so that the many benefits of the project can be reaped as soon as possible.</p>	<p>Comment noted</p>	<p>8/14/2009</p>
<p>Hubert E. Robert 570 Bay Road Amherst</p>	<p>604043</p>	<p>I'd like to add the following to the public comment on the Transportation Improvement Plan, with specific reference to funding Amherst's Atkins Corner Project. Despite the vigorous manner in which Amherst Town officials have advocated for the Atkins Corner Project, I would respectfully suggest that it should not be assigned a high priority for available Federal Stimulus money. Though the intersection of Bay Road, West Bay Road, and Route 116 is in need of updating, the proposal Amherst has put together is a costly, over-planned response to an otherwise fairly straightforward infrastructure issue. The two daisy-chained "roundabouts" the plan incorporates represent a far more expensive and probably less effective solution, to the intersection's redesign than a more conventional, signaled setup. I suspect the roundabouts represent not a highway design best practice, but rather a faddish, "fun" project for the Town's planning and public works staff to design and build -- much more exciting for them than a boring old traffic light setup. The village loop part of the project primarily benefits abutting landowners by increasing the value of their land; it is also</p>	<p>Comment noted</p>	<p>8/14/2009</p>

		<p>serves to facilitate luxury-priced Hampshire College's stated aspirations to become a developer of commercial real estate. Neither is, in my opinion, a valid reason to award the project scarce stimulus monies. Amherst unfortunately has a history of putting together over-planned, overpriced public works projects. The downtown parking garage, with its twice-the-necessary price tag, is one recent example. The Pioneer Valley has many other far more pressing traffic improvement needs than Atkins Corner. I would strongly urge the PVPC not recommend it for funding.</p>		
MHD	604441	<p>Easthampton Manhan Rail Trail Coleman Rd Extension: Given the likely timeline for EPA clean-up of the asbestos-contaminated soil in the project area, the project should be considered for funding as non-ARRA only. Without the EPA cleanup cost charged to the project, the project is anticipated to be fully funded with the Section 115 and HPP-596 funds, which should remain in Section 1C for 2010.</p>	Comment noted	8/17/2009
MHD	604433	<p>FFY 2013 Belchertown Route 181 (Correct Project Number is 604433) Total Cost is \$9,295,383</p>	Project Updated	8/17/2009
Ellie Fraser, Member Upper Orchard II Condominium Assoc.	604043	<p>As a member of the Upper Orchard II Condominium Association in south Amherst, I convey Association support for requests of added funding to complete the planned 'Atkins Corner' project. The Board attests to the fact that the traffic flow and congestion issues are very significant and that they have become of much greater concern in the last several years. As persons who walk, bike and/or drive daily in this community, we know too well the hazardous conditions that are frequently experienced. It would be to the welfare of all were this project completed as soon as possible.</p>	Comment noted	8/18/2009
Pauline Lannon, President Atkins Farms Country Market	604043	<p>I wish to Submit the following comment on the above draft with regard to state project #604043. 1. That state project #604043, Rte 116 Atkins Corner for \$2,429,289., be funded under Part 1A: Federal Aid Target Projects with Surface Transportation Program (STP) funding instead of being funded under Part 1C: Federal Aid Non-Target Projects with Economic Recovery (ER) funds. This project is ready to begin in FY 2010 and should not be delayed over the discussion of Economic Recovery (ER) funds. However, the Metropolitan Planning Organization (MPO) chairman made it quite clear during the July MPO meeting that ER funds are not guaranteed and should not be relied upon to fund projects that are ready to proceed. As one of the principal businesses at this location, we have invested a great deal of time and expense on plans, both architectural and landscape plans, to incorporate the future changes to our property due to the improved intersection. We have been involved in and cooperative in land taking and land swap. This project should not be delayed because the intersection, which has high traffic county, is a safety hazard. There have been numerous automobile accidents at this intersection. Also, we put out lives at risk every time we try to cross the street. The project improvements will not only make the intersection safer for pedestrians and cars, but will also</p>	Comment noted	8/15/2009

		improve area nature trails and bicycle trails. In addition, the five-college bus route stop will be taken off a busy road and moved to a slower side road. The PVPC has been involved in planning for this corner for many years so I am sure you are aware of our many problems. We would appreciate your continued support to have this project proceed in a timely manner.		
Gerard A. Majeran Terminal Manager A&R Transport, Inc.	FRE-101	A&R Packaging is a rail customer of the Massachusetts Central Railroad which operates on the Ware River Secondary, a property owned by the Commonwealth of Massachusetts. A&R Packaging directly employs 44 people and indirectly serve several other companies and there employees. We depend on the daily service performed by the Mass Central Railroad to bring in rail cars of plastic pellets that we either transload into our trucks for delivery to our customers, or package the product for our customers. The upgrade of the Ware river secondary Right-of-Way Infrastructure is needed for our continued survival as a Massachusetts rail served Company. With the recent resurgence of rail freight movement and our own growth potential, we need to have this railroad Infrastructure upgraded in order that it can support our future growth.	Comment Noted	8/13/2009
Massachusetts Central Railroad Corporation Employees	FRE-101	We, the undersigned, employees of the Massachusetts Central Railroad provide daily rail service to nine companies located along the Ware River secondary. These companies depend on our expertise in providing the safe and efficient delivery of their rail commodities. The upgrade of the Ware River Secondary Right-of-Way Infrastructure is necessary for our continued employment by the Railroad and the continued survival of these rail served companies. This Infrastructure needs to meet the future needs of these customers for their continued growth. With congestion on the highways, the movement of commodities via rail is increasing. These are truly valid reasons for us to support this Infrastructure upgrade along the Ware River Secondary.	Comment Noted	8/13/2009
Kevin D. Moriarty VP Human Resources/Administratio n Kanzaki Specialty Papers	FRE-101	Kanzaki Specialty Papers, Inc. is a rail customer of the Massachusetts Central Railroad which operates on the Ware River Secondary, a property owned by the Commonwealth of Massachusetts. Kanzaki Specialty Papers directly employs 219 people and indirectly serves 75+ companies and their employees. We depend on the daily service performed by the Mass Central Railroad for the delivery of base paper which our company uses for further processing. The upgrade of the Ware river Secondary Right of Way Infrastructure is needed for our continued survival as a Massachusetts rail served Company. With the recent resurgence of rail freight movement and our own growth potential we need to have this railroad infrastructure upgrade in order that it can support our future growth.	Comment Noted	8/11/2009

John Pondelli, Jr. President Wildwood Reload	FRE- 101	Wildwood Reload is a rail customer of the Massachusetts Central Railroad which operates on the Ware River Secondary, a property owned by the Commonwealth of Massachusetts. Wildwood Reload directly employs nine people and indirectly serves thirteen other companies and their employees. We depend on the daily service performed by the Mass Conrail Railroad to bring in rail cars of building materials such as plywood, OSB, structural steel. We also receive inbound rail cars of printing paper, road salt, wood pellets, and animal feed. The upgrade of the Ware River Secondary Right-of-Way Infrastructure is needed for our continued survival as a Massachusetts rail served Company. With the recent resurgence of rail freight movement and our own growth potential, we need to have this railroad Infrastructure upgrade in order that it can support our future growth.	Comment Noted	8/10/2009
Support the Columbia Greenway Petition	603783	We, the undersigned, wish to show our support for the Columbia Greenway project in Westfield, MA. We want to see both phases of the project realized but we think that for the benefit of Southwick and Westfield that the Southern phase should start as soon as possible. We would like to ask PVPC to raise the Columbia Greenway to the highest priority level of the TIP's status. The importance of having a bike and pedestrian path connection the two towns would be beneficial to our families by providing a fun safe place to walk, bike, and roller blade. There is a great economical advantage for both of the towns. The path will attract people from surrounding towns, new business will spur up and existing ones will thrive. (307 signatures)	Comment Noted	8/17/09
EOT	605065	Remove "Design Only" from project description and update total funding to reflect remainder of HPP earmark (\$4,449,450) and move from FY2010 section 1C to FY2011 section 1c	Project Updated	9/1/2009
EOT		Connecticut River Scenic Farm Byway-Land project move TCSP and Scenic Byway funding from FY2010 section 1C to FY2011 section 1C – IF PROJECT WILL NOT BE READY IN FY2010	Project moved pending approval	9/1/2009
EOT	605569	Spring and Elliot Street Improvements - Design only has been assigned Projis # 605569	PROJIS # added	9/1/2009
Advanced Drainage Systems, Inc	FRE- 101	Advanced Drainage System, Inc. is a rail customer of the Massachusetts Central Railroad which operates on the Ware River Secondary, a property owned by the Commonwealth of Massachusetts Advanced Drainage System, Inc. directly employs 111 people and indirectly serves 2,000 other companies and their employees. We depend on the daily service performed by the Mass Central Railroad to bring in rail cars of plastic pellets that we transload into our trucks to bring to our plant in Ludlow, MA. For manufacturing of plastic drainage pipe. The upgrade of the Ware River Secondary Right-of-Way Infrastructure is needed for our continued survival	Comment noted	8/19/2009

		as a Massachusetts rail served Company. With the recent resurgence of rail freight movement and our own growth potential, we need to have this railroad Infrastructure upgraded in order that it can support our growth.		
Palmer Redevelopment Authority	FRE-101	The Massachusetts Central Railroad and its predecessors have served the Towns along the Ware River Valley for over 100 years. The value of the Railroad to the local economy is important enough that rather than have it abandoned 30 years ago, the Commonwealth purchased the Right of Way. This Right of Way is referred to as Ware River Secondary. The Railroad provides daily service to nine Companies located on its line who depend on the railroad for delivery of their products. These companies employ over 1,000 people The upgrade of the Ware River Secondary Right of Way Infrastructure is needed for the continued survival of these rail-served Massachusetts companies. With the recent resurgence in the movement of freight by rail, the congestion on the highways, the environmental issues we face and the growth potential of these companies, we need to have this Infrastructure upgraded, in order that it can the needs of the future.		
Town of Barre	FRE-101	This letter is in conjunction with the above captioned matter and has been duly authorized by the Barre Board of Selectmen. The Massachusetts Central Railroad and its predecessors have served the towns along the Ware River Valley for over one-hundred years(100). The value of the railroad to the local economy is important enough that rather than have it abandoned thirty (20) years ago. The Commonwealth purchased the right of Way (ROW). This ROW is referred to as the Ware River Secondary. The Railroad provides daily service to nine (9) companies located on its line who depend on the railroad for the delivery of their products and these companies employee over one thousand (1,000) people. The upgrade of this ROW infrastructure is needed for the continued survival of these rail-served Massachusetts companies. With the recent resurgence in the movement of freight by rail, the congestion on highways, the environmental issues we face and the growth potential of these companies, we need to have this ROW infrastructure upgraded in order to meet future demand.	Comment Noted	8/11/2009
Town of Hardwick	FRE-101	The Massachusetts Central Railroad and its predecessors have served the towns along the Ware River Valley for over 100 years. The value of the railroad to the local economy was important enough, that rather than have it abandoned 30 years ago, the Commonwealth of purchased the Right of Way. This	Comments Noted	8/10/2009

		<p>Right-of Way is referred to as the Ware River Secondary</p> <p>The Railroad provides daily service to nine (9) companies located on its line who depend on the railroad for the delivery of their products and these companies employ over 1,000 people.</p> <p>The upgrade of the Ware River Right of Way infrastructure is needed for the continued survival of these rail-served Massachusetts companies. With the recent resurgence in the movement of freight by rail, the congestion on highways, the environmental issues we face and the growth potential of these companies. There is have need to have this infrastructure upgraded in order that it can meet the needs of the future</p>		
Amherst Town Manager	604043	<p>Please allow this letter to serve as my strongest recommendation that the Metropolitan Planning Organization (MPO) do everything in its power to advocate for the funding of \$2,439,289 for the fiscal year 2010 Transportation Improvement Program (TIP). I understand that the original TIP approval is included in a funding category that has not been guaranteed. This critical safety project improves an important but dangerous road that connects Amherst and South Hadley. The project is also an important but dangerous road that connects Amherst and South Hadley. The project is also an important economic development catalyst that will lay the public infrastructure needed to stimulate appropriate private development. Atkins Farm, a regional destination for locally grown and produced products, has received Tax Increment financing approval from the Town of Amherst to construct a major addition and to add jobs. Hampshire College has plans to construct Veridian Village, condominium project designed to attract lifelong learners to South Amherst. Both projects are dependent upon the Atkins road project going forward as conceived and as scheduled</p>	Comments Noted	8/12/2009
Anne Gobi State Representative 5 th Worcester District	FRE-101	<p>am pleased to offer my endorsement for improvements to the Ware River Valley Secondary Track. Rail service and the ability to move goods is crucial to the economic development of the region that is served by the Ware River Valley Secondary Track. I am aware of long term goals of the Commonwealth and a desire to utilize more rail service to alleviate truck transport for freight. I appreciate the fact that the Metropolitan Planning Organization has renewed its support of the project and I wholeheartedly support the project as well.</p>	Comments Noted	8/19/2009

COMMENT RECEIVED DURING PUBLIC REVIEW OF PROPOSED CHANGES (12/21/2009 – 1/5/2010)

Comment By:	Projis	Comment	Action	Date
MassCentral Railroad Corporation	FRE-101	As the year comes to a close and the final stimulus funds are being dispersed, I am again asking that you support the rehabilitation of the Ware River Secondary and the Massachusetts Central Railroad operates this rail line from Palmer to Barre, under Agreement with the MassDOT. The Commonwealth of Massachusetts owns the track known as the Ware River Secondary and the Massachusetts Central Railroad operates this rail line from Palmer to Barre, under Agreement with the MassDOT. The rebuilding of the Ware River Secondary rail INFRASTRUCTURE has been on the STIMULUS LIST of "shovel ready projects" for many months. This Rail Project has had the ongoing support of MassDOT/Rail. The Pioneer Valley Planning Commission (MPO), The Central Massachusetts Regional Planning Commission (MPO), Congressman John Olver, Congressman Richard Neal, Senator Steven Brewer, Representative Anne Gobi, and ALL the Towns and Businesses that we serve. Reliable and continued rail service is essential to our rail customers. Our customers directly employ over 1,000 Massachusetts workers and their products and services provide employment for many times that number. According to studies by the Association of American Railroads.....every \$1.00 invested in improving rail infrastructure generates \$3.00 in economic growth activity. Every \$1 billion of investment in improving rail infrastructure creates 20,000 jobs. As we look ahead to our transportation issues for 2010 and beyond, it is apparent that expanding the role of rail passenger and rail freight is essential for our economy, our environment and our healthy lives. I am therefore again asking for your support of the \$4 million Stimulus Fund for this project. With the new ownership of the Mass Central Railroad our business has grown. Along with our growth, the Economic Growth of Central Massachusetts has followed. Without a major rebuilding of your own track, this growth can not continue	Comments noted	12/28/2009
MassDOT Highway Division 1	605582	Cummington Route 9 Resurfacing project (FFY 2011) does not have a Project ID number listed. The project was approved by the Project Review Committee earlier this year and was assigned the number 605582	Project ID number added	12/29/2009

<p>Town of Ware, Community Development Department</p>	<p>FRE-101</p>	<p>Please accept these comments on the (amended) FY2010 element of the proposed FY2010 -FY2013 Transportation Improvement Plan (TIP). In reviewing the proposed project list, I find that the improvements to the Ware River Secondary Track have not been included for funding. Nevertheless, I believe that the MPO may have an opportunity to keep the door open for funding this important project. While I understand that the MPO has a responsibility to endorse a TIP that is fiscally constrained, the funding stream that is provided through the American Recovery and Reinvestment Act presents a unique opportunity to secure the necessary funds for the Ware River rail improvements. It seems quite possible that approved projects from other jurisdictions may fall by the wayside. This could lead to a reallocation of funds from other states, or other regions within the Commonwealth, that will advance a truly "shovel-ready" project such as this one. I suggest that the Ware River Secondary Track project be added to the FY2010 TIP list as a place-holder, with the source of funds "to be determined". Should ARRA funds become available, the project could then be put out for bid without the need for the MPO or the Commonwealth to return to the TIP amendment process. Allow me to close by saying that I appreciate your past support for improvements to the Ware River Secondary Track and remain confident that you will act in the best interests of the region as a whole</p>	<p>Comments noted</p>	<p>12/29/2009</p>
<p>Town of Ware</p>	<p>FRE-101</p>	<p>At their meeting on December 29, 2009 the Ware Board of Selectmen voted their support for the inclusion of the Ware River Secondary Track improvement project in the FY2010 Transportation Improvement Plan. The Board views the project as essential to the future economic well being of the region because several major employers depend on the Ware River line for efficient transportation of raw materials and finished products. Without this important transportation link, these key industries might not survive. Several businesses have made significant investment in recent years in plant expansion and processing capacity. These include Kanzaki Specialty Papers, A&R Transportation and ABC&D Recycling in Ware, and Wildwood Reload in South Barre. Their private investment has been complemented by safety enhancements at several grade crossings and the planned replacement of the rail bridge over Route 9 (East Street) in Ware. Unfortunately, while these improvements have gone on, deterioration of track and ties has led to weight and speed restrictions along this active rail corridor. The proposed \$4million investment will bring the track to a solid Class 2 performance standard. It will immediately provide new jobs in construction trades, and secure long term employment opportunities at the industries along the line. We ask that you give careful consideration to the inclusion of this project in the current Transportation Improvement Plan. Thank you</p>	<p>Comments noted</p>	<p>12/30/2009</p>

<p>State Senator Stephen M. Brewer</p>	<p>FRE-101</p>	<p>I am pleased to be writing on behalf of the Town of Ware (Contact: Paul E. Hills, Director Town of Ware Community Development Department. 126 Main Street, Ware. MA 01082; Telephone: 413-967-9648. ext. 120), relative to its request for funding to improve the Ware River Valley Secondary Track.</p> <p>It is my, understanding that the Town of Ware is seeking \$4 million to make improvements to the railroad corridor that runs from Palmer to South Barre. It is my further understanding that this project was previously advanced by the Massachusetts Department of Transportation as a Transportation Improvement Plan where the finding was to come from the American Recovery and Reinvestment Act (ARRA). It is also my understanding that Governor Deval Patrick was responsible for the project selection and the Ware River Valley Secondary Track did not make his priority list. It is my additional understanding that the project has received an unprecedented level of support from the region with residents, businesses, and local officials. I am also in strong support of the Town of Ware's request and I would appreciate your consideration of this important matter. It would also be appreciated if you would provide me with a copy of any correspondence that you may have with the Town of Ware in this regard. Thank you for your time and attention to this matter.</p>	<p>Comment Noted</p>	<p>1/5/2010</p>
<p>PALMER REDEVELOPMENT AUTHORITY</p>		<p>The Town of Palmer currently has a unique and exciting opportunity for creating jobs and producing revenue for Western Massachusetts. Reinstating passenger railroad service to Union Passenger Station has the ability to spark the economic growth needed in these economically challenged times. Our plan also includes the construction of a parking facility to accommodate short & long term parking, as well as a recreational facility to act as a town common for hosting events and festivals. These two projects, along with restoring passenger service back to Palmer combine to make a tremendous revenue generator for the Town of Palmer. With much of the infrastructure already in place, our project can utilize the funding provided to us in the most proficient way, ensuring our projects overall success and quick completion. Platform construction with walkway and Subway Entrance construction is estimated at \$500,000.00 Maximum for completion. Parking Lot & Lighting estimate of \$800,000.00. Recreational Theme-Park & Relocation of the Highway Department estimates at \$3.5 Million including building & rebuilding. The Palmer Redevelopment Authority would ask to seek funds for all funding or individually funding; Total project cost would be \$4.8 Million.</p> <p>We are proud to say that we are not alone in our efforts, and have an ever-growing list of letters of support from local communities and organizations, state and regional officials, railroad industry representatives and even our community residence praising and supporting</p>	<p>Comment Noted</p>	<p>1/5/2010</p>

	<p>our efforts. Our current list of supporters include:</p> <ul style="list-style-type: none"> - MA State Representative Todd Smola - MA State Senator Stephen Brewer - MA Lt. Governor Timothy Murray - Town of Palmer - Town of Amherst - Town of Ware - Town of Erving, CT - Town of Brimfield - Town of Stafford, CT - Town of Sturbridge - Town of Southbridge - Town of Warren - Town of Webster - Town of Wales - Old Sturbridge Village - State of Vermont Rail Service (The Vermonter) - Crimmins & Graveline Insurance Agency - Marc Graveline - Quaboag Hills Chamber of Commerce - Leonard Weake, - Palmer Economic Development Advisory Committee - Paul Burns - Rail America Operations - Charles Hunter (Director of Operations - East) <p>... and the list continues to grow every week.</p> <p>Some of the competitive advantages to reinstating passenger rail service include:</p> <ul style="list-style-type: none"> •Extensive Road Network to funnel rail passengers-leading to the Regional HUB of Palmer •High Population Count •Existing rail provides additional rail links to other parts of CT drawing from the Central MA region, which supplements the current link from Springfield which is only realistically feasible by boarding in Palmer •Existing rail infrastructure can be utilized without constructing new rail – thus allowing this to occur in minimal amount of time •Minimal Required Improvements for new passenger platform as opposed to new or full track upgrades and new rail stations •Time of Implementation – short - favorable with funding and support by all stakeholders with A.R.R.A. Funding •Costs – very favorable on return •Future Developments/Expansion – Special Events •Growing Customer Base/Market <p>We have a presentation detailing all of our short & long term goals for success, plans for development, and projected start up cost and revenue figures that was presented to the Massachusetts Department of Transportation, and can be made available for your review at anytime. We ask that you please take advantage of this great opportunity and help us give back to the State of Massachusetts. By allowing MBTA Service from Amherst to Palmer via</p>		
--	--	--	--

		Worcester/Boston, our plan is also favorable to regional economic growth. The Lakeshore Limited is also on our door step as we speak, and our region wants to access this now.																						
Philip Opielowski, Palmer, MA Chairman, Palmer Public Library Railroad Advisory Board Member, Palmer Rail Coalition	FRE-101	<p>It has been brought to my attention that ARRA stimulus dollars may be available to perform critical upgrades to the track of the "Ware River Secondary", the 25-mile line that is owned by the Commonwealth and leased to the Mass Central Railroad between Palmer and Barre. This communication is in reference to the Regional Transportation Improvement Plan (TIP). The availability of any portion or all of approximately \$4 million available dollars are a very small sum to invest to realize greater economic returns to the region encompassing Ware, Hardwick, and Barre.</p> <p>I currently understand that this line is operable with an industry standard 286,000# loading factor, however I believe this standard exists only between Palmer and as far as the town of Ware for about 12 miles of its 25-mile total. It would be in the best interests of communities north of Ware to include Hardwick and Barre to have a rehabilitated track refurbished to the higher 286K standard. In this way, there exists a greater potential to locate new industries that transport goods using freight cars built to accommodate heavier lading. Thus, this higher standard track may very well entice new industry and stimulate new employment.</p> <p>I strongly propose an aggressive pursuit of these funds to perform this upgrade.</p>	Comment noted	1/5/2010																				
PVTA	Transit TIP	<p>We plan to spend these amounts in the following Federal Fiscal Years:</p> <table border="1"> <thead> <tr> <th><u>FFY09</u></th> <th><u>FFY10</u></th> <th><u>FFY11</u></th> <th><u>TOTAL</u></th> </tr> </thead> <tbody> <tr> <td>JARC</td> <td></td> <td></td> <td></td> </tr> <tr> <td>\$112,374</td> <td>\$337,123</td> <td>\$0</td> <td>\$449,497</td> </tr> <tr> <td>NF</td> <td></td> <td></td> <td></td> </tr> <tr> <td>\$6,688</td> <td>\$80,780</td> <td>\$79,260</td> <td>\$166,728</td> </tr> </tbody> </table>	<u>FFY09</u>	<u>FFY10</u>	<u>FFY11</u>	<u>TOTAL</u>	JARC				\$112,374	\$337,123	\$0	\$449,497	NF				\$6,688	\$80,780	\$79,260	\$166,728	Changes made	1/5/2010
<u>FFY09</u>	<u>FFY10</u>	<u>FFY11</u>	<u>TOTAL</u>																					
JARC																								
\$112,374	\$337,123	\$0	\$449,497																					
NF																								
\$6,688	\$80,780	\$79,260	\$166,728																					

Lenny Weake President Quaboag Hills Chamber of Commerce 3 Converse Street Suite 103 Palmer, MA 01069	FRE-101	It has been brought to my attention that ARRA stimulus dollars may be available to perform critical upgrades to the track of the "Ware River Secondary", the 25-mile line that is owned by the Commonwealth and leased to the Mass Central Railroad between Palmer and Barre. This communication is in reference to the Regional Transportation Improvement Plan (TIP). The availability of any portion or all of approximately \$4 million available dollars are a very small sum to invest to realize greater economic returns to the region encompassing Ware, Hardwick, and Barre. I strongly propose an aggressive pursuit of these funds to perform this upgrade. If you have any questions please feel free to call me.	Comment noted	1/5/2010
---	---------	---	---------------	----------

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 January 6, 2010 and discussed the following item for endorsement: Amendments to The Pioneer Valley Region's Federal Fiscal Years 2010 – 2013 Transportation Improvement Program (TIP).

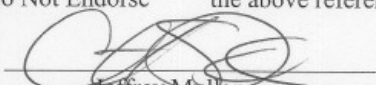
Massachusetts Department of Transportation (Mass DOT)

I, Secretary of the Massachusetts Department of Transportation, hereby

Endorse

Do Not Endorse

the above referenced item.


Jeffrey Mahan
Secretary & CEO Mass DOT

6 Jan 10
Date

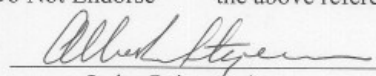
Massachusetts Department of Transportation Highway Division

I, Administrator of the Highway Division of MassDOT, hereby

Endorse

Do Not Endorse

the above referenced item.


Luisa Paiewonsky
Administrator, Mass DOT

01/06/10
Date

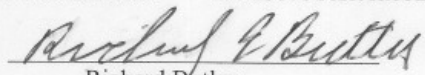
Pioneer Valley Planning Commission (PVPC)

I, Chair of the Pioneer Valley Planning Commission, hereby

Endorse

Do Not Endorse

the above referenced item.


Richard Butler
Chair - PVPC

6 Jan 10
Date

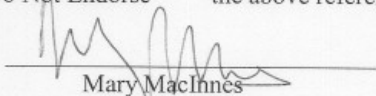
Pioneer Valley Transit Authority (PVTA)

I, Administrator of the Pioneer Valley Transit Authority, hereby

Endorse

Do Not Endorse

the above referenced item.


Mary MacInnes
Administrator - PVTA

01/06/10
Date

City of Springfield

I, Mayor of the City of Springfield, hereby

Endorse Do Not Endorse the above referenced item.

Domenic Sarno
Mayor-Springfield

Date

City of Chicopee

I, Mayor of the City of Chicopee, hereby

Endorse Do Not Endorse the above referenced item.

Michael Bissonnette
Mayor-Chicopee

Date

City of Northampton

I, Mayor of the City of Northampton, hereby

Endorse Do Not Endorse the above referenced item.

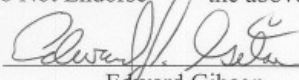
Mary Clare Higgins
Mayor-Northampton

Date

City of West Springfield

I, Mayor of the City of West Springfield, hereby

Endorse Do Not Endorse the above referenced item.



Edward Gibson
Mayor-West Springfield

January 6, 2010

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

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

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.

CERTIFICATION OF THE 3C PLANNING PROCESS

Concurrent with the submittal of the proposed TIP to the FHWA and the FTA, the MPO shall certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
10. Anti-lobbying restrictions found in 49 USC Part 20. No appropriated funds may be expended by a recipient to influence or attempt to influence an officer or employee of any agency, a Member of Congress, in connection with the awarding of any Federal contract.

Executive Office of Transportation and Public Works (EOTPW)

I, Secretary of the Executive Office of Transportation and Public Works, hereby

Endorse Do Not Endorse the above referenced item.



 James Aloisi
 Secretary - EOTPW

08/19/09
 Date

Massachusetts Highway Department (MHD)

I, Commissioner of the Massachusetts Highway Department, hereby
 Endorse Do Not Endorse the above referenced item.



Luisa Paiewonsky
Commissioner - MHD

08/19/09
Date

Pioneer Valley Planning Commission (PVPC)

I, Chair of the Pioneer Valley Planning Commission, hereby
 Endorse Do Not Endorse the above referenced item.

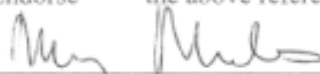


Henry A. Barton
Vice Chair - PVPC

8/19/09
Date

Pioneer Valley Transit Authority (PVTA)

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

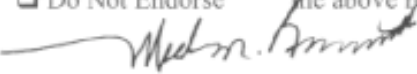


Mary MacInnes
Administrator - PVTA

8/19/09
Date

City of Chicopee

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




Michael Bissonnette
Mayor-Chicopee

8/19/09
Date

City of Holyoke

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



Michael Sullivan
Mayor-Holyoke

8/19/09
Date

Town of West Springfield

I, Mayor of the Town of West Springfield, hereby

Endorse Do Not Endorse the above referenced item.



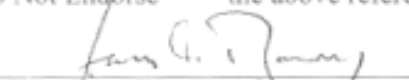
Edward Gibson
Mayor-West Springfield

Aug. 19, 2009
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

8/19/09
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

17 Sep 09
Date

FUNDING INFORMATION

Federal Aid Funding Targets

The EOT provided the revised PVPC federal aid highway funding targets and CMAQ targets for the region on July 1, 2009. The targets are provided for FFYs 2010 through 2013 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 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 reasonably be expected have been included. Table 3 shows both these target amounts and the amounts programmed for highway projects during fiscal years 2010-2013. 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 3
Federal Highway Financial Plan

Fiscal Year	Federal Target	Federal Aid Programed	CMAQ Target	CMAQ Funded	HSIP Target	HSIP Funded
2010	\$13,160,663	\$13,093,718	\$0	\$0	\$1,080,992	\$1,080,992
2011	\$12,088,335	\$12,088,335	\$0	\$0	\$1,080,992	\$1,080,992
2012	\$11,716,841	\$10,988,901	\$0	\$0	\$1,080,992	\$1,080,992
2013	\$9,396,840	\$8,629,811	\$2,161,984	\$2,161,984	\$1,080,992	\$1,080,992

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 4 represents both apportioned items as well as discretionary items. The total programmed amount represents both the federal, state and local contributions.

Table 4
Federal Transit Financial Plan

Fiscal Year	Total Programmed
2010	\$108,779,125
2011	\$78,474,264
2012	\$80,135,714
2013	\$82,257,684

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.

Regional Target - The total combined Federal and State dollar amount provided for project funding

TEC Score – Transportation Evaluation Criteria (TEC) is used by the TIP sub-committee to rank each potential TIP project

V. FEDERAL AID REGIONAL PROJECT LISTINGS

The following is a complete listing of the Pioneer Valley Federally Funded Transportation Improvement Projects for Fiscal Years 2010-2013.

Table 5

Section 1: FEDERALLY FUNDED PROJECTS: YEAR 2010

Project Description	City/Town	Project ID	Funding	Fed. Funds	State Funds	Total Cost	Req. Target	TEC Score
Part 1A: Federal Aid Target Projects								
*1-91 ITS (\$30,761,644)	Region Wide	603903	STP	\$1,252,799	\$313,200	\$1,565,999		8.22
*Main St. (Rte. 20) and Park Square Hwy Improvement (\$15,000,000)	Westfield	603318	STP	\$3,995,081	\$998,770	\$4,993,851		11.75
*Manhan Rail Trail Coleman Road Extension (\$1,176,000)	Easthampton	604441	STP	\$83,138	\$20,785	\$103,923		5.3
*Routes 10/202 resurfacing (center) (\$5,467,531)	Southwick	604154	STP	\$1,831,731.2	\$457,932.8	\$2,289,664		8.02
*Intersection improvements, Chapin at East Street	Ludlow	604437	STP	\$864,793.6	\$216,198.4	\$1,080,992		8.15
*Mahan Rail Trail Bridge over Manhan River	Northampton/Easthampton	605728	STP	\$496,000	\$124,000	\$620,000		5.32
*Rte 116 Atkins Corner (\$7,508,980 MHD price 6/30/09)	Amherst	604043	STP	\$1,951,431	\$487,858	\$2,439,289		10.45
				\$10,474,974	\$2,618,744	\$13,093,718	\$13,160,663	\$66,945
No CMAQ Funds Available				\$0	\$0	\$0	\$0	\$0
				\$0	\$0	\$0	\$0	\$0
*Routes 10/202 resurfacing (center) (\$5,175,000)	Southwick	604154	HSIP	\$972,893	\$108,099	\$1,080,992	\$1,080,992	8.02
				\$972,893	\$108,099	\$1,080,992	\$1,080,992	\$0
Part 1B: Federal Aid Bridge Projects								
Great River Bridge	Westfield	600933	A/C Bridge	\$800,000	\$200,000	\$1,000,000		
Bridge Rehabilitation Route 116 Chicopee/Cabot St. over Conn. River and PVR	Chicopee/Holyoke	82611	A/C Bridge	\$800,000	\$200,000	\$1,000,000		
Bridge Replacement State Street over the Ware River	Palmer	604030	BR	\$2,278,649	\$569,662	\$2,848,311		
Bridge Replacement, King's Bridge over Quaboag River	Brimfield/Palmer	603705	SBF	\$2,300,000	\$575,000	\$2,875,000		
				\$6,178,649	\$1,544,662	\$7,723,311		
Part 1C: Federal Aid Non-Target Projects								
Route 5 Reconstruction	West Springfield	604210	Sec. 117	\$4,722,856	\$0	\$4,722,856		8.78
*Route 116 Atkins Corner	Amherst	604043	Sec. 129	\$1,470,000	\$0	\$1,470,000		10.45
*Route 116 Reconstruction and alignment	Amherst	604043	HPP-1271	\$2,879,681	\$719,920	\$3,599,601		10.45
Landscaping Connectivity Study UMMASS	Amherst		Sec. 125	\$285,000	\$0	\$285,000		10.45
Spring and Elliot Street Improvements - Design only	Springfield	605569	Sec. 125	\$114,000	\$0	\$114,000		
*1-91 Fiber and Conduit Project - design/build	Region wide	603903	IM DISC	\$1,900,000	\$211,111	\$2,111,111		8.22
Public Improvements to Springfield Symphony Hall	Springfield	604603	HPP-3115	\$215,977	\$53,994	\$269,971		2.52
*Holyoke Canalwalk and streetscape improve (Phase 2) Design only	Holyoke	603263	Sec. 115	\$250,000	\$0	\$250,000		5.3
*Manhan Rail Trail Coleman Rd. Extension - construction	Easthampton	604441	Sec. 115	\$653,762	\$0	\$653,762		
*Norwottuck-Manhan Trail connections (1998) - funding for Coleman Rd extension	Easthampton, Amherst	12828, 6030	HPP-596	\$334,652	\$83,663	\$418,315		8.02
*Route 10/202 Resurfacing (Center section)	Southwick	604154	Sec. 112	\$1,800,000	\$0	\$1,800,000		8.02
*Route 10/202 Resurfacing (Center section)	Southwick	604154	Sec. 125	\$296,875	\$0	\$296,875		
*Keystone Arch Bridges restoration	Becket/Middlefield/Chester	602967	SW-Enh	\$403,360	\$200,840	\$1,004,200		11.75
*Main St. (Rte. 20) and Park Square Hwy Improvement (\$15,000,000)	Westfield	603318	ER**	\$5,440,281	\$0	\$5,440,281		8.15
*Intersection improvements, Chapin at East Street	Ludlow	604437	ER**	\$220,028	\$0	\$220,028		5.6
East Street reconstruction (Footprint)	Chesterfield	604718	ER**	\$3,305,000	\$0	\$3,305,000		
Pioneer Valley Transit Authority Operating Assistance Flex	Region wide		ER**	\$1,625,945	\$0	\$1,625,945		
Resurface and Related Work Burnett Rd: New Lombard to Ludlow T.L.	Chicopee	605709	ER**	\$1,100,000	\$0	\$1,100,000		
Resurface and Related Work Westfield Rd (202): Ashley Rd To Old County Rd	Holyoke	605643	ER**	\$1,545,000	\$0	\$1,545,000		
Resurfacing and Related Hadley Street (47)	South Hadley	605673	ER**	\$1,500,000	\$0	\$1,500,000		
Landscaping on Columbus Avenue (East & West) along I-91 Ramp relocation	Springfield	603543	ER**	\$1,800,000	\$0	\$1,800,000		
Route 116 Resurfacing S/O Route 9 to Hampshire College Entrance	Amherst	605648	ER**	\$2,300,000	\$1	\$2,300,000		\$18,836,254
New England High Speed Rail	Region wide		FRA-HSR	\$700,000	\$700,000	\$1,400,000		
Columbia Greenway South (Design only)	Westfield	604967	HPP-1656	\$288,000	\$72,000	\$360,000		6.28
Connecticut River Scenic Farm Byway - land protection	Hadley/ South Hadley		TCSP	\$224,559	\$56,140	\$280,699		
Connecticut River Scenic Farm Byway - land protection	Hadley/ South Hadley		Scenic Byway	\$976,000	\$244,000	\$1,220,000		
				\$36,750,976	\$2,341,669	\$39,092,645		
Part 1D: Other Federal Aid Projects								
I-91 Pavement rehabilitation	Holyoke	604605	IM	\$11,101,320	\$1,233,480	\$12,334,800		
Route 33 resurfacing	Chicopee	605260	NHS PYMT	\$4,294,400	\$1,073,600	\$5,368,000		
				\$15,395,720	\$2,307,080	\$17,702,800		
				\$68,800,319	\$8,812,155	\$77,612,474		
				\$36,750,976	\$2,341,669	\$39,092,645		

*Indicates projects with multiple funding sources
 **Economic Recovery

Indicates project which did not appear on the TIP during the public review period held from July 17, 2009 to September 9, 2009

Table 6

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

Project Description	City/Town	Project ID	Funding	Fed. Funds	State Funds	Total Cost
Part 2A: Regional Priority Projects						
To be determined				\$0	\$0	\$0
Subtotal Regional Priority Projects						
				\$0	\$0	\$0
Part 2B: Priority Bridge Projects						
Bridge Replacement Route 202/Route 10 over Johnson Brook	Southwick	601322	GAN	\$0	\$2,148,417	\$2,148,417
Subtotal Priority Bridge Projects						
Total All Projects						
				\$68,547,433	\$10,897,351	\$79,444,783

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

Table 7

Section 1: FEDERALLY FUNDED PROJECTS: YEAR 2011

Project Description	City/Town	Project ID	Funding	Fed. Funds	State Funds	Total Cost	Reg. Target
Part 1A: Federal Aid Target Projects							
*I-91 ITS (\$30,761,644)	Region Wide	603903	STP	\$1,282,767	\$320,692	\$1,603,459	
Westfield St. (Rte. 20)	West Springfield	604737	STP	\$2,800,000.0	\$700,000.0	\$3,500,000	
Elm Street Reconstruction	East Longmeadow	601350	STP	\$2,800,000.0	\$700,000.0	\$3,500,000	
*Main St. (Rte. 20) and Park Square Hwy Improvement (\$15,000,000))	Westfield	603318	A/C STP	\$2,787,900.8	\$696,975.2	\$3,484,876	
Subtotal Target Projects				\$9,670,668	\$2,417,667	\$12,088,335	\$12,088,335
No CMAQ Funds Available				\$0	\$0	\$0	\$0
Subtotal CMAQ Projects				\$0	\$0	\$0	\$0
*Main St. (Rte. 20) and Park Square Hwy Improvement (\$15,000,000))	Westfield	603318	A/C HSIP	\$972,893	\$108,099	\$1,080,992	\$1,080,992
Subtotal HSIP Projects				\$972,893	\$108,099	\$1,080,992	\$1,080,992
Part 1B: Federal Aid Bridge Projects							
Bridge replacement Roosevelt Ave over Conrail Spur & Main (Double Stack) Line Springfield	Westfield	602600	BR	\$9,790,917	\$2,447,729	\$12,238,646	
Great River Bridge	Westfield	600933	A/C Bridge	\$3,200,000	\$800,000	\$4,000,000	
Bridge Rehabilitation Route 116 Chicopee/Cabot St. over Conn. River and PVRTT Chicopee/Holyoke	Chicopee/Holyoke	82611	A/C Bridge	\$4,800,000	\$1,200,000	\$6,000,000	
Subtotal Bridge Projects				\$17,790,917	\$4,447,729	\$22,238,646	
Part 1C: Federal Aid Non-Target Projects							
Hampshire County Bike Paths (Norwottuck Recons)- construction	Various	605065	HPP-1773	\$3,559,560	\$889,890	\$4,449,450	
Subtotal Non-Target Projects				\$3,559,560	\$889,890	\$4,449,450	
Part 1D: Other Federal Aid Projects							
I-91 Interstate Pavement rehabilitation	West Springfield	605587	IM	\$5,090,328	\$565,592	\$5,655,920	
Route 9 Resurfacing	Cummington	n/a	NHS PVMT	\$3,864,960	\$966,240	\$4,831,200	
Subtotal Other Federal Aid Projects				\$8,955,288	\$1,531,832	\$10,487,120	
Total Federal Projects				\$39,976,433	\$9,287,118	\$49,263,551	

*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 8

Section 2: REGIONAL PRIORITY LIST OF STATE FUNDED (NFA) PROJECTS FOR YEAR 2011

Project Description	City/Town	Project ID	Funding	Fed. Funds	State Funds	Total Cost
Part 2A: Regional Priority Projects						
To be determined				\$0	\$0	\$0
Subtotal Regional Priority Projects				\$0	\$0	\$0
Part 2B: Priority Bridge Projects						
To be determined				\$0	\$0	\$0
Subtotal Priority Bridge Projects				\$0	\$0	\$0
Total All Projects				\$39,976,433	\$9,287,118	\$49,263,551

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

Table 9

Section 1: FEDERALLY FUNDED PROJECTS: YEAR 2012

Project Description	City/Town	Project ID	Funding	Fed. Funds	State Funds	Total Cost	Reg. Target
Part 1A: Federal Aid Target Projects							
Outer Belt Street Improvements (\$2,225,319)	Springfield	604821	STP	\$915,462	\$228,865	\$1,144,327	
Amherst Rd. Reconstruction	Pelham	601154	STP	\$4,800,000	\$1,200,000	\$6,000,000	
*North end and Brightwood Infrastructure Improvements (South) (\$3,384,574)	Springfield	604449	STP	\$3,075,659	\$768,915	\$3,844,574	
Subtotal Target Projects				\$8,791,121	\$2,197,780	\$10,988,901	\$11,716,841
				\$0	\$0	\$0	\$0
Subtotal CMAQ Projects				\$0	\$0	\$0	\$0
Outer Belt Street Improvements (\$2,225,319)	Springfield	604821	HSIP	\$972,893	\$108,099	\$1,080,992	\$1,080,992
Subtotal HSIP Projects				\$972,893	\$108,099	\$1,080,992	\$1,080,992
Part 1B: Federal Aid Bridge Projects							
Bridge Replacement/pocharssic Street over PV RR & Access Rd	Westfield	160045	BR	\$2,520,349	\$630,087	\$3,150,437	
Great River Bridge	Westfield	600933	A/C Bridge	\$1,600,000	\$400,000	\$2,000,000	
Bridge Rehabilitation Route 116 Chicopee/Cabot St. over Conn. River and PVRR	Chicopee/Holyoke	82611	A/C Bridge	\$4,800,000	\$1,200,000	\$6,000,000	
Subtotal Bridge Projects				\$8,920,349	\$2,230,087	\$11,150,437	
Part 1C: Federal Aid Non-Target Projects							
*Construct Holyoke Canalwalk and streetscape improve	Holyoke	603263	HPP-4274	\$3,505,163	\$876,291	\$4,381,454	
*Construct Holyoke Canalwalk and streetscape improve	Holyoke	603263	Sec. 115	\$473,697	\$0	\$473,697	
Subtotal Non-Target Projects				\$3,978,860	\$876,291	\$4,855,151	
Part 1D: Other Federal Aid Projects							
I-91 Interstate Pavement rehabilitation	West Springfield/Holyoke	605594	IM	\$8,162,532	\$906,948	\$9,069,480	
Subtotal Other Federal Aid Projects				\$8,162,532	\$906,948	\$9,069,480	
Total Federal Projects				\$29,852,862	\$6,211,106	\$36,063,968	

*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 10

Section 2: REGIONAL PRIORITY LIST OF STATE FUNDED (NFA) PROJECTS FOR YEAR 2012

Project Description	City/Town	Project ID	Funding	Fed. Funds	State Funds	Total Cost
Part 2A: Regional Priority Projects						
To be determined				\$0	\$0	\$0
				\$0	\$0	\$0
Subtotal Regional Priority Projects						
Part 2B: Priority Bridge Projects						
To be determined				\$0	\$0	\$0
				\$0	\$0	\$0
Subtotal Priority Bridge Projects				\$29,852,862	\$6,211,106	\$36,063,968
Total All Projects				\$29,852,862	\$6,211,106	\$36,063,968

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

Table 11

Section 1: FEDERALLY FUNDED PROJECTS: YEAR 2013

Project Description	City/Town	Project ID	Funding	Fed. Funds	State Funds	Total Cost	Reg. Target	TEC Score
Part 1A: Federal Aid Target Projects								
Main Street (Route 159) Improvements	Agawam	602653	STP	\$3,343,574	\$835,893	\$4,179,467		7.77
Route 23 Resurfacing	Blandford/Russell	605614	STP	\$3,440,000	\$860,000	\$4,300,000		3.45
*Route 9 @ Route 47 Intersection Improvements	Hadley	604035	STP	\$120,275	\$30,069	\$150,344		7.17
Subtotal Target Projects				\$6,903,849	\$1,725,962	\$8,629,811	\$9,396,840	\$767,029
Chicopee Riverwalk (\$1,400,000)	Chicopee	602912	CMAQ	\$1,120,000	\$280,000	\$1,400,000		4.4
*Route 9 @ Route 47 Intersection Improvements	Hadley	604035	STP	\$609,587	\$152,397	\$761,984		7.17
Subtotal CMAQ Projects				\$1,729,587	\$432,397	\$2,161,984	\$2,161,984	\$0
*Route 9 @ Route 47 Intersection Improvements (\$1,993,320)	Hadley	604035	STP	\$972,893	\$108,099	\$1,080,992		7.17
Subtotal HSIP Projects				\$972,893	\$108,099	\$1,080,992	\$1,080,992	\$0
Part 1B: Federal Aid Bridge Projects								
Great River Bridge	Westfield	600933	A/C Bridge	\$5,600,000	\$1,400,000	\$7,000,000		
Bridge Rehabilitation Route 116 Chicopee/Cabot St. over Conn. River and PVR	Chicopee/Holyoke	82611	A/C Bridge	\$4,800,000	\$1,200,000	\$6,000,000		
Subtotal Bridge Projects				\$10,400,000	\$2,600,000	\$13,000,000		
Part 1C: Federal Aid Non-Target Projects								
Subtotal Non-Target Projects				\$0	\$0	\$0	\$0	\$0
Part 1D: Other Federal Aid Projects								
I-91 Interstate Pavement rehabilitation	Easthampton/Northampton	604614	IM	\$10,046,700	\$1,116,300	\$11,163,000		
Route 5 Resurfacing	Northampton	n/a	NHS PVMT	\$702,720	\$175,680	\$878,400		
Subtotal Other Federal Aid Projects				\$10,749,420	\$1,291,980	\$12,041,400		
Total Federal Projects				\$29,782,856	\$6,050,339	\$35,833,195		

*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 12

Section 2: REGIONAL PRIORITY LIST OF STATE FUNDED (NFA) PROJECTS FOR YEAR 2013

Project Description	City/Town	Project ID	Funding	Fed. Funds	State Funds	Total Cost
Part 2A: Regional Priority Projects						
To be determined				\$0	\$0	\$0
				\$0	\$0	\$0
Subtotal Regional Priority Projects						
Part 2B: Priority Bridge Projects						
To be determined				\$0	\$0	\$0
				\$0	\$0	\$0
				\$29,782,856	\$6,050,339	\$35,833,195
Total All Projects						

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

Appendix Z: Other projects within the Region

Table 13

Community	Project Name	Project Description	SID	Total Cost	Design Status	TEC Score
Agawam	Connector, Rte 5 to Rte 57/rotary	Connector, Rte 5 to Rte 57/rotary	603372	10,000,000	0	9.10
Agawam	Bikeway Loop	Bikeway loop Main/River/School	603731	472,526	0	4.02
Agawam	Route 187/57 Intersection Improvements	Intersection Improvement	604203	250,000	0	6.43
Agawam	N.Westfield/S.Westfield St (Route 187) reconstruction	Intersection (\$3,500,000)	600513	3,500,000		6.95
Agawam/Southwick	Rte. 57 Highway Extension	Construction: Rte. 187 to Southwick	115300	80,051,614	0	3.65
Amherst	Route 116 (Notch) reconstruction	Reconstruction of roadway from Granby T.L. 1.1 miles north	082250	5,300,000	0	9.10
Becket/Middlefield/Chatham	Keystone Arch Bridges restoration		602967	1,000,000		
Belchertown	N. Washington St.Reconstruction	Reconstruction: S. Main St. to North Liberty Street	604692	3,200,000	25	5.43
Belchertown	Main @ Maple and Jabish Intersection Improvements	Traffic signal and geometric improvements at the Main Street (Route 181), Maple Street (Route 202), and Jabish Street (Route 21) intersection	605556	690,000	0	6.68
Belchertown	Route 181 (Footprint) roadway reconstruction		604433	9,295,383		7.3
Chicopee	Connecticut Riverwalk	Construction: Plainfield St. to Nash Fld.	602911	1,611,250	25	4.40
Chicopee	Fuller Rd. Corridor Improvements	Reconstruction: From Rte. 33 to Shawinigan Drive	604434	6,200,000	0	8.27
Chicopee	Memorial Drive (Rt 33) Traffic signal improvement	Improvement to 3 signals:Memorial Dr. at Montgomery and Sheridan St., Braodway at Main St., and Broadway at Belcher St.	604435	800,000	0	9.67
Cummington	Rte. 112	Rehabilitation: Worthington T.L north 1.5 miles	600301	600,000	0	3.70
Cummington	Route 9 Pavement Preservation	Route 9 Pavement Preservation from Windsor T.L to Goshen T.L	605582	3,924,500	25	3.20
Easthampton	Pomeroy Meadow Rd	Reconstruction: S. Hamp. T.L north to Loudville Rd.	602486	1,225,680	25	5.23
Goshen	Route 9 reconstruction	Resurface: Rte. 112 to Williamsburg T.L	602888	4,500,000	0	5.17
Hadley	South Maple Street	Reconstruction: South of Rte. 9 to Bay Rd.	602796	2,750,000	0	4.73
Huntington	Route 112 Resurfacing	Route 112 Resurfacing and Related Work from MM.011 to MM 8.52	605615	3,070,000	25	3.45
Monson	Lower Hampden Rd Phase 2	Reconstruction from 3/4 miles south of Ely Road easterly to the intersection of Elm Street and Bridge Streetinclude drainage improvements, new guardrail, signage, pavement markings and approximately 1500 feet of new sidewalk.	605687	4,750,000	25	3.88
Northampton	Damon Rd. Safety Improvement	Reconstruction: Rte. 9 to King St. (Rte. 5)	180525	4,575,000	25	8.10
Northampton	Route 66 (West St.) at Earle Street intersection improvements	Intersection improvement: instalation of Signal to mitigate peak hour congestion	604452	150,000	0	7.22
Northampton-Whately	Park and Ride	construction of two park and ride lots at I-91(Exit 24) and one of Route 9 in Leeds	604222	800,000	0	4.88
Palmer	Rte. 32 (Ware Road)	Reconstruction: Stimson St. to Ware T.L	601504	22,854,850	0	7.43
Palmer	Ware River Secondary track improvements		FR-101	4,000,000		
Peiham	Amherst Rd. Reconstruction	Reconstruction: W/O Rte. 202 to Amherst T.L	601154	6,000,000	100	4.70
Plainfield	Route 116 (Main St)	Resurfacing and Related work	604825	1,250,000	0	4.37
Southampton	East St. (Footprint)	Reconstruction: Rte. 10 to Holyoke T.L	604653	4,582,450	25	5.48
Southampton	Glendale Rd. (Phase II)	Reconstruction: Pomeroy Meadow Road to Route 10.	604738	1,800,000	25	3.82

Appendix Z Continued

Community	Project Name	Project Description	SID	Total Cost	Design Status	TEC Score
Southwick	Route 57 Reconstruction	Reconstruction Rt. 57 (Feeding Hills Road)	603477	2,500,000	0	6.82
Southwick	Congamond Rd. (Rte. 168) Reconstruction	Roadway reconstruction: From Route 202 to 250 ft before state line (before culvert)	604033	3,700,000	25	6.47
Southwick	Routes 10/202 resurfacing (northerly)	Routes 10/202 resurfacing (northerly)	604155	2,000,000	0	5.60
Southwick	Routes 10/202 resurfacing (southerly)	Routes 10/202 resurfacing (southerly)	604153	2,600,000	75	5.52
Springfield	Roosevelt Ave. @ Island Pond Rd and Roosevelt Ave @ Alden Street	Intersection and signal improvement plan realigns Island Pond Road with Roosevelt Avenue to create a three way signalized intersection as well as upgrading equipment and timing	605385	1,529,817	0	4.83
Springfield	Main St, Front, Route 141 Improvements (Indian Orchard)	Traffic signal and related work Main st, Fron st., Myrtle st (Route 141) Indian Orchard	604448	785,000	0	6.78
Springfield/Wilbraham	Boston Rd Reconstruction (Route 20)	Reconstruction of Boston Rd and other infrastructure improvements	605213	9,260,000	0	9.52
Ware	Ware River Valley Preservation Project	Ware River Valley Greenway Trail & Covered Bridge Preservation Project	603454	1,400,000	25	4.22
West Springfield	Rte 5 Reconstruction	Rte 5 Reconstruction from East Elm to Highland Ave.	604210	4,800,000	25	8.78
West Springfield	CT Riverwalk and Bikeway	Dike Segement	603730	2,500,000	25	4.77
Westfield	I-90 exit 3	Intersection and roadway improvements	604823	1,200,000	0	9.15
Westfield	Western Avenue Highway Improvement	Reconstruct and improvements From Bates Rd to Court St, and Court until Mill Street	603449	3,500,000	0	8.77
Westfield	Columbia Greenway Rail trail and River Walk Phase I (South)	Abandoned railroad (former NY New Haven) approx 3.84 miles	603783	6,226,907	75	6.28
Westfield	Route 187 - Sherman's Mill Bridge reconstruction	Reconstruct Route 187 from 260ft north on Sherman Bridge to 800ft east of Pontoosic rd.	604445	6,926,210	25	7.65
Westfield	Route 20 Access Road	Design and Construct Route 20 Access Road	604601	10,386,046	0	3.12
Westfield	Route 187 - Feeding Hills Road reconstruction	Reconstruct Route 187 from 800ft east of Pontoosic Rd to Agawam T.L.	604442	4,658,420	25	7.43
Westfield	Route 187 - Little River Road reconstruction	Reconstruct Route 187 from 300 ft south of Rt 20 to 260 ft North of Sherman Bridge	604446	5,431,580	25	7.77
Westfield	Columbia Greenway Rail trail and River Walk Phase II (Middle)	abandoned railroad (former NY New Haven) approx 4.16 miles	604967	4,537,500	0	6.28
Westfield	Route 10/202 CBD traffic signal improvements	Elm Street and North Elm Street	603330	3,000,000	0	8.88
Westhampton	Southampton Rd.	Reconstruction: Rte. 66 to Stage Rd	602386	1,400,000	0	4.38
Westhampton	Chesterfield Rd.	Reconstruction: Northampton TL to Chesterfield TL	602387	2,400,000	0	4.02
Westhampton	Kings Highway and Reservoir Rd	Reconstruction: Kings Highway from Perryhill Road to Reservoir Rd, and Reservoir Rd from Kings Highway to Pine Island Lake Damb	602822	1,360,000	0	4.02
				Total Project Cost	271,304,733	

Appendix Z High Priority Project (HPP) List

Earmarks Awaiting Additional Funding		Project ID	Funding	Fed. Funds	State Funds	Total
Project Description	City/Town					
Design and construct Rt. 20 access road (\$10,355,971)	Westfield	604601	HPP-4287	\$2,002,950	\$500,738	\$2,503,688
Route 32 Ware Road Reconstruction (\$22,854,850)	Palmer	601504	HPP-4287	\$2,303,744	\$575,936	\$2,879,680
		602844;				
		604443;				
Design and construction of Southwick and Westfield Rail Trail	Southwick/Westfield	603783	HPP-1656	\$794,214	\$198,554	\$992,768
Spring and Elliot Street Improvements - Construction (\$700,000)	Springfield	605569	Sec. 125	\$836,000	\$0	\$836,000
*Construct Access roads to Hospital Hill (\$1,652,818)	Northampton	604451	HPP-158	\$302,865	\$75,716	\$378,581
*State St. Corridor Redevelopment Project (\$18,052,897)	Springfield	604447	HPP-217	\$899,056	\$224,764	\$1,123,820
*Design and construct 1.5 mile Red Stone Rail Trail(\$1,112,074)	East Longmeadow	602338	HPP-578	\$224,764	\$56,191	\$280,955
*Intersection improvements Memorial Park II - Roosevelt Ave. (\$2,310,853)	Springfield	604822	HPP-836	\$149,843	\$37,461	\$187,304
Design north and southbound ramps on I-91 at Exit 19 (\$15,000,000)	Northampton	604597	HPP-847	\$224,764	\$56,191	\$280,955
Pleasant Street (1998) (\$1,938,915)	Holyoke	602925	HPP - 1024	\$1,071,240	\$267,810	\$1,339,050
Upgrade Route 9 - Calvin Coolidge bridge (1998) (\$31,840,515)	Hadley	124913	HPP - 862	\$83,828	\$20,957	\$104,785
Great River Bridge, Design, Engineering, and ROW (1998) (\$59,813,683)	Westfield	600933	HPP - 1432	\$1,537,649	\$384,412	\$1,922,061
				\$10,430,917	\$2,398,729	\$12,829,646
		Total Project Cost				

Earmarks located in Appendix Z will remain un-programmed until full project funding is available

Projects list in appendix Z are shown for informational purposes and are not programmed in the TIP. If additional funds become available projects from this list could be added if the selected project would be ready for advertisement in that program year.

VI. Transit Project Listing for FFY 2010-2013

The following is a complete listing of programmed transit projects for FFY 2010-2013

Table 14

Pioneer Valley Transit TIP Project Information		Funding	Funding Sub-Category	Federal Cost	State/Local Co Total
FY10	RTA Project Description				
PVTA	Replacement Transit Vehicles	5307	Rolling Stock	\$ 2,423,200	\$ 605,800
PVTA	Lift equipped Vans	5307	Vans	\$ 660,000	\$ 165,000
PVTA	Supervisory Vehicles	5307	Capital Purchase	\$ 48,000	\$ 12,000
PVTA	Transit Enhancements	5307	Capital Purchase	\$ 150,000	\$ 37,500
PVTA	Transit Security	5307	Capital Purchase	\$ 150,000	\$ 37,500
PVTA	Hardware/Software	5307	Capital Purchase	\$ 1,103,698	\$ 275,924
PVTA	AVL System Integrator	5307	Capital Purchase	\$ 1,516,800	\$ 379,200
PVTA	Communications	5307	Capital Purchase	\$ -	\$ -
PVTA	Transit Facilities Improvement	5307	Facility Improvement	\$ 376,062	\$ 94,016
PVTA	Environmental Compliance	5307	Facility Improvement	\$ 52,000	\$ 13,000
PVTA	Small Tools and Equipment	5307	Maintenance Items	\$ 142,400	\$ 35,600
PVTA	Preventive Maintenance 7/09 - 6/11	5307	Maintenance Items	\$ 4,500,000	\$ 1,125,000
PVTA	Intermodal Terminal Lease	5307	Service Improvement	\$ 180,000	\$ 45,000
PVTA	ADA Assistance 7/09-6/11	5307	Service Improvement	\$ 1,500,000	\$ 375,000
PVTA	Planning	5307	Planning	\$ 200,000	\$ 50,000
				\$ 13,002,160	\$ 3,250,540
PVTA	State Contract Assistance	NFA	Operating Assistance	-	\$ 17,808,476
PVTA	Local Assessments	NFA	Operating Assistance	-	\$ 6,401,179
PVTA	E&H Special Transit Services	NFA	Operating Assistance	-	\$ 7,828,000
PVTA	Fixed Route Service	NFA	Operating Assistance	-	\$ 27,655,500
PVTA	Rural Transit E&H	5311	Operating Assistance		\$ 127,000
PVTA	Lift Equipped Vans	5310	Vans	\$ 200,000	\$ 50,000
PVTA	Lift Equipped minibuses	5310	Mini-buses	-	\$ 300,000
PVPC	Job Access Reverse Commute (carryover)	3037/5316	Operating Assistance	\$ 449,497	-
PVPC	New Freedom (carryover)	5317	Operating Assistance	\$ 80,750	-
PVTA	Bus Purchase (29 New Buses)	ER	Economic Stimulus	\$ 10,744,500	\$ 10,744,500
PVTA	Operating Assistance	ER	Economic Stimulus	\$ 1,625,945	\$ 1,625,945
PVTA	Lift Equipped Vans	ER	Economic Stimulus	\$ 990,000	\$ 990,000
PVTA	Transit Enhancements	ER	Economic Stimulus	\$ 105,000	\$ 105,000
PVTA	Transit Security	ER	Economic Stimulus	\$ 740,000	\$ 740,000
PVTA	Transit Facilities Improvements	ER	Economic Stimulus	\$ 1,079,953	\$ 1,079,953
PVTA	Small Tools & Equipment	ER	Economic Stimulus	\$ 2,600,000	\$ 2,600,000
PVTA	Holyoke Multimodal Center (carryover)	5309	Intermodal Center	\$ 1,732,500	\$ 433,125
PVTA	Westfield Multimodal Center (carryover)	117	Intermodal Center	\$ 1,700,000	\$ -
PVTA	Holyoke Multimodal Center (carryover)	EOTPW	Intermodal Center	\$ -	\$ 1,500,000
PVTA	Holyoke Multimodal Center (carryover)	EOTPW	Intermodal Center	\$ -	\$ 750,000
PVTA	Holyoke Multimodal Center (carryover)	115	Intermodal Center	\$ 2,000,000	\$ -
PVTA	Union Station Redevelopment carryover	5309	Intermodal Center	\$ 4,500,000	\$ 1,125,000

Table 15

Pioneer Valley Transit TIP Project Information

FY11	RTA	Project Description	Funding	Funding Sub-Category	Federal Cost	State/Local Co Total
	PVTA	Replacement Transit Vehicles		5307 Rolling Stock	\$ 3,364,400	\$ 841,100 \$ 4,205,500
	PVTA	Lift equipped Vans		5307 Vans	\$ 660,000	\$ 165,000 \$ 825,000
	PVTA	Supervisory Vehicles		5307 Capital Purchase	\$ 120,000	\$ 30,000 \$ 150,000
	PVTA	Transit Enhancements		5307 Capital Purchase	\$ 164,000	\$ 41,000 \$ 205,000
	PVTA	Transit Security		5307 Capital Purchase	\$ 150,000	\$ 37,500 \$ 187,500
	PVTA	Hardware/Software		5307 Capital Purchase	\$ 717,070	\$ 179,268 \$ 896,338
	PVTA	AVL System Integrator		5307 Capital Purchase	\$ 655,880	\$ 163,970 \$ 819,850
	PVTA	Communications		5307 Capital Purchase	\$ -	\$ - \$ -
	PVTA	Transit Facilities Improvement		5307 Facility Improvement	\$ 650,410	\$ 162,602 \$ 813,012
	PVTA	Environmental Compliance		5307 Facility Improvement	\$ 40,000	\$ 10,000 \$ 50,000
	PVTA	Small Tools and Equipment		5307 Maintenance Items	\$ 142,400	\$ 35,600 \$ 178,000
	PVTA	Preventive Maintenance 7/09 - 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 7/09-6/11		5307 Service Improvement	\$ 1,500,000	\$ 375,000 \$ 1,875,000
	PVTA	Planning		5307 Planning	\$ 200,000	\$ 50,000 \$ 250,000
					\$ 13,044,160	\$ 3,261,040 \$ 16,305,200
	PVTA	State Contract Assistance		NFA Operating Assistance	-	\$ 18,342,730 \$ 18,342,730
	PVTA	Local Assessments		NFA Operating Assistance	-	\$ 6,561,209 \$ 6,561,209
	PVTA	E&H Special Transit Services		NFA Operating Assistance	-	\$ 8,023,700 \$ 8,023,700
	PVTA	Fixed Route Service		NFA Operating Assistance	-	\$ 28,485,165 \$ 28,485,165
	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	New Freedom (carryover)		5317 Operating Assistance	\$ 79,260	- \$ 79,260

Table 16

Pioneer Valley Transit TIP Project Information
FY12

RTA	Project Description	Funding	Funding Sub-Category	Federal Cost	State/Local Cost	Total
PVTA	Replacement Transit Vehicles	5307	Rolling Stock	\$ 2,126,800	\$ 531,700	\$ 2,658,500
PVTA	Lift equipped Vans	5307	Vans	\$ 660,000	\$ 165,000	\$ 825,000
PVTA	Supervisory Vehicles	5307	Capital Purchase	\$ 48,000	\$ 12,000	\$ 60,000
PVTA	Transit Enhancements	5307	Capital Purchase	\$ 195,000	\$ 48,750	\$ 243,750
PVTA	Transit Security	5307	Capital Purchase	\$ 160,000	\$ 40,000	\$ 200,000
PVTA	Hardware/Software	5307	Capital Purchase	\$ 821,898	\$ 205,474	\$ 1,027,372
PVTA	AVL System Integrator	5307	Capital Purchase	\$ 1,873,888	\$ 468,472	\$ 2,342,360
PVTA	Communications	5307	Capital Purchase	\$ -	\$ -	\$ -
PVTA	Transit Facilities Improvement	5307	Facility Improvement	\$ 593,174	\$ 148,294	\$ 741,468
PVTA	Environmental Compliance	5307	Facility Improvement	\$ 20,000	\$ 5,000	\$ 25,000
PVTA	Small Tools and Equipment	5307	Maintenance Items	\$ 142,400	\$ 35,600	\$ 178,000
PVTA	Preventive Maintenance 7/09 - 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 7/09-6/11	5307	Service Improvement	\$ 1,500,000	\$ 375,000	\$ 1,875,000
PVTA	Planning	5307	Planning	\$ 200,000	\$ 50,000	\$ 250,000
				\$ 13,021,160	\$ 3,255,290	\$ 16,276,450
PVTA	State Contract Assistance	NFA	Operating Assistance	-	\$ 18,893,012	\$ 18,893,012
PVTA	Local Assessments	NFA	Operating Assistance	-	\$ 6,725,239	\$ 6,725,239
PVTA	E&H Special Transit Services	NFA	Operating Assistance	-	\$ 8,224,293	\$ 8,224,293
PVTA	Fixed Route Service	NFA	Operating Assistance	-	\$ 29,339,720	\$ 29,339,720
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

Pioneer Valley Transit TIP Project Information
FY13

RTA	Project Description	Funding	Funding Sub-Category	Federal Cost	State/Local Cost	Total
PVTA	Replacement Transit Vehicles	5307	Rolling Stock	\$ 2,716,000	\$ 679,000	\$ 3,395,000
PVTA	Lift equipped Vans	5307	Vans	\$ 660,000	\$ 165,000	\$ 825,000
PVTA	Supervisory Vehicles	5307	Capital Purchase	\$ 48,000	\$ 12,000	\$ 60,000
PVTA	Transit Enhancements	5307	Capital Purchase	\$ 240,000	\$ 60,000	\$ 300,000
PVTA	Transit Security	5307	Capital Purchase	\$ 160,000	\$ 40,000	\$ 200,000
PVTA	Hardware/Software	5307	Capital Purchase	\$ 813,706	\$ 203,426	\$ 1,017,132
PVTA	AVL System Integrator	5307	Capital Purchase	\$ 1,759,782	\$ 439,946	\$ 2,199,728
PVTA	Communications	5307	Capital Purchase	\$ 160,000	\$ 40,000	\$ 200,000
PVTA	Transit Facilities Improvement	5307	Facility Improvement	\$ 64,672	\$ 16,168	\$ 80,840
PVTA	Environmental Compliance	5307	Facility Improvement	\$ 20,000	\$ 5,000	\$ 25,000
PVTA	Small Tools and Equipment	5307	Maintenance Items	\$ 240,000	\$ 60,000	\$ 300,000
PVTA	Preventive Maintenance 7/09 - 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 7/09-6/11	5307	Service Improvement	\$ 1,500,000	\$ 375,000	\$ 1,875,000
PVTA	Planning	5307	Planning	\$ 200,000	\$ 50,000	\$ 250,000
				\$ 13,262,160	\$ 3,315,540	\$ 16,577,700
PVTA	State Contract Assistance	NFA	Operating Assistance	-	\$ 19,459,803	\$ 19,459,803
PVTA	Local Assessments	NFA	Operating Assistance	-	\$ 6,893,370	\$ 6,893,370
PVTA	E&H Special Transit Services	NFA	Operating Assistance	-	\$ 8,429,900	\$ 8,429,900
PVTA	Fixed Route Service	NFA	Operating Assistance	-	\$ 30,219,912	\$ 30,219,912
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

STATEWIDE FEDERAL AID PROJECT LISTING

The EOTPW provided each planning agency a listing of statewide items anticipated for FFYs 2010 to 2013. These items are to be funded separately from the regional TIP program. This information is provided in Tables 18, 19, and 20.

Table 18
MassHighway Interstate Maintenance Program

Year	Route	Location	Proj. File Numb.	Dist.	From	To	Lns Shld	Tot. Lane Miles	Prelim. Office Estimate	Est. Total Cost (est. +22%)	Revised Office Estimate	Revised Est. Total Cost	Revised Off. Est. / lane-mi
2009	I-91	Springfield - Chicopee	804604	2	6.3	8.5	10	22.0	7,700,000	9,384,000	9,300,421	11,531,850	422,748
	I-93	Stoneham - Woburn - Reading	804878	4	24.6	29.7	8	40.8	8,588,000	10,452,960	12,791,500	14,893,320	313,517
	I-95	Attleboro to Foxboro	804576	5	4.5	12.5	8	84.0	10,240,000	12,482,800	8,120,000	7,183,190	95,625
	I-195	Mattapoisett - Marion	804309	5	29.2	35.9	8	40.2	6,432,000	7,847,040	10,563,619	12,349,850	282,777
	I-495	Marlborough - Hudson - Berlin	804877	3	61.5	67.4	8	47.2	9,440,000	11,516,800	12,247,500	14,861,190	259,481
	I-495	Haverhill to Salisbury	804586	4	111.0	120.9	8	79.2	12,672,000	15,459,840	12,549,027	14,876,570	158,447
Total 2009:								293.4	55,052,000	67,163,440	63,572,067	75,695,970	216,674
2010	I-91	Holyoke	804605	2	15.0	20.8	8	34.8	9,918,000	12,099,960		12,334,800	
	I-395	Auburn			9.8	11.8	6	12.0					
	I-290	Auburn Worcester			0.0	1.2	8	9.6					
	I-290	Worcester	n/a	3	2.8	4.0	8	9.6	7,857,800	9,588,272			
	I-93	Tewksbury Andover	805584	4	35.6	42.0	8	51.2	10,240,000	12,482,800			
	I-95	Waltham	804710	4	40.5	44.6	10	41.0	18,040,000	22,008,800			
	I-195	Fall River	804575	5	12.2	14.0	8	14.4	5,040,000	6,148,800			
	I-195	Westport - Dartmouth	804304	5	15.7	19.6	8	31.2	8,424,000	10,277,280			
Total 2010:								241.2	59,519,600	72,613,912			
2011	I-91	West Springfield	805587	2	8.9	10.8	8	15.2	4,638,000	5,655,920			
	I-190	Worcester (NB)	805588	3	0.0	3.5	4	14.0	7,000,000	8,540,000			
	I-395	Oxford	805585	3	4.5	9.8	6	31.8	7,950,000	9,699,000			
	I-95	Canton	n/a	4	23.2	26.0	4	11.2	3,192,000	3,894,240			
	I-93	Boston - Somerville	n/a	4	18.5	19.8	8	10.4	7,800,000	9,516,000			
	I-95	Burlington	805589	4	51.4	53.4	8	16.0	8,000,000	9,760,000			
	I-95	Walpole Sharon Norwood Canton	805590	5	20.7	23.6	8	17.4	4,785,000	5,837,700			
	I-495	Bridgewater Raynham Taunton	n/a	5	18.3	25.0	8	53.6	13,936,000	17,001,920			
Total 2011:								169.6	57,299,000	69,904,780			
2012	I-91	W. Springfield - Holyoke	805594	2	10.8	15.0	8	25.2	7,434,000	9,069,480			
	I-495	Westford	805586	3	83.1	85.1	8	16.0	3,520,000	4,294,400			
	I-495	Haverhill	805588	4	105.2	111.0	8	46.4	10,208,000	12,453,760			
	I-93	Woburn - Wilmington	804879	4	29.7	35.6	8	47.2	10,384,000	12,668,480			
	I-95	Foxboro - Sharon	805586	5	12.5	20.7	8	65.6	14,432,000	17,607,040			
	I-495	Taunton - Norton - Mansfield	805591	5	25.0	32.0	8	56.0	11,480,000	14,005,600			
Total 2012:								177.8	57,458,000	70,098,760			
2013	I-91	Easthampton - Northampton	804614	2	20.8	26.9	8	36.6	9,150,000	11,163,000			
	I-84	Holland - Sturbridge	805592	3	0.0	7.5	6	45.0	10,350,000	12,627,000			
	I-95	Wakefield - Lynnfield	805597	4	56.6	60.9	10	43.0	9,480,000	11,541,200			
	I-95	Lexington - Burlington	n/a	4	44.7	51.4	10	67.0	12,080,000	14,713,200			
	I-195	New Bedford - Fairhaven	n/a	5	25.1	29.5	8	35.2	7,920,000	9,662,400			
	I-195	Seekonk - Rehoboth	n/a	5	0.0	4.3	8	34.4	7,740,000	9,442,800			
Total 2013:									56,680,000	69,149,600			

Table 19

NHS Program Summary

Year	NHS Route	Location	Proj. Num.	Dist	From	To	Lns- stnd	Tot Lane MI	Prelim Cost/ lane- mi	Prelim. Office Estimate	Prelim Est. Total Cost	Revised Office Estimate	Revised Est. Total Cost	Revised Office/ lane-mi	Ad Date	Contr. Award Date	Contr.
2009	2	Arlington - Belmont - Camb.	605259	4	131.7	134.0	10	23.0	150,000	3,450,000	5,285,090	4,150,475	5,112,360	182,195	7-Mar-09		
	8	Pittsfield - Lanesborough	605211	1	44.4	47.6	4	12.8	100,000	1,280,000	1,561,600	1,280,000	1,561,600	100,000	6-Dec-08	1-Apr-09	Warner
	2	Fitchburg - Westminster	604364	3	92.4	95.0	6	13.6	160,000	6,700,000	8,000,000	6,735,353	7,999,530		23-May-09		
NHS									136,567	11,430,000	14,846,690	12,205,828	14,673,530				
2010	33	Chicopee	605260	2	0.0	4.0	4	16.0	275,000	4,400,000	5,565,000						
	2	Leominster - Fitchburg	n/a	3	97.0	103.0	6	36.0	140,000	5,040,000	6,148,800						
	24	Fall River	605698	5	0.00	1.80	6	10.8	225,000	2,430,000	2,561,600						
									181,538	9,440,000	14,481,400						
2011	9	Cummington	n/a	1	17.0	26.0	4	36.0	110,000	3,960,000	4,831,200						
	2	Auton	n/a	3	114.0	119.8	6	34.8	110,000	3,828,000	4,670,160						
	28	Falmouth	605619	5	50.7	57.0	6	37.8	110,000	4,158,000	5,072,760						
NHS									110,000	11,946,000	14,574,120						
2012	24	Randolph	605607	4	39.0	40.0	8	8.0	160,000	1,280,000	1,561,600						
	3	Weymouth - Braintree	605602	4	36.0	38.0	8	16.0	165,000	2,640,000	3,220,800						
	28	Bourne	n/a	5	56.5	63.0	6	36.0	155,000	6,045,000	7,371,900						
NHS									160,000	9,965,000	12,157,300						
2013	20	Northborough - Marlboro	605610	3	122.0	126.5	4	18.0	135,000	2,430,000	2,561,600						
	6	Dennis - Orleans	n/a	6	76.5	90.8	3	36.9	135,000	4,981,500	6,077,430						
NHS									135,000	7,411,500	9,042,030						

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 2007-2009 TIP projects are identified in the following table.

Table 20

Project Description	City/Town	Project ID	TIP Year	Project Status
Great River Bridge	Westfield	600933	2006	Under Construction
Bridge Replacement, S-18-007 Rt 47 over Bachelor Brook	South Hadley	603260	2007	Under Construction
Bridge deck resurfacing Brush hill Road over I-91	West Springfield	604503	2007	Under Construction
Lower Hampden Road	Monson	601502	2007	Under Construction
Route 202 Resurfacing	Belchertown/Pelham	602419	2007	Under Construction
Intersection & signal improvements Roosevelt Ave/Page Blvd	Springfield	604822	2007	Under Construction
Northampton - Hospital Hill/Earl Street	Northampton	604451	2007	Under Construction
Downtown Rail Trail connector	Northampton	602887	2007	Under Construction
Bridge Replacement C-11-024 Kinney Brook Rd over Middle Branch	Chester	602080	2007	Under Construction
Bridge rehab. Smith Rd over Main Branch (Westfield River)	Chester	600737	2007	Under Construction
Northampton - Hospital Hill/Earl Street	Northampton	604451	2007	Under Construction
Design and construction of Southwick Rail Trail Phase I	Southwick/Westfield	604443	2007	Under Construction
Route 20 resurfacing and related work	Brimfield	604992	2007	Under Construction
Intersection improvements Roosevelt Ave/Page Blvd. MIP II	Springfield	604822	2007	Under Construction
State Street corridor improvements	Springfield	604447	2007	Under Construction
I-91 Intelligent Transportation System (ITS)	Region (I-91)	603903	2008	Under Construction
Front Street Reconstruction	Chicopee	602111	2008	Under Construction
Northampton bike path (Look park extension)	Northampton	602885	2008	Under Construction
Bridge replacement Lyman St. over Second level canal	Holyoke	602636	2008	Under Construction
Longhill Street & Route 5 over I-91 - bridge preservation	Springfield	602570	2008	Under Construction
Route 5 (South End Bridge) over the railroad and river	Agawam/West Spfld.	604982	2008	Under Construction
Construct Holyoke Canalwalk and streetscape improve (Phase IA)	Holyoke	603262	2008	Under Construction
Route 10/202 resurfacing	Westfield	605134	2008	Under Construction
Maple Street over Westfield River - bridge preservation	Chester	602349	2008	Under Construction
Bridge replacement Old State highway over West Branch (Westfield River)	Chester	604021	2008	Under Construction
*Center Street (Route 116)	Chicopee	603996	2009	Awarded 3/31/09
Springfield Street Reconstruction	Palmer	602575	2009	Awarded 4/22/09
Route 20 Resurfacing	Chester/Huntington	602314	2009	Awarded 3/18/09
Rte. 9 & Bridge Rd. Roundabout	Northampton	603054	2009	Not Advertised
Red Stone Rail Trail	East Longmeadow	602338	2009	Awarded 5/19/09
Route 10 & 5/10 Resurfacing and related work (ER)	Easthampton, Greenfield	605541	2009	Awarded 5/12/09
*** Jackson St. School (Safe Routes to School Infrastructure Program) (ER)	Northampton	605634	2009	Not Advertised
Route 9 Resurfacing and Related work on 2 sections of roadway (ER)	Belchertown, Ware	605540	2009	Awarded 5/12/09
Ware River Secondary track improvements (ER)	Palmer	FRE-101	2009	Not Advertised
Connecticut River Line improvements (IR)	Springfield to Northfield	FRE-105	2009	Application Process
Elm Street Reclamation and Related Work (ER)	Hatfield	604208	2009	Awarded 6/30/09
Red Bridge Road Bridge Reconstruction (Over NE Utilities Canal) (ER)	Wilbraham	602652	2009	Letting 7/14/09
Manhan Rail Trail Earle Street to Ferry Street (ER)	Northampton/Eastham	604207	2009	Letting 8/11/09
I-91 Pavement rehabilitation	Chicopee/Springfield	604604	2009	Not Advertised

(ER) Economic Recovery
(IR) Intercity Passenger Rail

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 2010-2013 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 2006 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 2010-2013 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 2010 through 2013 are programmed in the TIP (in other words, non-exempt RTP projects in the 2006 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 2006 Regional Transportation Plan for the Pioneer Valley Region. Table 21 shows the non-exempt projects of the FFY 2010-2013 TIP. Table 1 in Appendix B shows the Volatile Organic Compound and Table 2 shows the 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 21
FFY 2010-2013 Non-Exempt Projects

Municipality	Project Description
Agawam/Springfield	South end bridge I-91 Improvements
Chicopee	Deady Memorial Bridge
Hadley	Widening of Route 9
Holyoke	Intermodal Center
Northampton	Damon Road Improvements
Springfield	Ramp Reversal
Westfield	Great River Bridge
Westfield	Intermodal Center

Timely Implementation of Transportation Control Measures

Transportation control measures (TCMs) have been required in the SIP in revisions submitted to EPA in 1979, 1982 and those submitted as mitigation for the construction of the Central Artery project. Those SIP 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 past Pioneer Valley MPO Transportation Plans and TIPs.

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

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

APPENDICES

APPENDIX A: EOT Targets

Summary of Proposed FFY 2010 - 2013 MPO Targets
DRAFT - July 1, 2009

	Current 2009	Current 2010	Proposed 2010	Current 2011	Proposed 2011	Current 2012	Proposed 2012	Proposed 2013
Base Obligation Authority	\$515,000,000	\$515,000,000	\$532,000,000	\$515,000,000	\$532,000,000	\$515,000,000	\$532,000,000	\$532,000,000
Special Bridge Program O/A, as Estimated by FHWA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Redistribution, as Estimated by FHWA	\$53,000,000	\$53,000,000	\$37,000,000	\$53,000,000	\$37,000,000	\$53,000,000	\$37,000,000	\$37,000,000
Total Estimated Obligation Authority Available:	\$568,000,000	\$568,000,000	\$569,000,000	\$568,000,000	\$569,000,000	\$568,000,000	\$569,000,000	\$569,000,000
Central Artery/Tunnel Obligation Authority	-\$126,845,000	-\$151,290,000	-\$151,290,000	-\$159,365,000	-\$159,365,000	-\$165,960,000	-\$165,960,000	-\$176,555,000
Total Non-Earmarked O/A Available Statewide	\$441,155,000	\$416,710,000	\$417,710,000	\$408,635,000	\$409,635,000	\$402,040,000	\$403,040,000	\$392,445,000
Total Non-Earmarked Available Statewide (Including State Match)	\$541,743,750	\$511,187,501	\$511,923,611	\$501,093,751	\$502,106,250	\$492,850,000	\$493,862,500	\$480,306,250
Statewide Infrastructure Items:								
Statewide Infrastructure Program (Includes Noise Barriers)	\$11,750,000	\$8,000,000	\$1,500,000	\$9,000,000	\$1,500,000	\$8,000,000	\$1,500,000	\$6,000,000
Statewide Safety Program	\$9,375,000	\$4,375,000	\$4,000,000	\$4,375,000	\$4,000,000	\$3,125,000	\$0	\$0
Statewide HSIP Program	\$5,000,000	\$5,000,000	\$2,500,000	\$5,000,000	\$2,500,000	\$5,000,000	\$2,500,000	\$5,000,000
Statewide Safe Routes to Schools Program	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$3,500,000	\$1,300,000	\$3,500,000	\$3,500,000
Statewide CMAQ	\$12,500,000	\$6,250,000	\$6,250,000	\$6,250,000	\$12,500,000	\$6,250,000	\$12,500,000	\$6,250,000
Statewide Transportation Enhancements	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Statewide Recreational Trails	\$783,000	\$783,000	\$783,000	\$783,000	\$783,000	\$783,000	\$783,000	\$783,000
Statewide ITS Includes Rte I-91 in 2010 & 2011	\$10,250,000	\$9,250,000	\$12,687,500	\$9,250,000	\$11,625,000	\$6,250,000	\$6,375,000	\$6,250,000
Statewide Design and Right of Way	\$3,000,000	\$3,000,000	\$0	\$3,000,000	\$0	\$3,000,000	\$0	\$3,000,000
Statewide Interstate Maintenance Program	\$75,000,000	\$75,000,000	\$72,611,111	\$75,000,000	\$70,000,000	\$75,000,000	\$70,000,000	\$70,000,000
Statewide NHS Preservation Program	\$15,000,000	\$14,500,000	\$14,500,000	\$14,500,000	\$14,500,000	\$12,000,000	\$12,000,000	\$9,175,750
Statewide Railroad Grade Crossings	\$1,000,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Statewide Transit	\$37,500,000	\$37,500,000	\$37,500,000	\$37,500,000	\$37,500,000	\$37,500,000	\$37,500,000	\$37,500,000
Subtotal Statewide Infrastructure Items:	\$140,458,000	\$128,458,000	\$154,631,611	\$129,458,000	\$117,908,000	\$121,708,000	\$135,158,000	\$110,961,750
Other Statewide Items:								
Award Adjustments, Change Orders, Project Value Changes, Etc.	\$50,000,000	\$43,750,000	\$43,750,000	\$45,000,000	\$43,750,000	\$45,000,000	\$43,750,000	\$45,000,000
Planning	\$18,750,000	\$18,750,000	\$23,000,000	\$18,750,000	\$23,000,000	\$18,750,000	\$23,000,000	\$23,000,000
DBEs, CEPO, Pavement Lab Retrofits, and Misc. Programs	\$750,000	\$750,000	\$0	\$750,000	\$0	\$750,000	\$0	\$0
Subtotal Other Statewide Items:	\$69,500,000	\$63,250,000	\$66,750,000	\$64,500,000	\$66,750,000	\$64,500,000	\$66,750,000	\$68,000,000
Regional Major Infrastructure Projects:	\$3,000,000	\$4,000,000	\$41,000,000	\$40,000,000	\$40,000,000	\$40,000,000	\$40,000,000	\$40,000,000
Bridge Program:								
Statewide Bridge Repl. / Rehab Program	\$121,483,328	\$121,483,328	\$111,545,828	\$121,483,328	\$113,045,828	\$121,483,327	\$116,795,828	\$121,483,328
Statewide Bridge Preservation Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal Federal Aid Bridge Program:	\$121,483,328	\$121,483,328	\$111,545,828	\$121,483,328	\$113,045,828	\$121,483,327	\$116,795,828	\$121,483,328
Regional Targets:								
Minimum Regional CMAQ Component:	\$20,000,000	\$20,000,000	\$0	\$20,000,000	\$0	\$20,000,000	\$0	\$20,000,000
Minimum Regional HSIP Component:	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000
Maximum Regional Non-CMAQ / HSIP Component:	\$121,802,423	\$116,746,173	\$121,746,173	\$109,402,423	\$116,902,423	\$108,908,673	\$128,908,673	\$103,611,173
Total Regional Target (Un-Adjusted)	\$151,802,423	\$146,746,173	\$131,746,173	\$139,402,423	\$126,902,423	\$138,908,673	\$128,908,673	\$133,611,173
Adjusted Target:	\$140,876,326	\$131,746,173	\$128,027,165	\$121,572,871	\$118,389,725	\$116,936,498	\$118,389,725	\$116,936,498
Adjusted Hold Harmless	\$146,746,173	\$146,746,173	\$146,746,173	\$146,746,173	\$146,746,173	\$146,746,173	\$146,746,173	\$146,746,173

TITLE 23 - TRANSPORTATION FUNDING
Statewide Highway-Funded Program

FEDERAL FISCAL YEAR 2010
FEDERAL REGIONAL TARGETS
D R A F T - July 1, 2009

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation Authority	\$532,000,000		
Redistribution, as Estimated by FHWA	\$37,000,000		
Total Estimated Obligation Authority Available:	\$569,000,000		
Central Artery/Tunnel Obligation Authority	(151,290,000)		
Total Non-Earmarked Available Statewide - (Including Redistribution)	417,710,000	94,213,611	511,923,611 net increase \$1 million
Statewide Infrastructure Items:			
Statewide Infrastructure Program	\$1,200,000	\$300,000	\$1,500,000
Statewide STP - Safety Program	3,600,000	\$400,000	\$4,000,000
Statewide HSIP Program	2,250,000	\$250,000	\$2,500,000
Statewide Safe Routes to Schools Program	1,300,000	\$0	\$1,300,000
Statewide CMAQ	5,000,000	\$1,250,000	\$8,250,000 ACO funds not needed in 2010
Statewide Transportation Enhancements	400,000	\$100,000	\$500,000
Statewide Recreational Trails	626,400	\$168,000	\$794,400
Statewide ITS (Incl. Rte I-91 A/C \$4.8 M)	10,150,000	\$2,537,500	\$12,687,500
Statewide Design and Right of Way	0	\$0	\$0
Statewide Interstate Maintenance Program	65,350,000	\$7,261,111	\$72,611,111
Statewide NHS Preservation Program	11,600,000	\$2,900,000	\$14,500,000
Statewide Railroad Grade Crossings	400,000	\$100,000	\$500,000
Statewide Transit	30,000,000	\$7,500,000	\$37,500,000
Subtotal Statewide Infrastructure Items:	\$131,876,400	\$22,755,211	\$154,631,611
Other Statewide Items:			
Award Adjustments, Change Orders, Project Value Changes, Etc.	\$35,000,000	\$8,750,000	\$43,750,000
Planning	18,400,000	\$4,600,000	\$23,000,000
DBEs, CEPO, Pavement Lab Retrofits, and Misc. Programs	0	\$0	\$0
Subtotal Other Statewide Items:	\$53,400,000	\$13,350,000	\$66,750,000
Regional Major Infrastructure Projects:	\$32,800,000	\$8,200,000	\$41,000,000
Bridge Program:			
Statewide Bridge Repl. / Rehab Program	\$89,236,662	\$22,309,166	\$111,545,828
Statewide Bridge Preservation Program	0	\$0	\$0
Statewide Bridge Inspection Program	5,000,000	\$1,250,000	\$6,250,000
Subtotal Federal Aid Bridge Program:	\$94,236,662	\$23,559,166	\$117,795,828
Total Regional Targets:	\$105,396,938	\$26,349,235	\$131,746,173
Minimum Regional CMAQ Component:	\$0	\$0	\$0
Minimum Regional HSIP Component:	\$8,000,000	\$2,000,000	\$10,000,000

Region	Regional Share (%)	Regional Minimum HSIP Component With State Match	Regional Minimum CMAQ Component With State Match	Total Regional Target With State Match
Berkshire Region	3.5596	\$355,964	\$0	\$4,689,695
Boston Region	42.9671	\$4,296,710	\$0	\$56,607,514
Cape Cod	4.5851	\$458,514	\$0	\$6,040,748
Central Mass	8.6901	\$869,013	\$0	\$11,448,915
Franklin Region	2.5397	\$253,975	\$0	\$3,346,018
Martha's Vineyard	0.3100	\$30,997	\$0	\$408,372
Merrimack Valley	4.4296	\$442,956	\$0	\$5,835,772
Montachusett	4.4596	\$445,955	\$0	\$5,875,292
Nantucket	0.2200	\$21,998	\$0	\$289,813
Northern Middlesex	3.9096	\$390,961	\$0	\$5,150,760
Old Colony	4.5595	\$455,954	\$0	\$6,007,025
Pioneer Valley	10.8099	\$1,080,992	\$0	\$14,241,655
Southeastern Mass	8.9601	\$896,010	\$0	\$11,804,594
Total:	100.00	\$10,000,000	\$0	\$131,746,173

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

Hold Harmless Amount: 146,746,173

TITLE 23 - TRANSPORTATION FUNDING
Statewide Highway-Funded Program

FEDERAL FISCAL YEAR 2011
FEDERAL REGIONAL TARGETS
D R A F T - July 1, 2009

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.	
Base Obligation Authority	\$532,000,000			
Redistribution, as Estimated by FHWA	\$37,000,000			
Total Estimated Obligation Authority Available:	\$569,000,000			
Central Artery/Tunnel Obligation Authority	(159,385,000)			
Total Non-Earmarked Available Statewide - (Including Redistribution)	409,635,000	92,471,250	502,106,250	
Statewide Infrastructure Items:				
Statewide Infrastructure Program	\$1,200,000	\$300,000	\$1,500,000	
Statewide STP - Safety Program	0	\$0	\$0	
Statewide HSIP Program	2,250,000	\$250,000	\$2,500,000	
Statewide Safe Routes to Schools Program	3,500,000	\$0	\$3,500,000	
Statewide CMAQ	10,000,000	\$2,500,000	\$12,500,000	increase by \$6.25 for ACO
Statewide Transportation Enhancements	400,000	\$100,000	\$500,000	
Statewide Recreational Trails	628,400	\$156,800	\$783,000	
Statewide ITS (Incl. Rte I-91 A/C \$4.7M)	9,300,000	\$2,325,000	\$11,625,000	
Statewide Design and Right of Way	0	\$0	\$0	
Statewide Interstate Maintenance Program	63,000,000	\$7,000,000	\$70,000,000	
Statewide NHS Preservation Program	11,600,000	\$2,900,000	\$14,500,000	
Statewide Railroad Grade Crossings	400,000	\$100,000	\$500,000	
Statewide Transit	25,000,000	\$6,250,000	\$31,250,000	
Subtotal Statewide Infrastructure Items:	\$127,276,400	\$21,881,600	\$149,158,000	
Other Statewide Items:				
Award Adjustments, Change Orders, Project Value Changes, Etc.	\$35,000,000	\$8,750,000	\$43,750,000	
Planning	18,400,000	\$4,600,000	\$23,000,000	
DBEs, CEPO, Pavement Lab Retrofits, and Misc. Programs	0	\$0	\$0	
Subtotal Other Statewide Items:	\$53,400,000	\$13,350,000	\$66,750,000	
Regional Major Infrastructure Projects:	\$32,000,000	\$8,000,000	\$40,000,000	
Bridge Program:				Total Adjusted Target
Statewide Bridge Repl. / Rehab Program	\$90,436,662	\$22,609,166	\$113,045,828	119,485,488
Statewide Bridge Preservation Program	0	\$0	\$0	
Statewide Bridge Inspection Program	5,000,000	\$1,250,000	\$6,250,000	
Subtotal Federal Aid Bridge Program:	\$95,436,662	\$23,859,166	\$119,295,828	
				-4.0000%
				Adjusted Target
Total Regional Targets:	\$101,521,938	\$25,380,485	\$126,902,423	121,826,326
Minimum Regional CMAQ Component:	\$0	\$0	\$0	
Minimum Regional HSIP Component:	\$8,000,000	\$2,000,000	\$10,000,000	

Region	Regional Share (%)	Regional Minimum HSIP Component With State Match	Regional Minimum CMAQ Component With State Match	Total Regional Target With State Match	Adjusted Total Regional Target With State Match
Berkshire Region	3.5596	\$355,964	\$0	\$4,517,274	\$4,336,583
Boston Region	42.9671	\$4,296,710	\$0	\$54,526,295	\$62,345,243
Cape Cod	4.5851	\$458,514	\$0	\$5,818,656	\$5,585,909
Central Mass	8.6901	\$869,013	\$0	\$11,027,987	\$10,586,867
Franklin Region	2.5397	\$253,975	\$0	\$3,222,999	\$3,094,079
Martha's Vineyard	0.3100	\$30,997	\$0	\$393,358	\$377,624
Merrimack Valley	4.4296	\$442,956	\$0	\$5,621,215	\$5,396,367
Montachusett	4.4596	\$445,955	\$0	\$5,659,282	\$5,432,911
Nantucket	0.2200	\$21,998	\$0	\$279,157	\$267,991
Northern Middlesex	3.9096	\$390,961	\$0	\$4,961,389	\$4,762,933
Old Colony	4.5595	\$455,954	\$0	\$5,786,172	\$5,554,725
Pioneer Valley	10.8099	\$1,080,992	\$0	\$13,718,049	\$13,169,327
Southeastern Mass	8.9601	\$896,010	\$0	\$11,370,589	\$10,915,765
Total:	100.00	\$10,000,000	\$0	\$126,902,423	\$121,826,326

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

Adjusted Hold Harmless Amount: 133,826,326

TITLE 23 - TRANSPORTATION FUNDING
Statewide Highway-Funded Program

FEDERAL FISCAL YEAR 2012
FEDERAL REGIONAL TARGETS
D R A F T - July 1, 2009

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.	
Base Obligation Authority	\$532,000,000			
Redistribution, as Estimated by FHWA	\$37,000,000			
Total Estimated Obligation Authority Available:	\$569,000,000			
Central Artery/Tunnel Obligation Authority	(165,980,000)			
Total Non-Earmarked Available Statewide - (Including Redistribution)	403,040,000	90,822,500	493,862,500	
Statewide Infrastructure Items:				
Statewide Infrastructure Program	\$1,200,000	\$300,000	\$1,500,000	
Statewide STP - Safety Program	0	\$0	\$0	
Statewide HSIP Program	2,260,000	\$250,000	\$2,500,000	
Statewide Safe Routes to Schools Program	3,500,000	\$0	\$3,500,000	
Statewide CMAQ	10,000,000	\$2,500,000	\$12,500,000	
Statewide Transportation Enhancements	400,000	\$100,000	\$500,000	
Statewide Recreational Trails	628,400	\$156,600	\$783,000	
Statewide ITS	6,100,000	\$1,275,000	\$6,375,000	
Statewide Design and Right of Way	0	\$0	\$0	
Statewide Interstate Maintenance Program	63,000,000	\$7,000,000	\$70,000,000	
Statewide NHS Preservation Program	9,800,000	\$2,400,000	\$12,000,000	
Statewide Railroad Grade Crossings	400,000	\$100,000	\$500,000	
Statewide Transit	20,000,000	\$5,000,000	\$25,000,000	
Subtotal Statewide Infrastructure Items:	\$116,076,400	\$19,081,600	\$135,158,000	
Other Statewide Items:				
Award Adjustments, Change Orders, Project Value Changes, Etc.	\$35,000,000	\$8,750,000	\$43,750,000	
Planning	18,400,000	\$4,600,000	\$23,000,000	
DBEs, CEPO, Pavement Lab Retrofits, and Misc. Programs	0	\$0	\$0	
Subtotal Other Statewide Items:	\$53,400,000	\$13,350,000	\$66,750,000	
Regional Major Infrastructure Projects:	\$32,000,000	\$8,000,000	\$40,000,000	
Bridge Program:				
Statewide Bridge Repl. / Rehab Program	\$93,436,662	\$23,359,166	\$116,795,828	Total Adjusted Target
Statewide Bridge Preservation Program	0	\$0	\$0	118,114,081
Statewide Bridge Inspection Program	5,000,000	\$1,250,000	\$6,250,000	
Subtotal Federal Aid Bridge Program:	\$98,436,662	\$24,609,166	\$123,045,828	
Total Regional Targets:				
Minimum Regional CMAQ Component:	\$8,000,000	\$2,000,000	\$10,000,000	Adjusted Target
Minimum Regional HSIP Component:	\$8,000,000	\$2,000,000	\$10,000,000	118,389,725

Region	Regional Share (%)	Regional Minimum HSIP Component With State Match	Regional Minimum CMAQ Component With State Match	Total Regional Target With State Match	Adjusted Total Regional Target With State Match
Berkshire Region	3.5596	\$355,964	\$355,964	\$4,588,690	\$4,214,253
Boston Region	42.9671	\$4,296,710	\$4,296,710	\$55,388,323	\$50,868,636
Cape Cod	4.5851	\$458,514	\$458,514	\$5,910,645	\$5,428,336
Central Mass	8.6901	\$869,013	\$869,013	\$11,202,333	\$10,288,222
Franklin Region	2.5397	\$253,975	\$253,975	\$3,273,953	\$3,006,798
Martha's Vineyard	0.3100	\$30,997	\$30,997	\$399,577	\$366,971
Merrimack Valley	4.4296	\$442,956	\$442,956	\$5,710,083	\$5,244,140
Montachusett	4.4596	\$445,955	\$445,955	\$5,748,752	\$5,279,654
Nantucket	0.2200	\$21,998	\$21,998	\$283,571	\$260,431
Northern Middlesex	3.9096	\$390,961	\$390,961	\$5,039,825	\$4,628,575
Old Colony	4.5595	\$455,954	\$455,954	\$5,877,648	\$5,398,032
Pioneer Valley	10.8099	\$1,080,992	\$1,080,992	\$13,934,923	\$12,797,833
Southeastern Mass	8.9601	\$896,010	\$896,010	\$11,550,351	\$10,607,842
Total:	100.00	\$10,000,000	\$10,000,000	\$128,908,673	\$118,389,725

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

Adjusted Hold Harmless Amount: 127,573,725

TITLE 23 - TRANSPORTATION FUNDING
Statewide Highway-Funded Program

FEDERAL FISCAL YEAR 2013
FEDERAL REGIONAL TARGETS
D R A F T - July 1, 2009

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.	
Base Obligation Authority	\$532,000,000			
Redistribution, as Estimated by FHWA	\$37,000,000			
Total Estimated Obligation Authority Available:	\$569,000,000			
Central Artery/Tunnel Obligation Authority	(178,555,000)			
Total Non-Earmarked Available Statewide - (Including Redistribution)	392,445,000	87,861,250	480,306,250	
Statewide Infrastructure Items:				
Statewide Infrastructure Program	\$4,800,000	\$1,200,000	\$6,000,000	
Statewide STP - Safety Program	0	\$0	\$0	
Statewide HSIP Program	4,500,000	\$500,000	\$5,000,000	
Statewide Safe Routes to Schools Program	3,600,000	\$0	\$3,600,000	
Statewide CMAQ	5,000,000	\$1,250,000	\$6,250,000	
Statewide Transportation Enhancements	400,000	\$100,000	\$500,000	
Statewide Recreational Trails	626,400	\$156,600	\$783,000	
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	63,000,000	\$7,000,000	\$70,000,000	
Statewide NHS Preservation Program	7,343,000	\$1,835,750	\$9,178,750	
Statewide Railroad Grade Crossings	400,000	\$100,000	\$500,000	
Statewide Transit				
Subtotal Statewide Infrastructure Items:	\$96,969,400	\$13,992,350	\$110,961,750	
Other Statewide Items:				
Award Adjustments, Change Orders, Project Value Changes, Etc.	\$36,000,000	\$9,000,000	\$45,000,000	
Planning	18,400,000	\$4,600,000	\$23,000,000	
DBEs, CEPO, Pavement Lab Retrofits, and Misc. Programs	0	\$0	\$0	
Subtotal Other Statewide Items:	\$54,400,000	\$13,600,000	\$68,000,000	
Regional Major Infrastructure Projects:	\$32,000,000	\$8,000,000	\$40,000,000	
Bridge Program:				
Statewide Bridge Repl. / Rehab Program	\$97,186,662	\$24,296,666	\$121,483,328	Total Adjusted Target
Statewide Bridge Preservation Program	0	\$0	\$0	118,114,081
Statewide Bridge Inspection Program	5,000,000	\$1,250,000	\$6,250,000	
Subtotal Federal Aid Bridge Program:	\$102,186,662	\$25,546,666	\$127,733,328	
				-12.4864%
				Adjusted Target
Total Regional Targets:	\$106,888,938	\$26,722,235	\$133,611,173	116,927,947
Minimum Regional CMAQ Component:	\$16,000,000	\$4,000,000	\$20,000,000	
Minimum Regional HSIP Component:	\$8,000,000	\$2,000,000	\$10,000,000	

Region	Regional Share (%)	Regional Minimum HSIP Component With State Match	Regional Minimum CMAQ Component With State Match	Total Regional Target With State Match	Adjusted Total Regional Target With State Match
Berkshire Region	3.5596	\$355,964	\$711,929	\$4,756,082	\$4,162,219
Boston Region	42.9671	\$4,296,710	\$8,593,421	\$57,408,851	\$50,240,552
Cape Cod	4.5851	\$458,514	\$917,028	\$6,126,261	\$5,361,312
Central Mass	8.6901	\$869,013	\$1,738,026	\$11,610,986	\$10,161,192
Franklin Region	2.5397	\$253,975	\$507,949	\$3,393,384	\$2,969,673
Martha's Vineyard	0.3100	\$30,997	\$61,994	\$414,153	\$362,440
Merrimack Valley	4.4296	\$442,956	\$885,911	\$5,918,383	\$5,179,390
Montachusett	4.4596	\$445,955	\$891,911	\$5,958,462	\$5,214,465
Nantucket	0.2200	\$21,998	\$43,996	\$293,915	\$257,216
Northern Middlesex	3.9096	\$390,961	\$781,922	\$5,223,674	\$4,571,426
Old Colony	4.5595	\$455,954	\$911,909	\$6,092,060	\$5,331,381
Pioneer Valley	10.8099	\$1,080,992	\$2,161,984	\$14,443,260	\$12,639,816
Southeastern Mass	8.9601	\$896,010	\$1,792,021	\$11,971,700	\$10,476,866
Total:	100.00	\$10,000,000	\$20,000,000	\$133,611,173	\$116,927,947

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

APPENDIX B: Air Quality Conformity Status

Air Quality Conformity Determination

Pioneer Valley (MPO)

FFY 2010-2013 Transportation Improvement Program

Background

The Commonwealth of Massachusetts is classified as serious nonattainment for ozone, and is divided into two nonattainment areas. The Eastern Massachusetts ozone nonattainment area includes Barnstable, Bristol, Dukes, Essex, Middlesex, Nantucket, Norfolk, Suffolk, and Worcester counties. Berkshire, Franklin, Hampden, and Hampshire counties comprise the Western Massachusetts ozone nonattainment area. With these classifications, the 1990 Clean Air Act Amendments (CAAA) required the Commonwealth to reduce its emissions of volatile organic compounds (VOCs) and nitrogen oxides (NO_x), the two major precursors to ozone formation to achieve attainment of the ozone standard. In April 2002, the City of Springfield was re-designated to attainment for carbon monoxide with an EPA-approved limited maintenance plan (see the 2007 Transportation Plan for more details).

The CAAA also required Metropolitan Planning Organizations (MPOs) within nonattainment areas to perform conformity determinations prior to the approval of their Regional Transportation Plans (RTPs) and Transportation Improvement Programs (TIPs). The most recent prior conformity determination occurred in the summer of 2007, 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 2007 in Massachusetts 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 2007 RTPs and related documents):

Between 2003 and 2006, several new conformity determinations were made that were triggered by various events, including: The 2003 regional transportation plans, a change in designation from the one-hour ozone standard to an eight-hour ozone standard, and various changes to regional TIPs that involved reprogramming transportation projects across analysis years.

In 2007, air quality analyses were conducted on behalf of all the 2007 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 2007 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.

On April 2, 2008, EPA found that the 2008 and 2009 motor vehicle emissions budgets in the January 31, 2008 Massachusetts 8-hour ozone State Implementation Plan revision were adequate for transportation conformity purposes. The submittal included 2008 and 2009 motor vehicle emission budgets for the Boston-Lawrence-Worcester (Eastern Massachusetts) and Springfield (Western Massachusetts) 8-hour ozone nonattainment areas. Massachusetts submitted these budgets as part of the 8-hour ozone attainment demonstration and reasonable further progress plan for both nonattainment areas, and as a result of EPA's adequacy finding, these budgets are required to be used for this and future conformity determinations.

Conformity Test

The conformity test is to show consistency with the emissions budgets set forth in the SIP, and to contribute to reductions in CO nonattainment areas. In addition, the format of the conformity test is determined by evolving regulations. These regulations set specific requirements for different time periods depending on the timeframe of the Commonwealth's SIP submittals to EPA. These periods are defined as follows:

Control Strategy Period: Once a control strategy SIP has been submitted to EPA, EPA has to make a positive adequacy determination of the mobile source emission budget before such budget can be used for conformity purposes. The conformity test in this period is consistency with the mobile source emission budget.

Maintenance Period is the period of time beginning when the Commonwealth submits and EPA approves a request for redesignation to an attainment area, and lasting for 20 years. The conformity test in this period is consistency with the mobile source emission budget.

Horizon years for regional and state model analyses have been established following 40 CFR 93.106(a) of the Federal Conformity Regulations. The years for which the regional and state transportation models were run for emission estimates are shown below:

- 2000: Milestone Year – This year is currently being used by the statewide travel demand model as the new base year for calculation of emission reductions of VOCs and NOx.
- 2010: Analysis Year – first year of TIP
- 2020: Analysis Year
- 2030: Horizon Year – last forecast year of regional transportation plans

Changes in Project Design since the Last Conformity Determination Analysis

The milestone and analysis year transportation model networks are composed of projects proposed in the approved TIPs and 2007 RTP. Projects in these networks consist of all in-place “regionally significant” projects plus all such projects where at least one of the following steps has occurred within the past three years:

- Comes from the first year of a previously conforming TIP,
- Completed the NEPA process, or
- Currently under construction or are undergoing right-of-way acquisition

A complete listing of future regionally significant projects for the Pioneer Valley MPO can be found (reference RTP), and is provided below:

Analysis Year	Community	Project Description
2009	Chester	Maple Street bridge restoration as a one-way bridge.
2009	Westfield	Route 10/202 Great River Bridge - two bridges acting as one-way pairs.
2020	Holyoke	Improvements to Commercial Street corridor.
2020	Chicopee	Memorial Drive signal coordination.
2020	Hadley	Route 9 signal coordination.
2020	Westfield	Route 20 signal coordination.
2020	Holyoke, W.Springfield	Route 5 signal coordination.
2020	Chicopee	Traffic coordination and improvements along Broadway.
2020	Springfield	New slip ramp from I-291 to East Columbus Avenue.
2020	Northampton	Road widening on Damon Road from Rte 9 to King St.
2020	E. Longmeadow	Improvements to the East Longmeadow Rotary.
2020	Northampton	Improvements to I-91 Exit 19 to construct a full interchange.
2020	West Springfield	Improve the Union Street Railroad Underpass. Construct a truck bypass road.
2020	Agawam	Route 57 Fly-over Ramp.
2030	Agawam, Longmeadow, Springfield	Improve the South End Bridge, pedestrian connections to Agawam/Springfield Riverwalks, fix existing lane reduction problem on I-91 between Exits 1-3.
2030	Agawam	Improvement to Route 5 access ramps for truck routing.
2020	Agawam	Route 57 Phase II new limited access highway from Route 187 to Southwick Line.
2030	Chicopee, Holyoke	Route 116 Bridge Improvements (possible widening).
2030	Ludlow, Springfield	Route 21 bridge reconstruction (possible to be widened as well).

Regionally Significant Projects Included in the Regional Transportation Models for the Western Massachusetts Ozone Non-Attainment Area

Analysis Year	Community	Project Description – Pioneer Valley Region
2010	Hadley	Route 9 widening to four lanes - from Calvin Coolidge Bridge to West Street.
2010	Chicopee	Deady Memorial Bridge – widen to 5 lanes.
2010	Holyoke	Improvements to Commercial Street corridor.
2010	Chicopee	Memorial Drive signal coordination.
2010	Hadley	Route 9 signal coordination.
2010	Westfield	Route 20 signal coordination.
2010	Holyoke, W.Springfield	Route 5 signal coordination.
2010	Chicopee	Traffic coordination and improvements along Broadway.
2010	Westfield	Route 10/202 Great River Bridge - two bridges acting as one-way pairs.
2010	Springfield	New slip ramp from I-291 to East Columbus Avenue.
2010	Northampton	Road widening on Damon Road from Rte 9 to King St.
2010	Chester	Maple Street bridge restoration as a one-way bridge.
2020	E. Longmeadow	Improvements to the East Longmeadow Rotary.
2020	Northampton	Improvements to I-91 Exit 19 to construct a full interchange.
2020	West Springfield	Improve the Union Street Railroad Underpass. Construct a truck bypass road.
2020	Agawam	Route 57 Fly-over Ramp.
2030	Agawam, Longmeadow, Springfield	Improve the South End Bridge, pedestrian connections to Agawam/Springfield Riverwalks, fix existing lane reduction problem on I-91 between Exits 1-3.
2030	Agawam	Improvement to Route 5 access ramps for truck routing.
2020	Agawam	Route 57 Phase II new limited access highway from Route 187 to Southwick Line.
2030	Chicopee, Holyoke	Route 116 Bridge Improvements (possible widening).
2030	Ludlow, Springfield	Route 21 bridge reconstruction (possible to be widened as well).
Analysis Year	Community	Project Description – Berkshire Region
2020	Pittsfield	Safety and capacity improvements on East St. between Elm St. and Merrill Road
2020	Great Barrington	Main St. intersection improvements, signalization upgrades and add turning lanes
2020	Lanesboro/Cheshire	Construct passing lanes on Route 8 between Mall Road and truck weighing station
2020	Stockbridge - MassPike	Construct full interchange at Exit 1 with mitigation on impacted area roadways
2020	Pittsfield	Intersection widening, turning lane improvements First/Tyler & Tyler/Stoddard Ave
2020	Pittsfield	Construct connector street from W. Housatonic St. to West St. near CSX yard
2030	Great Barrington	Realign & widen State Rd., including new bridge to replace the current Brown bridge
Analysis Year	Community	Project Description - Franklin Region
n/a	n/a	none

The Commonwealth requires that any changes in project design from the previous conformity determination for the region be identified. The last conformity determination was performed on the 2007 Regional Transportation Plan.

Air Quality Conformity Analysis

Specific information regarding the analysis and modeling methods, latest planning assumptions, and consultation procedures are all detailed in the 2007 RTP (and appendices). The emissions from the following MPOs have been combined to show conformity with the SIP for the Western Massachusetts Nonattainment Area:

- Berkshire Region MPO
- Franklin Regional Council of Governments*

- Pioneer Valley MPO

* This region does not contain any official urbanized areas, but is considered to be an MPO for planning purposes.

Using the latest planning assumptions, the Executive Office of Transportation, Office of Transportation Planning, estimated the emissions for VOC and NO_x for all areas and all MPOs through a combination of the statewide and selected regional travel demand models (and with assistance from MPO staff). The VOC mobile source emission budget for 2009 for the Western Massachusetts Nonattainment Area has been set at 10.734 tons per summer day and the 2009 mobile source budget for NO_x is 27.734 tons per summer day. As shown in Tables 1 and 2, the results of the air quality analysis demonstrate that the VOC and NO_x emissions from all Action scenarios are less than the VOC and NO_x emissions budgets for the Western Massachusetts Nonattainment Area:

TABLE 1**VOC Emissions Estimates for the Western Massachusetts Ozone Nonattainment Area**

(all emissions in tons per summer day)

Year	(Pioneer Valley) Action Emissions	Western MA Action Emissions	Budget	Difference (Action – Budget)
2000	n/a	31.845	n/a	n/a
2010	-0.020	10.288	10.734	-0.446
2020	-0.016	5.600	10.734	-5.134
2030	-0.017	5.207	10.734	-5.527

TABLE 2**NOx Emissions Estimates for the Western Massachusetts Ozone Nonattainment Area**

(all emissions in tons per summer day)

Year	(Pioneer Valley) Action Emissions	Western MA Action Emissions	Budget	Difference (Action – Budget)
2000	n/a	59.139	n/a	n/a
2010	-0.044	26.493	27.734	-1.241
2020	-0.018	7.187	27.734	-20.547
2030	-0.014	4.707	27.734	-23.027

This conformity determination analysis has been prepared in accordance with EPA's final conformity regulations. The air quality analyses outlined in this document demonstrate that the implementation of the TIP satisfies the conformity criteria where applicable and is consistent with the air quality goals in the Massachusetts SIP. Specifically, the Pioneer Valley MPO has found the emission levels from this FY 2010-2013 TIP – in combination with the emission levels from the other MPOs in its nonattainment area – demonstrate conformity with the SIP. Therefore, the FFY 2010 - 2013 Transportation Improvement Program (TIP) is in conformity with the SIP where required.

APPENDIX C: Transit Funding

Pioneer Valley Transit TIP Project Information
FY09

RTA	Project Description	Funding	Funding Sub-Category	Federal Cost	State/Local Co Total	APPROVAL STATUS	GRANT #	COMMENTS
PVTA	Replacement Transit Buses	5307	Rolling Stock	\$ 2,371,200	\$ 592,800	Submitted	MA-90-X567-00	Replacement Transit Buses
PVTA	Replacement Transit Mini Buses	5307	Rolling Stock	\$ 52,000	\$ 13,000	Submitted	MA-90-X567-00	Replacement Transit Buses
PVTA	Lift equipped Vans	5307	Vans	\$ 660,000	\$ 165,000	Submitted	MA-90-X567-00	Lift Equipped Vans
PVTA	Supervisory Vehicles	5307	Capital Purchase	\$ 48,000	\$ 12,000	Submitted	MA-90-X567-00	Replace Support Vehicles
PVTA	Transit Enhancements	5307	Capital Purchase	\$ 130,537	\$ 32,634	Submitted	MA-90-X567-00	Transit Enhancements
PVTA	Transit Security	5307	Capital Purchase	\$ 130,537	\$ 32,634	Submitted	MA-90-X567-00	Transit Security
PVTA	Hardware/Software	5307	Capital Purchase	\$ 735,698	\$ 183,925	Submitted	MA-90-X567-00	Hardware/Software
PVTA	AVL System Integrator	5307	Capital Purchase	\$ 1,172,620	\$ 293,155	Submitted	MA-90-X567-00	ITS/AVL System Integrator
PVTA	Communications	5307	Capital Purchase	\$ -	\$ -	Submitted		
PVTA	Transit Facilities Improvement	5307	Facility Improvement	\$ 376,062	\$ 94,016	Submitted	MA-90-X567-00	Transit Facility Improvements
PVTA	Environmental Compliance	5307	Facility Improvement	\$ 52,000	\$ 13,000	Submitted	MA-90-X567-00	Environmental Compliance
PVTA	Small Tools and Equipment	5307	Maintenance Items	\$ 142,400	\$ 35,600	Submitted	MA-90-X567-00	Small Tools & Equipment
PVTA	Preventive Maintenance 7/08 - 6/10	5307	Maintenance Items	\$ 4,358,444	\$ 1,089,611	Submitted	MA-90-X567-00	Preventive Maintenance 7/08-12/09
PVTA	Intermodal Terminal Lease	5307	Service Improvement	\$ -	\$ -	Submitted		
PVTA	ADA Assistance 7/08-6/10	5307	Service Improvement	\$ 1,305,370	\$ 326,343	Submitted	MA-90-X567-00	ADA Assistance 7/08-12/09
PVTA	Planning	5307	Planning	\$ 344,000	\$ 86,000	Submitted	MA-90-X567-00	Planning
				11,878,868	2,969,717			
PVTA	State Contract Assistance	NFA	Operating Assistance	\$ -	\$ 17,808,476			
PVTA	Local Assessments	NFA	Operating Assistance	\$ -	\$ 6,245,053			
PVTA	Rural Transit E&H	5311	Operating Assistance	\$ -	\$ 127,000	Submitted		Rural Transit E&H
PVTA	Lift Equipped Vans	5310	Vans	\$ 200,000	\$ 50,000	Submitted		Lift Equipped Vans
PVTA	Lift Equipped minibuses	5310	Mini-buses	\$ -	\$ 300,000	Submitted		Replacement Transit Buses
PVPC	Job Access Reverse Commute	3037/5316	Operating Assistance	\$ 332,432	\$ -	Approved/Carryover	MA-37-X029-00	
PVPC	New Freedom	5317	Operating Assistance	\$ 203,267	\$ -	Approved/Carryover	MA-57-X006-00	
PVTA	ITS Architecture & Deployment Plan	115	ITS/AVL Intergrator	\$ 3,000,000	\$ -	Approved	MA-15-X004-00	ITS/AVL System Integrator
PVTA	ADA Vehicle Equipment	5309	Vans	\$ 990,312	\$ 247,578	Approved	MA-03-0248-00	ADA Vehicle Equipment
PVTA	Holyoke Multimodal Center (carryover)	5309	Intermodal Center	\$ 742,520	\$ 185,630	Approved	MA-03-0259-00	Design
PVTA	Union Station Redevelopment carryover	5309	Intermodal Center	\$ 4,500,000	\$ 1,125,000	Carryover		
PVTA	Bus Purchase (29 New Buses)	ER	Economic Stimulus	\$ 10,744,500	\$ 10,744,500	Approved	MA-96-X002-00	Replacement Transit Buses
PVTA	Operating Assistance	ER	Economic Stimulus	\$ 1,625,945	\$ 1,625,945	Pending Amendment	MA-96-X002-00	Operating Assistance
PVTA	Lift Equipped Vans (increased by 990,000)	ER	Economic Stimulus	\$ 990,000	\$ 990,000	Approved	MA-96-X002-00	Lift Equipped Vans
PVTA	Transit Enhancements	ER	Economic Stimulus	\$ 105,000	\$ 105,000	Approved	MA-96-X002-00	Transit Enhancements
PVTA	Transit Security (increased by 635,000)	ER	Economic Stimulus	\$ 740,000	\$ 740,000	Approved	MA-96-X002-00	Transit Security
PVTA	Transit Facilities Improvements	ER	Economic Stimulus	\$ 1,079,953	\$ 1,079,953	Approved	MA-96-X002-00	Facility Improvements
PVTA	Small Tools & Equipment (decreased by 1	ER	Economic Stimulus	\$ 974,055	\$ 974,055	Approved	MA-96-X002-00	Small Tools & Equipment
PVTA	Holyoke Multimodal Center (carryover) (char	5309	Intermodal Center	\$ 1,732,500	\$ 433,125	Approved	MA-04-0020-00	Construction
PVTA	Westfield Multimodal Center (carryover) (adc	117	Intermodal Center	\$ 1,700,000	\$ -	Carryover		
PVTA	Holyoke Multimodal Center (carryover)	EOTPW	Intermodal Center	\$ -	\$ 1,500,000	Approved	State Contract	Design & Construction
PVTA	Holyoke Multimodal Center (carryover)	EOTPW	Intermodal Center	\$ -	\$ 750,000	Approved	State Contract	Abatement & Repairs
PVTA	Holyoke Multimodal Center (carryover)	115	Intermodal Center	\$ 2,000,000	\$ -	Approved	MA-15-X007-00	Construction

**APPENDIX D: Listing of Prioritized Projects, Project Needs Form (PNF), and
Project Priority Evaluation Criteria**

Community	SID	Project Name	Percent Design	Project Cost	Score
*Westfield	603318	Main St. (Rte. 20) and Park Square Hwy Improvement (Total Cost TBD)	100	\$15,000,000	12 11.75
Chesterfield	604718	East Street reconstruction (Footprint)	100	\$3,305,000	6 5.60
Pelham	601154	Amherst Rd. Reconstruction	100	\$6,000,000	5 4.70
Amherst	604043	Rte 116 Atkins Corner (\$7,508,980)	75	\$6,038,980	10 10.45
Springfield	604449	North end and Brightwood Infrastructure Improvements (South)	75	\$7,878,000	10 9.85
West Springfield	604737	Westfield St. (Rte. 20)	75	\$3,500,000	10 9.83
Westfield	604446	Route 187 - Little River Road reconstruction	75	\$5,431,580	8 7.77
Westfield	604445	Route 187 - Sherman's Mill Bridge reconstruction	75	\$6,926,210	8 7.65
Westfield	604442	Route 187 - Feeding Hills Road reconstruction	75	\$4,658,420	7 7.43
Belchertown	604433	Route 181 (Footprint)	75	\$5,554,000	7 7.30
Southwick	604153	Routes 10/202 resurfacing (southerly)	75	\$2,600,000	6 5.52
East Longmeadow	601350	Elm Street Reconstruction	75	\$3,261,000	4 4.48
Blandford/Russell	605614	Resurfacing Route 23	75	\$4,300,000	3 3.45
Springfield	604821	Outer Belt street improvements	25	\$2,000,000	10 10.12
Amherst	82250	Route 116 (Notch) reconstruction	25	\$5,300,000	9 9.10
West Springfield	604210	Rte 5 Reconstruction \$4,800,000 (Section 1C, section 117 funds)	25	\$0	9 8.78
*Northampton	180525	Damon Rd. Safety Improvement	25	\$4,575,000	8 8.10
*Southwick	604154	Routes 10/202 resurfacing (center) (\$5,175,000)	25	\$3,375,000	8 8.02
Agawam	602653	Rte 159 (Main Street) Improvements	25	\$3,700,000	8 7.77
Hadley	604035	Route 9 at Route 47 intersection improvements	25	\$1,993,320	7 7.17
Agawam	600513	N. Westfield St. / S. Westfield St. (Rte. 187)	25	\$3,500,000	7 6.95
Southwick	604033	Congamond Rd. (Rte. 168) Reconstruction	25	\$3,700,000	6 6.47
Southampton	604653	East St. (Footprint)	25	\$4,582,450	5 5.48
Belchertown	604692	N. Washington Street Reconstruction	25	\$3,200,000	5 5.43
Easthampton	602486	Pomeroy Meadow Rd	25	\$1,010,291	5 5.23
Holyoke	602925	Pleasant St. (\$2,221,787)	25	\$1,150,547	4 3.88
Monson	605687	Lower Hampden Rd Phase 2	25	\$4,750,000	4 3.88
Southampton	604738	Glendale Rd. (Phase II)	25	\$1,800,000	4 3.82
Huntington	605615	Route 112 Resurfacing	25	\$3,070,000	3 3.45
Cumington	605582	Route 9 Pavement Preservation	25	\$3,924,500	3 3.20
Westfield	604601	Route 20 Access Road (\$10,355,971)	25	\$7,852,283	3 3.12
Springfield	604603	Symphony Hall Plaza Improvements (\$300,000)	25	\$30,029	3 2.52
West Springfield	604746	Union Street Underpass	0	\$15,000,000	11 11.22
Hadley/Northampton	604597	I-91 Exit 19 improvements	0	\$15,000,000	10 9.75
Chicopee	604435	Memorial Drive (Rt 33) Traffic signal improvement	0	\$800,000	10 9.67
Springfield/Wilbraham	605213	Boston Rd Reconstruction (Route 20)	0	\$9,260,000	10 9.52
Westfield	604823	I-90 exit 3	0	\$1,200,000	9 9.15
Agawam	603372	Connector, Rte 5 to Rte 57/rotary	0	\$10,000,000	9 9.10
Westfield	603330	Rte. 10/202 CBD Traffic Improvements	0	\$3,000,000	9 8.88
Westfield	603449	Western Avenue Highway Improvement	0	\$3,500,000	9 8.77
Chicopee	604434	Fuller Rd. Corridor Improvements	0	\$6,200,000	8 8.27
Westfield	605134	Resurfacing Route 10/202	0	\$1,250,000	8 8.05
Palmer	601504	Rte. 32 (Ware Road) (\$22,854,850 or \$15,000,000 W/O Climb lanes)	0	\$19,975,170	7 7.43
Holyoke/West Springfield	604209	Route 5 Reconstruction from Ashley Ave.	0	\$1,200,000	7 7.42
Northampton	604452	Route 66 (West St.) at Earle Street intersection improvements	0	\$150,000	7 7.22
Southwick	603477	Route 57 Reconstruction	0	\$2,500,000	7 6.82
Springfield	604448	Main St. Front, Route 141 Improvements (Indian Orchard)	0	\$785,000	7 6.78
Belchertown	605556	Main @ Maple and Jabish Intersection Improvements	0	\$690,000	7 6.68
Agawam	604203	Route 187/57 Intersection Improvements	0	\$250,000	6 6.43
Southwick	604155	Routes 10/202 resurfacing (northerly)	0	\$2,000,000	6 5.60
Holyoke	605643	Route 202 Resurfacing Ashley Ave to Old County Rd.	0	\$1,545,000	6 5.58
Goshen	602888	Route 9 reconstruction	0	\$4,500,000	5 5.17
Springfield	605385	Roosevelt Ave. @ Island Pond Rd and Roosevelt Ave @ Alden Street	0	\$1,529,817	5 4.83
Hadley	602796	South Maple Street	0	\$2,750,000	5 4.73
Westhampton	602386	Southampton Rd.	0	\$1,400,000	4 4.38
Plainfield	604825	Route 116 (Main St)	0	\$1,250,000	4 4.37
Westhampton	602387	Chesterfield Rd.	0	\$2,400,000	4 4.02
Westhampton	602822	Kings Highway and Reservoir Rd	0	\$1,360,000	4 4.02
Agawam	603731	Bikeway Loop	0	\$472,526	4 4.02
Cumington	600301	Rte. 112	0	\$600,000	4 3.70
Agawam/Southwick	115300	Rte. 57 Extension	0	\$8,051,614	4 3.65
				\$324,585,737	

Community	SID	Project Name	Percent Design	Project Cost	Score	
*Ludlow	604437	Intersection improvements, Chapin at East Street	75	\$1,301,020	8	8.15
Westfield	603783	Columbia Greenway Rail trail and River Walk Phase I (South) (\$6,226,907)	75	\$5,234,139	6	6.28
Northampton/Easthampton	605728	Manhan Rail Trail-Bridge (Score is from the original project ranking)	75	\$620,000	5	5.32
Easthampton	604441	Manhan Rail Trail Coleman Road Extension (\$1,176,000)	25	\$522,238	5	5.30
West Springfield	603730	CT Riverwalk and Bikeway	25	\$2,500,000	5	4.77
Chicopee	602912	Chicopee Riverwalk	25	\$1,400,000	5	4.62
Chicopee	602911	Connecticut Riverwalk	25	\$1,611,250	4	4.40
Ware	603454	Ware River Valley Preservation Project	25	\$1,400,000	4	4.22
Holyoke	603263	Holyoke Canalwalk (Phase 1B) (\$2,731,820)	0	\$740,566	9	8.65
Westfield	604967	Columbia Greenway Rail trail and River Walk Phase II (Middle)	0	\$4,537,500	6	6.28
Westfield	604968	Columbia Greenway Rail trail and River Walk Phase III (North)	0	\$1,898,750	6	6.28
Northampton-Whatley	604222	Park and Ride	0	\$800,000	5	4.88
				\$22,565,463		

Massachusetts Highway Department – District ____ Project Need Form (PNF)

This form is intended to provide preliminary information about the proposed project. It is not expected that all information that is asked for is available or known but applicants are encouraged to complete the form as fully as possible.

From:

Title:

Municipality/Organization:

Phone:

Fax:

Date:

Email:

Project Reference No. (to be filled out by MassHighway): _____

PART I – LOCATION IDENTIFICATION AND DESCRIPTION OF NEED

Municipality:

Route and/or Street(s):

Bridge ID Number (if applicable):

Who owns the roadway/facility?

Estimated project limits by mile marker and station from MassHighway’s roadway

**database or other distinguishing landmarks such as cross
street(s). Include a locus map of the project and photos
illustrating project need: Start: End:**

Total Mileage:

Please provide a brief description of the project need:

Estimated Construction Cost:

Does the project have Federal Funding? Yes No

If yes, legislation: Amount: \$

Is the project authorized in a state transportation bond bill? Yes No

If yes, bill: Amount: \$

PART II – PROJECT BACKGROUND

In what type of area is the project located? *Project limits may include more than one type of area. For a definition of areas, please refer to Chapter 3 of the Guidebook.*

Rural Natural Suburban High Density Rural Village Suburban Village/Town Center Rural Developed Urban Residential or CBD Suburban Low Density

How does the roadway/facility function in the community?

High-speed, primary corridor with limited access Moderate speed, major corridor between towns/regions Low to moderate speed corridor between towns/regions Moderate speed, major street connecting residential areas to a town center or major connector Low to moderate speed street connecting residential areas with other streets Primarily or exclusively a residential street

What is the federal functional classification of the road?

Interstate Rural Principal Arterial Urban Principal Arterial Rural Minor Arterial Urban Minor Arterial Rural Major Collector Urban Collector Rural Minor Collector

Is the proposed project on the National Highway System? Yes No









Does the project have any Intelligent Transportation System Components? . Yes . No If yes, describe:

Is the project a footprint road project? . Yes . No

Is the project a footprint bridge project? . Yes . No Provide whatever information is available to characterize the current, general use of the facility (attach traffic counts).

CHARACTERISTIC	USE/DATA	DATA SOURCE	NOT AVAILABLE/ Comments
Number of Lanes			
Lane Width			
Shoulder Width			
Sidewalk Availability/Width			
Bicycle Facility Availability/Width			
Existing Right of Way			
Current Average Annual Daily Traffic (AADT)			
Current Peak Hour Vehicular Volume			
Current Peak Hour Bicycle Traffic			
Current Peak Hour Pedestrian Traffic			
Percent Truck Traffic			
Current Transit Operations/Facilities			
Traffic Control (signal, flash, signs, etc.)			
Roadway Lighting			
Pavement Condition and Markings			
Posted Speed Limit			
85th Percentile Speed			

PART III – TRANSPORTATION NEEDS ASSESSMENT Choose a project type – **Roadway, Sidewalk or Multiuse Path; Bridge or Other.** Answer the questions that apply to the proposed project. Depending on the nature of the project, not all questions need to be answered. For all projects, answer **For All Projects.**

Roadway, Sidewalk, Multiuse Path  **Preventive Maintenance**  **Rehabilitation/Resurfacing** 
Reconstruction  **Widening**  **New Facility**  **Intersection, Roundabout or Traffic Signal Improvements**  **New Interchange or Interchange Reconfiguration**  **Safety** What is the condition of the facility, e.g. extent of cracking, deterioration, rideability/walkability, surface condition, structural adequacy, etc.? Include a pavement management system (PMS) condition rating from a MassHighway approved PMS, as appropriate, and attach photo documentation with this submittal showing typical facility surface or site conditions.

What year was the last repair made to the facility (at minimum a preventative maintenance treatment)?

What repair was made to the facility? (Use repair typed above and describe)

What is the crash history or other safety concerns of the facility? (For safety projects, consult MassHighway’s Traffic Division for more detailed analysis requirements).

Are there mobility issues for motorists, bicyclists or pedestrians? (As an alternate to this question, attach Transportation Evaluation Criteria Form.)

Are there congestion issues? Provide level of service analysis results if necessary. (As an alternate to this question, attach Transportation Evaluation Criteria Form.)

What other conditions exist that warrant this project? (As an alternate to this question, attach Transportation Evaluation Criteria Form.)

Evaluate the impact of the project on the following resources/environmental conditions. If major impact”, “minor impact”, or “will improve” are selected, describe below. (As an alternate to this question, attach Transportation Evaluation Criteria Form.)

RESOURCE/ CONDITION	MAJOR IMPACT	MINOR IMPACT	NO IMPACT	WILL IMPROVE	UNKNOWN
Cultural Resources					
Wetlands					
Hazardous Materials					
Air Quality					
Noise					
Other					

Bridge  Maintenance  Rehabilitation  Replacement  New or Widening

What is the bridge rating and date of inspection?

☞ Structurally Deficient? ☞ Functionally Obsolete? . Posted? ☞ Unknown?

What is the condition of the bridge elements?

What is the condition of other infrastructure elements? What is the schedule of preventative maintenance?

If a new bridge or a bridge that does not meet current eligibility requirements, describe why the project is proposed.

**Other ☞ New or Expanded TDM/Park and Ride Lot ☞ New or Expanded Traffic Management System
☞ Traffic Calming, Streetscape, Lighting, or Transit Improvements ☞ Intelligent
Transportation Systems ☞ Other**

Describe the conditions that warrant the project.

For All Projects




**Describe Right of Way Issues ☞ Probably adequate ☞ Probably will require takings ☞
Probably will require easements and/or rights of entry ☞ Unknown**

Describe known project area concerns or constraints.

Describe the project's effect on multimodal accommodation.

PART IV – PUBLIC PROCESS Please describe the public process associated with the project to date. 

None to Date

What is the expected level of community interest in the project?  **High**  **Medium**  **Low** 

Unknown

Describe issues of concern raised by the public during the public pr

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 0	Effect on magnitude and duration of congestion 0	Effect on crash rate compared to state average 0	Cost per Unit Change in Condition 0	Residential effects: right-of-way, noise, aesthetics, out-through traffic, other 0	Business effects: right-of-way, access, noise, traffic, parking, freight access other 0	Air Quality/Climate effects 0		
	Magnitude of improvement of other infrastructure elements 0	Effect on travel time and connectivity/access 0	Effect on bicycle and pedestrian safety 0	Cost per lane Mile \$	Effect on service to minority or low income neighborhoods (EJ) 0	Sustainable development effects 0	Water quality/supply effects, wetlands effects 0		
		Effect on other modes using facility 0	Effect on transportation security and evacuation routes 0	Cost per AADT \$	Other impacts/benefits to minority or low income neighborhoods 0	Consistent with regional land-use and economic development plans 0	Historic and cultural resource effects 0		
		Effect on regional and local traffic 0		Cost per AADT per lane mile \$	Public, local government, legislative, and regional support 0	Effect on job creation 0	Effect on wildlife habitat and endangered species 0		

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

Total Score (-18 to +18)
0

APPENDIX E: Summary of Operationg and Maintenance Expenditures

Massachusetts Highway Department
Summary of Operating and Maintenance Expenditures
State Total - Part 1: Non-Federal Aid

Section I - Non Federal Aid Maintenance Projects - State Bondfunds

08/22/09

Program Group/Sub Group	SFY 2007 NFA Expenditures	SFY 2008 NFA Expenditures	SFY 2009 NFA Expenditures	Estimated SFY 2010 NFA Expenditures
01 - Bridge Repair & Replacement				
New Bridge (Excluded)				
Bridge Replacement (Excluded)				
Bridge Reconstruction/Rehab	\$10,698,913	\$7,566,051	\$7,307,465	\$8,524,143
Drawbridge Maintenance	\$2,654,940	\$2,454,677	\$1,938,015	\$2,349,211
Structure Maintenance	\$36,458,923	\$45,717,904	\$63,442,109	\$48,539,645
02 - Bridge Painting				
Painting - Structural	\$679,156	\$4,576	\$210,121	\$297,951
03 - Roadway Reconstruction				
Hwy Relocation (Excluded)				
Hwy Recon. - Added Capacity(Excluded)				
Hwy Recon - Added Capacity(Excluded)				
New Construction (Excluded)				
Hwy Reconstr - Restr and Rehab	\$3,078,743	\$2,807,431	\$2,121,430	\$2,669,201
Hwy Reconstr - No Added Capacity	\$4,911,167	\$4,477,773	\$1,274,259	\$3,554,406
Hwy Reconstr - Minor Widening	\$1,965,568	\$2,168,230	\$65,601	\$1,399,133
Hwy Reconstr - Major Widening (Excluded)				
04 - Roadway Resurfacing				
Resurfacing	\$16,070,286	\$17,218,469	\$19,065,041	\$8,416,948
05 - Intersection & Safety				
Impact Attenuators	\$159,735	\$406,476	\$425,300	\$602,409
Safety Improvements	\$582,990	\$1,199,331	\$689,052	\$1,812,935
Traffic Signals	\$2,154,258	\$2,025,687	\$1,446,454	\$316,888
06 - Signs & Lighting				
Lighting and Electrical	\$646,474	\$875,595	\$1,013,510	\$766,706
Sign Installation / Upgrading	\$677,825	\$580,012	\$715,368	\$548,556
Structural Signing	\$643,860	\$433,372	\$297,844	\$116,602
07 - Guardrail				
Guard Rail and Fencing	\$1,279,710	\$1,985,777	\$1,508,201	\$496,654
08 - Maintenance				
Catch Basin Cleaning	\$2,546,479	\$2,412,231	\$3,528,908	\$1,412,899
Crack Sealing	\$182,768	\$471,316	\$1,583,919	\$2,154,108
Landscape and Roadside Develop	\$3,154,920	\$2,142,781	\$1,749,289	\$711,165
Mowing and Spraying	\$72,103	\$213,663	\$895,458	\$2,277,202
Pavement Marking	\$3,195,123	\$2,898,789	\$2,168,115	\$1,477,843
Sewer and Water	\$835,173	\$1,062,779	\$1,042,804	\$320,319
Process/Recycle/Trnsprt Soils				
Contract Hwy Maint.				
09 - Facilities				
Chemical Storage Sheds	\$0	\$1,169	\$40,565	\$375,433
Vertical Construction				
10 - Bikeways (Excluded)				
11 - Other				
Miscellaneous / No Prequal	\$0	\$0	\$184,917	\$61,639
Asbestos Removal	\$0	\$76,868	\$121,955	\$102,725
Demolition	\$0	\$0	\$358,550	\$281,707
Drilling and Boring	\$497,113	\$470,005	\$192,951	\$162,560
Section I Total:	\$69,146,246	\$99,668,660	\$113,387,200	\$89,748,990

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

12 - Snow and Ice Operations & Materials	\$41,750,043	\$106,606,417	\$129,450,263	\$92,602,241
13 - District Maintenance (Mowing, Litter Management, Sight Distance Clearing, Etc)	\$15,338,057	\$20,003,417	\$17,682,990	\$17,674,821
Section II Total:	\$57,088,100	\$126,609,834	\$147,133,253	\$110,277,062

Note: 2009 District Maintenance is as of week 49

Grand Total NFA: \$150,234,346 # \$226,278,794 \$260,520,453 \$200,026,052

Massachusetts Highway Department
Summary of Operating and Maintenance Expenditures
State Total - Part 2: Federal Aid

Section I - Federal Aid Maintenance Projects

06/22/09

Program Group/Sub Group	SFY 2007 Federal Aid Expenditures	SFY 2008 Federal Aid Expenditures	SFY 2009 Federal Aid Expenditures	Estimated SFY 2010 Federal Aid Expenditures
01 - Bridge Repair & Replacement				
New Bridge (Excluded)				
Bridge Replacement (Excluded)				
Bridge Reconstruction/Rehab	\$29,809,977	\$43,160,563	\$60,840,349	\$52,576,098
Structure Maintenance	\$3,308,660	\$4,336,093	\$20,883,641	\$15,367,792
02 - Bridge Painting	\$0	\$0	\$0	\$0
03 - Roadway Reconstruction				
Hwy Relocation (Excluded)				
Hwy Recon. - Added Capacity(Excluded)				
Hwy Recon - Added Capacity(Excluded)				
New Construction (Excluded)				
Hwy Reconstr - Restr and Rehab	\$12,991,532	\$27,112,543	\$27,990,725	\$24,488,920
Hwy Reconstr - No Added Capacity	\$65,516,296	\$51,557,548	\$66,845,411	\$60,538,830
Hwy Reconstr - Minor Widening	\$30,516,251	\$25,550,247	\$29,227,351	\$31,764,935
Hwy Reconstr - Major Widening (Excluded)				
04 - Roadway Resurfacing				
Resurfacing	\$48,533,941	\$33,836,260	\$45,844,392	\$64,033,348
05 - Interaction & Safety				
Impact Attenuators	\$70,196	\$28,124	\$32,953	\$20,359
Safety Improvements	\$2,699,308	\$4,595,615	\$5,245,443	\$12,157,286
Traffic Signals	\$27,938,951	\$20,998,628	\$15,101,620	\$21,391,545
06 - Signs & Lighting				
Lighting and Electrical	\$711,483	\$381,104	\$43,531	\$1,105,349
Sign Installation / Upgrading	\$3,386,284	\$2,741,357	\$4,254,861	\$4,030,622
07 - Guardrail				
Guard Rail and Fencing	\$198,266	\$221,152	\$148,280	\$123,144
08 - Maintenance				
Contract Highway Maintenance	\$2,662	\$38,505	\$13,722	\$35,220
Landscape and Roadside Develop	\$763,872	\$818,569	\$588,740	\$664,016
Pavement Marking	\$0	\$0	\$0	\$0
09 - Facilities				
Vertical Construction	\$0	\$0	\$0	\$378,345
10 - Bikeways (Excluded)	\$78,570	\$150,599	\$302,260	\$0
11 - Other				
Intelligent Transportation Sys	\$0	\$0	\$4,281,058	\$3,827,814
Miscellaneous / No prequal	\$1,052,951	\$1,306,225	\$1,036,047	\$3,041,795
Reclamation	\$1,392,683	\$678,127	\$625,428	\$155,756
Unknown	\$2,789,053	\$5,120,259	\$1,510	\$71
Section I Total	\$231,761,137	\$222,831,518	\$283,305,322	\$315,701,244

Section II - Federal Aid Highway Operations

11 - Other				
ITS Operations - I-93 HOV Lane Operation and Towing	\$500,000	\$500,000	\$500,000	\$550,000
ITS Operations - Traffic Operations Center (South Boston)	\$600,000	\$600,000	\$600,000	\$650,000
Section II Total	\$1,100,000	\$1,100,000	\$1,100,000	\$1,200,000

Grand Total Federal Aid:	\$232,861,137	\$223,731,518	\$284,405,322	\$316,901,244
---------------------------------	----------------------	----------------------	----------------------	----------------------

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

08/22/09

Program Group/Sub Group	SFY 2007 NFA Expenditures	SFY 2008 NFA Expenditures	SFY 2009 NFA Expenditures	Estimated SFY 2010 NFA Expenditures
01 - Bridge Repair & Replacement				
New Bridge (Excluded)				
Bridge Replacement (Excluded)				
Bridge Reconstruction/Rehab	\$1,157,902	\$498	\$5,629	\$388,010
Drawbridge Maintenance	\$233,864	\$265,850	\$212,534	\$237,416
Structure Maintenance	\$4,775,987	\$4,565,393	\$8,586,434	\$5,975,938
02 - Bridge Painting				
Painting - Structural	\$91,293	\$388	\$24,679	\$38,787
03 - Roadway Reconstruction				
Hwy Relocation (Excluded)				
Hwy Recon. - Added Capacity(Excluded)				
Hwy Recon - Added Capacity(Excluded)				
New Construction (Excluded)				
Hwy Reconstr - Restr and Rehab	\$256,420	\$302,664	\$228,916	\$262,667
Hwy Reconstr - No Added Capacity	\$146,322	\$0	\$0	\$48,774
Hwy Reconstr - Minor Widening	\$1,709,532	\$2,003,141	\$33,998	\$1,248,890
Hwy Reconstr - Major Widening(Excluded)				
04 - Roadway Resurfacing				
Resurfacing	\$3,114,697	\$1,963,617	\$1,395,149	\$2,157,821
05 - Intersection & Safety				
Impact Attenuators	\$24,910	\$63,388	\$54,363	\$47,554
Safety Improvements	\$30,846	\$21,982	\$16,408	\$23,079
Traffic Signals	\$196,908	\$212,545	\$204,836	\$204,763
06 - Signs & Lighting				
Lighting and Electrical	\$100,814	\$136,545	\$118,860	\$118,740
Sign Installation / Upgrading	\$73,411	\$62,817	\$85,150	\$73,793
Structural Signing	\$89,731	\$46,926	\$45,445	\$54,034
07 - Guardrail				
Guard Rail and Fencing	\$214,355	\$331,414	\$241,858	\$262,542
08 - Maintenance				
Catch Basin Cleaning	\$424,992	\$402,586	\$496,107	\$441,228
Crack Sealing	\$19,794	\$51,045	\$116,821	\$62,554
Landscape and Roadside Develop	\$341,689	\$232,071	\$271,923	\$281,894
Mowing and Spraying	\$7,809	\$0	\$2,664	\$3,491
Pavement Marking	\$346,043	\$313,949	\$301,706	\$320,566
Sewer and Water	\$203,715	\$165,299	\$114,051	\$161,022
Process/Recycle/Tmsprt Soils				\$0
Contract Hwy Maint.				\$0
09 - Facilities				
Chemical Storage Sheds	\$0	\$0	\$0	\$0
Vertical Construction	\$740	\$2,559	\$218,916	\$74,072
10 - Bikeways (Excluded)				
11 - Other				
Miscellaneous / No Prequal	\$0	\$0	\$0	\$0
Asbestos Removal	\$0	\$0	\$0	\$0
Demolition	\$0	\$0	\$41,862	\$13,954
Drilling and Boring	\$109,439	\$104,092	\$139,841	\$117,791
Section I Total:	\$13,651,213	\$11,248,769	\$4,128,873	\$5,979,227

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

12 - Snow and Ice Operations & Materials	\$4,513,138	\$11,524,047	\$13,993,444	\$10,010,210
13 - District Maintenance (Mowing, Litter Management, Sight Distance Clearing, Etc.)	\$1,658,029	\$2,162,349	\$1,911,514	\$1,910,631
Section II Total:	\$6,171,167	\$13,686,396	\$15,904,958	\$11,920,841

Grand Total NFA:	\$19,822,380	\$24,935,165	\$20,033,831	\$17,900,067
-------------------------	---------------------	---------------------	---------------------	---------------------

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

Section I - Federal Aid Maintenance Projects

08/22/09

Program Group/Sub Group	SFY 2007 Federal Aid Expenditures	SFY 2008 Federal Aid Expenditures	SFY 2009 Federal Aid Expenditures	Estimated SFY 2010 Federal Aid Expenditures
01 - Bridge Repair & Replacement				
New Bridge (Excluded)				
Bridge Replacement (Excluded)				
Bridge Reconstruction/Rehab	\$935,490	\$10,988,181	\$21,902,480	\$16,264,380
Structure Maintenance	\$2,497,162	\$158,187	\$0	\$52,062
02 - Bridge Painting	\$0	\$0	\$0	\$0
03 - Roadway Reconstruction				
Hwy Relocation (Excluded)				
Hwy Recon. - Added Capacity(Excluded)				
Hwy Recon - Added Capacity(Excluded)				
New Construction (Excluded)				
Hwy Reconstr - Restr and Rehab	\$0	\$0	\$8,069,127	\$5,379,418
Hwy Reconstr - No Added Capacity	\$8,178,090	\$8,017,374	\$11,449,647	\$10,305,556
Hwy Reconstr - Minor Widening	\$3,124,433	\$2,530,860	\$4,374,303	\$3,759,829
Hwy Reconstr - Major Widening (Excluded)				
04 - Roadway Resurfacing				
Resurfacing	\$12,530,255	\$12,011,183	\$5,612,682	\$7,722,499
05 - Intersection & Safety				
Impact Attenuators	\$15,178	\$6,061	\$7,125	\$4,402
Safety Improvements	\$30,794	\$121,820	\$7,094	\$45,336
Traffic Signals	\$1,316,081	\$818,153	\$865,103	\$842,152
06 - Signs & Lighting				
Lighting and Electrical	\$0	\$0	\$0	\$0
Sign Installation / Upgrading	\$223,331	\$232,228	\$150,674	\$130,166
07 - Guardrail				
Guard Rail and Fencing	\$42,870	\$47,819	\$32,062	\$26,627
08 - Maintenance				
Contract Highway Maintenance	\$576	\$8,326	\$2,967	\$3,764
Landscape and Roadside Develop	\$0	\$0	\$0	\$0
Pavement Marking	\$0	\$0	\$0	\$0
09 - Facilities				
Vertical Construction	\$190,452	\$16,874	\$69,109	\$28,661
10 - Bikeways (Excluded)				
11 - Other				
Intelligent Transportation Sys	\$0	\$0	\$4,281,058	\$2,854,039
Miscellaneous / No prequal	\$192,878	\$239,272	\$189,782	\$143,018
Reclamation	\$142,257	\$16,641	\$97,096	\$59,432
Unknown				\$0
Section I Total	\$29,413,846	\$35,211,019	\$57,110,508	\$46,621,341

Section II - Federal Aid Highway Operations:

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

Grand Total Federal Aid:	\$29,413,846	\$35,211,019	\$57,110,508	\$49,621,341
---------------------------------	---------------------	---------------------	---------------------	---------------------

APPENDIX F: Metropolitan Planning Area (MPA) State and Local Consulted Agencies

23 CFR 450.316(2)(b) of Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) states that

“In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA (metropolitan planning area) that are affected by transportation (including State and local planned growth, economic development, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities”

PVMPO fulfilled these requirements through the processes tied to the Joint Transportation Committee (JTC). Listed below are two tables, table 1 list agencies with transportation interest in the Metropolitan Planning Area (MPA) that were contacted for the purpose of consultation while developing the TIP. Table 2 lists the agencies from table 1 which responded and corrdinated meetings were held during TIP development.

**Table 1
(Agencies Contacted)**

Agency	Agency Location
Westfield River Wild and Scenic Advisory Committee	Haydenville
Executive Office of Transportation	Boston
FEDERAL HIGHWAY ADMIN	Cambridge
US EPA	Boston
Executive Office of Transportation	Boston
COUNCIL ON AGING	Granby
AIR QUALITY CONTROL (DEP)	Boston
FEDERAL TRANSIT ADMIN	Cambridge
MassHighway (MHD) Districts 1& 2	Northampton
OFFICE OF SOCIAL CONCERN	Springfield
Economic Development Council of Western Mass	Springfield
PETER PAN BUS LINES, INC.	Springfield
Pioneer Valley Transit Authority (PVTA)	Springfield
BARNES AIRPORT	Westfield
Pioneer Valley RR	Westfield
Bike/Ped Community (MassBike)	Williamsburg
UMASS Transit	Amherst
UMASS Traveler Information Center (RTIC)	Amherst

These agency are solicited to comment and provide relavant information during TIP development and are invited to attended all meetings and workshop involving project evaluation. Agendas and information in regards the TIP and its development are distributed by mail prior to meetings as outlined in the Public Participation Plan for the Pioneer Valley.

Table 2
(Agencies Providing Consultation)

Agency	Agency Location
Executive Office of Transportation	Boston
FEDERAL HIGHWAY ADMIN	Cambridge
AIR QUALITY CONTROL (DEP)	Boston
FEDERAL TRANSIT ADMIN	Cambridge
MassHighway (MHD) Districts 1 & 2	Northampton
Pioneer Valley Transit Authority (PVTA)	Springfield
Pioneer Valley RR	Westfield
Bike/Ped Community (MassBike)	Williamsburg