

TRANSPORTATION IMPROVEMENT PROGRAM (Update)

FFY 2008 – 2011

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

SEPTEMBER 2007



TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

FFY 2008-2011

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

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

Table of Contents

PREFACE	1
The Pioneer Valley Region	1
TIP Format and MPO Endorsement	1
EOT Commitment to Funding all Designed and Permitted Projects	1
I. GENERAL SUPPORT INFORMATION	3
INTRODUCTION	3
DEVELOPMENT OF THE TIP	3
PROJECT PRIORITY CRITERIA AND SELECTION	4
PRIORITY CRITERIA	5
PROJECT SELECTION AND PROGRAMMING	5
AMENDMENT/ADJUSTMENT OF THE TIP	6
DESCRIPTION OF FUNDING SOURCES	6
TRANSPORTATION SYSTEM OPERATING AND MAINTENANCE COSTS	8
II. PUBLIC PARTICIPATION SUMMARY AND CHANGES	11
III. FEDERAL COMPONENT	13
PIONEER VALLEY MPO ENDORSEMENT	13
CERTIFICATION OF THE 3-C PLANNING PROCESS	16
FUNDING INFORMATION	21
IV. TRANSPORTATION PROJECT PRIORITIES	23
ORGANIZATION OF PROJECT LISTINGS	23
V. FEDERAL AID REGIONAL PROJECT LISTINGS	25
STATEWIDE FEDERAL AID PROJECT LISTING	45
PROJECT IMPLEMENTATION	49
CONFORMITY DETERMINATION	51
APPENDICES	LIII
APPENDIX A: EOT Targets Letter	lv
APPENDIX B: Air Quality Conformity Status	lxiii
APPENDIX C: Transit Funding	xxvii
APPENDIX D: Project Information Form (PIF), 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

The Pioneer Valley Region



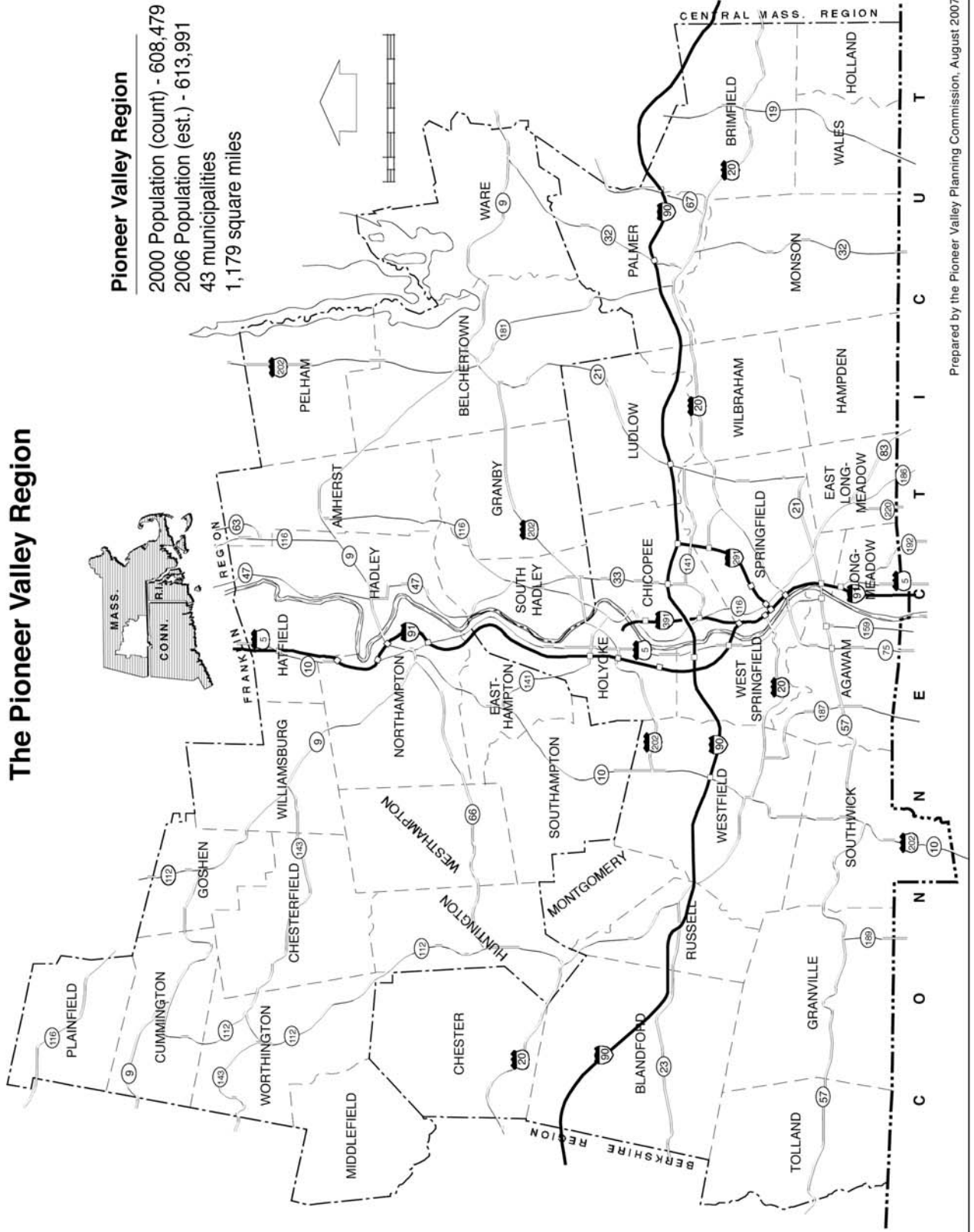
Pioneer Valley Region

2000 Population (count) - 608,479

2006 Population (est.) - 613,991

43 municipalities

1,179 square miles



PREFACE

The Pioneer Valley Region

The Pioneer Valley Region is comprised of 43 cities and towns covering approximately 1,180 square miles. Home to over 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 2008-2011 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 2008-2011 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 2008 and beyond. In response to this commitment, Pioneer Valley local officials in cooperation with regional and state officials from the MassHighway department and the Executive Office of Transportation have made a concerted effort to develop a TIP project listing that is truly representative of the projects that will realistically be ready for advertisement in FFY 2008-2011. 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 2006 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 2008 through 2011 (both Federal and Non-Federal Aid) are programmed in the TIP, the same air quality analysis utilized for the RTP can be used for the TIP. Therefore, this TIP, in combination with the TIPs from the other MPOs in the nonattainment area, is found to be in conformance.

DEVELOPMENT OF THE TIP

The Pioneer Valley Metropolitan Planning Organization (MPO) is responsible for developing the TIP. The MPO is comprised of 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 other members of the MPO and the general public. The final TIP is voted on for endorsement at a formal meeting of the

MPO. The endorsed TIP project listing is included in the State Transportation Improvement Program verbatim and requires endorsement by the Governor.

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

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

1. 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. 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 2008 to FY 2011 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%

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

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

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

1. Air Quality Benefit. If an air quality benefit can be forecast for a project such as a bus purchase, the federal match is 90 percent. Larger state and local matches are allowed.
2. Elderly and Disabled Projects. The federal match is 95 percent for any element of a capital project intended exclusively to enhance the accessibility

and mobility of elderly and disabled persons and that is in excess of Federal requirements. All FTA-funded projects must be designed and implemented to meet the basic accessibility or mobility needs of elderly and disabled persons.

3. Additional Service. Capital expenditures for the increase in service can be funded with a 90% federal match.

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

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

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

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

TRANSPORTATION SYSTEM OPERATING AND MAINTENANCE COSTS

The FFY 2006-2010 TIP is consistent with the Regional Transportation Plan (RTP) for the Pioneer Valley Region. 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 From TIP	2011 - 2015 Total	2016 - 2020 Total	2021 - 2025 Total	2026 - 2030 Total	GRAND 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 2008-2011 TIP underwent a public review and comment period consistent with the Pioneer Valley Region Public Participation Process. This began June 27, 2007 and continued for 30 days until July 27, 2007. 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 2008-2011 TIP:

Comments by	Projis	Comment	Action	Date
EOT	604605	Interstate maintenance should be 90/10 split for funding not 80/20	Funding updated	6/27/2007
FHWA		SAFETEA-LU TIP Consultation Requirement. The TIP needs to address this new consultation requirement. The TIP should include a discussion on this consultation, and how the document meets the intent of the regulation. This information was recently forwarded to the planning agencies from EOT.	Document updated	7/3/2007
FHWA		Make sure TIP document explains the connection between the Congestion Management Process (CMP) and TIP development	Document updated	7/11/2007
EOT		The May 4, 2007 FHWA letter (which was provided in the package of materials at the MARPA meeting and included here) provided some Transportation Planning Guidance. In their letter, FHWA discussed the need to include an inflation rate to reflect the "year of expenditure.". Please use an inflation rate of 4% per annum for 2009, 2010 and 2011. This is the same inflation rate that was used in development of the FFY2007 Regional Transportation Plan	Inflation Rate added	7/11/2007
FHWA		As the MPO develops certification documents, printed copies of the Draft TIP and Draft UPWP need to be provided to reviewing agencies (FHWA/FTA) at the start of the public comment period. Printed copies were received at FHWA a week prior to the end of the comment period	Comment noted	7/31/2007
FHWA		FHWA is concerned with project readiness, and strongly recommends that the MPO only include projects that can be advertised in the first year of the FY 2008-2011 TIP.	Comment noted	7/31/2007
FHWA		FHWA continues to encourage the use of target funds on bridge projects. There are 219 municipally owned bridges that are structurally deficient in Massachusetts, and the MPO should consider using target funds on bridge replacement, rehabilitation and preservation	Comment noted	7/31/2007
FHWA		Self-Certification: The MPO should be aware of the revised Self-Certification as a result of SAFETEA-LU. This document should be included in the TIP, and signed by the MPO signatories.	Document updated	7/31/2007
FHWA		Page 5: Project Selection and Programming. The third sentence mentions a "five-year program of the TIP". All the MPOs in the Commonwealth develop a 4-year TIP, and please correct this sentence.	Wording updated	7/31/2007
FHWA		Page 6: Amendment/Adjustments of the TIP. The third sentence reads "the advancement of a Year 3 project through Year 6". Please clarify this statement, as the TIP is a 4-year document.	Wording updated	7/31/2007
FHWA		Part 1C: Federal Aid Non-Target Projects and Table 13 – TIP Earmarks. The MPO should ensure that the earmark projects are only programmed if the total funding is adequate for project implementation. The TIP is not financially constrained if only the earmark funds are programmed without accounting for the full cost of the project. FHWA will defer action on earmark projects that are not fully funded in our approval of the STIP.	Comment noted	7/31/2007
FHWA		Appendix Z: Other projects within the Region. The MPO should include a note that these projects are not programmed in the TIP, but are shown for informational purposes. However it is anticipated that projects from this list could be added, if funding was available, and the projects could be advertised within the program year	Document updated	7/31/2007
EOT	602925	Add Holyoke Pleasant St. HPP to appendix, project is not currently shown in the TIP	Project Added	8/1/2007
EOT		Add SAFETEA-LU Earmark number to all HPP projects	Numbers added	8/6/2007
EOT	602912	If CMAQ funding proposed for the Riverwalk project plus this \$800,000 state earmark are sufficient to construct the project then, apply the \$800,000 as the state match portion for that project	Funding applied	8/9/2007
PVTA		Add Union Station carryover (2002 thru 2005) to FY 2011 of Transit portion of the TIP	Projects added	8/15/2007
EOT	604451	Remove Northampton Hospital Hill from FY08 TIP (\$1,200,000), being funded in FY07	Project Removed	8/22/2007
EOT	604443	Remove Southwick Rail Trail Phase II from FY08 TIP (\$400,000), being funded in FY07	Project Removed	8/22/2007
EOT	603903	Add \$400,000 to FY08 ITS (CMAQ) and add \$800,000 to ITS STP	Funds added	8/22/2007
EOT		Update earmark available funding in TIP section 1C	Funds Updated	8/22/2007
EOT	602912	FY09 Section 122 funds (4800,000) for Chicopee Riverwalk should be show in CMAQ section as state portion. CMAQ will appear to be over programmed, include footnote stating that 122 funds do not count against the target.	Funds updated	8/22/2007
PVTA		Add 5316 Job assistance reverse commute (carryover)	Funds added	8/27/2007
PVTA		Add 5317 New Freedom Program (carryover)	Funds added	8/27/2007
PVTA		Add 5309 PVTA/Springfield Technical college (Carryover)	Funds added	8/27/2007
EOT		Remove appendix D Statewide Road and Bridge Policy	Appendix Removed	9/5/2007

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

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

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

III. FEDERAL COMPONENT

PIONEER VALLEY MPO ENDORSEMENT

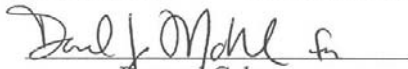
PIONEER VALLEY MPO ENDORSEMENT SHEET

The signatures below signify that all members of the Pioneer Valley Region's Metropolitan Planning Organization, or their designees, have met on August 28, 2007 and discussed the following item for endorsement: The Pioneer Valley Region's Federal Fiscal Years 2008 – 2011 Transportation Improvement Program (TIP).

Executive Office of Transportation and Construction (EOT)

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

☒ Endorse ☐ Do Not Endorse the above referenced item.

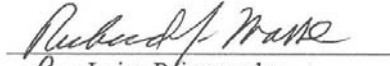

Bernard Cohen
Secretary - EOTPW

08/28/07
Date

Massachusetts Highway Department (MHD)

I, Commissioner of the Massachusetts Highway Department, hereby

☐ Endorse ☐ Do Not Endorse the above referenced item.

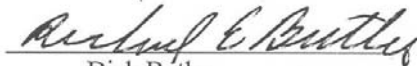

for Luisa Paiewonsky
Commissioner - MHD

8/28/07
Date

Pioneer Valley Planning Commission (PVPC)

I, Vice Chair of the Pioneer Valley Planning Commission, hereby

☐ Endorse ☐ Do Not Endorse the above referenced item.


Dick Butler
Vice Chair - PVPC

Date

Pioneer Valley Transit Authority (PVTA)

I, Vice-Chair of the Pioneer Valley Transit Authority, hereby

☐ Endorse ☐ Do Not Endorse the above referenced item.

Richard Theroux
Chair - PVTA

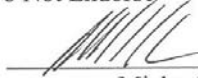
Date

City of Holyoke

I, Mayor of the City of Holyoke, hereby

☒ Endorse☐ Do Not Endorse

the above referenced item.

Michael Sullivan
Mayor-Holyoke

8-28-07

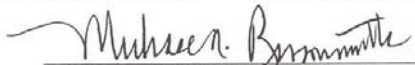
Date

City of Chicopee

I, Mayor of the City of Chicopee, hereby

☒ Endorse☐ Do Not Endorse

the above referenced item.

Michael Bissonnette
Mayor-Chicopee

8/28/07

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

8/28/07

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 28, 2007

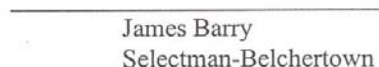
Date

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 Granville

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

☒ Endorse☐ Do Not Endorse

the above referenced item.

Scott Short
Selectman-Granville

8/28/07

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

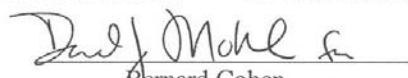
Concurrent with the submittal of the proposed TIP to the FHWA and the FTA, the MPO shall certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

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.



Bernard Cohen
Secretary - EOTPW

08/28/07
Date

Massachusetts Highway Department (MHD)

I, Commissioner of the Massachusetts Highway Department, hereby

☒ Endorse ☐ Do Not Endorse the above referenced item.

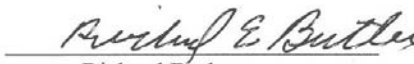

for Luisa Paiewonsky
Commissioner - MHD

8/28/07
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
Vice Chair - PVPC

Date

Pioneer Valley Transit Authority (PVTA)

I, Chair of the Pioneer Valley Transit Authority, hereby

☐ Endorse ☐ Do Not Endorse the above referenced item.

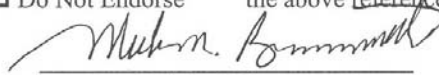
Richard Theroux
Chair - PVTA

Date

City of Chicopee

I, Mayor of the City of Chicopee, hereby

☒ Endorse ☐ Do Not Endorse the above referenced item.

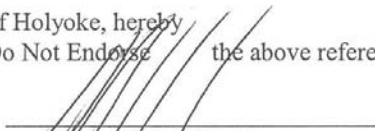

Michael Bissonnette
Mayor-Chicopee

8/28/07
Date

City of Holyoke

I, Mayor of the City of Holyoke, hereby

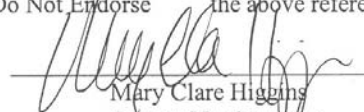
☒ Endorse ☐ Do Not Endorse the above referenced item.


Michael Sullivan
Mayor-Holyoke

8-28-07
Date

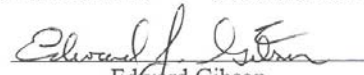
City of Northampton

I, Mayor of the City of Northampton, hereby

☒ Endorse ☐ Do Not Endorse the above referenced item.

Mary Clare Higgins
Mayor-Northampton_____
Date**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 SpringfieldAug 28, 2007

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 Granville**

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

☒ Endorse ☐ Do Not Endorse the above referenced item.

Scott Short
Selectman-Granville8/28/07

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 May 23, 2007. The targets are provided for FFYs 2008 through 2011 and represent both the federal aid portion and respective state match.

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

Federal Aid Financial Constraint

The federal aid element of the TIP is financially constrained according to the definition in Federal Register 23 CFR Part 450.324. The federal aid projects programmed for this region reasonably meet the federal aid funding targets provided for the region. Only projects for which funds can reasonably be expected have been included. Table 3 shows both these target amounts and the amounts programmed for highway projects during fiscal years 2008-2011. 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
2008	\$13,187,336	\$13,187,336	\$3,242,976	\$3,242,976
2009	\$12,975,056	\$13,696,410	\$3,242,976	\$3,480,000
2010	\$12,605,222	\$12,700,000	\$3,242,976	\$3,242,976
2011	\$14,590,013	\$11,735,294	\$0	\$3,242,976

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
2008	\$67,394,573
2009	\$61,133,548
2010	\$93,581,291
2011	\$101,310,672

The transit projects programmed focus on maintaining and operating the present system and reflect little to no expansion. The present transit system is being evaluated in order to service the same area more efficiently.

IV. TRANSPORTATION PROJECT PRIORITIES

ORGANIZATION OF PROJECT LISTINGS

Each project in the TIP contains the following information:

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

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

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

Funding - The funding category from which funding is expected.

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

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

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

V. FEDERAL AID REGIONAL PROJECT LISTINGS

The following is a complete listing of the Pioneer Valley Federally Funded Transportation Improvement Projects for Fiscal Years 2008-2011.

Table 5

Section 1: FEDERALLY FUNDED PROJECTS: YEAR 2008

Project Description	City/Town	Project ID	Funding	Fed. Funds	State Funds	Total Cost	Reg. Target
Part 1A: Federal Aid Target Projects							
Front Street Reconstruction	Chicopee	602111	STP	\$9,280,000	\$2,320,000	\$11,600,000	
*I-91 ITS	Region Wide	603903	CMAQ	\$949,869	\$237,467	\$1,187,336	
Subtotal Target Projects				\$10,229,869	\$2,557,467	\$12,787,336	\$13,187,336
Northampton bike path (Look park extension)	Northampton	602885	CMAQ	\$1,784,611	\$446,153	\$2,230,764	
*I-91 ITS	Region Wide	603903	CMAQ	\$809,770	\$202,442	\$1,012,212	
Subtotal CMAQ Projects				\$2,594,381	\$648,595	\$3,242,976	\$3,242,976
Part 1B: Federal Aid Bridge Projects							
Great River Bridge	Westfield	600933	A/C Bridge	\$8,700,000	\$2,175,000	\$10,875,000	
Bridge rehab. Smith Rd over Main Branch (Westfield River)	Chester	600737	BR	\$870,667	\$217,667	\$1,088,334	
Bridge replacement Lyman St. over Second level canal	Holyoke	602536	BR	\$5,053,600	\$1,263,400	\$6,317,000	
Bridge replacement Roosevelt Ave over Conrail Spur & Main (Doubled)	Springfield	602600	BR	\$8,000,000	\$2,000,000	\$10,000,000	
Subtotal Bridge Projects				\$22,624,267	\$5,656,067	\$28,280,334	
Part 1C: Federal Aid Non-Target Projects							
Manhan Rail Trail Coleman Rd. Extension	Easthampton	604441	115	\$528,000		\$528,000	
*Construct Holyoke Canalwalk and streetscape improve (Phase I)	Holyoke	603262	HPP-4274	\$609,000	\$152,250	\$761,250	
*Construct Holyoke Canalwalk and streetscape improve (Phase I)	Holyoke	603262	115	\$1,200,000		\$1,200,000	
*Construction I-91 ITS Communications Network, Hampden, Hampshire	Region wide	603903	TI-176	\$870,000	\$217,500	\$1,087,500	
Design and construction of Hampshire County Bike Paths	Various	603454, 604600	HPP-1773	\$765,600	\$191,400	\$957,000	
*State St. Resurfacing, and Impr. From Main to St. Michael's	Springfield	604447	HPP-217	\$835,200	\$208,800	\$1,044,000	
*Northampton - Hospital Hill	Northampton	604451	HPP-158	\$278,400	\$69,600	\$348,000	
Design north and southbound ramps on I-91 at Exit 19	Northampton	604597	HPP-847	\$208,800	\$52,200	\$261,000	
*Design and construction of Southwick and Westfield Rail Trail	Southwick/Westfield	602844; 604443; 603783	HPP-1656	\$696,000	\$174,000	\$870,000	
*Design and construct roadway improvements along State Street	Springfield	604447	TI-175	\$1,087,500	\$271,875	\$1,359,375	
Route 5 Reconstruction	West Springfield	604210	117	\$4,800,000		\$4,800,000	
Keystone Arch Bridges restoration	Becket/Middlefield/Chester	602967	SW-Enh	\$803,360	\$200,840	\$1,004,200	
Design and construct int. impro. Memorial Park II on Roosevelt Ave. from Bay St. to Page Boulevard	Springfield	604822	HPP-836	\$139,200	\$34,800	\$174,000	
* Union Street Underpass Design	West Springfield	604746	TCSP	\$86,130	\$21,533	\$107,663	
* Union Street design and construction	West Springfield	604746	112	\$756,000	\$0	\$756,000	
Connecticut River Scenic Farm byway	Hadley/ South Hadley		TCSP	\$409,588	\$102,397	\$511,985	
Subtotal Non-Target Projects				\$14,072,778	\$1,697,195	\$15,769,973	
Part 1D: Other Federal Aid Projects							
I-91 Pavement rehabilitation	Chicopee/West Springfield	604604	IM	\$6,743,700	\$749,300	\$7,493,000	
Subtotal Other Federal Aid Projects				\$6,743,700	\$749,300	\$7,493,000	
Total Federal Projects				\$56,264,995	\$11,308,624	\$67,573,619	

*Indicates projects with multiple funding sources

Indicates adjustments since MPO endorsement

Table 6**Section 2: REGIONAL PRIORITY LIST OF STATE FUNDED (NFA) PROJECTS FOR YEAR 2008**

Project Description	City/Town	Project ID	Funding	Fed. Funds	State Funds	Total Cost
Part 2A: Regional Priority Projects						
Route 9 @ Route 47 Intersection improvements	Hadley	604035	GHSB		\$515,000	\$515,000
Center Street (Route 116)	Chicopee	603996	NFA		\$2,600,000	\$2,600,000
Subtotal Regional Priority Projects				\$0	\$3,115,000	\$3,115,000
Part 2B: Priority Bridge Projects						
Bridge replacement Old State highway over West Branch (Westfield River)	Chester	604021	NFA		\$3,423,685	\$3,423,685
Subtotal Priority Bridge Projects				\$0	\$3,423,685	\$3,423,685
Total All Products				\$62,800,399	\$19,919,452	\$82,719,851

Table 7

Section 1: FEDERALLY FUNDED PROJECTS: YEAR 2009

Project Description	City/Town	Project ID	Funding	Fed. Funds	State Funds	Total Cost	Reg. Target
Part 1A: Federal Aid Target Projects							
Route 187 (Little River Road) Phase III	Westfield	604446	STP	\$2,654,208	\$663,552	\$3,317,760	
*Springfield Street Reconstruction	Palmer	602575	STP	\$2,825,813	\$706,453	\$3,532,266	
Route 20 Resurfacing	Chester/Huntington	602314	STP	\$3,577,600	\$894,400	\$4,472,000	
Rte. 9 & Bridge Rd. Roundabout	Northampton	603054	CMAQ	\$46,400	\$11,600	\$58,000	
Intersection Improvements East St. at Chapin St.	Ludlow	604437	CMAQ	\$482,560	\$120,640	\$603,200	
*I-91 ITS	Region Wide	603903	CMAQ	\$153,464	\$38,366	\$191,830	
Subtotal Target Projects				\$9,740,045	\$2,435,011	\$12,175,056	\$12,975,056
*I-91 ITS	Region Wide	603903	CMAQ	\$1,013,581	\$253,395	\$1,266,976	
*Springfield Street Reconstruction (Intersection)	Palmer	602575	CMAQ	\$416,000	\$104,000	\$520,000	
*Chicopee Riverwalk (*State portion section 122 funds)	Chicopee	602912	CMAQ	\$600,000	\$800,000	\$1,400,000	
Rte. 9 & Bridge Rd. Roundabout	Northampton	603054	CMAQ	\$686,400	\$171,600	\$858,000	
Subtotal CMAQ Projects				\$2,715,981	\$1,328,995	\$4,044,976	\$3,242,976
Part 1B: Federal Aid Bridge Projects							
Great River Bridge	Westfield	600933	A/C Bridge	\$8,400,000	\$2,100,000	\$10,500,000	
Bridge replacement Lyman St. overFirst level canal	Holyoke	600936	BR	\$2,060,000	\$515,000	\$2,575,000	
Subtotal Bridge Projects				\$10,460,000	\$2,615,000	\$13,075,000	
Part 1C: Federal Aid Non-Target Projects							
*Construct Holyoke Canalwalk and streetscape improve (Phase I) Holyoke							
		603262	HPP-4274	\$609,000	\$152,250	\$761,250	
*Construction I-91 ITS Communications Network, Hampden, Hampshire	Region wide	603903	TI-176	\$696,000	\$174,000	\$870,000	
Design and construction of Hampshire County Bike Paths	Various	603454, 604600	HPP-1773	\$765,600	\$191,400	\$957,000	
*State St. Resurfacing, and Impr. From Main to St. Michael's Cemetery	Springfield	604447	HPP-217	\$4,202,023	\$840,405	\$5,042,428	
*Northampton - Hospital Hill	Northampton	604451	HPP-158	\$278,400	\$69,600	\$348,000	
Design north and southbound ramps on I-91 at Exit 19	Northampton	604597	HPP-847	\$208,800	\$52,200	\$261,000	
*Design and construction of Southwick and Westfield Rail Trail	Southwick/Westfield	602844; 604443; 603783	HPP-1656	\$696,000	\$174,000	\$870,000	
*Design and construct roadway improvements along State Street	Springfield	604447	TI-175	\$870,000	\$217,500	\$1,087,500	
*Chicopee Riverwalk (Funding show in CMAQ as State Funds)	Chicopee	602912	122		\$0	\$0	
Design and construct int. impro. Memorial Park II on Roosevelt Ave. from Bay St. to Page Boulevard	Springfield	604822	HPP-836	\$139,200	\$34,800	\$174,000	
Subtotal Non-Target Projects				\$8,465,023	\$1,906,155	\$10,371,178	
Part 1D: Other Federal Aid Projects							
I-91 Pavement rehabilitation	Holyoke/Easthampton	604605	IM	\$5,850,000	\$650,000	\$6,500,000	
Subtotal Other Federal Aid Projects				\$5,850,000	\$650,000	\$6,500,000	
Total Federal Projects				\$37,231,049	\$8,935,161	\$46,166,210	

*Indicates projects with multiple funding sources

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

CMAQ is show to be overspent due to Chicopee Riverwalk Section 122 funds (\$800,000 state portion) is separate from target funds

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

Indicates adjustments since MPO endorsement

Table 8**Section 2: REGIONAL PRIORITY LIST OF STATE FUNDED (NFA) PROJECTS FOR YEAR 2009**

Project Description	City/Town	Project ID	Funding	Fed. Funds	State Funds	Total Cost
Part 2A: Regional Priority Projects						
To be determined						
Subtotal Regional Priority Projects				\$0	\$0	\$0
Part 2B: Priority Bridge Projects						
Bridge replacement State St over the Ware River	Palmer	604030	NFA		\$1,430,000	\$1,430,000
Bridge Replacement Pochassic St. over PVRR & Access Rd	Westfield	160045	NFA		\$5,006,520	\$5,006,520
Subtotal Priority Bridge Projects				\$0	\$6,436,520	\$6,436,520
Total All Products				\$47,351,677	\$17,404,977	\$64,756,654

Projects included in this section of the TIP do not guarantee advertisement and construction

Table 9**Section 1: FEDERALLY FUNDED PROJECTS: YEAR 2010**

Project Description	City/Town	Project ID	Funding	Fed. Funds	State Funds	Total Cost	Reg. Target
Part 1A: Federal Aid Target Projects							
Main Street and Park Square Hwy Improvements	Westfield	603318	STP	\$8,208,000	\$2,052,000	\$10,260,000	
*Rail Trail - Earle Street to Ferry Street	Northampton	604207	CMAQ	\$1,876,178	\$469,044	\$2,345,222	
Subtotal Target Projects				\$10,084,178	\$2,521,044	\$12,605,222	\$12,605,222
*I-91 ITS	Region Wide	603903	CMAQ	\$926,243	\$231,561	\$1,157,804	
*Rail Trail - Earle Street to Ferry Street	Northampton	604207	CMAQ	\$823,822	\$205,956	\$1,029,778	
*Red Stone Rail Trail	East Longmeadow	602338	CMAQ	\$844,315	\$211,079	\$1,055,394	
Subtotal CMAQ Projects				\$2,594,381	\$648,595	\$3,242,976	\$3,242,976
Part 1B: Federal Aid Bridge Projects							
Great River Bridge	Westfield	600933	A/C Bridge	\$12,500,000	\$3,125,000	\$15,625,000	
Bridge replacement Cabot St. (Rt. 116/141) over Connecticut River/PVRR	Chicopee / Holyoke	82611	BR	\$19,200,000	\$4,800,000	\$24,000,000	
Bridge Replacement Northampton Rd (Route 10) of the Manhan River	Easthampton	604048	BR	\$760,000	\$190,000	\$950,000	
Subtotal Bridge Projects				\$32,460,000	\$8,115,000	\$40,575,000	
Part 1C: Federal Aid Non-Target Projects							
*Red Stone Rail Trail	East Longmeadow	602338	HPP-578	\$1,050,606	\$262,652	\$1,313,258	
Subtotal Non-Target Projects				\$1,050,606	\$262,652	\$1,313,258	
Part 1D: Other Federal Aid Projects							
I-91 Pavement rehabilitation	Easthampton/Northampton		IM	\$4,800,000	\$1,200,000	\$6,000,000	
I-391 Pavement rehabilitation	Chicopee/Holyoke		IM	\$1,200,000	\$300,000	\$1,500,000	
Subtotal Other Federal Aid Projects				\$6,000,000	\$1,500,000	\$7,500,000	
Total Federal Projects				\$52,189,164	\$13,047,292	\$65,236,456	

*Indicates projects with multiple funding sources

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

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

Indicates adjustments since MPO endorsement

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

Projects included in this section of the TIP do not guarantee advertisement and construction

Table 11

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							
Routes 10/202 Resurfacing (southerly)	Southwick	604153	STP	\$1,792,000	\$448,000	\$2,240,000	
Elm Street Reconstruction	East Longmeadow	601350	STP	\$2,921,856	\$730,464	\$3,652,320	
Route 187 (Little River Road) Phase I	Westfield	604442	STP	\$985,600	\$246,400	\$1,232,000	
Route 187 (Little River Road) Phase II	Westfield	604445	STP	\$3,225,600	\$806,400	\$4,032,000	
Subtotal Target Projects				\$8,925,056	\$2,231,264	\$11,156,320	\$11,735,294
*I-91 ITS	Region Wide	603903	CMAQ	\$1,419,435	\$354,859	\$1,774,294	
TBD				\$1,174,946	\$293,736	\$1,468,682	
Subtotal CMAQ Projects				\$2,594,381	\$648,595	\$3,242,976	\$3,242,976
Part 1B: Federal Aid Bridge Projects							
TBD							
Subtotal Bridge Projects				\$0	\$0	\$0	
Part 1C: Federal Aid Non-Target Projects							
TBD							
Subtotal Non-Target Projects				\$0	\$0	\$0	
Part 1D: Other Federal Aid Projects							
TBD							
Subtotal Other Federal Aid Projects				\$0	\$0	\$0	
Total Federal Projects				\$11,519,437	\$2,879,859	\$14,399,296	

* Indicates projects with multiple sources of funds

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

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

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

Projects included in this section of the TIP do not guarantee advertisement and construction

Appendix Z: Other projects within the Region

Table 13

Community	Project Name	Project Description	SID	Total Cost
Agawam	Rte. 57	Construction: Rte. 187 to Southwick	115300	\$28,000,000
Agawam	N. Westfield St. / S. Westfield St. (Rte. 187)	Reconstruction: Pine St. to Westfield TL	600513	\$3,500,000
Agawam	Route 187/57 Intersection Improvements	Intersection Improvement	604203	\$250,000
Agawam	Bikeway Loop	Bikeway loop Main/River/School	603731	\$472,526
Agawam	Connector, Rte 5 to Rte 57/rotary	Connector, Rte 5 to Rte 57/rotary	603372	\$10,000,000
Agawam	Rte 159 (Main Street) Improvements	Resurfacing and related work	602653	\$3,600,000
Agawam	Route 57 Bridge over 75	BR# A-05-021	604504	\$360,000
Amherst	Route 116 (Notch) reconstruction	Reconstruction of roadway from Granby T.L. 1.1 miles north	082250	\$5,300,000
Amherst	Rte 116 Atkins Corner	Realign Road, Intersection Improvement	604043	\$4,000,000
Belchertown	N. Washington St. Reconstruction	Reconstruction: S. Main St. to North Liberty Street	604692	\$1,600,000
Belchertown	Wilson St Bridge	Bridge # B-05-023	602997	\$1,116,000
Belchertown	Route 181 (Footprint)	Rehabilitate Route 18, includes S. Main, Mill Valley, Franklin, and Depot	604433	\$2,444,000
Brimfield	Rt. 20 improvement and project	Rt. 19 west to 1500 feet west of Prospect Hill Rd miles	602367	\$1,632,000
Brimfield	Route 19 (Wales Rd.)	Rehabilitation of BR#B-24-006	602540	\$125,000
Chester	Maple Street Bridge	Enhancement: Restoration	602349	\$614,288
Chesterfield	East Street reconstruction (Footprint)	Reconstruct East street from South Street to Westhampton Town Line	604718	\$2,100,000
Chicopee	Chicopee Riverwalk	Construction: From Chicopee Center, 2.5 mi.	602912	\$1,400,000
Chicopee	Fuller Rd. Corridor Improvements	Reconstruction: From Rte. 33 to Shawinigan Drive	604434	\$6,200,000
Chicopee	Connecticut Riverwalk	Construction: Plainfield St. to Nash Fld.	602911	\$1,611,250
Cummington	Rte. 112	Rehabilitation: Worthington TL north 1.5 miles	600301	\$600,000
East Longmeadow	Westwood Ave.	Reconstruction: Maple St. to N. Main St.	603708	\$1,600,000
East Longmeadow	Mapleshade Ave.	Reconstruction: Pleasant St. to N. Main St.	603709	\$1,500,000
Easthampton	Park St. Bridge	Reconstruction: BR# E-05-008 over RR tracks	048941	\$640,000
Easthampton	Pomeroy Meadow Rd	Reconstruction: S. Hamp. TL north to Loudville Rd.	602486	\$1,010,291
Easthampton	Bridge Replacement, Hendrick Street	Replace Bridge # E-5-019 over Broad Brook	604464	\$460,000
Easthampton	Bridge Replacement Route 10	Replace Bridge E-05-006 over Manhan River	604048	\$0
Goshen	Route 9 reconstruction	Resurface: Rte. 112 to Williamsburg TL	602888	\$3,500,000
Granby	Burnett Road	Replace: BR# G-09-001	602609	\$450,000
Hadley	South Maple Street	Reconstruction: South of Rte. 9 to Bay Rd.	602796	\$2,750,000
Hatfield	Elm Street	Reclamation and Related Work	604208	\$620,000
Holland	Brimfield Road	Reconstruction of 2.3 miles beginning at Town Line and ending at Stafford	X00004	\$1,300,000
Holyoke	Easthampton Rd (Rt 141) and Jarvis Avenue	Improvements to three signalized intersections	603383	\$312,500
Ludlow/Spfld.	Rte. 21 Bridge	Reconstruction: BR# L-16-008 over Chicopee River	601156	\$0
Northampton	Bliss Street	Replace BR# N-19-023 over the Mill River	602538	\$1,200,000
Northampton	Bridge rehabilitation BR# N-19-059	Bridge rehabilitation BR# N-19-059 I-91 NB and SB	602381	\$5,000,000
Northampton	Route 66 (West St.) at Earle Street intersection	Intersection improvement: installation of Signal to mitigate peak hour	604452	\$150,000
Northampton	Bridge Replacement, Kennedy Road	Replace Bridge # N-19-035 over Roberts Meadow Brook	604242	\$515,400
Northampton-	Park and Ride	Construction of two park and ride lots (Exit 24) and one of Route 9 in	604222	\$800,000

Palmer	Rte. 32 (Ware Road)	Reconstruction: Stimson St. to Ware TL	601504	\$4,000,000
Palmer	State St. Bridge	Rehabilitation: Bridge over Ware River	604030	\$0
Pelham	Bridge Replacement, Meetinghouse Road	Replace Bridge # P-04-007 over Harris Brook	604429	\$642,200
Pelham	Amherst Road Reconstruction	Reconstruction: W/O Rte. 202 to Amherst TL	601154	\$6,000,000
Plainfield	Route 116 (Main St)	Resurfacing and Related work	604825	\$1,250,000
South Hadley	Bridge Rehabilitation, Route 202	Rehabilitate Bridge # S-18-016 over Route 116	604383	\$750,000
South Hadley	Rte 202 Rotary Lighting	Rte 202 Rotary Lighting	603335	\$600,000
Southampton	East St.	Reconstruction: Rte. 10 to Holyoke TL	604653	\$3,700,000
Southwick	Congamond Rd. (Rte. 168) Reconstruction	Roadway reconstruction: From Route 202 to 250 ft before state line (before	604033	\$3,700,000
Southwick	Routes 10/202 resurfacing (northerly)	Routes 10/202 resurfacing (northerly)	604155	\$2,000,000
Southwick	College Highway Bridge	Replace BR# S-22-005 over Johnson Brook	601322	\$378,000
Southwick	Route 57/10/202 Reconstruction	Reconstruction Rt. 57 (Feeding Hills Road) and Rts. 10/202 (College	603477	\$2,500,000
Southwick	Routes 10/202 resurfacing (center)	Routes 10/202 resurfacing (center)	604154	\$4,922,400
Springfield	Roosevelt Ave.	Rehabilitate: BR# S-24-091 over Conrail	602600	\$650,000
Springfield	Longhill Street Bridges	BR# S-24-049 & S-24-050 & S-24-051	602570	\$2,276,000
Springfield	Roosevelt Ave.	Reconstruction: Bridge #S-24-090 over Conrail	602600	\$1,875,000
Springfield	Main St, Front, Route 141 Improvments	Traffic signal and related work Main st, Fron st., Myrtle st (Route 141)	604448	\$785,000
Springfield	Bridge Rehabilitation	Rehabilitate Bridge #S-24-032 State Street over Roosevelt Ave	604218	\$1,000,000
Ware	Ware River Valley Preservation Project	Ware River Valley Greenway Trail & Covered Bridge Preservation Project	603454	\$1,400,000
West Springfield	CT Riverwalk and Bikeway	Dike Segement	603730	\$1,580,000
West Springfield	Rte 5 Reconstruction	Rte 5 Reconstruction from East Elm to Highland Ave.	604210	\$4,800,000
Westfield	I-90 exit 3	Intersection and roadway improvements	604823	\$1,200,000
Westfield	Rte. 10/202 CBD Traffic Improvements	Elm Street, N. Elm Street	603330	\$3,000,000
Westfield	Western Avenue Highway Improvement	Reconstruct and improvements From Bates Rd to Court St, and Court until	603449	\$3,500,000
Westfield	Bridge Replacement, Poshassic Street	Replace Bridge # W-25-011 over Pioneer Valley Railroad	160045	\$1,202,000
Westfield	Bridge Replacement	Southwick Rd BR#W-25-006 over the Little River	400103	\$2,887,000
Westhampton	Kings Highway and Reservoir Rd	Reconstruction: Kings Highway from Perryhill Road to Reservoir Rd, and	602822	\$1,360,000
Westhampton	Chesterfield Rd.	Reconstruction: Northampton TL to Chesterfield TL	602387	\$2,400,000
Westhampton	Southampton Rd.	Reconstruction: Rte. 66 to Stage Rd	602386	\$1,400,000
Westhampton	Bridge Replacement, North Road	Replace Bridge # W-27-015	604339	\$438,000
Wilbraham	Red Bridge Rd.	Reconstruction: BR# W-35-003	602652	\$700,000
			Total Cost	\$159,628,855

Appendix Z Continued
Earmarks Awaiting Additional Funding

Project Description	City/Town	Project ID	Funding	Fed. Funds	State Funds	Total Cost
Pleasant Street	Holyoke	602925	HPP-98	\$856,992	\$214,248	\$1,071,240
Routes 10/202 Resurfacing (Center Section)	Southwick	604154	112	\$1,800,000		\$1,800,000
Design and construct Rt. 20 access road	Westfield	604601	HPP-4287	\$1,789,470	\$357,894	\$2,147,364
Route 32 Ware Road Reconstruction	Palmer	601504	HPP-4287	\$2,241,293	\$448,259	\$2,689,552
Route 116 Reconstruction and alignment	Amherst	82250	HPP-1271	\$2,801,616	\$560,323	\$3,361,939
Total Project Cost				\$9,489,371	\$1,580,724	\$11,070,095

Earmarks located in Appendix Z are shown for informational purposes and will remain until full project funding is available

Projects listed 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 2008-2011

The following is a complete listing of programmed transit projects for FFY 2008-2011

Table 14

Pioneer Valley Transit TIP Project Information
FY08

RTA	Project Description	Funding	Funding Sub-Category	Federal Cost	State Cost	Total
PVTA	Replacement Transit Buses	5307	Rolling Stock	\$ 2,750,000	\$ 687,500	\$ 3,437,500
PVTA	Lift equipped Vans	5307	Rolling Stock	\$ 450,000	\$ 112,500	\$ 562,500
PVTA	Supervisory Vehicles	5307	Rolling Stock	\$ 100,000	\$ 25,000	\$ 125,000
PVTA	Transit Security	5307	Capital Purchase	\$ 500,000	\$ 125,000	\$ 625,000
PVTA	Transit Enhancements	5307	Capital Purchase	\$ 160,000	\$ 40,000	\$ 200,000
PVTA	Hardware/Software	5307	Capital Purchase	\$ 800,000	\$ 200,000	\$ 1,000,000
PVTA	Communications	5307	Capital Purchase	\$ 100,000	\$ 25,000	\$ 125,000
PVTA	AVL System Integrator	5307	Capital Purchase	\$ 800,000	\$ 200,000	\$ 1,000,000
PVTA	Transit Facilities Improvement	5307	Facility Improvement	\$ 837,963	\$ 209,491	\$ 1,047,454
PVTA	Small Tools and Equipment	5307	Maintenance Items	\$ 500,000	\$ 125,000	\$ 625,000
PVTA	Preventive Maintenance 7/07- 6/09	5307	Maintenance Items	\$ 3,047,564	\$ 761,891	\$ 3,809,455
PVTA	Intermodal Terminal Lease	5307	Service Improvement	\$ 80,000	\$ 20,000	\$ 100,000
PVTA	ADA Assistance 7/07-6/09	5307	Service Improvement	\$ 1,250,000	\$ 312,500	\$ 1,562,500
PVTA	Planning	5307	Planning	\$ 200,000	\$ 50,000	\$ 250,000
				11,575,527	\$ 2,893,882	14,469,409
PVTA	State Contract Assistance	NFA	Operating Assistance	-	\$ 18,739,623	\$ 18,739,623
PVTA	Local Assessments	NFA	Operating Assistance	-	\$ 5,944,132	\$ 5,944,132
PVTA	Rural Transit E&H	5311	Operating Assistance			\$ 127,000
PVTA	Lift Equipped Vans	5310	Vans	\$ 200,000	\$ 50,000	\$ 250,000
PVTA	Lift Equipped minibuses	5310	Mini-buses	-	\$ 300,000	\$ 300,000
PVTA	Fleet Replacement (4 1993 Buses) carryover	5307	Capital Purchase	\$ 990,000	\$ 330,000.00	\$ 1,320,000.00
PV UZA	Job Assistance Reverse Commute	5316	Operating Assistance	\$ 315,255	-	\$ 315,255.00
PV UZA	New Freedom Program	5317	Operating Assistance	\$ 192,280	-	\$ 192,280.00
PV UZA	Job Assistance Reverse Commute (carryover)	5316	Operating Assistance	\$ 567,119	-	\$ 567,119.00
PV UZA	New Freedom Program (carryover)	5317	Operating Assistance	\$ 360,302	-	\$ 360,302.00
Federal Aid Non-Target Projects						
PVTA	Transit Building UMass Amherst carryover	5309	Facility Improvement	\$ 4,000,000	\$ 1,000,000	\$ 5,000,000
PVTA	Rail Feasibility Study (carryover)	5314	National Technology & Research	\$ 750,000	\$ -	\$ 750,000
PVTA	Holyoke Multimodal Center (carryover)	5309	Intermodal Center	\$ 1,750,000	\$ 437,500	\$ 2,187,500
PVTA	Westfield Multimodal Center (carryover)	115	Intermodal Center	\$ 1,700,000	\$ -	\$ 1,700,000
PVTA	Holyoke Multimodal Center (carryover)	115	Intermodal Center	\$ 2,000,000	\$ -	\$ 2,000,000
PVTA	PVTA ITS Project (carryover)	ITS	ITS	\$ 711,165	\$ -	\$ 711,165
PVTA	Union Station Redevelopment carryover	5309	Intermodal Center	\$ 4,500,000	\$ 1,125,000	\$ 5,625,000
PVTA	PVTA/Springfield Technical College (carryover)	5309	Capital Purchase	\$ 381,000.00	\$ 95,250	\$ 476,250

Table 15

Pioneer Valley Transit TIP Project Information
FY09

RTA	Project Description	Funding	Funding Sub-Category	Federal Cost	State Cost	Total
PVTA	Replacement Transit Buses	5307	Rolling Stock	\$ 3,500,000	\$ 875,000	\$ 4,375,000
PVTA	Lift equipped Vans	5307	Vans	\$ 500,000	\$ 125,000	\$ 625,000
PVTA	Supervisory Vehicles	5307	Capital Purchase	\$ 100,000	\$ 25,000	\$ 125,000
PVTA	Transit Enhancements	5307	Capital Purchase	\$ 160,000	\$ 40,000	\$ 200,000
PVTA	Transit Security	5307	Capital Purchase	\$ 500,000	\$ 125,000	\$ 625,000
PVTA	Hardware/Software	5307	Capital Purchase	\$ 600,000	\$ 150,000	\$ 750,000
PVTA	AVL System Integrator	5307	Capital Purchase	\$ 500,000	\$ 125,000	\$ 625,000
PVTA	Transit Facilities Improvement	5307	Facility Improvement	\$ 700,000	\$ 175,000	\$ 875,000
PVTA	Communications	5307	Capital Purchase	\$ 150,000	\$ 37,500	\$ 187,500
PVTA	Small Tools and Equipment	5307	Maintenance Items	\$ 300,000	\$ 75,000	\$ 375,000
PVTA	Preventive Maintenance 7/08 - 6/10	5307	Maintenance Items	\$ 3,750,000	\$ 937,500	\$ 4,687,500
PVTA	Intermodal Terminal Lease	5307	Service Improvement	\$ 80,000	\$ 20,000	\$ 100,000
PVTA	ADA Assistance 7/08-6/10	5307	Service Improvement	\$ 1,450,000	\$ 362,500	\$ 1,812,500
PVTA	Planning	5307	Planning	\$ 200,000	\$ 50,000	\$ 250,000
				12,490,000		\$ 15,612,500
PVTA	State Contract Assistance		NFA Operating Assistance	-	\$ 17,832,395	\$ 17,832,395
PVTA	Local Assessments		NFA Operating Assistance	-	\$ 5,799,153	\$ 5,799,153
PVTA	Rural Transit E&H	5311	Operating Assistance			\$ 127,000
PVTA	Lift Equipped Vans	5310	Vans	\$ 200,000	\$ 50,000	\$ 250,000
PVTA	Lift Equipped minibuses	5310	Mini-buses	-	\$ 300,000	\$ 300,000
PVTA	Fleet Replacement (33 1995 Buses)	5309	Capital Purchase	\$ 4,480,000	\$ 1,400,000	\$ 5,600,000

Table 16

Pioneer Valley Transit TIP Project Information
FY10

RTA	Project Description	Funding	Funding Sub-Category	Federal Cost	State Cost	Total
PVTA	Replacement Transit Vehicles	5307	Rolling Stock	\$ 3,000,000	\$ 750,000	\$ 3,750,000
PVTA	Lift equipped Vans	5307	Vans	\$ 500,000	\$ 125,000	\$ 625,000
PVTA	Supervisory Vehicles	5307	Capital Purchase	\$ 125,000	\$ 31,250	\$ 156,250
PVTA	Transit Enhancements	5307	Capital Purchase	\$ 125,000	\$ 31,250	\$ 156,250
PVTA	Transit Security	5307	Capital Purchase	\$ 250,000	\$ 62,500	\$ 312,500
PVTA	Transit Enhancements	5307	Capital Purchase	\$ 180,000	\$ 45,000	\$ 225,000
PVTA	Hardware/Software	5307	Capital Purchase	\$ 800,000	\$ 200,000	\$ 1,000,000
PVTA	Transit Facilities Improvement	5307	Facility Improvement	\$ 800,000	\$ 200,000	\$ 1,000,000
PVTA	Small Tools and Equipment	5307	Maintenance Items	\$ 350,000	\$ 87,500	\$ 437,500
PVTA	Preventive Maintenance 7/09 - 6/11	5307	Maintenance Items	\$ 3,500,000	\$ 875,000	\$ 4,375,000
PVTA	Intermodal Terminal Lease	5307	Service Improvement	\$ 90,000	\$ 22,500	\$ 112,500
PVTA	ADA Assistance 7/09-6/11	5307	Service Improvement	\$ 1,500,000	\$ 375,000	\$ 1,875,000
PVTA	Planning	5307	Planning	\$ 250,000	\$ 62,500	\$ 312,500
				\$ 11,470,000	\$ 2,867,500	\$ 14,337,500
PVTA	State Contract Assistance	NFA	Operating Assistance	-	\$ 18,735,159	\$ 18,735,159
PVTA	Local Assessments	NFA	Operating Assistance	-	\$ 5,944,132	\$ 5,944,132
PVTA	E&H Special Transit Services	NFA	Operating Assistance	-	\$ 6,000,000	\$ 6,000,000
PVTA	Fixed Route Service	NFA	Operating Assistance	-	\$ 22,000,000	\$ 22,000,000
PVTA	Rural Transit E&H	5311	Operating Assistance			\$ 127,000
PVTA	Lift Equipped Vans	5310	Vans	\$ 200,000	\$ 50,000	\$ 250,000
PVTA	Lift Equipped minibuses	5310	Mini-buses	-	\$ 300,000	\$ 300,000
PVTA	Fleet Replacement (33 1995 Buses)	5309	Capital Purchase	\$ 9,240,000	\$ 2,310,000	\$ 11,550,000

Table 17

Pioneer Valley Transit TIP Project Information

FY11

RTA	Project Description	Funding	Funding Sub-Category	Federal Cost	State Cost	Total
PVTA	Replacement Transit Vehicles	5307	Rolling Stock	\$ 3,000,000	\$ 600,000	\$ 3,600,000
PVTA	Lift equipped Vans	5307	Vans	\$ 300,000	\$ 60,000	\$ 360,000
PVTA	Supervisory Vehicles	5307	Capital Purchase	\$ 125,000	\$ 25,000	\$ 150,000
PVTA	Transit Enhancements	5307	Capital Purchase	\$ 125,000	\$ 25,000	\$ 150,000
PVTA	Transit Security	5307	Capital Purchase	\$ 125,000	\$ 25,000	\$ 150,000
PVTA	Hardware/Software	5307	Capital Purchase	\$ 800,000	\$ 160,000	\$ 960,000
PVTA	Transit Facilities Improvement	5307	Facility Improvement	\$ 300,000	\$ 60,000	\$ 360,000
PVTA	Small Tools and Equipment	5307	Maintenance Items	\$ 250,000	\$ 50,000	\$ 300,000
PVTA	Preventive Maintenance 7/10 - 6/12	5307	Maintenance Items	\$ 3,650,000	\$ 730,000	\$ 4,380,000
PVTA	Intermodal Terminal Lease	5307	Service Improvement	\$ 90,000	\$ 18,000	\$ 108,000
PVTA	ADA Assistance 7/10-6/12	5307	Service Improvement	\$ 1,650,000	\$ 330,000	\$ 1,980,000
PVTA	Planning	5307	Planning	\$ 240,000	\$ 48,000	\$ 288,000
PVTA	State Contract Assistance	NFA	Operating Assistance	-	\$ 19,203,540	\$ 19,203,540
PVTA	Local Assessments	NFA	Operating Assistance	-	\$ 5,944,132	\$ 5,944,132
PVTA	E&H Special Transit Services	NFA	Operating Assistance	-	\$ 6,000,000	\$ 6,000,000
PVTA	Fixed Route Service	NFA	Operating Assistance	-	\$ 22,000,000	\$ 22,000,000
PVTA	Rural Transit E&H	5311	Operating Assistance			\$ 127,000
PVTA	Lift Equipped Vans	5310	Vans	\$ 200,000	\$ 50,000	\$ 250,000
PVTA	Lift Equipped minibuses	5310	Mini-buses	-	\$ 300,000	\$ 300,000
PVTA	Fleet Replacement (33 1995 Buses)	5309	Capital Purchase	\$ 9,240,000	\$ 2,310,000	\$ 11,550,000
PVTA	Fleet Replacement (33 1995 Buses)	5309	Capital Purchase	\$ 9,240,000	\$ 2,310,000	\$ 11,550,000
PVTA	Fleet Replacement (34 1999 Buses)	5309	Capital Purchase	\$ 9,520,000	\$ 2,380,000	\$ 11,900,000
PVTA	Union Station Redevelopment carryover 2002	5309	Intermodal Center	\$ 2,441,160	\$ 610,290.00	\$ 3,051,450
PVTA	Union Station Redevelopment carryover 2003	5309	Intermodal Center	\$ 5,902,072	\$ 1,475,518.00	\$ 7,377,590
PVTA	Union Station Redevelopment carryover 2004	5309	Intermodal Center	\$ 4,368,931	\$ 1,092,232.75	\$ 5,461,164
PVTA	Union Station Redevelopment carryover 2005	5309	Intermodal Center	\$ 6,505,083	\$ 1,626,270.75	\$ 8,131,354

STATEWIDE FEDERAL AID PROJECT LISTING

The EOT provided each planning agency a listing of statewide items anticipated for FFYs 2008 to 2011. These items are to be funded separately from the regional TIP program. This information is provided in Tables 18 and 19.

Table 18
FFY 2008 - 2011 STIP - Statewide Projects

5/23/2007

Federal Fiscal Year 2008	Funding	Federal Funds	Total Cost
Statewide Infrastructure Program (Incl. Noise Barriers)	STP-Flex	\$8,800,000	\$11,000,000
Statewide Safety Program	STP-Safety	\$7,500,000	\$9,375,000
Statewide Safe Routes to Schools Program	SRS	\$1,300,000	\$1,300,000
Statewide CMAQ	CMAQ	\$10,000,000	\$12,500,000
Statewide Transportation Enhancements	STP-Enh.	\$400,000	\$500,000
Statewide ITS	CMAQ	\$5,000,000	\$6,250,000
Statewide Design and Right of Way	STP-Flex	\$2,400,000	\$3,000,000
Statewide Interstate Maintenance Program	IM	\$48,600,000	\$54,000,000
Statewide NHS Preservation Program	NHS	\$13,500,000	\$15,000,000
Statewide Railroad Grade Crossings	STP-Safety	\$400,000	\$500,000
Statewide Bridge Inspection	BR- On/Off	\$4,400,000	\$5,500,000
Statewide Bridge Preservation Program	BR- On/Off	\$8,000,000	\$10,000,000
Total Statewide Infrastructure Items:		\$110,300,000	\$128,925,000
Federal Fiscal Year 2009	Funding	Federal Funds	Total Cost
Statewide Infrastructure Program (Incl. Noise Barriers)	STP-Flex	\$9,400,000	\$11,750,000
Statewide Safety Program	STP-Safety	\$7,500,000	\$9,375,000
Statewide Safe Routes to Schools Program	SRS	\$1,300,000	\$1,300,000
Statewide CMAQ	CMAQ	\$10,000,000	\$12,500,000
Statewide Transportation Enhancements	STP-Enh.	\$400,000	\$500,000
Statewide ITS	CMAQ	\$5,000,000	\$6,250,000
Statewide Design and Right of Way	STP-Flex	\$2,400,000	\$3,000,000
Statewide Interstate Maintenance Program	IM	\$48,600,000	\$54,000,000
Statewide NHS Preservation Program	NHS	\$13,500,000	\$15,000,000
Statewide Railroad Grade Crossings	STP-Safety	\$400,000	\$500,000
Statewide Bridge Inspection	BR- On/Off	\$4,400,000	\$5,500,000
Statewide Bridge Preservation Program	BR- On/Off	\$8,000,000	\$10,000,000
Total Statewide Infrastructure Items:		\$110,900,000	\$129,675,000
Federal Fiscal Year 2010	Funding	Federal Funds	Total Cost
Statewide Infrastructure Program (Incl. Noise Barriers)	STP-Flex	\$6,400,000	\$8,000,000
Statewide Safety Program	STP-Safety	\$7,500,000	\$9,375,000
Statewide Safe Routes to Schools Program	SRS	\$1,300,000	\$1,300,000
Statewide CMAQ	CMAQ	\$5,000,000	\$6,250,000
Statewide Transportation Enhancements	STP-Enh.	\$400,000	\$500,000
Statewide ITS	CMAQ	\$5,000,000	\$6,250,000
Statewide Design and Right of Way	STP-Flex	\$2,400,000	\$3,000,000
Statewide Interstate Maintenance Program	IM	\$48,600,000	\$54,000,000
Statewide NHS Preservation Program	NHS	\$13,050,000	\$14,500,000
Statewide Railroad Grade Crossings	STP-Safety	\$400,000	\$500,000
Statewide Bridge Inspection	BR- On/Off	\$4,400,000	\$5,500,000
Statewide Bridge Preservation Program	BR- On/Off	\$8,000,000	\$10,000,000
Total Statewide Infrastructure Items:		\$102,450,000	\$119,175,000
Federal Fiscal Year 2011	Funding	Federal Funds	Total Cost
Statewide Infrastructure Program (Incl. Noise Barriers)	STP-Flex	\$6,400,000	\$8,000,000
Statewide Safety Program	STP-Safety	\$7,500,000	\$9,375,000
Statewide Safe Routes to Schools Program	SRS	\$1,300,000	\$1,300,000
Statewide CMAQ	CMAQ	\$5,000,000	\$6,250,000
Statewide Transportation Enhancements	STP-Enh.	\$400,000	\$500,000
Statewide ITS	CMAQ	\$5,000,000	\$6,250,000
Statewide Design and Right of Way	STP-Flex	\$2,400,000	\$3,000,000
Statewide Interstate Maintenance Program	IM	\$48,600,000	\$54,000,000
Statewide NHS Preservation Program	NHS	\$10,800,000	\$12,000,000
Statewide Railroad Grade Crossings	STP-Safety	\$400,000	\$500,000
Statewide Bridge Inspection	BR- On/Off	\$4,400,000	\$5,500,000
Statewide Bridge Preservation Program	BR- On/Off	\$8,000,000	\$10,000,000
Total Statewide Infrastructure Items:		\$100,200,000	\$116,675,000

Table 19

INTERSTATE SYSTEM REHABILITATION PROJECTS

2008-11

Year	Project	Proj. File Number	Dist.	From	To	Lanes Shlds	Ad Cost / Estimate	Full Fed. Part. Cost	Notes
Year 2008	I-91 Chicopee - Springfield	604604	2	6.3	8.5	8	5,900,000	7,493,000	
	I-495 Bolton - Boxborough	604363	3	67.4	76.7	8	11,516,000	14,625,320	
	I-290 Worcester (& 190 Interchange)	604949	3	6.0	9.8	8	5,500,000	6,985,000	
	I-95 Lynnfield - Peabody	n/a	4	60.9	65.5	8	5,700,000	7,239,000	
	I-93 Somerville - Medford	n/a	4	20.6	24.6	10	6,200,000	7,874,000	
	I-195 Westport - Dartmouth	n/a	5	16.7	19.7	8	3,600,000	4,572,000	
	I-195 Wareham and I-495/Rt 25 Ramps	604303	5	35.9	39.6	6	4,107,000	5,215,890	
	Total:						42,523,000	54,004,210	
Year 2009	I-91 Holyoke	n/a	2	15.0	20.8	6	5,394,000	6,850,380	
	I-395 Oxford	n/a	3	4.5	10.8	6	5,524,500	7,016,115	
	I-495 Marlborough - Hudson - Berlin	n/a	3	61.5	67.4	8	6,844,000	8,691,880	Preventive Maintenance
	I-495 Haverhill - Merrimac - Amesbury - Salisbury	n/a	4	111.0	120.9	8	8,712,000	11,064,240	
	I-93 Stoneham - Reading	n/a	4	24.6	29.7	8	6,528,000	8,290,560	
	I-195 Mattapoisett - Marion	n/a	5	25.1	35.9	6	5,500,000	6,985,000	
	I-95 Sharon - Walpole - Norwood	n/a	5	16.0	22.6	6	4,356,000	5,532,120	
	Total:						42,858,500	54,430,295	
Year 2010	I-91 Easthampton - Northampton	n/a	2	20.8	26.9	6	7,320,000	9,296,400	
	I-91 West Springfield	n/a	2	8.9	10.8	8	2,660,000	3,378,200	Preventive Maintenance
	I-290/395 Oxford - Auburn - Worcester	n/a	3				7,000,000	8,890,000	Limits TBD - Pending bridge project & resurfacing completion
	I-495 Westford	n/a	3				4,000,000	5,080,000	
	I-93 Woburn - Wilmington	n/a	4				6,800,000	8,636,000	
	I-95 Waltham	604710	4	40.5	44.6	10	5,945,000	7,550,150	
	I-95 North Attleboro - Mansfield	n/a	5	7.3	11.8	8	4,140,000	5,257,800	Preventive Maintenance
	I-195 Fall River	n/a	5				5,000,000	6,350,000	
	Total:						42,865,000	54,438,550	
Year 2011	I-91 West Springfield - Holyoke	n/a	2				5,000,000	6,350,000	
	I-190 Worcester (NB only)	n/a	3				8,000,000	10,160,000	
	I-84 Holland - Sturbridge	n/a	3				4,000,000	5,080,000	Preventive Maintenance
	I-95 Georgetown - Newbury	n/a	4	76.0	90.0	8	12,320,000	15,646,400	Monitor performance or micromilling & adjust schedule accordingly
	I-95 Foxborough - Sharon	n/a	5	11.8	16.0	8	3,696,000	4,693,920	Preventive Maintenance
	I-495 Taunton - Norton - Mansfield	n/a	5	22.2	33.3	8	9,768,000	12,405,360	Preventive Maintenance
	Total:						42,784,000	54,335,680	

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 2006-2007 TIP projects are identified in the following table.

Table 20

Project Description	City/Town	Project ID	Letting Date (Bids Due)	Date Awarded
Route 66 (Phase III)	Northampton	119007		7/10/2007
Boston Road (Route 20) Spec Pond	Wilbraham	604205	8/21/07	NA
Manhan Rail Trail	Northampton	604219	7/24/2007	NA
Rail to Trail (Phase I)	Southwick	602844	10/2/2007	NA
Great River Bridge	Westfield	600933		11/14/2006
Bridge rehab. Hospital Rd. over Chicopee Brook	Monson	603960		5/30/2007
Lower Hampden Road	Monson	601502	Not Advertised 75% plans reviewed 7/3/07	
Route 202 Resurfacing	Belchertown/Pelham	602419	Not Advertised 100% design (PS&E subm)	
PVTA Bus Replacement (4 buses)	PVTA Region		Purchased	
Downtown Rail Trail connector	Northampton	602887	8/17/07 Adv. date PS&E Final Review	
I-91 Intelligent Transportation System (ITS)	Region (I-91)	603903	Design build	
Bridge Replacement, S-18-007 Rt 47 over Bachelor Brook	South Hadley	603260	Not Advertised 8/11/07 Adv. Date	
Bridge deck resurfacing Brush hill Road over I-91	West Springfield	604503		6/12/2007
South Rd. Recon. Reconstruction: Rte. 66 to Town Center	Westhampton	601175		6/5/2007

CONFORMITY DETERMINATION

In accordance with Section 176 (c)(4) of the Clean Air Act as amended in 1990, the Pioneer Valley MPO has completed its review and hereby certifies that the FFY 2005-2011 Transportation Improvement Program has been developed from a conforming Transportation Plan and therefore conforms with 40 CFR parts 51 and 93 issued on November 23, 1993 and 310 CMR 60.03, issued on December 30, 1994.

The CAAA defines conformity to a SIP to mean conformity to the plan's purpose of eliminating or reducing the severity and number of violations of the NAAQS and achieving expeditious attainment of the standards. The Pioneer Valley MPO has certified that all activities outlined in the 2003 Regional Transportation Plan:

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

The analysis that was performed on the Pioneer Valley RTP includes all regionally significant transportation projects proposed to be completed within the timeframe of the RTP. All regionally significant projects included in the 2008-2011 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 2006 through 2010 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 2008-2011 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 2008-2011 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 2008 - 2011 MPO Targets
DRAFT - May 23, 2007

	2007 (as amended)	Current 2008	Proposed 2008	Current 2009	Proposed 2009	Current 2010	Proposed 2010	Proposed 2011
Base Obligation Authority	\$515,040,000	\$488,451,000	\$515,000,000	\$493,720,000	\$522,000,000	\$503,603,000	\$522,000,000	\$522,000,000
Redistribution, as Estimated by FHWA	\$25,000,000	\$25,000,000	\$35,000,000	\$25,000,000	\$35,000,000	\$25,000,000	\$35,000,000	\$35,000,000
Total Estimated Obligation Authority Available:	\$540,040,000	\$513,451,000	\$550,000,000	\$518,720,000	\$557,000,000	\$528,603,010	\$557,000,000	\$557,000,000
Central Artery/Tunnel Obligation Authority	-\$110,240,000	-\$117,230,000	-\$117,230,000	-\$126,845,000	-\$126,845,000	-\$151,290,000	-\$151,290,000	-\$159,365,000
Total Non-Earmarked O/A Available Statewide	\$429,800,000	\$396,221,000	\$432,770,000	\$391,875,000	\$430,155,000	\$377,315,010	\$405,710,000	\$397,635,000
Total Non-Earmarked Available Statewide (Including State Match)	\$530,247,222	\$488,526,250	\$533,887,500	\$483,062,500	\$530,918,750	\$464,641,250	\$500,062,500	\$489,966,750
Statewide Infrastructure Items:								
Statewide Infrastructure Program (Incl. Noise Barriers)	\$8,000,000	\$8,000,000	\$11,000,000	\$8,000,000	\$11,750,000	\$8,000,000	\$8,000,000	\$8,000,000
Statewide Safety Program	\$9,250,000	\$9,250,000	\$9,375,000	\$9,250,000	\$9,375,000	\$9,250,000	\$9,375,000	\$9,375,000
Statewide Safe Routes to Schools Program	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000
Statewide CMAQ	\$11,717,000	\$6,250,000	\$12,500,000	\$6,250,000	\$12,500,000	\$6,250,000	\$6,250,000	\$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	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Statewide ITS	\$6,250,000	\$6,250,000	\$6,250,000	\$6,250,000	\$6,250,000	\$6,250,000	\$6,250,000	\$6,250,000
Statewide Design and Right of Way	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000
Statewide Interstate Maintenance Program	\$53,000,000	\$54,000,000	\$54,000,000	\$54,250,000	\$54,000,000	\$56,000,000	\$54,000,000	\$54,000,000
Statewide NHS Preservation Program	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Statewide Railroad Grade Crossings	\$84,300,000	\$89,050,000	\$113,425,000	\$89,300,000	\$114,175,000	\$91,050,000	\$103,675,000	\$101,175,000
Subtotal Statewide Infrastructure Items:								
Other Statewide Items:								
Award Adjustments, Change Orders, Project Value Changes, Etc.	\$89,160,000	\$43,750,000	\$49,931,250	\$43,750,000	\$49,931,250	\$43,750,000	\$43,296,250	\$48,750,000
Planning	\$18,000,000	\$18,000,000	\$18,750,000	\$18,000,000	\$18,750,000	\$18,000,000	\$18,750,000	\$18,750,000
DBEs, CEPO, Pavement Lab Retrofits, and Misc. Programs	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000
Subtotal Other Statewide Items:	\$107,910,000	\$62,500,000	\$68,486,250	\$62,500,000	\$69,431,250	\$62,500,000	\$62,796,250	\$68,250,000
Regional Major Infrastructure Projects:								
	\$55,972,222	\$63,000,000	\$63,000,000	\$9,250,000	\$60,000,000	\$50,000,000	\$50,000,000	\$45,000,000
Bridge Program:								
Statewide Bridge Repl. / Rehab Program	\$116,483,328	\$116,483,328	\$121,483,328	\$116,483,328	\$121,483,328	\$108,983,328	\$121,483,328	\$121,483,328
Statewide Bridge Preservation Program	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000
Statewide Bridge Inspection Program	\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000
Subtotal Federal Aid Bridge Program:	\$131,983,328	\$131,983,328	\$136,983,328	\$131,983,328	\$136,983,328	\$124,483,328	\$136,983,328	\$136,983,328
Regional Targets:								
Regional CMAQ Targets:	\$30,000,000	\$30,000,000	\$30,000,000	\$30,000,000	\$30,000,000	\$30,000,000	\$30,000,000	\$30,000,000
Regional Non-CMAQ Targets:	\$88,915,179	\$111,992,923	\$121,992,923	\$110,029,173	\$129,029,173	\$106,607,923	\$116,607,923	\$108,560,423
Total Regional Targets:	\$140,081,672	\$141,992,923	\$151,992,923	\$140,029,173	\$150,029,173	\$136,607,923	\$146,607,923	\$138,560,423

TITLE 23 - TRANSPORTATION FUNDING
Statewide Highway-Funded Program

FEDERAL FISCAL YEAR 2008
FEDERAL REGIONAL TARGETS
DRAFT - May 23, 2007

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation Authority	\$515,000,000		
Redistribution, as Estimated by FHWA	\$35,000,000		
Total Estimated Obligation Authority Available:	\$550,000,000		
Central Artery/Tunnel Obligation Authority	(117,230,000)		
Total Non-Earmarked Available Statewide - (Including Redistribution)	432,770,000	101,117,600	\$533,887,500
Statewide Infrastructure Items:			
Statewide Infrastructure Program	\$8,800,000	\$2,200,000	\$11,000,000
Statewide Safety Program	7,500,000	\$1,875,000	\$9,375,000
Statewide Safe Routes to Schools Program	1,300,000	\$0	\$1,300,000
Statewide CMAQ	10,000,000	\$2,500,000	\$12,500,000
Statewide Transportation Enhancements	400,000	\$100,000	\$500,000
Statewide ITS	5,000,000	\$1,250,000	\$6,250,000
Statewide Design and Right of Way	2,400,000	\$600,000	\$3,000,000
Statewide Interstate Maintenance Program	48,600,000	\$5,400,000	\$54,000,000
Statewide NHS Preservation Program	12,000,000	\$3,000,000	\$15,000,000
Statewide Railroad Grade Crossings	400,000	\$100,000	\$500,000
Subtotal Statewide Infrastructure Items:	\$96,400,000	\$17,025,000	\$113,425,000
Other Statewide Items:			
Award Adjustments, Change Orders, Project Value Changes, Etc.	\$39,188,000	\$9,797,250	\$48,985,250
Planning	15,000,000	\$3,750,000	\$18,750,000
DBEs, CEPO, Pavement Lab Retrofits, and Misc. Programs	600,000	\$150,000	\$750,000
Subtotal Other Statewide Items:	\$54,788,000	\$13,697,250	\$68,485,250
Regional Major Infrastructure Projects:	\$50,400,000	\$12,600,000	\$63,000,000
Bridge Program:			
Statewide Bridge Repl. / Rehab Program	\$97,186,662	\$24,296,666	\$121,483,328
Statewide Bridge Preservation Program	8,000,000	\$2,000,000	\$10,000,000
Statewide Bridge Inspection Program	4,400,000	\$1,100,000	\$5,500,000
Subtotal Federal Aid Bridge Program:	\$109,586,662	\$27,396,666	\$136,983,328
Regional Targets:			
Regional CMAQ Targets:	\$24,000,000	\$6,000,000	\$30,000,000
Regional Non-CMAQ Targets:	\$97,594,338	\$24,398,586	\$121,992,923
Total Regional Targets:	\$121,594,338	\$30,398,586	\$151,992,923

Region	Regional Share (%)	Regional Non- CMAQ Target With State Match	Regional CMAQ Target With State Match	Total Regional Target With State Match
Berkshire Region	3.5566	\$4,342,514	\$1,067,893	\$5,410,407
Boston Region	42.9671	\$52,416,825	\$12,890,131	\$65,306,956
Cape Cod	4.5851	\$5,593,548	\$1,378,542	\$6,969,091
Central Mass	8.6901	\$10,601,346	\$2,607,039	\$13,208,384
Franklin Region	2.5397	\$3,098,310	\$761,924	\$3,860,234
Martha's Vineyard	0.3100	\$378,140	\$92,991	\$471,131
Memmack Valley	4.4296	\$5,403,746	\$1,328,867	\$6,732,613
Montachusett	4.4586	\$5,440,340	\$1,337,866	\$6,778,206
Nantucket	0.2200	\$268,358	\$66,593	\$334,951
Northern Middlesex	3.9096	\$4,769,446	\$1,172,883	\$5,942,329
Old Colony	4.5595	\$5,552,321	\$1,367,863	\$6,920,184
Pioneer Valley	10.8099	\$13,187,336	\$3,242,976	\$16,430,312
Southeastern Mass	8.9601	\$10,930,693	\$2,688,031	\$13,618,724
Total:	100.00	\$121,992,923	\$30,000,000	\$151,992,923

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

TITLE 23 - TRANSPORTATION FUNDING
Statewide Highway-Funded Program

FEDERAL FISCAL YEAR 2009
FEDERAL REGIONAL TARGETS
DRAFT - May 23, 2007

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation Authority	\$522,000,000		
Redistribution, as Estimated by FHWA	\$35,000,000		
Total Estimated Obligation Authority Available:	\$557,000,000		
Central Artery/Tunnel Obligation Authority	(126,845,000)		
Total Non-Earmarked Available Statewide - (Including Redistribution)	430,155,000	100,463,750	\$30,618,750
Statewide Infrastructure Items:			
Statewide Infrastructure Program	\$8,400,000	\$2,350,000	\$11,750,000
Statewide Safety Program	7,500,000	\$1,875,000	\$9,375,000
Statewide Safe Routes to Schools Program	1,300,000	\$0	\$1,300,000
Statewide CMAQ	10,000,000	\$2,500,000	\$12,500,000
Statewide Transportation Enhancements	400,000	\$100,000	\$500,000
Statewide ITS	5,000,000	\$1,250,000	\$6,250,000
Statewide Design and Right of Way	2,400,000	\$600,000	\$3,000,000
Statewide Interstate Maintenance Program	48,600,000	\$5,400,000	\$54,000,000
Statewide NHS Preservation Program	12,000,000	\$3,000,000	\$15,000,000
Statewide Railroad Grade Crossings	400,000	\$100,000	\$500,000
Subtotal Statewide Infrastructure Items:	\$97,000,000	\$17,175,000	\$114,175,000
Other Statewide Items:			
Award Adjustments, Change Orders, Project Value Changes, Etc.	\$39,945,000	\$9,986,250	\$49,931,250
Planning	15,000,000	\$3,750,000	\$18,750,000
DBEs, CEPC, Pavement Lab Retrofits, and Misc. Programs	600,000	\$150,000	\$750,000
Subtotal Other Statewide Items:	\$55,545,000	\$13,886,250	\$69,431,250
Regional Major Infrastructure Projects:	\$48,000,000	\$12,000,000	\$60,000,000
Bridge Program:			
Statewide Bridge Repl. / Rehab Program	\$97,186,662	\$24,296,666	\$121,483,328
Statewide Bridge Preservation Program	8,000,000	\$2,000,000	\$10,000,000
Statewide Bridge Inspection Program	4,400,000	\$1,100,000	\$5,500,000
Subtotal Federal Aid Bridge Program:	\$109,586,662	\$27,396,666	\$136,983,328
Regional Targets:			
Regional CMAQ Targets:	\$24,000,000	\$6,000,000	\$30,000,000
Regional Non-CMAQ Targets:	\$96,023,338	\$24,005,835	\$120,029,173
Total Regional Targets:	\$120,023,338	\$30,005,835	\$150,029,173

Region	Regional Share (%)	Regional Non- CMAQ Target With State Match	Regional CMAQ Target With State Match	Total Regional Target With State Match
Berkshire Region	3.5596	\$4,272,611	\$1,067,893	\$5,340,504
Boston Region	42.9671	\$51,573,059	\$12,890,131	\$64,463,190
Cape Cod	4.5851	\$5,503,507	\$1,375,542	\$6,879,050
Central Mass	8.6901	\$10,430,692	\$2,607,039	\$13,037,732
Franklin Region	2.5397	\$3,048,436	\$761,824	\$3,810,260
Martha's Vineyard	0.3100	\$372,053	\$92,991	\$465,044
Metimack Valley	4.4296	\$5,316,761	\$1,328,667	\$6,645,428
Montachusett	4.4596	\$5,352,766	\$1,337,666	\$6,690,432
Nantucket	0.2200	\$264,038	\$66,993	\$330,031
Northern Middlesex	3.9096	\$4,692,671	\$1,172,663	\$5,865,334
Old Colony	4.5595	\$5,472,783	\$1,367,683	\$6,840,466
Pioneer Valley	10.8099	\$12,975,056	\$3,242,976	\$16,218,032
Southeastern Mass	8.9601	\$10,754,739	\$2,688,031	\$13,442,770
Total:	100.00	\$120,029,173	\$30,000,000	\$150,029,173

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

TITLE 23 - TRANSPORTATION FUNDING
Statewide Highway-Funded Program

FEDERAL FISCAL YEAR 2010
 FEDERAL REGIONAL TARGETS
DRAFT - May 23, 2007

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation Authority	\$522,000,000		
Redistribution, as Estimated by FHWA	\$35,000,000		
Total Estimated Obligation Authority Available:	\$557,000,000		
Central Artery/Tunnel Obligation Authority	(151,290,000)		
Total Non-Earmarked Available Statewide - (Including Redistribution)	405,710,000	\$4,362,600	\$00,062,600
Statewide Infrastructure Items:			
Statewide Infrastructure Program	\$6,400,000	\$1,600,000	\$8,000,000
Statewide Safety Program	7,500,000	\$1,875,000	\$9,375,000
Statewide Safe Routes to Schools Program	1,300,000	\$0	\$1,300,000
Statewide CMAQ	5,000,000	\$1,250,000	\$6,250,000
Statewide Transportation Enhancements	400,000	\$100,000	\$500,000
Statewide ITS	5,000,000	\$1,250,000	\$6,250,000
Statewide Design and Right of Way	2,400,000	\$600,000	\$3,000,000
Statewide Interstate Maintenance Program	48,000,000	\$6,400,000	\$54,000,000
Statewide NHS Preservation Program	11,600,000	\$2,900,000	\$14,500,000
Statewide Railroad Grade Crossings	400,000	\$100,000	\$500,000
Subtotal Statewide Infrastructure Items:	\$88,600,000	\$16,075,000	\$103,675,000
Other Statewide Items:			
Award Adjustments, Change Orders, Project Value Changes, Etc.	\$34,637,000	\$8,659,250	\$43,296,250
Planning	15,000,000	\$3,750,000	\$18,750,000
OBEs, CEPO, Pavement Lab Retrofits, and Misc. Programs	600,000	\$150,000	\$750,000
Subtotal Other Statewide Items:	\$50,237,000	\$12,559,250	\$62,796,250
Regional Major Infrastructure Projects:	\$40,000,000	\$10,000,000	\$50,000,000
Bridge Program:			
Statewide Bridge Repl. / Rehab Program	\$97,186,662	\$24,296,666	\$121,483,328
Statewide Bridge Preservation Program	8,000,000	\$2,000,000	\$10,000,000
Statewide Bridge Inspection Program	4,400,000	\$1,100,000	\$5,500,000
Subtotal Federal Aid Bridge Program:	\$109,586,662	\$27,396,666	\$136,983,328
Regional Targets:			
Regional CMAQ Targets:	\$24,000,000	\$6,000,000	\$30,000,000
Regional Non-CMAQ Targets:	\$93,286,338	\$23,321,686	\$116,607,923
Total Regional Targets:	\$117,286,338	\$29,321,686	\$146,607,923

Region	Regional Share (%)	Regional Non-CMAQ Target With State Match	Regional CMAQ Target With State Match	Total Regional Target With State Match
Berkshire Region	3.5596	\$4,150,627	\$1,067,893	\$5,218,520
Boston Region	42.9871	\$60,103,047	\$12,890,131	\$72,993,178
Cape Cod	4.5851	\$5,346,638	\$1,376,542	\$6,723,181
Central Mass	8.6901	\$10,133,381	\$2,607,039	\$12,740,421
Franklin Region	2.5397	\$2,961,546	\$761,924	\$3,723,469
Martha's Vineyard	0.3100	\$361,648	\$92,991	\$454,639
Merrimack Valley	4.4296	\$5,165,214	\$1,328,867	\$6,494,081
Montachusett	4.4596	\$5,200,153	\$1,357,866	\$6,558,059
Nantucket	0.2200	\$256,512	\$66,993	\$323,506
Northern Middlesex	3.9096	\$4,568,914	\$1,172,883	\$5,741,797
Old Colony	4.5595	\$5,316,790	\$1,367,863	\$6,684,653
Pioneer Valley	10.8099	\$12,606,222	\$3,242,976	\$15,849,198
Southeastern Mass	8.9601	\$10,448,191	\$2,688,031	\$13,136,222
Total:	100.00	\$116,607,923	\$30,000,000	\$146,607,923

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

TITLE 23 - TRANSPORTATION FUNDING
Statewide Highway-Funded Program

FEDERAL FISCAL YEAR 2011
FEDERAL REGIONAL TARGETS
D R A F T - May 23, 2007

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation Authority	\$522,000,000		
Redistribution, as Estimated by FHWA	\$35,000,000		
Total Estimated Obligation Authority Available:	\$557,000,000		
Central Artery/Tunnel Obligation Authority	(159,365,000)		
Total Non-Earmarked Available Statewide - (Including Redistribution)	397,635,000	92,133,750	489,968,750
Statewide Infrastructure Items:			
Statewide Infrastructure Program	\$6,400,000	\$1,600,000	\$8,000,000
Statewide Safety Program	7,500,000	\$1,875,000	\$9,375,000
Statewide Safe Routes to Schools Program	1,300,000	\$0	\$1,300,000
Statewide CMAQ	5,000,000	\$1,250,000	\$6,250,000
Statewide Transportation Enhancements	400,000	\$100,000	\$500,000
Statewide ITS	5,000,000	\$1,250,000	\$6,250,000
Statewide Design and Right of Way	2,400,000	\$600,000	\$3,000,000
Statewide Interstate Maintenance Program	48,600,000	\$5,400,000	\$54,000,000
Statewide NHS Preservation Program	9,600,000	\$2,400,000	\$12,000,000
Statewide Railroad Grade Crossings	400,000	\$100,000	\$500,000
Subtotal Statewide Infrastructure Items:	\$86,600,000	\$14,575,000	\$101,175,000
Other Statewide Items:			
Award Adjustments, Change Orders, Project Value Changes, Etc.	\$39,000,000	\$9,750,000	\$48,750,000
Planning	15,000,000	\$3,750,000	\$18,750,000
DBEs, CEPO, Pavement Lab Retrofits, and Misc. Programs	600,000	\$150,000	\$750,000
Subtotal Other Statewide Items:	\$54,600,000	\$13,650,000	\$68,250,000
Regional Major Infrastructure Projects:	\$36,000,000	\$9,000,000	\$45,000,000
Bridge Program:			
Statewide Bridge Repl. / Rehab Program	\$97,186,652	\$24,296,666	\$121,483,318
Statewide Bridge Preservation Program	8,000,000	\$2,000,000	\$10,000,000
Statewide Bridge Inspection Program	4,400,000	\$1,100,000	\$5,500,000
Subtotal Federal Aid Bridge Program:	\$109,586,652	\$27,396,666	\$136,983,318
Regional Targets:			
Regional CMAQ Targets:	\$24,000,000	\$6,000,000	\$30,000,000
Regional Non-CMAQ Targets:	\$86,848,338	\$21,712,086	\$108,560,423
Total Regional Targets:	\$110,848,338	\$27,712,086	\$138,560,423

Region	Regional Share (%)	Regional Non- CMAQ Target With State Match	Regional CMAQ Target With State Match	Total Regional Target With State Match
Berkshire Region	3.5596	\$3,864,366	\$1,067,893	\$4,932,259
Boston Region	42.9671	\$46,545,269	\$12,850,131	\$59,395,400
Cape Cod	4.5851	\$4,977,649	\$1,375,642	\$6,353,291
Central Mass	8.6901	\$9,434,943	\$2,607,039	\$12,041,982
Franklin Region	2.5307	\$2,767,159	\$761,924	\$3,529,083
Martha's Vineyard	0.3100	\$336,504	\$92,991	\$429,494
Metrowest Valley	4.4296	\$4,808,746	\$1,328,867	\$6,137,613
Montachusett	4.4596	\$4,841,311	\$1,327,866	\$6,169,177
Nantucket	0.2200	\$238,809	\$66,993	\$304,802
Northern Middlesex	3.9096	\$4,244,288	\$1,172,883	\$5,417,171
Old Colony	4.5595	\$4,949,860	\$1,367,863	\$6,317,723
Pioneer Valley	10.8099	\$11,735,294	\$3,242,976	\$14,978,269
Southeastern Mass	8.9601	\$9,727,127	\$2,688,031	\$12,415,158
Total:	100.00	\$108,560,423	\$30,000,000	\$138,560,423

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

APPENDIX B: Air Quality Conformity Status

DETERMINATION OF AIR QUALITY CONFORMITY

Pioneer Valley METROPOLITAN PLANNING ORGANIZATION

FY 2008-2011 TRANSPORTATION IMPROVEMENT PROGRAM

Background

The Commonwealth of Massachusetts is classified as nonattainment for ozone, and is divided into two nonattainment areas. The Eastern Massachusetts ozone nonattainment area includes Barnstable, Bristol, Dukes, Essex, Middlesex, Nantucket, Norfolk, Suffolk, and Worcester counties. Berkshire, Franklin, Hampden, and Hampshire counties comprise the Western Massachusetts ozone nonattainment area. With this nonattainment classification, the 1990 Clean Air Act Amendments (CAAA) required the Commonwealth to reduce its emissions of volatile organic compounds (VOCs) and nitrogen oxides (NO_x), the two major precursors to ozone formation to achieve attainment of the ozone standard.

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

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

In 2003, air quality analyses were conducted on behalf of all the 2003 Regional Transportation Plans (RTPs), the purposes of which were to evaluate the RTPs' air quality impacts on the SIP. Conformity determinations were performed to ensure that all regionally significant projects were included in the RTPs. The Massachusetts Executive Office of Transportation found the emission levels from the 2003 Regional Transportation Plans to be in conformance with the SIP. Each MPO had certified (and continues to certify) that all activities outlined in its Plan and its TIP:

- will not cause or contribute to any new violation of any standard in any area;

- will not increase the frequency or severity of any existing violation of any standard in any area; and,
- will not delay the timely attainment of any standard or any required interim emission reductions or other milestones in any area.

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

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

Key elements of this 2008 – 2011 TIP related to air quality conformity are as follows:

- This TIP is financially constrained, and all projects in the TIP come from the conforming 2006 Regional Transportation Plan and updates.
- All regionally significant projects included in the TIP have been included in the air quality analysis for the conforming RTP. These projects are of the same design and concept as presented in the RTP, and the TIP does not add, delete, nor reprogram any such projects across analysis years.
- Because projects in the TIP come from the conforming RTP, *and* all regionally significant RTP projects for 2008 through 2011 (both Federal and Non-Federal Aid) are programmed in the TIP, the same air quality analysis used for the RTP can be used for the TIP.
- Therefore, this TIP, in combination with the TIPs from the other MPOs in the nonattainment area, demonstrates air quality conformity.

Timely Implementation of Transportation Control Measures

Transportation Control Measures (TCMs) have been required in the SIP in revisions submitted to EPA in 1979 and 1982. All SIP TCMs have been accomplished through construction or through implementation of ongoing programs.

Air Quality Conformity Analysis

The conformity test is to show consistency with the motor vehicle emissions budgets set forth in the SIP. Specific information regarding the analysis methods, latest planning assumptions, and consultation procedures are all detailed in the 2003 RTP and update. The motor vehicle volatile organic compounds (VOC) and nitrogen oxide (NO_x) estimated emissions for the Western Massachusetts Ozone Nonattainment Area include all the following MPOs:

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

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

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

TABLE 1

VOC Emissions Estimates for the Western Massachusetts Ozone Nonattainment Area

(all emissions in tons per summer day)

Year	Pioneer Valley MPO	Western MA Action Emissions	Budget	Difference (Action – Budget)
2000	n/a	31.845	23.770	n/a
2007	8.3977	13.573	23.770	-10.197
2010	6.4370	10.406	23.770	-13.364
2020	3.3784	5.656	23.770	-18.114
2030	3.1242	5.245	23.770	-18.525

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

Year	Pioneer Valley MPO	Western MA Action Emissions	Budget	Difference (Action – Budget)
2000	n/a	59.139	n/a	n/a
2007	23.0562	37.671	49.110	-11.439
2010	16.4428	26.949	49.110	-22.161
2020	4.3201	7.658	49.110	-41.452
2030	2.8650	4.899	49.110	-44.211

In summary, this TIP is derived from a conforming regional transportation plan, and the conformity determination has been prepared in accordance with EPA's final conformity regulations. The PVMPO has found the emission levels from this FY 2008-2011 TIP – in combination with the emission levels from the other MPOs in its nonattainment area – demonstrate conformity with the SIP. Therefore, the implementation of the FY 2008-2011 TIP is consistent with the air quality goals in the Massachusetts SIP.

Contributions to Reductions in CO Non-attainment Areas

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

APPENDIX C: Transit Funding

PIONEER VALLEY TRANSIT AUTHORITY
Attachment B
Federal Fiscal Year 2007

STATUS OF TRANSIT PROJECTS

Federal Funds

RTA	SECTION	DESCRIPTION	FEDERAL FUNDS	APPROVAL STATUS	GRANT #	COMMENTS
PVTA	5307 capital	Rolling Stock	\$ 2,750,000	Approved	MA-90-X512	Replacement Transit Buses
PVTA	5307 capital	Vans	\$ 450,000	Approved	MA-90-X512	Lift equipped Vans
PVTA	5307 capital	Capital Purchase	\$ 113,536	Approved	MA-90-X512	Transit Security
PVTA	5307 capital	Capital Purchase	\$ 113,536	Approved	MA-90-X512	Transit Enhancements
PVTA	5307 capital	Capital Purchase	\$ 800,000	Approved	MA-90-X512	Hardware/Software
PVTA	5307 capital	Capital Purchase	\$ 100,000	Approved	MA-90-X512	Communications
PVTA	5307 capital	Capital Purchase	\$ 204,016	Approved	MA-90-X512	AVL System Integrator
PVTA	5307 capital	Facility Improvement	\$ 837,963	Approved	MA-90-X512	Transit Facilities Improvement
PVTA	5307 capital	Maintenance Items	\$ 500,000	Approved	MA-90-X512	Small Tools and Equipment
PVTA	5307 capital	Maintenance Items	\$ 3,047,584	Approved	MA-90-X512	Preventive Maintenance 7/05- 8/07
PVTA	5307 capital	Service Improvement	\$ 80,000	Approved	MA-90-X512	Intermodal Terminal Lease
PVTA	5307 capital	Service Improvement	\$ 1,136,384	Approved	MA-90-X512	ADA Assistance 7/05-8/07
PVTA	5307 capital	Planning	\$ 200,000	Approved	MA-90-X512	Planning
PVTA	5309	Union Station Redevelopment car	\$ 4,500,000	Carryover		Intermodal Center
PVTA	3037	Welfare to Work (JARC) carryove	\$ 74,344	Approved	MA-37-X023	Operating Assistance
PVPC	5308	Transit Building UMass Amherst (\$ 4,000,000	Submitted	MA-03-0288	Facility Improvement
PVTA	5309	Park and Ride STCC	\$ 700,000	Approved	MA-04-005	Capital Purchase
PVTA	5314	Rail Feasibility Study (carryover)	\$ 750,000	Carryover		Planning
PVTA	5309	Holyoke Multimodal Center	\$ 1,750,000	Submitted		Intermodal Center
PVTA	115	Westfield Multimodal Center (carr	\$ 1,700,000	Carryover		Intermodal Center
PVTA	115	Holyoke Multimodal Center carryc	\$ 2,000,000	Submitted		Intermodal Center
PVTA	ITS	PVTA ITS Project (carryover)	\$ 1,000,000	Carryover		ITS
RTA	SECTION	DESCRIPTION	STATE FUNDS	APPROVAL STATUS	GRANT #	COMMENTS
PVTA	5310 - MAP	Vans	\$200,000	Approved		Lift Equipped Vans
PVTA	5311- State Rural	Operating Assistance	\$127,540	Approved		Rural Transit E & H

APPENDIX D: Project Needs Form (PNF), and Project Priority Evaluation Criteria

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.*

- | | |
|---|---|
| <input type="checkbox"/> Rural Natural | <input type="checkbox"/> Suburban High Density |
| <input type="checkbox"/> Rural Village | <input type="checkbox"/> Suburban Village/Town Center |
| <input type="checkbox"/> Rural Developed | <input type="checkbox"/> Urban Residential or CBD |
| <input type="checkbox"/> 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?

- | | |
|---|---|
| <input type="checkbox"/> Interstate | <input type="checkbox"/> Rural Principal Arterial |
| <input type="checkbox"/> Urban Principal Arterial | <input type="checkbox"/> Rural Minor Arterial |
| <input type="checkbox"/> Urban Minor Arterial | <input type="checkbox"/> Rural Major Collector |
| <input type="checkbox"/> Urban Collector | <input type="checkbox"/> 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			
85 th 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?

- | | |
|--|---|
| <input type="checkbox"/> Structurally Deficient? | <input type="checkbox"/> Functionally Obsolete? |
| <input type="checkbox"/> Posted? | <input type="checkbox"/> 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.

TRANSPORTATION EVALUATION CRITERIA
Templeton Project Description
Highway-funded Roadway Improvement/Expansion Projects

PROJECT TYPE	TRANSPORTATION CRITERIA				OTHER IMPACT CRITERIA			
	Condition	Mobility	Safety	Cost Effectiveness	Community Effects and Support	Land Use and Economic Development	Environmental Effects	
Roadways	Magnitude of pavement condition improvement	Effect on magnitude and duration of congestion	Effect on crash rate compared to state average	Cost per Unit Change in Condition	Residential effects: right-of-way, noise, aesthetics, out-through traffic, other	Business effects: right-of-way, access, noise, traffic, parking, freight access other	Air Quality/Climate effects	
	0	0	0		0	0	0	
	Magnitude of improvement of other infrastructure elements	Effect on travel time and connectivity/access	Effect on bicycle and pedestrian safety	Cost per lane Mile	Effect on service to minority or low income neighborhoods (EJ)	Sustainable development effects	Water quality/supply effects; wetlands effects	
	0	0	0	\$ -	0	0	0	
		Effect on other modes using facility	Effect on transportation security and evacuation routes	Cost per AADT	Other impacts/benefits to minority or low income neighborhoods	Consistent with regional land use and economic development plans	Historic and cultural resource effects	
		0	0	\$ -	0	0	0	
	Effect on regional and local traffic			Cost per AADT per lane mile	Public, local government, legislative, and regional support	Effect on job creation	Effect on wildlife habitat and endangered species	
		0		\$ -	0	0	0	
					Effect on development and redevelopment of housing stock			
					0			
Avg. Score (-3 to +3)				Avg. Score (-3 to +3)	Avg. Score (-3 to +3)	Avg. Score (-3 to +3)	Avg. Score (-3 to +3)	
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
Pioneer Valley Region - Part 1: Non-Federal Aid

Section I - Non Federal Aid Maintenance Projects - State Bondfunds

6/29/2007

Program Group/Sub Group	SFY 2005 NFA Expenditures	SFY 2006 NFA Expenditures	Projected Full Year SFY 2007 NFA Expenditures	Estimated SFY 2008 NFA Expenditures
01 - Bridge Repair & Replacement				
New Bridge (Excluded)				
Bridge Reconstruction (Excluded)				
Bridge Reconstruction/Rehab	\$5,675,739	\$10,165,580	\$1,118,090	\$5,653,133
Drawbridge Maintenance	\$264,946	\$249,975	\$81,122	\$198,681
Structure Maintenance	\$2,953,929	\$3,883,274	\$4,608,666	\$3,881,956
02 - Bridge Painting				
Painting - Structural	\$117,000	\$487,639	\$120,016	\$241,552
03 - Roadway Reconstruction				
Hwy Relocation (Excluded)				
Hwy Recon. - Added Capacity(Excluded)				
Hwy Recon - Added Capacity(Excluded)				
New Construction (Excluded)				
Hwy Reconstr - Restr and Rehab	\$396	\$137,438	\$220,168	\$119,334
Hwy Reconstr - No Added Capacity	\$1,090,484	\$343,533	\$194,608	\$542,875
Hwy Reconstr - Minor Widening	\$444,994	\$1,075,441	\$1,275,523	\$931,986
04 - Roadway Resurfacing				
Resurfacing	\$1,192,464	\$3,042,359	\$3,660,897	\$2,631,907
05 - Intersection & Safety				
Impact Attenuators	\$111,538	\$32,380	\$23,114	\$55,677
Safety Improvements	\$85,788	\$10,537	\$25,713	\$40,679
Traffic Signals	\$9,947	\$118,337	\$109,856	\$79,380
06 - Signs & Lighting				
Lighting and Electrical	\$118,693	\$162,639	\$78,742	\$120,025
Sign Installation / Upgrading	\$64,507	\$46,505	\$44,220	\$51,744
Structural Signing	\$5,935	\$132,039	\$64,012	\$67,329
07 - Guardrail				
Guard Rail and Fencing	\$253,696	\$252,662	\$197,467	\$234,609
08 - Maintenance				
Catch Basin Cleaning	\$452,849	\$423,518	\$413,968	\$430,112
Crack Sealing	\$48,302	\$52,767	\$17,839	\$39,636
Landscape and Roadside Develop	\$213,259	\$204,387	\$292,126	\$236,591
Mowing and Spraying	\$0	\$21,399	\$10,386	\$10,595
Pavement Marking	\$387,368	\$652,984	\$348,050	\$429,467
Sewer and Water	\$96,337	\$57,461	\$175,573	\$109,790
09 - Facilities				
Chemical Storage Sheds	\$53,414	\$0	\$0	\$17,805
10 - Bikeways (Excluded)				
11 - Other				
Miscellaneous / No Prequal	\$97,618	\$102,912	\$107,767	\$102,766
Section I Total:	\$13,739,204	\$21,555,765	\$13,387,913	\$16,227,628

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

12 - Snow and Ice Operations & Materials	\$11,433,875	\$6,575,683	\$5,661,650	\$7,890,403
13 - District Maintenance	\$1,910,127	\$1,912,033	\$1,763,040	\$1,861,734
(Mowing, Litter Management, Sight Distance Clearing, Etc.)				
Section II Total:	\$13,344,003	\$8,487,717	\$7,424,690	\$9,752,136

Grand Total NFA:	\$27,083,206	\$30,043,482	\$20,812,603	\$25,979,764
-------------------------	---------------------	---------------------	---------------------	---------------------

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

Section I - Federal Aid Maintenance Projects

6/29/2007

Program Group/Sub Group	SFY 2005 Federal Aid Expenditures	SFY 2006 Federal Aid Expenditures	Projected Full Year SFY 2007 Federal Aid Expenditures	Estimated SFY 2008 Federal Aid Expenditures
01 - Bridge Repair & Replacement				
New Bridge (Excluded)				
Bridge Replacement (Excluded)				
Bridge Reconstruction/Rehab	\$7,492,000	\$3,468,186	\$955,561	\$3,971,916
Structure Maintenance	\$2,094,583	\$1,362,165	\$2,915,274	\$2,124,007
02 - Bridge Painting				
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	\$21,489	\$0	\$7,163
Hwy Reconstr - No Added Capacity	\$7,779,021	\$7,702,826	\$7,064,302	\$7,515,383
Hwy Reconstr - Minor Widening	\$4,256,653	\$2,265,359	\$3,330,716	\$3,284,243
04 - Roadway Resurfacing				
Resurfacing	\$6,315,748	\$4,286,565	\$12,334,416	\$7,645,576
05 - Intersection & Safety				
Impact Attenuators	\$6,626	\$10,227	\$8,054	\$8,302
Safety Improvements	\$1,045,560	\$463,809	\$40,956	\$516,775
Traffic Signals	\$415,466	\$1,248,041	\$1,693,086	\$1,118,864
06 - Signs & Lighting				
Lighting and Electrical	\$0	\$0	\$0	\$0
Sign Installation / Upgrading	\$300,232	\$978,257	\$125,385	\$467,958
07 - Guardrail				
Guard Rail and Fencing	\$331,286	\$174,524	\$44,550	\$183,453
08 - Maintenance				
Contract Highway Maintenance	\$3,286	\$1,302	\$809	\$1,799
Landscape and Roadside Develop	\$28,395	\$30,737	\$0	\$19,711
Pavement Marking	\$386	\$0	\$0	\$129
09 - Facilities	\$0	\$0	\$0	\$0
10 - Bikeways (Excluded)				
11 - Other				
Intelligent Transportation Sys	\$115,066	\$202,011	\$142,215	\$153,097
Miscellaneous / No prequal	\$179,610	\$75,131	\$22,503	\$92,415
Reclamation	\$2,770,354	\$1,496,924	\$38,843	\$1,435,374
Unknown				
Total	\$33,134,272	\$23,787,552	\$28,716,670	\$28,546,164

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:	\$33,134,272	\$23,787,552	\$28,716,670	\$28,546,164
---------------------------------	---------------------	---------------------	---------------------	---------------------

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

6/29/2007

Program Group/Sub Group	SFY 2005 NFA Expenditures	SFY 2006 NFA Expenditures	Projected Full Year SFY 2007 NFA Expenditures	Estimated SFY 2008 NFA Expenditures
01 - Bridge Repair & Replacement				
New Bridge (Excluded)				
Bridge Replacement (Excluded)				
Bridge Reconstruction/Rehab	\$15,508,302	\$15,115,382	\$8,058,884	\$12,894,189
Drawbridge Maintenance	\$5,441,192	\$4,845,495	\$1,408,175	\$3,898,287
Structure Maintenance	\$27,757,332	\$32,251,391	\$32,238,727	\$30,749,150
02 - Bridge Painting				
Painting - Structural	\$1,214,706	\$3,587,770	\$940,879	\$1,914,452
03 - Roadway Reconstruction				
Hwy Relocation (Excluded)				
Hwy Recon. - Added Capacity(Excluded)				
Hwy Recon - Added Capacity(Excluded)				
New Construction (Excluded)				
Hwy Reconstr - Restr and Rehab	\$538,660	\$1,674,934	\$2,989,018	\$1,734,204
Hwy Reconstr - No Added Capacity	\$15,095,507	\$13,109,345	\$5,565,152	\$11,256,668
Hwy Reconstr - Minor Widening	\$2,876,198	\$1,475,265	\$1,346,093	\$1,899,185
04 - Roadway Resurfacing				
Resurfacing	\$10,868,784	\$20,257,768	\$26,592,227	\$19,239,593
05 - Intersection & Safety				
Impact Attenuators	\$940,935	\$273,153	\$185,263	\$446,269
Safety Improvements	\$2,710,232	\$403,516	\$558,223	\$1,223,990
Traffic Signals	\$1,271,876	\$2,757,084	\$1,300,708	\$1,776,549
06 - Signs & Lighting				
Lighting and Electrical	\$1,095,934	\$1,535,432	\$727,053	\$1,119,473
Sign Installation / Upgrading	\$596,306	\$545,369	\$408,312	\$516,662
Structural Signing	\$54,801	\$1,219,158	\$591,046	\$593,344
07 - Guardrail				
Guard Rail and Fencing	\$864,544	\$2,332,911	\$1,823,277	\$1,673,578
08 - Maintenance				
Catch Basin Cleaning	\$4,181,300	\$3,910,476	\$3,822,300	\$3,971,359
Crack Sealing	\$445,984	\$487,213	\$164,717	\$365,971
Landscape and Roadside Develop	\$1,969,091	\$1,887,167	\$2,697,293	\$2,184,517
Mowing and Spraying	\$0	\$197,585	\$95,897	\$97,827
Pavement Marking	\$3,576,692	\$5,105,878	\$3,099,979	\$3,927,516
Sewer and Water	\$889,508	\$530,557	\$675,270	\$698,445
09 - Facilities				
Chemical Storage Sheds	\$908,359	\$116,956	\$367,929	\$464,414
10 - Bikeways (Excluded)				
11 - Other				
Miscellaneous / No Prequal	\$1,511,163	\$1,509,615	\$1,368,611	\$1,463,129
Section I Total:	\$100,317,407	\$115,129,400	\$97,025,034	\$104,108,774

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

12 - Snow and Ice Operations & Materials	\$105,772,259	\$60,830,197	\$52,374,674	\$72,992,377
13 - District Maintenance	\$17,670,166	\$17,687,799	\$16,309,494	\$17,222,486
(Mowing, Litter Management, Sight Distance Clearing, Etc.)				
Section II Total:	\$123,442,425	\$78,517,996	\$68,684,168	\$90,214,863

Grand Total NFA:	\$223,759,832	\$193,647,396	\$165,709,201	\$194,323,637
-------------------------	----------------------	----------------------	----------------------	----------------------

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

Section I - Federal Aid Maintenance Projects

6/29/2007

Program Group/Sub Group	SFY 2005 Federal Aid Expenditures	SFY 2006 Federal Aid Expenditures	Projected Full Year SFY 2007 Federal Aid Expenditures	Estimated SFY 2008 Federal Aid Expenditures
01 - Bridge Repair & Replacement				
New Bridge (Excluded)				
Bridge Replacement (Excluded)				
Bridge Reconstruction/Rehab	\$29,505,761	\$28,312,520	\$24,102,146	\$27,299,707
Structure Maintenance	\$4,602,310	\$3,375,129	\$3,577,015	\$3,851,485
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	\$13,882,881	\$16,931,820	\$11,889,461	\$14,234,721
Hwy Reconstr - No Added Capacity	\$45,374,932	\$58,979,085	\$61,239,019	\$55,184,408
Hwy Reconstr - Minor Widening	\$14,928,403	\$24,721,250	\$28,436,105	\$22,666,368
04 - Roadway Resurfacing				
Resurfacing	\$60,984,035	\$77,043,574	\$77,047,552	\$71,607,255
05 - Intersection & Safety				
Impact Attenuators	\$125,102	\$191,087	\$150,486	\$155,124
Safety Improvements	\$3,621,246	\$15,418,462	\$19,161,918	\$12,733,875
Traffic Signals	\$10,472,647	\$12,161,028	\$14,645,044	\$12,059,774
06 - Signs & Lighting				
Lighting and Electrical	\$1,794,086	\$840,811	\$239,663	\$958,187
Sign Installation / Upgrading	\$1,141,444	\$2,555,124	\$4,286,436	\$2,664,164
07 - Guardrail				
Guard Rail and Fencing	\$6,133,290	\$3,260,925	\$832,409	\$3,427,773
08 - Maintenance				
Contract Highway Maintenance	\$246,155	\$78,973	\$15,108	\$112,985
Landscape and Roadside Develop	\$751,664	\$1,601,064	\$0	\$783,960
Pavement Marking	\$7,079	\$0	\$0	\$2,303
09 - Facilities	\$0	\$0	\$0	\$0
10 - Bikeways (Excluded)	\$0	\$0	\$0	\$0
11 - Other				
Intelligent Transportation Sys	\$2,476,059	\$4,196,135	\$3,142,558	\$3,261,103
Miscellaneous / No prequal	\$3,365,024	\$1,430,592	\$1,240,583	\$2,024,662
Reclamation	\$2,770,354	\$1,958,543	\$38,843	\$1,589,247
Unknown	\$0	\$0	\$0	\$0
Total	\$202,182,472	\$253,054,124	\$250,044,344	\$234,617,099

Section II - Federal Aid Highway Operations

11 - Other				
ITS Operations - I-93 HOV Lane Operation and Towing	\$455,000	\$455,000	\$500,000	\$500,000
ITS Operations - Traffic Operations Center (South Boston)	\$550,000	\$550,000	\$500,000	\$500,000

Grand Total Federal Aid:	\$202,637,472	\$253,509,124	\$250,544,344	\$235,117,099
---------------------------------	----------------------	----------------------	----------------------	----------------------

2008 - 2011 STIP Federal Aid Major Infrastructure Projects

5/23/2007

FFY 2008	Federal Funds	Total Cost
Millbury - Worcester Rte 146	20.000	25.000
Fall River - Somerset: Brightman St. Bridge	25.600	32.000
Bourne: Sagamore Rotary	3.200	4.000
Projects to be Identified	<u>1.600</u>	<u>2.000</u>
Total	50.400	63.000

FFY 2009	Federal Funds	Total Cost
Millbury - Worcester Rte 146	16.000	20.000
Fall River - Somerset: Brightman St. Bridge	30.400	38.000
Projects to be Identified	<u>1.600</u>	<u>2.000</u>
Total	48.000	60.000

FFY 2010	Federal Funds	Total Cost
Fall River - Somerset: Brightman St. Bridge	32.000	40.000
Projects to be Identified	<u>8.000</u>	<u>10.000</u>
Total	40.000	50.000

FFY 2011	Federal Funds	Total Cost
Fall River - Somerset: Brightman St. Bridge	32.000	40.000
Projects to be Identified	<u>4.000</u>	<u>5.000</u>
Total	36.000	45.000

**Pioneer Valley Metropolitan Planning Organization
Operations and Maintenance Summary Table
For the Pioneer Valley Transit Authority
State Fiscal Year 2007**

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

Operating Revenue	Previous 2006	Current 2007	Yr Two 2008	Yr. Three 2009
Farebox	5,344,438	5,302,907	5,461,995	5,625,855
Section 5307	4,189,275	4,182,774	4,300,000	4,515,000
Section 5311	32,671	32,671	32,671	32,671
CMAQ/TDM				
Fully Funded *				
Job Access/Reverse Commute	375,512		200,000	200,000
New Freedom				
Advertising	147,288	250,000	300,000	300,000
Interest Income	91,694	100,000	100,000	100,000
Rental Income				
State Contract Assistance **	15,735,900	17,832,395	18,278,205	18,735,160
Local Assessment	5,799,153	5,944,132	6,092,735	6,245,053
Other: (Define)	110,000	110,000	110,000	110,000
TOTAL	31,825,931	33,754,879	34,875,606	35,863,739

Operating Expenses ***	Previous 2006	Current 2007	Yr Two 2008	Yr. Three 2009
TOTAL (See Description Below)	31,825,932	33,754,879	34,875,607	35,863,740

Footnotes:

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

** Operating assistance provided by the State

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

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 coordinated 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 relevant information during TIP development and are invited to attend 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
Bike/Ped Community (MassBike)	Williamsburg
Executive Office of Transportation	Boston
FEDERAL HIGHWAY ADMIN	Cambridge
FEDERAL TRANSIT ADMIN	Cambridge
MassHighway (MHD) Districts 1& 2	Northampton
Pioneer Valley Transit Authority (PVRTA)	Springfield
UMASS Transit	Amherst
UMASS Traveler Information Center (RTIC)	Amherst
Open public meeting for evaluation of projects for TIP consideration	Region Wide