

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

2014 - 2017

FOR THE
METROPOLITAN PLANNING ORGANIZATION
PIONEER VALLEY REGION,
MASSACHUSETTS

Endorsed: July 9, 2013
Amended February 27, 2014



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

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PREFACE

The Pioneer Valley Region

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

TIP Format and MPO Endorsement

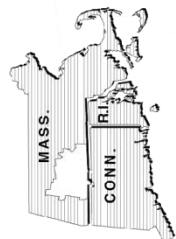
The FFY 2014-2017 TIP has been prepared with completely separate components of the document that are subject to federal review and approval and components that are not. This distinction of a “federal component” was the firm position of the Massachusetts Department of Transportation (MassDOT) as a means 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 Non Federal Aid (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 2014-2017 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.

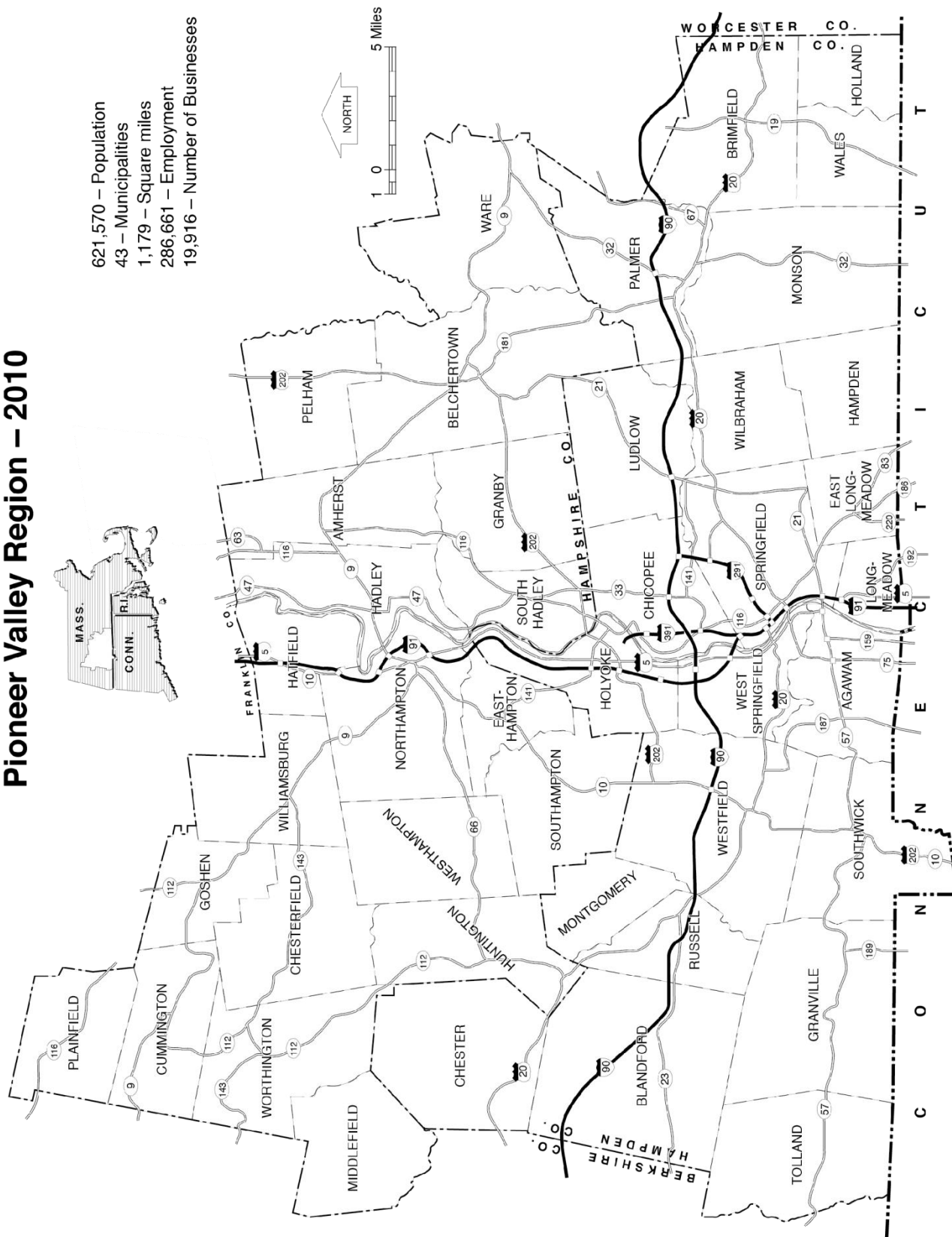
MassDOT Commitment to Funding all Designed and Permitted Projects

The MassDOT has committed to funding all transportation improvement projects that will be ready for advertisement in FFY 2014 and beyond. In response to this commitment, Pioneer Valley local officials in cooperation with regional and state officials from the MassHighway department and MassDOT 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 2014. Funding targets for the Pioneer Valley Region have been issued by MassDOT identifying potential resources for each year of the TIP.

Pioneer Valley Region – 2010



621,570 – Population
 43 – Municipalities
 1,179 – Square miles
 286,661 – Employment
 19,916 – Number of Businesses



Generated by the Pioneer Valley Planning Commission Map 2010

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 priority highway, bridge, transit, and multimodal 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.

FEDERAL AUTHORIZATION

MAP-21, the Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law on July 6, 2012. Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 replaces SAFTEA-LU which was enacted in 2005. The 8 planning factors defined in SAFTEA-LU have been carried over into MAP-21.

MAP-21 is a milestone for the U.S. economy and the Nation’s surface transportation program. By transforming the policy and programmatic framework for investments to guide the system’s growth and development, MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.¹ (See Appendix E for additional information)

MAP-21 Performance Measures:

- Pavement conditions on the Interstate System and on remainder of the National Highway System (NHS)
- Performance of the Interstate System and the remainder of the NHS
- Bridge condition on the NHS
- Fatalities and serious injuries-both number and rate per vehicle mile traveled-on all public roads
- Traffic congestion
- On-road mobile source emissions
- Freight movement on the Interstate System

¹ <http://www.fhwa.dot.gov/map21/>

All projects in the TIP come from the conforming 2012 Regional Transportation Plan (RTP). 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 2014 through 2017 (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. Since most all of Massachusetts (with limited exceptions) was designated on 5/21/12 by the United States Environmental Protection Agency as “unclassifiable/attainment” for the latest ozone standard, a conformity determination for the Pioneer Valley 2014-17 TIP is not required. Further details and background information are provided on page 87.

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:

Name	Title
Richard A. Davey	Secretary and CEO of the Massachusetts Department of Transportation
Francis DePaola	Administrator of the Massachusetts Department of Transportation Highway Division
Walter Gunn	Chairman of the Pioneer Valley Executive Committee
John Musante	Chairman of the Pioneer Valley Transit Authority Advisory Board
Mayor Domenic Sarno	Mayor of Springfield
Mayor Alexander Morse	Mayor of Holyoke
Mayor Richard Cohen	Mayor of Agawam
Mayor David Narkewicz	Mayor of Northampton
George Archible	Belchertown Board of Selectmen
Marcus Boyle	Hatfield Board of Selectmen

Alternates

Mayor Michael Bissonnette	Mayor of Chicopee
Mayor Daniel M. Knapik	Mayor of Westfield
David Moskin	Hadley Board of Selectmen
Blake Lamothe	Palmer Town Council
Aimee Burnham	Huntington Board of Selectmen

Ex-Officio

Pamela Stephenson	Federal Highway Administration (non-voting member)
Mary Beth Mello	Federal Transit Administration (non-voting member)
William Wagner	Economic Development Council of Western Massachusetts (non-voting member)
Mary MacInnes	Administrator of the Pioneer Valley Transit Authority (non-voting member)
James Czach	Chairman – Pioneer Valley Joint Transportation Committee (non-voting member)

As the lead planning agency for the MPO, the PVPC accepts the responsibility for developing the TIP in a cooperative process with members of the MPO and the general public. The final TIP is voted on for endorsement at a formal meeting of the MPO. The endorsed TIP project listing is included in the State Transportation Improvement Program (STIP) 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.

- Project proponents (communities, MPO members, agencies) submit projects through the process outlined in Chapter 2 of the Massachusetts Project Development & Design Guidebook (2006)
- Projects are prioritized based on evaluation criteria by MPO staff, JTC representatives, and MHD staff, and MassDOT staff at a posted meeting open to all.
- The State (thru MassDOT) provides funding targets for all 13 Regional Planning Agencies in Massachusetts.
- JTC reviews and recommends projects by Transportation Evaluation Score (TEC) and readiness to the MPO.
- Draft TIP project listings are prepared by the MPO staff and distributed for review and comment to MPO members.
- MPO meets to make final decisions on the composition of the TIP and to recommend the Draft TIP for general public release as required by the MPO Public Participation Plan for the Pioneer Valley Region.
- Final Draft TIP is distributed for review, consultation and comment in accordance with the adopted MPO Public Participation Plan.
- Public meetings and news releases are conducted to promote public involvement and consultation.
- Comments are compiled and addressed where appropriate.
- Final TIP developed for the JTC's consideration and their recommendation to MPO.
- MPO meets to vote on final adjustments and endorsement of the TIP.
- Endorsed Regional TIPs are compiled by MassDOT to create the STIP.
- Secretary and CEO of MassDOT endorse the STIP (on behalf of the Governor) and submits the STIP to federal agencies for review and approval.
- Federally approved STIP is ready for state implementation (project advertisement).

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 PROCESS (CMP)

The Pioneer Valley Congestion Management Process (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.

701 CMR 7.00 USE OF ROAD FLAGGERS AND POLICE DETAILS ON PUBLIC WORKS PROJECTS

701 CMR 7.00 (the Regulation) was promulgated and became law on October 3, 2008. Under this Regulation, the CMR is applicable to any public works project that is performed within the limits of, or that impact traffic on, any public road. The Municipal Limitation referenced in this Regulation is applicable only to projects where the Municipality is the Awarding Authority.

For all projects contained in the TIP, the Commonwealth is the Awarding Authority. Therefore, all projects must be considered and implemented in accordance with 701 CMR 7.00, and the Road Flagger and Police Detail Guidelines.

By placing a project on the TIP, the Municipality acknowledges that 701 CMR 7.00 is applicable to its project and design and construction will be fully compliant with this Regulation.

This information and additional information relative to guidance and implementation of the Regulation can be found at the following link on the MassDOT Highway Division website:

<http://www.MassDOT.state.ma.us/Highway/flaggers/main.aspx>

PROJECT PRIORITY CRITERIA AND SELECTION

MassDOT developed a process and set of criteria to prioritize the region's TIP projects which was modified and endorsed by the MPO. All projects included in the TIP have been evaluated and assigned a priority value or rating (See Appendix D). This process is used as a management tool to identify projects of regional priority and program them accordingly in the TIP.

PRIORITY CRITERIA

The Project Needs Form (PNF) is the first document completed at the start of the project development process. The PNF provides sufficient material to understand the transportation need(s), and results in one of the following three outcomes:

- Verification of the problem, need, or opportunity to enable it to move forward into design;
- Determination of the level of further project planning warranted; or,
- Dismissal of a project from further consideration.

The next step in the project development process involves summarizing the findings and direction defined in a Project Initiation Form (PIF) used by the Project Review Committee (PRC) and the MPO for project review and evaluation. The PIF will include the following information to be documented by the proponent:

- Project Type and Description, including locus map
- Summary of Project Planning Process
- Preliminary identification of the Project Category for review and programming purposes
- Definition of the proposed project management responsibility
- Definition of an interagency (including local boards) coordination plan

- Definition of a public outreach plan for the design process
- Project Need Form or Project Planning Report as an attachment
- Transportation Evaluation Criteria as an attachment

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

PROJECT SELECTION AND PROGRAMMING

The project priority ratings were applied in conjunction with a project's anticipated advertisement schedule. The funding targets provided by the MassDOT to develop the four-year program of the TIP were applied for each year in order to develop this fiscally constrained document. 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, and must follow the requirements outlined in the Pioneer Valley Public Participation Plan (PPP). Additional information regarding the PPP can be found at <http://pvpc.org/resources/transport/PVPPP-2010-final.pdf>

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%.

Transportation Alternatives Program (TAP) - The TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and

enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. 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%.

Highway Safety Improvement Program (HSIP) – The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. The goal of HSIP is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. Funding: federal - 80%, state - 20%. HSIP can be funded 90/10 and even 100% federal in certain circumstances.

Bridges (BR) - 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 Performance Program (NHPP) - The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS. NHPP projects must be on an eligible facility and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS, and be consistent with Metropolitan and Statewide planning requirements. Funding: federal - 80%, state - 20%.

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

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

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

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

Section 125 Funds Congressional Earmarks for FFY 2009. Funding: federal – 100%, state – 0%

In compliance with FHWA guidelines projects with federal earmarks are only programmed in the FY 2014 to FY 2017 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.

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 5339 Bus and Bus Facilities – (5309 SAFETEA-LU) Program provides capital funding to replace, rehabilitate, and purchases buses and related equipment and to construct bus related facilities. Funding: Federal - 80%, State - 20%

Section 5307 Capital - This program provides grants to Urbanized Areas¹ (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances. These funds constitute a core investment in the enhancement and revitalization of public transportation systems in the nation's urbanized areas, which depend on public transportation to improve mobility and reduce congestion. Federal Share is 80% for Capital Assistance, 50% for Operating Assistance, and 80% for Americans with Disabilities Act (ADA) no-fixed-route paratransit service, using up to 10% of a recipient's apportionment.

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 MASSDOT. 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 Pioneer Valley Transit Authority (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.

TRANSPORTATION SYSTEM OPERATING AND MAINTENANCE COSTS

The FFY 2014-2017 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

Total Available for Programming in the Pioneer Valley RTP	2012 - 2015	2016 - 2020	2021 - 2025	2026 - 2030	2031-2035	GRAND TOTAL
	Total	Total	Total	Total	Total	Total
	\$339,286,000	\$402,127,000	\$559,458,000	\$682,197,000	\$790,853,000	\$2,773,921,000
<i>Major Infrastructure Projects</i>	\$17,593,000	\$23,645,000	\$35,722,000	\$43,648,000	\$50,600,000	\$171,208,000
<i>Federal Aid Bridge Projects</i>	\$83,520,000	\$92,020,000	\$137,690,000	\$167,964,000	\$194,716,000	\$675,910,000
<i>NHS/IM Projects</i>	\$44,597,000	\$47,792,000	\$71,737,000	\$87,557,000	\$101,503,000	\$353,186,000
<i>Statewide Maintenance</i>	\$116,673,000	\$119,016,000	\$144,834,000	\$170,450,000	\$197,499,000	\$748,472,000
<i>Regional Discretionary Funding</i>	\$76,903,000	\$119,654,000	\$169,474,000	\$212,578,000	\$246,436,000	\$825,045,000
Total of Regional Discretionary and Major Infrastructure	\$94,496,000	\$143,299,000	\$205,196,000	\$256,226,000	\$297,036,000	\$996,253,000

Source: Regional Transportation Plan, updated 2012

Table 2 Transit Operating and Maintenance Expenditures

	2012-2016	2017-2021	2022-2026	2027-2031	2032-2036	TOTAL
State Contract Assistance	\$86,740,473	\$82,703,345	\$82,703,345	\$99,244,014	\$82,703,345	\$434,094,522
Local Assessments	\$36,233,817	\$40,995,238	\$46,382,349	\$52,477,371	\$59,373,329	\$235,462,104
5307 Federal Urbanized Area Formula	\$60,423,930	\$70,047,895	\$81,204,709	\$94,138,514	\$109,132,338	\$414,947,386
5310 Federal Elderly & Disabled	\$2,241,520	\$2,596,747	\$3,005,991	\$3,481,331	\$4,032,407	\$15,357,996
5311 Federal InterCity Bus Program	\$3,832,915	\$4,440,550	\$5,143,370	\$5,958,004	\$6,902,350	\$26,277,189
5316 Federal JARC Program	\$1,875,643	\$2,166,000	\$2,496,000	\$2,878,000	\$3,322,000	\$12,737,643
5317 Federal New Freedom Program	\$1,243,108	\$1,435,000	\$1,651,000	\$1,901,000	\$2,193,000	\$8,423,108
Farebox	\$34,140,525	\$38,626,871	\$43,702,759	\$49,445,660	\$55,943,226	\$221,859,040
Advertising, other revenue	\$5,525,631	\$7,052,261	\$9,000,671	\$11,487,391	\$14,661,145	\$47,727,099
Available for Programming in Pioneer Valley RTP	\$232,257,563	\$250,063,907	\$275,290,194	\$321,011,284	\$338,263,139	\$1,416,886,088

	2012-2016	2017-2021	2022-2026	2027-2031	2032-2036	TOTAL
RTACAP & RTAFCAP Programs	\$11,412,595	\$14,864,628	\$16,351,091	\$17,986,200	\$19,784,821	\$80,399,336
RTA Fleet Acquisition Program	\$0	\$545,292	\$749,777	\$824,754	\$907,230	\$3,027,052
ITC CAP Program	\$600,000	\$0	\$0	\$0	\$0	\$600,000
Federal matching grants (80% of proj)	\$48,050,380	\$61,639,682	\$68,403,471	\$75,243,818	\$82,768,200	\$336,105,552
TOTAL Transit Capital Funds Available for Programming in Pioneer Valley RTP	\$60,062,975	\$77,049,602	\$85,504,339	\$94,054,773	\$103,460,250	\$420,131,940

Source: Regional Transportation Plan, updated 2012

II. PUBLIC PARTICIPATION SUMMARY AND CHANGES

The DRAFT FFY 2014-2017 TIP underwent a public review and comment period consistent with the Pioneer Valley Metropolitan Planning Organizations Public Participation Process. This began May 29, 2013 and continued for 30 days until June 28, 2013. During this time, comments were received from communities, JTC, PVTA, PVPC, MHD District offices and MassDOT. Below is a summary of the comments received during the public review and comment period. Public Comment period for the approved amendment to the TIP ran from January 20, 2014 to February 19, 2014.

Comments by	Projis	Comment	Action	Date
Christofer deHahn	604433	I saw that you were asking for comments on the reconstruction of Route 181. This road is a major artery to the MassPike and the Palmer/Wilbraham/Springfield areas. I ride my bicycle on it often in order to get to more rural roads. The road conditions vary from passable to deplorable, but the biggest issue by far is the lack of a shoulder and the high road speeds, which can easily top 50-55 miles per hour. It can be a very dangerous road to ride on. Adding a four foot shoulder for the entire length from Belchertown center to the Palmer line would be a godsend to cyclists. It will be important to continue this shoulder through the chicane south of Saint Martin Drive. This section contains a bridge over a brook, and may also have to be widened. I saw mention of design exemptions to save trees. That's fine with me as long as those trees do not interrupt the continuity of the shoulder.	Comment Noted	06/20/2013
MassDOT-OTP	General	In all four years of the highway project listing, please change the heading and funding category of Section 1D - NHS to NHPP, as NHS program has been replaced by the NHPP program under MAP-21.	Funding Category Updated	6/28/2013
MassDOT-OTP	General	In all four years of the highway project listing, please ensure that all bridge projects reflect their on-system (BR-ON) or off-system (BR-OFF) categorization.	Bridge Status Updated	6/28/2013
MassDOT-OTP	General	In the TIP tables for all four years, update the Target Funds Available summary to accurately reflect status for each category of funding.	Updated	6/28/2013
MassDOT-OTP	General	In the 2015, 2016, and 2017 highway project listings, the regional target TAP funds are currently un-	TAP Funds Assigned	6/28/2013

		programmed. I encourage you to determine whether the currently programmed projects are eligible for TAP funding and program them as such, or identify projects in your region and program them in the TIP. Due to guidance received from the Federal Highway Administration, it is understood that the region's transportation evaluation criteria process fulfills the requirement for evaluating and awarding TAP funds. Please ensure that your transportation evaluation criteria take into consideration projects' components that are TAP-eligible. Please remove the placeholder project line item of "TAP project to be identified" and leave it blank with the funds un-programmed if there are no qualified projects. MPO staff should work with MassDOT Highway Division Districts 1 and 2 staff to identify potential TAP-eligible projects that could be programmed.		
MassDOT-OTP	General	Update previous Released and Endorsed dates in header of TIP tables.	Dates Updated	6/28/2013
MassDOT-OTP	General	As noted above, please ensure that all project descriptions match exactly what is current in ProjectInfo and that any other information, such as total cost, is listed in the "Additional Information" column of the TIP table.	Descriptions Reviewed	6/28/2013
MassDOT-OTP	605833	On the second page of the 2014 tables, project # 605833 should be noted as A/C in 2014 and 2015.	Funding Status Updated	6/28/2013
MassDOT-OTP	605213	In FY2015, project #605213 shows a cost of \$8,100,000 in the Additional Information column but the Project Description shows YOE as \$3,640,000.	Cost Updated	6/28/2013

MassDOT-OTP	604968	In FY2015, project # 604968, District 2 has reaffirmed that 2015 is the appropriate year for this project based on information received from the city on 5/30/13 indicating a desire to change the southern terminus of the North Section to be at Elm Street via a Connector which requires changes to the scope and design.	Comment Noted	6/28/2013
MassDOT-OTP	606555	In FY2015 for project #606555, District 2 supports exchanging this project's placement with project #605066 which is currently in FY2016, if possible with the programmable funds, as requested by the Mayor of Northampton at the last MPO meeting.	Projects Placement Exchanged	6/28/2013
MassDOT-OTP	605066	In FY2016, project #605066, please correct the date of the Design Public Hearing to be April 24, 2013	Date Corrected	6/28/2013
MassDOT-OTP	603783	In FY2016, project #603783, please note in the Additional Information column that the limit of work for this project will need to be adjusted to coincide with the change requested by the city in their FY2015 project #604968.	Additional Information Added	6/28/2013
MassDOT-OTP	General	In Section I. General Support Information, please check and update all dates to reflect the current FY2014-2017 TIP development cycle.	Dates Reviewed	6/28/2013
MassDOT-OTP	General	Please review all text for grammar and punctuation and make necessary edits to ensure that the entire document is easy to read and understand. On pages 4 and 5, please use periods consistently at the end of each statement. When referring to MassDOT, it is not necessary to preface with "the". On page 5, correct the spelling of "prioritized".	Document Reviewed	6/28/2013
MassDOT-OTP	General	In general, please distinguish headings and sub-headings to make the document easier to follow for members of the public. Please check spacing before and after headings in	Document Reviewed	6/28/2013

		Appendix IX.		
MassDOT-OTP	General	On page 6, insert the abbreviation (PIF) after its first use and spell out Project Review Committee followed by the (PRC) abbreviation in the instance of its first reference.	Reference Updated	6/28/2013
MassDOT-OTP	General	On page 6, in the AMENDMENT/ADJUSTMENT OF THE TIP section, please include information about the public participation process that an amendment requires.	Additional Language Added	6/28/2013
MassDOT-OTP	General	On pages 6-8, please update the listing of funding sources to reflect the changes made under MAP-21. For example, on page 7, the National Highway System (NHS) program should be replaced with the new National Highway Performance Program (NHPP).	Funding Sourced Updated	6/28/2013
MassDOT-OTP	General	On page 21, update the date and make the necessary edits to reflect MAP-21 regulations rather than SAFETEA-LU.	Updated Language	6/28/2013
MassDOT-OTP	General	On page 25, please use the term "year of expenditure" to describe the inflation of project costs for outer years of the TIP.	Terminology Updated	6/28/2013
MassDOT-OTP	General	On page xxvii, please refer to MAP-21 rather than SAFETEA-LU.	Terminology Updated	6/28/2013
FHWA	General	All Project Listing sheets should be reviewed. Several recurring errors are: • No Total Cost is entered and if a cost is given, it is not labeled as a Total Cost. • Beginning with the 2015 Element, all "Additional Information" fields should include: the 4%, 8%, or 12% inflation factor (YOE). • In some cases, the project development status is not given (25%, 75%, etc...) • All projects must list a valid Funding Source in	Project Listings Updated	6/28/2013

		the “Funding Source” field. Any are shown as “Other”. This must be corrected prior to MPO endorsement of the final TIP.		
FHWA	General	Pg. 3, General Support Information – Introduction The latest transportation legislation, MAP-21, should be referenced as a driver to the transportation Planning Process. Its Performance Based approach will create some changes in which transportation planning related efforts are funded. As this legislation is referenced, please add the general areas that Performance Measures will be developed for; they are attached. It would also be informative to make the general statement that the 8 Planning factors have not changed from SAFETEA-LU to MAP-21.	Section Updated	6/28/2013
FHWA	General	Pg. 4, Development of the TIP The MPO membership is listed on page 3. Please list the Ex-Officio Members, found on page 4 as “Ex-Officio, Non-Voting Members”. We are Ex-Officio members, but we are also non-voting members. I am not certain that all other members shown together with FHWA and FTA are also non-voting members.	Listing Updated	6/28/2013
FHWA	General	Pg. 7, Description of Funding Sources This topic extends to page 8, and on page 8 the HSIP program is described as having an 80/20 federal/non-federal	Funding Sources Updated	6/28/2013

		funding split. We note that this can be 90/10 and even 100% federal, in certain circumstances. It may be worth including this information for the reader's benefit.		
FHWA	General	Certification of the 3-C Planning Process This comment is just meant to call attention to the fact that Pages 22 and 23 include the dates and signatures from last year's TIP. We assume that the signatory page will be updated at the endorsement of this TIP.	Will be Updated After July 9, 2013 MPO Meeting	6/28/2013
FHWA	2014 TIP	- Project 604433 is programmed using TAP funding. The TEC priority process is an approved selective process and the comment "Pending TAP Review Process" is no longer necessary. - Please correct what appears to be a copy and paste error. The TAP summary line, where the minimum TAP funding is said to be met or not met, says CMAQ, not TAP. An easy oversight. - HSIP and TAP minimum target amounts have been programmed. - The CMAQ minimum has not been met. Please work with MassDOT to identify eligible projects that can make use of the remaining funds. - This element is financially constrained.	Section Updated	6/28/2013
FHWA	2015 TIP	It is noted that no TAP project is specifically identified at this time. Please work with	Section Updated	6/28/2013

		MassDOT to identify an eligible project that can make use of TAP funding that is available. - Looking at the Programming Summary section (Section 1A), the CMAQ is shown to be programmed to the minimum level; however “CMAQ minimum has not been met” is entered. This appears not to be true. Please correct this. - Project 604698, listed in Section 1C of the Element is shown to be programmed with HPP funds. Please provide the HPP # for this earmark. - We note that the amount of STP programmed exceeds the maximum amount available to the region. Where will these additional funds come from? Will MassDOT provide additional target funding to meet this over-programming? Please address this prior to MPO endorsement of the final TIP.		
FHWA	2016 TIP	- The TAP programming minimum has not been met. Please work with MassDOT to identify an eligible project that can make use of TAP funding that is available. - The CMAQ minimum has not been met. Please work with MassDOT to identify eligible projects that can make use of the remaining funds. - This Element is financially constrained.	Comments Noted	6/28/2013
FHWA	2017	The TAP programming	Comments	6/28/2013

	TIP	minimum has not been met. Please work with MassDOT to identify an eligible project that can make use of TAP funding that is available. • The CMAQ minimum has not been met. Please work with MassDOT to identify eligible projects that can make use of the remaining funds. • This Element is financially constrained.	Noted	
MassDOT District 1	607549	FFY 2017 – 607549, Chesterfield Bridge Replacement – the YOE cost estimate should be \$2,986,556 (the draft TIP shows \$2,058,672)	Cost Updated	7/2/2013
Comments by	Projis	Comment	Action	Date
Friends of the Columbia Greenway Rail Trail	604968	I am writing to encourage TIP programming be undertaken to ensure full funding for, and the timely completion of, project #604968 Columbia Greenway Rail Trail construction, North Section. CMAQ funds should be prioritized to cover full phase estimate, unforeseen factors, and cost increases of this important project, before beginning new regional projects. I am particularly concerned that the Union Station Renovation amount adversely impacts the Columbia Greenway North by removing any allowance for variation. The Columbia Greenway project has been queued for many years and currently users are limited by the wait for future phases. This project meets several objectives including: providing transportation mode shift; strengthening regional connections; serving emergency response; and investing in environmental justice areas. The presence of the Columbia	Comment Noted	01/28/2014

		Greenway Rail Trail North Section on the TIP speaks to the acceptance of it as an important regional project – the funding commitment should align with this awareness in order to ensure the project can move forward		
Sandra Picard Friends of the Columbia Greenway Rail Trail	604968	I am writing to encourage TIP programming be undertaken to ensure full funding for, and the timely completion of, project #604968 Columbia Greenway Rail Trail construction, North Section. CMAQ funds should be prioritized to cover full phase estimate, unforeseen factors, and cost increases of this important project, before beginning new regional projects. I am particularly concerned that the Union Station Renovation amount adversely impacts the Columbia Greenway North by removing any allowance for variation. The Columbia Greenway project has been queued for many years and currently users are limited by the wait for future phases. This project meets several objectives including: providing transportation mode shift; strengthening regional connections; serving emergency response; and investing in environmental justice areas. The presence of the Columbia Greenway Rail Trail North Section on the TIP speaks to the acceptance of it as an important regional project – the funding commitment should align with this awareness in order to ensure the project can move forward	Comment Noted	01/29/2014
Friends of the Columbia Greenway Rail Trail (137 Union Street ##2)	604968	I am writing to encourage TIP programming be undertaken to ensure full funding for, and the timely completion of, project #604968	Comment Noted	01/29/2014

		Columbia Greenway Rail Trail construction, North Section. CMAQ funds should be prioritized to cover full phase estimate, unforeseen factors, and cost increases of this important project, before beginning new regional projects. I am particularly concerned that the Union Station Renovation amount adversely impacts the Columbia Greenway North by removing any allowance for variation. The Columbia Greenway project has been queued for many years and currently users are limited by the wait for future phases. This project meets several objectives including: providing transportation mode shift; strengthening regional connections; serving emergency response; and investing in environmental justice areas. The presence of the Columbia Greenway Rail Trail North Section on the TIP speaks to the acceptance of it as an important regional project – the funding commitment should align with this awareness in order to ensure the project can move forward		
Rob Cordes Friends of the Columbia Greenway Rail Trail	604968	I am writing to encourage TIP programming be undertaken to ensure full funding for, and the timely completion of, project #604968 Columbia Greenway Rail Trail construction, North Section. CMAQ funds should be prioritized to cover full phase estimate, unforeseen factors, and cost increases of this important project, before beginning new regional projects. I am particularly concerned that the Union Station Renovation amount adversely impacts the Columbia Greenway North by removing any allowance for	Comment Noted	01/29/2014

		variation. The Columbia Greenway project has been queued for many years and currently users are limited by the wait for future phases. This project meets several objectives including: providing transportation mode shift; strengthening regional connections; serving emergency response; and investing in environmental justice areas. The presence of the Columbia Greenway Rail Trail North Section on the TIP speaks to the acceptance of it as an important regional project – the funding commitment should align with this awareness in order to ensure the project can move forward		
Amy Cordes Friends of the Columbia Greenway Rail Trail	604968	I am writing to encourage TIP programming be undertaken to ensure full funding for, and the timely completion of, project #604968 Columbia Greenway Rail Trail construction, North Section. CMAQ funds should be prioritized to cover full phase estimate, unforeseen factors, and cost increases of this important project, before beginning new regional projects. I am particularly concerned that the Union Station Renovation amount adversely impacts the Columbia Greenway North by removing any allowance for variation. The Columbia Greenway project has been queued for many years and currently users are limited by the wait for future phases. This project meets several objectives including: providing transportation mode shift; strengthening regional connections; serving emergency response; and investing in environmental justice	Comment Noted	01/29/2014

		areas. The presence of the Columbia Greenway Rail Trail North Section on the TIP speaks to the acceptance of it as an important regional project – the funding commitment should align with this awareness in order to ensure the project can move forward		
Ted Cassell 79 Pineridge Drive, Westfield, MA	604968	I am writing to encourage TIP programming be undertaken to ensure full funding for, and the timely completion of, project #604968 Columbia Greenway Rail Trail construction, North Section. CMAQ funds should be prioritized to cover full phase estimate, unforeseen factors, and cost increases of this important project, before beginning new regional projects. I am particularly concerned that the Union Station Renovation amount adversely impacts the Columbia Greenway North by removing any allowance for variation. The Columbia Greenway project has been queued for many years and currently users are limited by the wait for future phases. This project meets several objectives including: providing transportation mode shift; strengthening regional connections; serving emergency response; and investing in environmental justice areas. The presence of the Columbia Greenway Rail Trail North Section on the TIP speaks to the acceptance of it as an important regional project – the funding commitment should align with this awareness in order to ensure the project can move forward	Comment Noted	01/29/2014
Karen Orlandi	604968	I am writing to encourage TIP	Comment	1/30/2014

101 Colony Dr Westfield, MA Friends of the Columbia Greenway Rail Trail		programming be undertaken to ensure full funding for, and the timely completion of, project #604968 Columbia Greenway Rail Trail construction, North Section. CMAQ funds should be prioritized to cover full phase estimate, unforeseen factors, and cost increases of this important project, before beginning new regional projects. I am particularly concerned that the Union Station Renovation amount adversely impacts the Columbia Greenway North by removing any allowance for variation. The Columbia Greenway project has been queued for many years and currently users are limited by the wait for future phases. This project meets several objectives including: providing transportation mode shift; strengthening regional connections; serving emergency response; and investing in environmental justice areas. The presence of the Columbia Greenway Rail Trail North Section on the TIP speaks to the acceptance of it as an important regional project – the funding commitment should align with this awareness in order to ensure the project can move forward	Noted	
Carolyn Lawry Friends of the Columbia Greenway Rail Trail	604968	I am writing to encourage TIP programming be undertaken to ensure full funding for, and the timely completion of, project #604968 Columbia Greenway Rail Trail construction, North Section. CMAQ funds should be prioritized to cover full phase estimate, unforeseen factors, and cost increases of this important project, before beginning new regional projects. I am particularly concerned that the Union	Comment Noted	1/31/2014

		Station Renovation amount adversely impacts the Columbia Greenway North by removing any allowance for variation. The Columbia Greenway project has been queued for many years and currently users are limited by the wait for future phases. This project meets several objectives including: providing transportation mode shift; strengthening regional connections; serving emergency response; and investing in environmental justice areas. The presence of the Columbia Greenway Rail Trail North Section on the TIP speaks to the acceptance of it as an important regional project – the funding commitment should align with this awareness in order to ensure the project can move forward		
William Lawry Friends of the Columbia Greenway Rail Trail	604968	I am writing to encourage TIP programming be undertaken to ensure full funding for, and the timely completion of, project #604968 Columbia Greenway Rail Trail construction, North Section. CMAQ funds should be prioritized to cover full phase estimate, unforeseen factors, and cost increases of this important project, before beginning new regional projects. I am particularly concerned that the Union Station Renovation amount adversely impacts the Columbia Greenway North by removing any allowance for variation. The Columbia Greenway project has been queued for many years and currently users are limited by the wait for future phases. This project meets several objectives including: providing transportation mode shift;	Comment Noted	1/31/2014

		strengthening regional connections; serving emergency response; and investing in environmental justice areas. The presence of the Columbia Greenway Rail Trail North Section on the TIP speaks to the acceptance of it as an important regional project – the funding commitment should align with this awareness in order to ensure the project can move forward		
Michael Roncolato Friends of the Columbia Greenway Rail Trail	604968	I am writing to encourage TIP programming be undertaken to ensure full funding for, and the timely completion of, project #604968 Columbia Greenway Rail Trail construction, North Section. CMAQ funds should be prioritized to cover full phase estimate, unforeseen factors, and cost increases of this important project, before beginning new regional projects. I am particularly concerned that the Union Station Renovation amount adversely impacts the Columbia Greenway North by removing any allowance for variation. The Columbia Greenway project has been queued for many years and currently users are limited by the wait for future phases. This project meets several objectives including: providing transportation mode shift; strengthening regional connections; serving emergency response; and investing in environmental justice areas. The presence of the Columbia Greenway Rail Trail North Section on the TIP speaks to the acceptance of it as an important regional project – the funding commitment should align with this awareness in order to ensure	Comment Noted	2/3/2014

		the project can move forward		
Harriet Stewart Friends of the Columbia Greenway Rail Trail	604968	I am writing to encourage TIP programming be undertaken to ensure full funding for, and the timely completion of, project #604968 Columbia Greenway Rail Trail construction, North Section. CMAQ funds should be prioritized to cover full phase estimate, unforeseen factors, and cost increases of this important project, before beginning new regional projects. I am particularly concerned that the Union Station Renovation amount adversely impacts the Columbia Greenway North by removing any allowance for variation. The Columbia Greenway project has been queued for many years and currently users are limited by the wait for future phases. This project meets several objectives including: providing transportation mode shift; strengthening regional connections; serving emergency response; and investing in environmental justice areas. The presence of the Columbia Greenway Rail Trail North Section on the TIP speaks to the acceptance of it as an important regional project – the funding commitment should align with this awareness in order to ensure the project can move forward	Comment Noted	2/3/2014
Willard Stewart Friends of the Columbia Greenway Rail Trail	604968	I am writing to encourage TIP programming be undertaken to ensure full funding for, and the timely completion of, project #604968 Columbia Greenway Rail Trail construction, North Section. CMAQ funds should be prioritized to cover full phase estimate, unforeseen factors, and cost increases of this	Comment Noted	2/3/2014

		important project, before beginning new regional projects. I am particularly concerned that the Union Station Renovation amount adversely impacts the Columbia Greenway North by removing any allowance for variation. The Columbia Greenway project has been queued for many years and currently users are limited by the wait for future phases. This project meets several objectives including: providing transportation mode shift; strengthening regional connections; serving emergency response; and investing in environmental justice areas. The presence of the Columbia Greenway Rail Trail North Section on the TIP speaks to the acceptance of it as an important regional project – the funding commitment should align with this awareness in order to ensure the project can move forward		
Bill Wittmer Friends of the Columbia Greenway Rail Trail	604968	I am writing to encourage TIP programming be undertaken to ensure full funding for, and the timely completion of, project #604968 Columbia Greenway Rail Trail construction, North Section. CMAQ funds should be prioritized to cover full phase estimate, unforeseen factors, and cost increases of this important project, before beginning new regional projects. I am particularly concerned that the Union Station Renovation amount adversely impacts the Columbia Greenway North by removing any allowance for variation. The Columbia Greenway project has been queued for many years and currently users are limited by the wait	Comment Noted	2/4/2014

		for future phases. This project meets several objectives including: providing transportation mode shift; strengthening regional connections; serving emergency response; and investing in environmental justice areas. The presence of the Columbia Greenway Rail Trail North Section on the TIP speaks to the acceptance of it as an important regional project – the funding commitment should align with this awareness in order to ensure the project can move forward		
Jacob Bennett jbennettw6@gmail.com	Transit TIP	Good evening ladies and gentlemen my name is Jacob Bennett. It has come to my attention that there have been some proposed changes to the G5 bus route Dickinson St via Converse ST. As an individual with epilepsy, I am prohibited by law from operating a motor vehicle. Therefore the only reliable means of transportation is the Pioneer Valley Transit Authority (PVTa). I reside at Georgetown Condominiums which is on the boarder of Springfield and Longmeadow. There are two proposed changes formally known as 2014 – 2017 Pioneer Valley Transportation Improvement Program suggested by the Pioneer Valley Planning Commission. The suggested program would result in one of two scenarios; the G5 bus route Dickinson via Converse would prevent transportation from Springfield to Longmeadow entirely. The bus would turn around once it arrived at the X. Option two the bus would retain travel on Dickinson St but no longer travel on Converse ST. The 2014 – 2017 Pioneer Valley Transportation Improvement Program would make it impossible for me to	Comment Noted	2/9/2014

		travel to my place of employment at the Hall of Justice without a considerable amount of difficulty. These possible changes just don't affect me negatively; they present a hardship to individuals with the inability to drive. This includes those in senior living complexes such as the Jewish Geriatric Services and the Geneses House, both of which are located on Converse ST. I am requesting that this committee dispatch a letter to the Pioneer Valley Transit Authority and the Pioneer Valley Planning Commission expressing our concern and objections to the possible changes to the Dickinson via Converse bus route as described in 2014 – 2017 Pioneer Valley Transportation Improvement Program.		
David / Jennifer Cordes 11 Gary Dr, Westfield Friends of the Columbia Greenway Rail Trail	604968	I am writing to encourage TIP programming be undertaken to ensure full funding for, and the timely completion of, project #604968 Columbia Greenway Rail Trail construction, North Section. CMAQ funds should be prioritized to cover full phase estimate, unforeseen factors, and cost increases of this important project, before beginning new regional projects. I am particularly concerned that the Union Station Renovation amount adversely impacts the Columbia Greenway North by removing any allowance for variation. The Columbia Greenway project has been queued for many years and currently users are limited by the wait for future phases. This project meets several objectives including: providing transportation mode shift;	Comment Noted	2/10/2014

		strengthening regional connections; serving emergency response; and investing in environmental justice areas. The presence of the Columbia Greenway Rail Trail North Section on the TIP speaks to the acceptance of it as an important regional project – the funding commitment should align with this awareness in order to ensure the project can move forward		
Friends of the Columbia Greenway Rail Trail	604968	I am writing to encourage TIP programming be undertaken to ensure full funding for, and the timely completion of, project #604968 Columbia Greenway Rail Trail construction, North Section. CMAQ funds should be prioritized to cover full phase estimate, unforeseen factors, and cost increases of this important project, before beginning new regional projects. I am particularly concerned that the Union Station Renovation amount adversely impacts the Columbia Greenway North by removing any allowance for variation. The Columbia Greenway project has been queued for many years and currently users are limited by the wait for future phases. This project meets several objectives including: providing transportation mode shift; strengthening regional connections; serving emergency response; and investing in environmental justice areas. The presence of the Columbia Greenway Rail Trail North Section on the TIP speaks to the acceptance of it as an important regional project – the funding commitment should align with this awareness in order to ensure	Comment Noted	2/12/2014

		the project can move forward		
MassDOT	605066	NORTHAMPTON - Route 5 @ Conz St. #605066 TFPC Increase TFPC for this project increased from \$1,357,642.80 to \$1,592,248.40 (2015 SW_CMAQ) due to project creep at the 75% stage	Project Coast Adjusted	2/12/2014
Michael P. Stolpinski Friends of the Columbia Greenway Rail Trail	604968	I am writing to encourage TIP programming be undertaken to ensure full funding for, and the timely completion of, project #604968 Columbia Greenway Rail Trail construction, North Section. CMAQ funds should be prioritized to cover full phase estimate, unforeseen factors, and cost increases of this important project, before beginning new regional projects. I am particularly concerned that the Union Station Renovation amount adversely impacts the Columbia Greenway North by removing any allowance for variation. The Columbia Greenway project has been queued for many years and currently users are limited by the wait for future phases. This project meets several objectives including: providing transportation mode shift; strengthening regional connections; serving emergency response; and investing in environmental justice areas. The presence of the Columbia Greenway Rail Trail North Section on the TIP speaks to the acceptance of it as an important regional project – the funding commitment should align with this awareness in order to ensure the project can move forward	Comment Noted	2/18/2014
Hurley Friends of the	604968	I am writing to encourage TIP programming be undertaken to ensure	Comment Noted	2/18/2014

Columbia Greenway Rail Trail		full funding for, and the timely completion of, project #604968 Columbia Greenway Rail Trail construction, North Section. CMAQ funds should be prioritized to cover full phase estimate, unforeseen factors, and cost increases of this important project, before beginning new regional projects. I am particularly concerned that the Union Station Renovation amount adversely impacts the Columbia Greenway North by removing any allowance for variation. The Columbia Greenway project has been queued for many years and currently users are limited by the wait for future phases. This project meets several objectives including: providing transportation mode shift; strengthening regional connections; serving emergency response; and investing in environmental justice areas. The presence of the Columbia Greenway Rail Trail North Section on the TIP speaks to the acceptance of it as an important regional project – the funding commitment should align with this awareness in order to ensure the project can move forward		
Martha Sienkiewicz Friends of the Columbia Greenway Rail Trail	604968	I am writing to encourage TIP programming be undertaken to ensure full funding for, and the timely completion of, project #604968 Columbia Greenway Rail Trail construction, North Section. CMAQ funds should be prioritized to cover full phase estimate, unforeseen factors, and cost increases of this important project, before beginning new regional projects. I am particularly concerned that the Union Station Renovation amount adversely	Comment Noted	2/18/2014

		impacts the Columbia Greenway North by removing any allowance for variation. The Columbia Greenway project has been queued for many years and currently users are limited by the wait for future phases. This project meets several objectives including: providing transportation mode shift; strengthening regional connections; serving emergency response; and investing in environmental justice areas. The presence of the Columbia Greenway Rail Trail North Section on the TIP speaks to the acceptance of it as an important regional project – the funding commitment should align with this awareness in order to ensure the project can move forward		
Parick Carley Friends of the Columbia Greenway Rail Trail	604968	I am writing to encourage TIP programming be undertaken to ensure full funding for, and the timely completion of, project #604968 Columbia Greenway Rail Trail construction, North Section. CMAQ funds should be prioritized to cover full phase estimate, unforeseen factors, and cost increases of this important project, before beginning new regional projects. I am particularly concerned that the Union Station Renovation amount adversely impacts the Columbia Greenway North by removing any allowance for variation. The Columbia Greenway project has been queued for many years and currently users are limited by the wait for future phases. This project meets several objectives including: providing transportation mode shift; strengthening regional connections;	Comment Noted	2/19/2014

		serving emergency response; and investing in environmental justice areas. The presence of the Columbia Greenway Rail Trail North Section on the TIP speaks to the acceptance of it as an important regional project – the funding commitment should align with this awareness in order to ensure the project can move forward		
Nancy Carley Friends of the Columbia Greenway Rail Trail	604968	I am writing to encourage TIP programming be undertaken to ensure full funding for, and the timely completion of, project #604968 Columbia Greenway Rail Trail construction, North Section. CMAQ funds should be prioritized to cover full phase estimate, unforeseen factors, and cost increases of this important project, before beginning new regional projects. I am particularly concerned that the Union Station Renovation amount adversely impacts the Columbia Greenway North by removing any allowance for variation. The Columbia Greenway project has been queued for many years and currently users are limited by the wait for future phases. This project meets several objectives including: providing transportation mode shift; strengthening regional connections; serving emergency response; and investing in environmental justice areas. The presence of the Columbia Greenway Rail Trail North Section on the TIP speaks to the acceptance of it as an important regional project – the funding commitment should align with this awareness in order to ensure	Comment Noted	2/19/2014

		the project can move forward		
Michael Carley Friends of the Columbia Greenway Rail Trail	604968	I am writing to encourage TIP programming be undertaken to ensure full funding for, and the timely completion of, project #604968 Columbia Greenway Rail Trail construction, North Section. CMAQ funds should be prioritized to cover full phase estimate, unforeseen factors, and cost increases of this important project, before beginning new regional projects. I am particularly concerned that the Union Station Renovation amount adversely impacts the Columbia Greenway North by removing any allowance for variation. The Columbia Greenway project has been queued for many years and currently users are limited by the wait for future phases. This project meets several objectives including: providing transportation mode shift; strengthening regional connections; serving emergency response; and investing in environmental justice areas. The presence of the Columbia Greenway Rail Trail North Section on the TIP speaks to the acceptance of it as an important regional project – the funding commitment should align with this awareness in order to ensure the project can move forward	Comment Noted	2/19/2014
Steve Dordley Friends of the Columbia Greenway Rail Trail	604968	I am writing to encourage TIP programming be undertaken to ensure full funding for, and the timely completion of, project #604968 Columbia Greenway Rail Trail construction, North Section. CMAQ funds should be prioritized to cover full phase estimate, unforeseen factors, and cost increases of this	Comment Noted	2/19/2014

		important project, before beginning new regional projects. I am particularly concerned that the Union Station Renovation amount adversely impacts the Columbia Greenway North by removing any allowance for variation. The Columbia Greenway project has been queued for many years and currently users are limited by the wait for future phases. This project meets several objectives including: providing transportation mode shift; strengthening regional connections; serving emergency response; and investing in environmental justice areas. The presence of the Columbia Greenway Rail Trail North Section on the TIP speaks to the acceptance of it as an important regional project – the funding commitment should align with this awareness in order to ensure the project can move forward		
Tim Kwiatkowski Friends of the Columbia Greenway Rail Trail	604968	I am writing to encourage TIP programming be undertaken to ensure full funding for, and the timely completion of, project #604968 Columbia Greenway Rail Trail construction, North Section. CMAQ funds should be prioritized to cover full phase estimate, unforeseen factors, and cost increases of this important project, before beginning new regional projects. I am particularly concerned that the Union Station Renovation amount adversely impacts the Columbia Greenway North by removing any allowance for variation. The Columbia Greenway project has been queued for many years and currently users are limited by the wait	Comment Noted	2/20/2014

		for future phases. This project meets several objectives including: providing transportation mode shift; strengthening regional connections; serving emergency response; and investing in environmental justice areas. The presence of the Columbia Greenway Rail Trail North Section on the TIP speaks to the acceptance of it as an important regional project – the funding commitment should align with this awareness in order to ensure the project can move forward		
Marijoan Bull Friends of the Columbia Greenway Rail Trail	604968	I am writing to encourage TIP programming be undertaken to ensure full funding for, and the timely completion of, project #604968 Columbia Greenway Rail Trail construction, North Section. CMAQ funds should be prioritized to cover full phase estimate, unforeseen factors, and cost increases of this important project, before beginning new regional projects. I am particularly concerned that the Union Station Renovation amount adversely impacts the Columbia Greenway North by removing any allowance for variation. The Columbia Greenway project has been queued for many years and currently users are limited by the wait for future phases. This project meets several objectives including: providing transportation mode shift; strengthening regional connections; serving emergency response; and investing in environmental justice areas. The presence of the Columbia	Comment Noted	2/20/2014

		Greenway Rail Trail North Section on the TIP speaks to the acceptance of it as an important regional project – the funding commitment should align with this awareness in order to ensure the project can move forward		
Jeffrey LaValley Chair, Board of Directors Friends of the Columbia Greenway Rail Trail	604968	I am writing to encourage TIP programming be undertaken to ensure full funding for, and the timely completion of, project #604968 Columbia Greenway Rail Trail construction, North Section. CMAQ funds should be prioritized to cover full phase estimate, unforeseen factors, and cost increases of this important project, before beginning new regional projects. I am particularly concerned that the Union Station Renovation amount adversely impacts the Columbia Greenway North by removing any allowance for variation. The Columbia Greenway project has been queued for many years and currently users are limited by the wait for future phases. This project meets several objectives including: providing transportation mode shift; strengthening regional connections; serving emergency response; and investing in environmental justice areas. The presence of the Columbia Greenway Rail Trail North Section on the TIP speaks to the acceptance of it as an important regional project – the funding commitment should align with this awareness in order to ensure the project can move forward	Comment Noted	2/21/2014
Chris Steger Westfield Citizen	604968	I am writing to encourage the Pioneer Valley Planning Commission to keep its commitment to the City of	Comment Noted	2/24/2014

		Westfield and fully fund Project 604968. Diverting and delaying the money previously committed to 2014-2015 will create hardship for the city and further delay an already overly dragged out process. As a bicycle rider and frequent user of trails, I see the benefits, both economic and health, of people using the rail trail. Please do not divert the funds away from this well thought out and very worthwhile project.		
Chris Steger Friends of the Columbia Greenway Rail Trail	604968	I am writing to encourage TIP programming be undertaken to ensure full funding for, and the timely completion of, project #604968 Columbia Greenway Rail Trail construction, North Section. CMAQ funds should be prioritized to cover full phase estimate, unforeseen factors, and cost increases of this important project, before beginning new regional projects. I am particularly concerned that the Union Station Renovation amount adversely impacts the Columbia Greenway North by removing any allowance for variation. The Columbia Greenway project has been queued for many years and currently users are limited by the wait for future phases. This project meets several objectives including: providing transportation mode shift; strengthening regional connections; serving emergency response; and investing in environmental justice areas. The presence of the Columbia Greenway Rail Trail North Section on the TIP speaks to the acceptance of it as an important regional project – the	Comment Noted	2/26/2014

		funding commitment should align with this awareness in order to ensure the project can move forward		
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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 February 27, 2014 and discussed the following item for endorsement: Amendments to the Pioneer Valley Region's Federal Fiscal Years 2014 – 2017 Transportation Improvement Program (TIP).

Massachusetts Department of Transportation (Mass DOT)

I, Secretary of the Massachusetts Department of Transportation, hereby

☒ Endorse ☐ Do Not Endorse the above referenced item.


Richard Davey
Secretary & CEO Mass DOT

27 Feb 14
Date

Massachusetts Department of Transportation Highway Division

I, Administrator of the Highway Division of MassDOT, hereby

☒ Endorse ☐ Do Not Endorse the above referenced item.

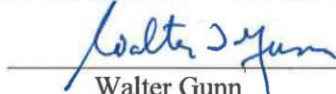

Frank DePaola
Highway Administrator, Mass DOT

02/27/14
Date

Pioneer Valley Planning Commission (PVPC)

I, Chair of the Pioneer Valley Planning Commission, hereby

☒ Endorse ☐ Do Not Endorse the above referenced item.

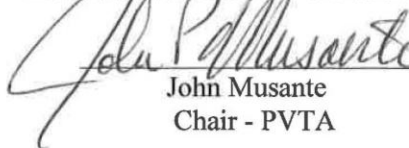

Walter Gunn
Chair - PVPC

2/27/14
Date

Pioneer Valley Transit Authority (PVTA)

I, Chair of the Pioneer Valley Transit Authority, hereby

☒ Endorse ☐ Do Not Endorse the above referenced item.


John Musante
Chair - PVTA

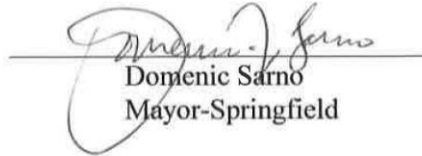
2/27/14
Date

FFY 2014 – 2017 Transportation Improvement Program Amendments

City of Springfield

I, Mayor of the City of Springfield, hereby

☒ Endorse ☐ Do Not Endorse the above referenced item.

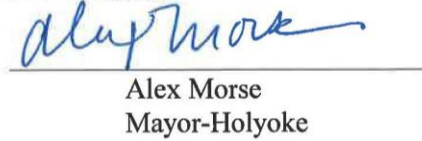

Domenic Sarno
Mayor-Springfield

2/27/14
Date

City of Holyoke

I, Mayor of the City of Holyoke, hereby

☒ Endorse ☐ Do Not Endorse the above referenced item.

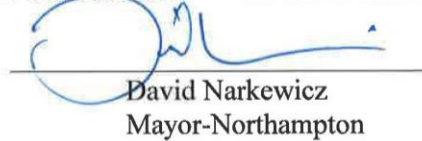

Alex Morse
Mayor-Holyoke

02-27-14
Date

City of Northampton

I, Mayor of the City of Northampton, hereby

☐ Endorse ☐ Do Not Endorse the above referenced item.

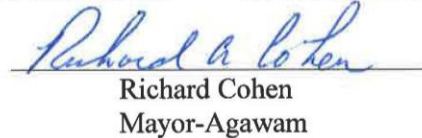

David Narkewicz
Mayor-Northampton

2-27-14
Date

Town of Agawam

I, Mayor of the Town of Agawam, hereby

☒ Endorse ☐ Do Not Endorse the above referenced item.


Richard Cohen
Mayor-Agawam

27 FEB 2014
Date

Town of Belchertown

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

☐ Endorse ☐ Do Not Endorse the above referenced item.

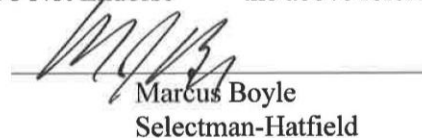

George Archible
Selectman-Belchertown

2/27/14
Date

Town of Hatfield

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

☒ Endorse ☐ Do Not Endorse the above referenced item.


Marcus Boyle
Selectman-Hatfield

27 FEB 13
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.

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 July 9, 2013 and discussed the following item for endorsement:

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 MAP 21 and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts
7. The provisions of US DOT and of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. 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;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
11. 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.

Massachusetts Department of Transportation (Mass DOT)

I, **Secretary of the Massachusetts Department of Transportation**, hereby

☒ Endorse ☐ Do Not Endorse the above referenced item.


Richard Davey
Secretary & CEO Mass DOT

9 Jul 13
Date

Massachusetts Department of Transportation Highway Division

I, **Acting Administrator of the Highway Division of MassDOT**, hereby

☒ Endorse ☐ Do Not Endorse the above referenced item.

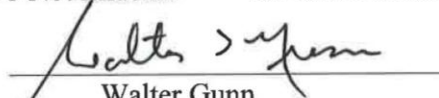

Frank DePaola
Highway Administrator, Mass DOT

07/09/13
Date

Pioneer Valley Planning Commission (PVPC)

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

☒ Endorse ☐ Do Not Endorse the above referenced item.

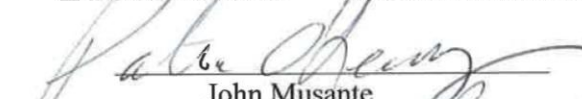

Walter Gunn
Chair - PVPC

7/9/13
Date

Pioneer Valley Transit Authority (PVTA)

I, **Administrator of the Pioneer Valley Transit Authority**, hereby

☒ Endorse ☐ Do Not Endorse the above referenced item.


John Musante
Chair - PVTA

7/9/13
Date
*Patricia O'Leary
PVTA CEO*

City of Chicopee

I, **Mayor of the City of Chicopee**, hereby

☒ Endorse ☐ Do Not Endorse the above referenced item.


Michael Bissonnette

7/8/13
Date

City of Holyoke

I, **Mayor of the City of Holyoke**, hereby

☐ Endorse ☐ Do Not Endorse the above referenced item.

Alex Morse
Mayor-Holyoke

Date

City of Northampton

2014 3C Self Certification

I, Mayor of the City of Northampton, hereby

☐ Endorse ☐ Do Not Endorse the above referenced item.

David Narkewicz
Mayor-Northampton

Date

City of Agawam

I, Mayor of the Town of Agawam, hereby

☐ Endorse ☐ Do Not Endorse the above referenced item.

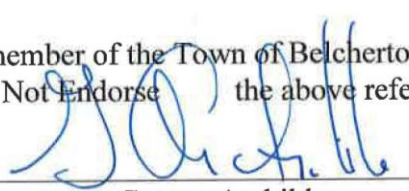
Richard Cohen
Mayor-Agawam

Date

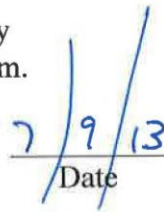
Town of Belchertown

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

☒ Endorse ☐ Do Not Endorse the above referenced item.



George Archible
Selectman-Belchertown



Date

Town of Hatfield

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

☐ Endorse ☐ Do Not Endorse the above referenced item.

Marcus Boyle
Selectman-Hatfield

Date

FUNDING INFORMATION

FEDERAL AID FUNDING TARGETS

The MassDOT provided the revised PVPC federal aid highway funding targets and CMAQ targets for the region on April 8, 2013. The targets are provided for FFYs 2014 through 2017 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. Section 5309 funds are based on estimates of what will be reasonably available. Due to the discretionary nature of these categories, project line items are maintained in the fourth year of the TIP until an actual grant award is tendered. Section 5310 is programmed through the state and is awarded on a discretionary basis. Projections are based on past experience and the funding level provided by the State.

FEDERAL AID FINANCIAL CONSTRAINT

The federal aid element of the TIP is financially constrained according to the definition in Federal Register 23 CFR Part 450.324. The federal aid projects programmed for this region reasonably meet the federal aid funding targets provided for the region. Only projects for which funds can reasonably be expected have been included. Table 3 shows both these target amounts and the amounts programmed for highway projects during fiscal years 2014-2017. 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 4 shows the projected transit funds for FFY 2014 – 2017.

Projects using Target funds were inflated 4% per year starting in FFY2015 in order to reflect year of expenditure (YOE).

Table 3 Federal Highway Financial Plan

Fiscal Year	2014	2015	2016	2017
STP Target	\$12,770,668	\$11,359,319	\$13,127,641	\$13,127,641
STP Programmed	\$12,554,785	\$11,359,319	\$12,749,269	\$11,978,745
CMAQ Target	\$5,134,712	\$4,053,720	\$4,053,720	\$4,053,720
CMAQ Programmed	\$5,134,712	\$4,053,720	\$4,053,720	\$478,898
HSIP Target	\$1,486,364	\$1,201,102	\$1,201,102	\$1,201,102
HSIP Programmed	\$1,486,364	\$1,201,102	\$1,201,102	\$1,201,102
TAP Target	\$473,939	\$473,939	\$473,939	\$473,939
TAP Programmed	\$473,939	\$473,939	\$473,939	\$473,939
Total Available Funds	\$19,865,703	\$17,088,080	\$18,856,402	\$18,856,402
Total Programmed Funds	\$19,649,800	\$17,088,080	\$18,478,031	\$14,132,684

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 consists 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

Funding / Fiscal Year	2014	2015	2016	2017
5307	\$15,742,784	\$14,246,207	\$14,388,668	\$14,532,555
5339	\$993,081	\$970,636	\$980,343	\$990,146
5309	\$2,115,696	\$0	\$0	\$0
5317	\$291,178	\$0	\$0	\$0
5310	\$661,048	\$0	\$0	\$0
5311	\$65,342	\$0	\$0	\$0
SOGR	\$0	\$20,140,539	\$60,987,505	\$6,675,253
Expansion	\$0	\$11,100,000	\$10,150,000	\$15,535,500
Total	\$19,258,247	\$46,457,382	\$86,506,516	\$37,733,454
State Contract Assistance (SCA)	\$17,174,511	\$17,174,511	\$17,174,511	\$17,174,511

Expansion funds are anticipated funds that do not fall within the fiscal constraint of the TIP

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. FEDERAL AID REGIONAL PROJECT LISTINGS

The following is a complete listing of the Pioneer Valley Federally Funded Transportation Improvement Projects for Fiscal Years 2014 - 2017.

ORGANIZATION OF PROJECT LISTINGS

Each project in the TIP contains the following information:

MassDOT Project ID - Project identification numbers given by the Massachusetts Highway Department.

MassDOT Project Description – Includes Town or city in which a project is located, and a description of work to be funded under the project.

MassDOT District – The MassDOT sub-Region where the project is located, for PVMPO projects will be in either District 1 or District 2.

Funding Source - The funding category from which funding is expected.

Total Programmed Funds - The total funding for the project under the specified funding source.

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

Non-Federal Funds - The amount of non-federal dollars allocated to the project.

Additional Information – Provides additional project information including design status, Transportation Evaluation Criteria (TEC) Score, and YOE Cost.

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

TEC Score – This score is based on criteria developed rank the regional significance of each eligible TIP project

Table 5: Federally Funded Projects Year 2014

MassDOT Project ID	MassDOT Project Description	MassDOT District	Funding Source	Total Programmed Funds	Federal Funds	Non-Federal Funds	Additional Information
► Section 1A / Federal Aid Target Projects							
► STP - Surface Transportation Program							
604433	BELCHERTOWN- PAVEMENT REHABILITATION & RELATED WORK ON ROUTE 181, FROM MAPLE ST TO BELCHERTOWN/PALMER TOWN LINE (5.5 MILES)	2	STP	\$ 9,077,789	\$ 7,262,231	\$ 1,815,558	7.73 TEC 100% (\$9,189,371) Increase cost to \$9,551,728
606665	NORTHAMPTON- RESURFACING AND RELATED WORK ON ROUTE 10, FROM MM 24.8 NORTHERLY TO MM 25.1 AT EARLE STREET	2	STP	\$ 150,000	\$ 120,000	\$ 30,000	25/75 April (0.3 miles) (\$150,000) Adv. 10/13/13, Letting 3/18/14 (O.E. \$112,000)
605891	EASTHAMPTON- HOLYOKE- RESURFACING & RELATED WORK ON ROUTE 5, MM 16.014 IN HOLYOKE TO MM 20.427 IN EASTHAMPTON (4.43 MILES)	2	STP	\$ 2,556,996	\$ 2,045,597	\$ 511,399	4.62 TEC PSE (\$2,556,996), Adv. 10/19/13, Letting 3/18/14 (O.E. \$2,077,000)
605886	LONGMEADOW- RESURFACING & RELATED WORK ON ROUTE 5 (LONGMEADOW STREET), FROM EDGEWOOD STREET TO WARREN TERRACE, INCLUDES CULVERT REPAIRS AT COOLEY BROOK (.2 MILES)	2	STP	\$ 770,000	\$ 616,000	\$ 154,000	4 .00 TEC 100 % April 12, 2013 (\$770,000) Advertised 12/28/13 \$665,000, Letting April 29, 2014
► HSIP - Highway Safety Improvement Program							
605685	SPRINGFIELD- SIGNAL & INTERSECTION IMPROVEMENTS AT SUMNER AVENUE, ALLEN STREET, ABBOT STREET & HARKNESS AVENUE	2	HSIP	\$ 1,486,364	\$ 1,189,091	\$ 297,273	8.8 TEC 75% (\$2,187,708) Advertised 12/28/13 \$1,851,000 Letting April 29, 2014
► CMAQ - Congestion Mitigation and Air Quality Improvement Program							
605685	SPRINGFIELD- SIGNAL & INTERSECTION IMPROVEMENTS AT SUMNER AVENUE, ALLEN STREET, ABBOT STREET & HARKNESS AVENUE	2	CMAQ	\$ 701,344	\$ 561,075	\$ 140,269	8.8 TEC 75% (\$2,187,708) Advertised 12/28/13 \$1,851,000 Letting April 29, 2014
604435	CHICOPEE- SIGNAL & INTERSECTION IMPROVEMENTS AT MEMORIAL DRIVE (ROUTE 33) & BROADWAY	2	CMAQ	\$ 3,100,000	\$ 2,480,000	\$ 620,000	10.35 TEC 25% (\$3,100,000)
	NORTHAMPTON - RAIL STATION	2	CMAQ	\$ 700,000	\$ 560,000	\$ 140,000	
	SPRINGFIELD - UNION STATION REDEVELOPMENT	2	CMAQ	\$ 633,368	\$ 506,694	\$ 126,674	
► TAP - Transportation Alternative Program							
604433	BELCHERTOWN- PAVEMENT REHABILITATION & RELATED WORK ON ROUTE 181, FROM MAPLE ST TO BELCHERTOWN/PALMER TOWN LINE (5.5 MILES)		TAP	\$ 473,939	\$ 379,151	\$ 94,788	7.73 TEC 100% (\$9,189,371)
			TAP Subtotal	\$ 473,939	\$ 379,151	\$ 94,788	◀ Funding Split Varies by Project Specifications
► Section 1A / Fiscal Constraint Analysis							
Total Federal Aid Target Funds Programmed							
	Total STP Programmed			\$ 19,649,800	\$ 19,865,703	◀ Total Target	\$ 215,903 Target Funds Available
	Total HSIP Programmed			\$ 12,554,785	\$ 12,770,688	◀ Max. STP	\$ 215,903 STP Available
	Total CMAQ Programmed			\$ 1,486,364	\$ 1,486,364	◀ Min. HSIP	\$ - HSIP Minimum Met
	Total TAP Programmed			\$ 5,134,712	\$ 5,134,712	◀ Min. CMAQ	\$ - CMAQ Minimum Met
				\$ 473,939	\$ 473,939	◀ Min. TAP	\$ - TAP Minimum Met

Table 5: Federally Funded Projects Year 2014 (Continued)

► Section 1B / Federal Aid Bridge Projects										
604429	PELHAM- BRIDGE REPLACEMENTS, P-04-006, MEETINGHOUSE ROAD OVER AMETHYST BROOK & P-04-007, MEETINGHOUSE ROAD OVER HARRIS BROOK	2	BR - Off	\$	1,846,800	\$	1,477,440	\$	369,360	25% (\$1,846,800)
			BR Subtotal ►	\$	1,846,800	\$	1,477,440	\$	369,360	◀ 80% Federal + 20% Non-Federal
► Section 1C / Federal Aid Non-Target Projects										
► Earmarks										
	No Projects Programmed		Earmarks Subtotal ►	\$	-	\$	-	\$	-	◀ Funding Split Varies by Earmark
► Other										
604429	JLT Scenic Byway - PVPC FFY2011 Blanche Barlow Acres/Goose Pond Recreational Access	1	SBYWW	\$	170,100	\$	136,080	\$	34,020	Moved From FFY 2013
			Other Subtotal ►	\$	170,100	\$	136,080	\$	34,020	◀ Funding Split Varies by Funding Source
► Section 1D / Federal Aid Major & State Category Projects										
► IM - Interstate Maintenance										
606582	EASTHAMPTON- NORTHAMPTON- INTERSTATE MAINTENANCE & RELATED WORK ON I-91 FROM MM 21.2 TO MM 26.9 IN BOTH DIRECTIONS (6.1 MILES)	2	IM	\$	13,334,000	\$	12,000,600	\$	1,333,400	25/75% (\$13,334,000)
			IM Subtotal ►	\$	13,334,000	\$	12,000,600	\$	1,333,400	◀ 90% Federal + 10% Non-Federal
► NHPP - National Highway Performance Program										
605582	CUMMINGTON- RESURFACING & RELATED WORK ON ROUTE 9, FROM WINDSOR T.L. TO GOSHEN T.L.	1	NHPP	\$	8,395,682		6,716,545.6		1,679,136.4	P, S, & E June 2013 (\$8,395,682), Adv 11/2/13, Letting 3/25/14 \$6,131,000
607731	SPRINGFIELD- VIADUCT DECK REPLACEMENT OF S-24-061 ON I-91 (EARLY ACTION)	2	NHPP	\$	1,000,000		800,000.0		200,000.0	Pre 25% Design, Funds will be disbursed from FFY 2014 through FFY 2017
			NHPP Subtotal ►	\$	9,395,682	\$	7,516,546	\$	1,879,136	◀ 80% Federal + 20% Non-Federal
► Other										
605144	AMHERST- HADLEY- NORTHAMPTON- SOUTHAMPTON- WEST BROOKFIELD- SIDEWALK & WHEELCHAIR RAMP CONSTRUCTION ON ROUTES 5, 9, & 10	2	Statewide TAP		\$2,082,538		\$1,666,030		\$416,508	SW-TAP 25% (\$2,082,538)
605833	WEST SPRINGFIELD- HOLYOKE- EASTHAMPTON- NORTHAMPTON- HATFIELD- WHATELY- DEERFIELD- GREENFIELD- BERNARDSTON- GUIDE & TRAFFIC SIGN REPLACEMENT ON I-91	2	A/C		\$3,111,000		\$2,488,800		\$622,200	Statewide HSIP 75% (\$3,111,000)
			Other Subtotal ►	\$	5,193,538	\$	4,154,830	\$	1,038,708	◀ Funding Split Varies by Funding Source
► Section 2A / Non-Federal Projects										
	No Projects Programmed		Non-Federal Projects Subtotal ►	\$	-			\$	-	◀ 100% Non-Federal
► Section 2B / Non-Federal Bridge Projects										
	No Projects Programmed		Non-Federal Bridge Projects Subtotal ►	\$	-			\$	-	◀ 100% Non-Federal
2014 Pioneer Valley MPO TIP Summary										
				TIP Section 1: ▼		TIP Section 2: ▼		Total of All Projects ▼		
			Total ►	\$	49,115,981	\$	-	\$	49,115,981	◀ Total Spending in Region
			Federal Funds ►	\$	40,626,185			\$	40,626,185	◀ Total Federal Spending in Region
			Non-Federal Funds ►	\$	8,489,796	\$	-	\$	8,489,796	◀ Total Non-Federal Spending in Region

Table 6: Federally Funded Projects 2015

MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
► Section 1A / Federal Aid Target Projects							
► STP - Surface Transportation Program							
607207	PELHAM- RECONSTRUCTION OF AMHERST ROAD, FROM 800 FEET EAST OF ENFIELD ROAD TO ROUTE 202 (2.5 MILES - PHASE II)	2	STP	\$ 3,352,596	\$ 2,682,077	\$ 670,519	5.55 TEC 100% (YOE \$3,352,596)
605222	SPRINGFIELD- NORTH END & BRIGHTWOOD INFRASTRUCTURE IMPROVEMENTS, FROM OSGOOD STREET TO THE CHICOPEE CITY LINE (NORTHERLY SEGMENT)	2	STP	\$ 2,460,341	\$ 1,968,273	\$ 492,068	10.25 TEC 75% (YOE \$4,233,132)
604035	HADLEY- SIGNAL & INTERSECTION IMPROVEMENTS AT ROUTE 9 (RUSSELL STREET) & ROUTE 47 (MIDDLE STREET)	2	STP	\$ 3,159,582	\$ 2,527,666	\$ 631,916	8.017 TEC 25% (YOE \$3,159,582)
604738	SOUTHAMPTON- RECONSTRUCTION OF GLENDALE ROAD (PHASE II) FROM COLLEGE HIGHWAY (RT 10) NORTHWESTERLY TO POMEROY MEADOW RD (3,801 FEET)	2	STP	\$ 2,386,800	\$ 1,909,440	\$ 477,360	3.38 TEC Score 75% (YOE \$2,386,800)
			STP Subtotal ►	\$ 11,359,319	\$ 9,087,456	\$ 2,271,864	◄ 80% Federal + 20% Non-Federal
► HSIP - Highway Safety Improvement Program							
605213	SPRINGFIELD- WILBRAHAM- RECONSTRUCTION OF BOSTON ROAD (ROUTE 20) - FROM PASCO RD IN SPRINGFIELD TO STONEY HILL ROAD IN WILBRAHAM (1.33 MILES)	2	HSIP	\$ 1,201,102	\$ 960,882	\$ 240,220	10.15 TEC 75% (YOE \$3,640,000)
			HSIP Subtotal ►	\$ 1,201,102	\$ 960,882	\$ 240,220	◄ Funding Split Varies by Project
► CMAQ - Congestion Mitigation and Air Quality Improvement Program							
605213	SPRINGFIELD- WILBRAHAM- RECONSTRUCTION OF BOSTON ROAD (ROUTE 20) - FROM PASCO RD IN SPRINGFIELD TO STONEY HILL ROAD IN WILBRAHAM (1.33 MILES)	2	CMAQ	\$ 2,438,898	\$ 1,951,118	\$ 487,780	10.15 TEC 75% (YOE \$3,640,000)
605222	SPRINGFIELD- NORTH END & BRIGHTWOOD INFRASTRUCTURE IMPROVEMENTS, FROM OSGOOD STREET TO THE CHICOPEE CITY LINE (NORTHERLY SEGMENT)	2	CMAQ	\$ 1,298,852	\$ 1,039,081	\$ 259,770	10.25 TEC 75% (YOE \$4,233,132)
			CMAQ Subtotal ►	\$ 3,159,970	\$ 2,527,776	\$ 631,914	◄ 80% Federal + 20% Non-Federal
► TAP - Transportation Alternative Program							
605222	SPRINGFIELD- NORTH END & BRIGHTWOOD INFRASTRUCTURE IMPROVEMENTS, FROM OSGOOD STREET TO THE CHICOPEE CITY LINE (NORTHERLY SEGMENT)	2	TAP	\$ 473,939	\$ 379,151	\$ 94,788	10.25 TEC 75% (YOE \$4,233,132)
			TAP Subtotal ►	\$ 473,939	\$ 379,151	\$ 94,788	◄ Funding Split Varies by Project
► Section 1A / Fiscal Constraint Analysis							
Total Federal / Aid Target Funds Programmed ►				\$ 17,088,080	\$ 17,088,080	◄ Total Target	Funds Over Programmed
Total STP Programmed ►				\$ 11,359,319	\$ 11,359,319	◄ Max. STP	\$ (0) STP Exceeds Maximum
Total HSIP Programmed ►				\$ 1,201,102	\$ 1,201,102	◄ Min. HSIP	\$ - HSIP Minimum Met
Total CMAQ Programmed ►				\$ 4,053,720	\$ 4,053,720	◄ Min. CMAQ	\$ 0 CMAQ Minimum Not Met
Total TAP Programmed ►				\$ 473,939	\$ 473,939	◄ Min. TAP	\$ - TAP Minimum Met

Table 6: Federally Funded Projects Year 2015 (Continued)

Section 1B / Federal Aid Bridge Projects									
	No Projects Programmed	1	BR Subtotal	\$	\$	-	\$	-	80% Federal + 20% Non-Federal
Section 1C / Federal Aid Non-Target Projects									
Earmarks 604968	WESTFIELD- COLUMBIA GREENWAY RAIL TRAIL CONSTRUCTION, NORTH SECTION - FROM COWLES COURT ACCESS RAMPS TO THE WESTFIELD RIVER BRIDGE INCLUDES REHAB OF W-25-036 (WESTFIELD RIVER CROSSING)	2	HPP (2005)	\$	2,275,104	\$	1,785,506	\$	25% 6.58 TEC HPP funds remaining (HPP - 1656) \$1,857,506
	Earmarks Subtotal			\$	2,275,104	\$	1,785,506	\$	Funding Split Varies by Earmark
Other	No Projects Programmed			\$	-	\$	-	\$	
	Other Subtotal			\$	-	\$	-	\$	Funding Split Varies by Funding Source
Section 1D / Federal Aid Major & State Category Projects									
IM - Interstate Maintenance 607731	No Projects Programmed	2	IM		\$	-	\$	-	90% Federal + 10% Non-Federal
	IM Subtotal			\$	-	\$	-	\$	
NHPP - National Highway Performance Program 607731	SPRINGFIELD- VIADUCT DECK REPLACEMENT OF S-24-061 ON I-91 (EARLY ACTION)	2	NHPP	\$	149,006,250	\$	119,205,000.0	\$	Pre 25% Design, Funds will be disbursed from FFY 2014 through FFY 2017
	NHPP Subtotal			\$	149,006,250	\$	119,205,000	\$	80% Federal + 20% Non-Federal
Other									
607453	SOUTHAMPTON - SOUTHAMPTON SAFE ROUTES TO SCHOOL - NORRIS ELEMENTARY SCHOOL	2	Statewide TAP	\$531,250		\$531,250		\$0	SW-TAP
	NORTHAMPTON- INTERSECTION IMPROVEMENTS AT ROUTE 5 (PLEASANT STREET) AND CONZ STREET - Roundabout	2	Statewide CMAQ	\$	1,592,248	\$	1,273,798.4	\$	SW-CMAQ 25% Design Public Hearing Held on April 24, 2013
605833	BERNARDSTON - WEST SPRINGFIELD - TRAFFIC SIGN REPLACEMENT ON INTERSTATE 91	2	A/C	\$4,064,580		\$3,251,664		\$812,916	Statewide HSIP 75%
	Other Subtotal			\$	6,188,078	\$	5,056,712	\$	Funding Split Varies by Funding Source
Section 2A / Non-Federal Projects									
No Projects Programmed				\$	-		\$	-	
	Non-Federal Projects Subtotal			\$	-		\$	-	100% Non-Federal
Section 2B / Non-Federal Bridge Projects									
No Projects Programmed				\$	-		\$	-	
	Non-Federal Bridge Projects Subtotal			\$	-		\$	-	100% Non-Federal
2015 Pioneer Valley MPO TIP Summary									
YOE = Year of Expenditure (includes 4% per year inflation factor)				TIP Section 1: ▼		TIP Section 2: ▼		Total of All Projects ▼	
				Total	\$	174,083,573	\$	-	\$174,083,573
				Federal Funds	\$	139,338,531			\$139,338,531
				Non-Federal Funds	\$	34,745,042	\$	-	\$34,745,042
									Total Spending in Region
									Total Federal Spending in Region
									Total Non-Federal Spending in Region

Table 7: Federally Funded Projects 2016

MassDOT Project ID	MassDOT Project Description	MassDOT District	Funding Source	Total Programmed Funds	Federal Funds	Non-Federal Funds	Additional Information
► Section 1A / Federal Aid Target Projects							
► STP - Surface Transportation Program							
605011	LUDLOW- RECONSTRUCTION OF CENTER STREET (ROUTE 21) - FROM 35' WEST OF BEACHSIDE DRIVE WESTERLY TO GAS LINE BESIDE MTA OVERPASS (3,500 FEET)	2	STP	\$ 5,107,207	\$ 4,085,765	\$ 1,021,441	9.65 TEC Score 25% (YOE \$5,107,207)
600513	AGAWAM- RECONSTRUCTION OF ROUTE 187 FROM 425 FT. SOUTH OF S. WESTFIELD STREET TO ROUTE 57 (0.3 MILES - PHASE I)	2	STP	\$ 1,682,640	\$ 1,346,112	\$ 336,528	6.08 TEC Score PRE 25% (YOE \$1,682,640)
604446	WESTFIELD- RECONSTRUCTION OF ROUTE 187 (LITTLE RIVER ROAD) AND SHAKER ROAD	2	STP	\$ 5,959,423	\$ 4,767,538	\$ 1,191,885	7.87% TEC 75% (YOE \$5,738,703)
	STP Subtotal			\$ 12,749,269	\$ 10,199,415	\$ 2,549,854	◀ 80% Federal + 20% Non-Federal
► HSIP - Highway Safety Improvement Program							
180525	NORTHAMPTON- RECONSTRUCTION OF DAMON ROAD, FROM ROUTE 9 INTERSECTION TO ROUTE 5 INTERSECTION (1.1 MILES)	2	HSIP	\$ 1,201,102	\$ 1,080,992	\$ 120,110	7.48 TEC Score 25% (YOE \$3,326,766)
	HSIP Subtotal			\$ 1,201,102	\$ 1,080,992	\$ 120,110	◀ Funding Split Varies by Project Specifications
► CMAQ - Congestion Mitigation and Air Quality Improvement Program							
180525	NORTHAMPTON- RECONSTRUCTION OF DAMON ROAD, FROM ROUTE 9 INTERSECTION TO ROUTE 5 INTERSECTION (1.1 MILES)	2	CMAQ	\$ 1,651,725	\$ 1,321,380	\$ 330,345	7.48 TEC Score 25% (YOE \$3,326,766)
605385	SPRINGFIELD- SIGNAL & INTERSECTION IMPROVEMENTS @ ROOSEVELT AVENUE & ISLAND POND ROAD, ROOSEVELT AVENUE & ALDEN STREET	2	CMAQ	\$ 1,651,122	\$ 1,320,898	\$ 330,224	5.47 TEC Score 25% (YOE \$1,651,122)
	CMAQ Subtotal			\$ 750,873	\$ 600,698	\$ 150,175	◀ 80% Federal + 20% Non-Federal
► TAP - Transportation Alternative Program							
180525	NORTHAMPTON- RECONSTRUCTION OF DAMON ROAD, FROM ROUTE 9 INTERSECTION TO ROUTE 5 INTERSECTION (1.1 MILES)	2	TAP	\$ 473,939	\$ 379,151	\$ 94,788	7.48 TEC Score 25% (YOE \$3,326,766)
	TAP Subtotal			\$ 473,939	\$ 379,151	\$ 94,788	◀ Funding Split Varies by Project Specifications
► Section 1A / Fiscal Constraint Analysis							
Total Federal Aid Target Funds Programmed				\$ 18,478,031	\$ 18,856,402	\$ 378,371	Target Funds Available
Total STP Programmed				\$ 12,749,269	\$ 13,127,641	\$ 378,372	STP Available
Total HSIP Programmed				\$ 1,201,102	\$ 1,201,102	\$ -	HSIP Minimum Met
Total CMAQ Programmed				\$ 4,053,720	\$ 4,053,720	\$ (0)	CMAQ Minimum Met
Total TAP Programmed				\$ 473,939	\$ 473,939	\$ -	TAP Minimum Met
► Section 1B / Federal Aid Bridge Projects							
604626	BELCHERTOWN- WARREN- WEST SPRINGFIELD- BRIDGE DEMOLITION, B-05-023, W-07-012, W-21-011, OLD BOSTON POST ROAD (EAST MAIN STREET) NAULTAUG BROOK	2	BR - Off	\$3,115,152	\$ 2,492,122	\$ 623,030	Pre 25%
	BR Subtotal			\$ 3,115,152	\$ 2,492,122	\$ 623,030	◀ 80% Federal + 20% Non-Federal

Table 7: Federally Funded Projects Year 2016 (Continued)

► Section 1C / Federal Aid Non-Target Projects									
► Earmarks									
	No Projects Programmed			\$ -		\$ -			
► Other									
	No Projects Programmed					\$ -		\$ -	
► Section 1D / Federal Aid Major & State Category Projects									
► IM - Interstate Maintenance									
606577	HATFIELD- WHATELY- INTERSTATE MAINTENANCE & RELATED WORK ON I-91	2	IM	\$ 11,469,600	\$ 10,322,640	\$ -	\$ -	\$ 1,146,960	Pre 25%
			IM Subtotal ►	\$ 11,469,600	\$ 10,322,640	\$ -	\$ -	\$ 1,146,960	► 90% Federal + 10% Non-Federal
► NHPP - National Highway Performance Program									
607731	SPRINGFIELD- VIADUCT DECK REPLACEMENT OF S-24-061 ON I-91 (EARLY ACTION)	2	NHPP	\$ 71,993,750	\$ 57,595,000.0	\$ 14,398,750.0			Pre 25% Design, Funds will be disbursed from FFY 2014 through FFY 2017
			NHPP Subtotal ►	\$ 71,993,750	\$ 57,595,000	\$ 14,398,750			► 80% Federal + 20% Non-Federal
► Other									
603730	WEST SPRINGFIELD- CONNECTICUT RIVERWALK & BIKEWAY EXTENSION, FROM ELM STREET TO DOTY CIRCLE. INCLUDES PEDESTRIAN BRIDGE W-21-020	2	Statewide TAP	\$ 1,640,736	\$ 1,312,588.8			328,147.2	5.12 TEC Score 100% (\$1,640,736)
606450	HOLYOKE- TRAFFIC SIGNAL UPGRADES AT 15 INTERSECTIONS ALONG HIGH & MAPLE STREETS	2	Statewide CMAQ	\$ 1,504,680	\$ 1,203,744.0	\$ 300,936.0			5.98 TEC Score Pre 25% (\$1,504,680)
603477	SOUTHWICK- INTERSECTION IMPROVEMENTS AT FOUR LOCATIONS ON ROUTE 57 (FEEDING HILLS ROAD)	2	Statewide CMAQ	\$ 2,160,000	\$ 1,728,000.0	\$ 432,000.0			7.75 TEC Score Pre 25% (\$2,160,000)
606555	NORTHAMPTON- ROUNDABOUT CONSTRUCTION AT INTERSECTION ROUTES 5/10 (NORTH KING STREET) & HATFIELD STREET	2	Statewide CMAQ	\$2,917,000	\$2,333,600	\$583,400			6.28 TEC Score 25% (\$2,917,000)
603783	WESTFIELD- COLUMBIA GREENWAY RAIL TRAIL CONSTRUCTION (CENTER DOWNTOWN SECTION), FROM COLUMBIA MFG SPUR TO COWLES COURT	2	Statewide TAP	\$ 6,784,162	\$ 5,427,329.6	\$ 1,356,832.4			6.58 TEC Score 75% (NOTE: Project limits will need to be adjusted to coincide to change requested by City of Westfield to project 604968 currently programmed in FFY 2015) (\$6,784,162)
602912	CHICOPEE- CHICOPEE RIVER RIVERWALK MULTI-USE PATH CONSTRUCTION, FROM GRAPE STREET TO FRONT STREET (NEAR ELLERTON STREET)	2	Statewide TAP	\$ 1,785,780	\$ 1,428,624.0	\$ 357,156.0			5.02 TEC Score Pre 25% (\$1,785,780)
602911	CHICOPEE- CONNECTICUT RIVERWALK & BIKEWAY CONSTRUCTION, FROM BOAT RAMP NEAR I-90 TO NASH FIELD (2.5 MILES)	2	Statewide CMAQ	\$ 2,400,000	\$ 1,920,000.0	\$ 480,000.0			4.85 TEC Score Pre 25% (\$2,400,000)
			Other Subtotal ►	\$ 19,192,358	\$ 15,353,886	\$ 3,838,472			► Funding Split Varies by Funding Source

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Pioneer Valley Transportation Improvement Program 2014 - 2017

Table 8: Federally Funded Projects Year 2017

MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
► Section 1A / Federal Aid Target Projects							
► STP - Surface Transportation Program							
605032	HADLEY- RECONSTRUCTION ON ROUTE 9 BETWEEN THE LOWE'S AND HOME DEPOT SITE DRIVES (0.6 MILES)	2	STP	\$ 4,959,485	\$ 3,967,588	\$ 991,897	7.83 TEC Score 25% (YOE \$4,959,485)
604033	SOUTHWICK- RECONSTRUCTION CONGAMOND ROAD (ROUTE 168) - FROM COLLEGE HIGHWAY & ENDS 250 FEET SHORT OF STATE LINE (1.2 MILES)	2	STP	\$ 5,717,148	\$ 4,573,718	\$ 1,143,430	6.52 TEC Score 25% (YOE \$5,717,148)
606445	LONGMEADOW- RESURFACING & RELATED WORK ON CONVERSE STREET, FROM LAUREL STREET TO DWIGHT STREET (2.04 MILES)	2	STP	\$ 1,302,112	\$ 1,041,690	\$ 260,422	6.05 TEC Score 25% (YOE \$1,776,051)
► HSIP - Highway Safety Improvement Program							
604203	AGAWAM- INTERSECTION IMPROVEMENTS AT ROUTE 187 & ROUTE 57	2	HSIP	\$ 1,201,102	\$ 960,882	\$ 240,220	8.53 Pre 25% (YOE \$1,680,000)
► CMAQ - Congestion Mitigation and Air Quality Improvement Program							
604203	AGAWAM- INTERSECTION IMPROVEMENTS AT ROUTE 187 & ROUTE 57	2	CMAQ	\$ 478,898	\$ 383,118	\$ 95,780	8.53 Pre 25% (YOE \$1,680,000)
► TAP - Transportation Alternative Program							
606445	LONGMEADOW- RESURFACING & RELATED WORK ON CONVERSE STREET, FROM LAUREL STREET TO DWIGHT STREET (2.04 MILES)	2	TAP	\$ 473,939	\$ 379,151	\$ 94,788	6.05 TEC Score 25% (YOE \$1,776,051)
► Section 1A / Fiscal Constraint Analysis							
Total Federal Aid Target Funds Programmed				\$ 14,132,684	\$ 18,856,402	\$ 4,723,718	Target Funds Available
Total STP Programmed				\$ 11,978,745	\$ 13,127,641	\$ 1,148,896	STP Available
Total HSIP Programmed				\$ 1,201,102	\$ 960,882	\$ (0)	HSIP Minimum Met
Total CMAQ Programmed				\$ 478,898	\$ 383,118	\$ 95,780	CMAQ Minimum Not Met
Total TAP Programmed				\$ 473,939	\$ 379,151	\$ 94,788	TAP Minimum Met

Table 8: Federally Funded Projects Year 2017 (Continued)

► Section 1B / Federal Aid Bridge Projects									
607528	AMHERST- BRIDGE REPLACEMENT, A-08-008, MILL STREET OVER MILL RIVER	2	BR - Off	\$2,075,304	\$	1,660,243	\$	415,061	Pre 25%
	CHESTERFIELD - IRELAND STREET OVER WEST BRANCH OF WESTFIELD RIVER	1	BR - Off	\$2,058,672	\$	1,646,938	\$	411,734	
	BR Subtotal ►			4,133,976	\$	3,307,181	\$	826,795	◄ 80% Federal + 20% Non-Federal
► Section 1C / Federal Aid Non-Target Projects									
► Earmarks									
	Earmarks Subtotal ►			\$	\$	-	\$	-	◄ Funding Split Varies by Earmark
► Other									
	Other Subtotal ►			\$	\$	-	\$	-	◄ Funding Split Varies by Funding Source
► Section 1D / Federal Aid Major & State Category Projects									
► IM - Interstate Maintenance									
607731	SPRINGFIELD- VIADUCT DECK REPLACEMENT OF S-24-061 ON I-91 (EARLY ACTION)	2	NHPP	\$	9,000,000	7,200,000.0	1,800,000.0		Pre 25% Design, Funds will be disbursed from FFY 2014 through FFY 2017
	IM Subtotal ►			\$	9,000,000	\$	7,200,000	\$	1,800,000
► NHPP - National Highway Performance Program									
607474	GRANBY / SOUTH HADLEY - RESURFACING AND RELATED WORK ON ROUTE 202	2	NHPP	\$	1,585,920	1,268,736.0	317,184.0		Pre 25%
	NHPP Subtotal ►			\$	1,585,920	\$	1,268,736	\$	317,184
► Other									
	No Projects Programmed			\$	-	-	-	-	
	Other Subtotal ►			\$	-	\$	-	\$	◄ Funding Split Varies by Funding Source
► Section 2A / Non-Federal Projects									
	No Projects Programmed			\$	-		\$	-	
	Non-Federal Projects Subtotal ►			\$	-		\$	-	◄ 100% Non-Federal
► Section 2B / Non-Federal Bridge Projects									
	No Projects Programmed			\$	-		\$	-	
	Non-Federal Bridge Projects Subtotal ►			\$	-		\$	-	◄ 100% Non-Federal
2017 Pioneer Valley MPO TIP Summary									
				TIP Section 1: ▼		TIP Section 2: ▼		Total of All Projects ▼	
Total ►				\$		\$		\$	
Federal Funds ►				\$		\$		\$	
Non-Federal Funds ►				\$		\$		\$	
Total Spending in Region				\$		\$		\$	
Total Federal Spending in Region				\$		\$		\$	
Total Non-Federal Spending in Region				\$		\$		\$	

PROJECT CURRENTLY UNDER DESIGN AWAITING FUNDING (APPENDIX Z)

Table 9: Projects Awaiting Design and Funds (Appendix Z)

Current TIP Year	Community	SID	Project Name	Design	Estimated Cost (TFPC)	TEC Score
2015	Springfield	605222	NORTH END & BRIGHTWOOD INFRASTRUCTURE IMPROVEMENTS, FROM OSGOOD STREET TO THE CHICOPEE CITY LINE (NORTHERLY SEGMENT)	75	\$4,070,319	10 10.25
2015	Springfield/ Wilbraham	605213	RECONSTRUCTION OF BOSTON ROAD (ROUTE 20) - FROM PASCO RD IN SPRINGFIELD TO STONEY HILL ROAD IN WILBRAHAM (1.33 MILES)	75	\$8,100,000	10 10.15
2014	Springfield	605685	Signal and Intersection Improvements Sumner Ave, Allen St, Abbot St, and Harkness Ave	75	\$2,187,708	9 8.82
2015/2016A/C	Westfield	604446	RECONSTRUCTION OF ROUTE 187 (LITTLE RIVER ROAD) AND SHAKER ROAD - 300 METERS SOUTH OF ROUTE 20 TO 460 METERS EAST OF SHAKER RD (.8 MILES)	75	\$5,504,386	8 7.87
2014	Belchertown	604433	PA VEMENT REHABILITATION & RELATED WORK ON ROUTE 181, FROM MAPLE ST TO BELCHERTOWN/PALMER TOWN LINE (5.5 MILES)	100	\$9,189,371	8 7.73
	Westfield	604445	RECONSTRUCTION ON ROUTE 187, INCLUDES REPLACEMENT OF W-25-002, SHERMAN'S MILL BRIDGE OVER GREAT BROOK AT PONTOOSIC ROAD	75	\$6,926,210	8 7.60
2015	Pelham	607207	RECONSTRUCTION OF AMHERST ROAD, FROM 800 FEET EAST OF ENFIELD ROAD TO ROUTE 202 (2.5 MILES - PHASE II)	100	\$3,223,650	6 5.55
2014	Easthampton/ Holyoke	605891	RESURFACING & RELATED WORK ON ROUTE 5, MM 16.014 IN HOLYOKE TO MM 20.427 IN EASTHAMPTON (4.43 MILES)	PS&E	\$2,556,996	5 4.62
2014/2015 NHS	Cummington	605582	Route 9 Pavement Preservation (PS&E)	100	\$7,657,200	4 4.48
	Chesterfield	605813	Route 143 Resurfacing and Related Work	100	\$7,919,288	4 4.38
2014	Longmeadow	605886	RESURFACING & RELATED WORK ON ROUTE 5 (LONGMEADOW STREET), FROM EDGEWOOD STREET TO WARREN TERRACE, INCLUDES CULVERT REPAIRS AT COOLEY BROOK (.2 MILES)	100	\$651,771	4 4.00
2016	Southampton	604738	RECONSTRUCTION OF GLENDALE ROAD (PHASE II) FROM COLLEGE HIGHWAY (RT 10) NORTHWESTERLY TO POMEROY MEADOW RD (3.801 FEET)	75	\$2,295,000	3 3.38
2014	Chicopee	604435	SIGNAL & INTERSECTION IMPROVEMENTS AT MEMORIAL DRIVE (ROUTE 33) & BROADWAY	25	\$3,100,000	10 10.27

Table 9: Projects Awaiting Design and Funds (Appendix Z) (Cont.)

Current TIP Year	Community	SID	Project Name	Design	Estimated Cost (TFPC)	TEC Score
2016	Ludlow	605011	RECONSTRUCTION OF CENTER STREET (ROUTE 21) - FROM 35' WEST OF BEACHSIDE DRIVE WESTERLY TO GAS LINE BESIDE MTA OVERPASS (3,500 FEET)	25	\$4,728,895	10 9.65
2014/2015A/C	Hadley	604035	Route 9 at Route 47 intersection improvements	25	\$3,038,060	8 8.02
2017	Hadley	605032	RECONSTRUCTION ON ROUTE 9 BETWEEN THE LOWE'S AND HOME DEPOT SITE DRIVES (0.6 MILES)	25	\$4,428,122	8 7.83
2016	Northampton	180525	RECONSTRUCTION OF DAMON ROAD, FROM ROUTE 9 INTERSECTION TO ROUTE 5 INTERSECTION (1.1 MILES)	25	\$3,080,339	7 7.48
2016 SW-CMAQ	Northampton	605066	INTERSECTION IMPROVEMENTS AT ROUTE 5 (PLEASANT STREET) AND CONZ STREET	25	\$1,357,642	7 7.17
2017	Southwick	604033	RECONSTRUCTION CONGAMOND ROAD (ROUTE 168) - FROM COLLEGE HIGHWAY & ENDS 250 FEET SHORT OF STATE LINE (1.2 MILES)	25	\$5,104,596	7 6.52
2015 SW-CMAQ	Northampton	606555	Roundabout Construction Route 5/10 (North King Street) @ Hatfield Street	25	\$2,714,065	6 6.28
2016	Longmeadow	606445	RESURFACING & RELATED WORK ON CONVERSE STREET, FROM LAUREL STREET TO DWIGHT STREET (2.04 MILES)	25/75	\$1,585,760	6 6.05
	Southampton	604653	REHABILITATION OF EAST STREET - FROM COLLEGE HIGHWAY EASTERLY TO COUNTY ROAD (2.6 MILES)	25	\$5,022,200	6 6.03
	Belchertown	604692	RECONSTRUCTION ON SOUTH MAIN STREET & NORTH WASHINGTON STREET FROM SOUTH MAIN ST TO THE INTERSECTION OF NORTH LIBERTY (2.08 MILES)	25	\$3,740,430	6 5.63
	Goshen	602888	Route 9 reconstruction	25	\$6,500,000	6 5.62
	Springfield	605385	Roosevelt Ave. @ Island Pond Rd and Roosevelt Ave @ Alden Street	25	\$1,529,817	5 5.47
	Granby/South Hadley	606664	Route 116 Resurfacing from Pearl Street to Amherst T.I.L.	25/75	\$1,654,636	3 3.07
	Goshen	605150	West Street Reclamation	25	\$2,513,272	3 2.90
2014 SW-ENH	Amherst-Hadley-Northampton-Southampton	605144	SIDEWALK & WHEELCHAIR RAMP CONSTRUCTION ON ROUTES 5, 9, & 10	25	\$2,082,538	0 0.00

Table 9: Projects Awaiting Design and Funds (Appendix Z) (Cont.)

Current TIP Year	Community	SID	Project Name	Design	Estimated Cost (TFPC)	TEC Score
	Holland	604962	RESURFACING & RELATED WORK ON BRIMFIELD ROAD, FROM THE BRIMFIELD/HOLLAND T.L. TO THE INTERSECTION OF STAFFORD STREET (2.3 MILES)	25	\$1,300,000	0 0.00
	West Springfield	604746	BRIDGE REPLACEMENT, W-21-006, CSX RAILROAD OVER UNION STREET	0	\$30,000,000	11 11.12
	Agawam	603372	RECONSTRUCTION ON ROUTE 5 CONNECTOR TO ROUTE 57, INCLUDES A-05-013 & A-05-014	0	\$11,670,939	9 9.10
	Westfield	603449	ROUTE 20 ACCESS IMPROVEMENTS ON COURT STREET & WESTERN AVENUE HPP \$2,503,688	0	\$3,360,000	9 8.97
2016 SW-CMAQ	Southwick	603477	Intersection Improvements at Four Locations on Route 57 (Feeding Hills Road)	0	\$2,910,000	8 7.75
	Northampton	604597	I-91 INTERCHANGE 19 IMPROVEMENTS AT ROUTE 9 AND DAMON RD	0	\$5,000,000	9 8.58
	Chicopee	604434	RECONSTRUCTION & RELATED WORK ON FULLER ROAD, FROM MEMORIAL DR (RTE 33) TO SHAWINIGAN DR (2.0 MILES)	0	\$6,210,000	9 8.57
2017	Agawam	604203	Route 187/57 Intersection Improvements	0	\$1,500,000	9 8.53
	Hadley	605881	RECONSTRUCTION ON ROUTE 9, FROM MIDDLE STREET (ROUTE 47) TO EAST OF MILL VALLEY ROAD (LOWE'S) (1.27 MILES)	0	\$6,900,000	8 8.12
	Holyoke	607256	RESURFACING & RELATED WORK ON HERITAGE STREET, FRONT STREET & DWIGHT STREET FROM MAPLE ST TO THE 1ST LEVEL CANAL (.54 MILES)	0	\$3,600,000	8 7.97
	Holyoke/West Springfield	604209	REHABILITATION OF ROUTE 5 (RIVERDALE ROAD) FROM I-91 INTERCHANGE 13 TO MAIN STREET IN HOLYOKE AND FROM ELM STREET TO NORTH ELM STREET IN WEST SPRINGFIELD (3.2 MILES)	0	\$2,880,000	8 7.82
	Palmer	601504	Route 32 Reconstruction from 765ft S/O Stimson St to 1/2mile S/O River St (Phase I)	0	\$3,197,000	8 7.58
	Holyoke	606903	Lower Westfield Road at I-91 Exit 15 Interchange Improvements	0	\$1,031,250	7 6.67
	Holyoke	606904	Intersection Improvements at Cherry Street and Exit 16 I-91	0	\$1,300,000	7 6.57

Table 9: Projects Awaiting Design and Funds (Appendix Z) (Cont.)

Current TIP Year	Community	SID	Project Name	Design	Estimated Cost (TFPC)	TEC Score
	Agawam	607316	RECONSTRUCTION OF ROUTE 187, FROM SOUTHWICK/SPRINGFIELD STREET TO ALLISON LANE (1.29 MILES - PHASE II)	0	\$5,562,610	6 6.08
2016	Agawam	600513	RECONSTRUCTION OF ROUTE 187 FROM 425 FT. SOUTH OF S. WESTFIELD STREET TO ROUTE 57 (0.3 MILES - PHASE I)	0	\$1,558,000	6 6.08
	Agawam	607317	Route 187 Reconstruction from Allison Ln to Westfield City Line, 1.69 miles(Phase III)	0	\$7,589,668	6 6.08
	Granby	606895	Route 202 Intersection Improvements 2 Locations @ 5 Corners and @ School Street	0	\$375,000	6 6.00
2016 SW-CMAQ	Holyoke	606450	High street and Maple Street Intersection Improvements	0	\$1,504,640	6 5.98
	Northampton	605048	IMPROVEMENTS ON ROUTE 5 (MOUNT TOM ROAD) - FROM .01 MILES NORTH OF BRIDGE E-5-4 OVER THE MANHAN RIVER TO 850' SOUTH OF RTE I-91 NB EXIT 18 RAMP (.85 MILES)	0	\$2,000,000	6 5.82
	Southwick	604155	RESURFACING & RELATED WORK ON ROUTE 10/202, COLLEGE HIGHWAY (NORTHERLY SECTION) FROM THE WESTFIELD/SOUTHWICK T.L. TO TANNERY ROAD (1.4 MILES)	0	\$3,100,000	6 5.80
	Southwick	604153	RESURFACING & RELATED WORK ON ROUTE 10/202 (COLLEGE HIGHWAY - SOUTHERLY SECTION) FROM 0.2 MILES SOUTH OF ROUTE 57, WEST TO THE CT STATE LINE (4.2 MILES)	0	\$5,040,000	6 5.77
	Holyoke	606156	Reconstruction I-91 SB interchange 17 at Route 141	0	\$2,441,580	6 5.70
	Longmeadow	607430	RESURFACING & RELATED WORK ON LONGMEADOW STREET (ROUTE 5), FROM THE CT S.L. TO CONVERSE STREET (2.88 MILES)	0	\$1,879,780	6 5.68
	Belchertown/Granby	604819	Route 202 Resurfacing E/O 5 Corners to Route 21 in Belchertown (7.1miles)	0	\$5,000,000	6 5.63
	Southwick	606141	RECONSTRUCTION OF FEEDING HILLS ROAD (ROUTE 57), FROM COLLEGE HIGHWAY TO THE AGAWAM T.L.	0	\$4,080,000	5 5.13
	Hadley	602796	RECONSTRUCTION OF SOUTH MAPLE STREET, FROM ROUTE 9 (RUSSELL STREET) SOUTHERLY TO BAY ROAD, INCLUDES REHAB OF H-01-006 (2.7 MILES)	0	\$5,000,000	5 4.93

Table 9: Projects Awaiting Design and Funds (Appendix Z) (Cont.)

Current TIP Year	Community	SID	Project Name	Design	Estimated Cost (TFPC)	TEC Score
	Williamsburg	607231	Reconstruction of High Street and Mountain Street	0	\$3,600,000	4 4.42
	Palmer	603873	RESURFACING & RELATED WORK ON ROUTE 20 - FROM EAST OF RTE 32 INTERSECTION EASTERLY TO MM 81.7 (2.0 MILES)	0	\$1,200,000	4 4.40
	Cumington	606417	Route 9 Retaining Wall Repair	0	\$2,500,000	4 4.40
	Cumington	606797	Route 9 Retaining Wall	0	\$1,600,000	4 4.40
	Palmer	607372	Route 32 Reconstruction from 1/2mile S/O River St to Ware T.L. (Phase II)	0	\$7,848,750	4 4.38
	Northampton	605896	RESURFACING & RELATED WORK ON ROUTE 5, FROM I-91 (NB ON-RAMP) TO HOLYOKE STREET (.77 MILES)	0	\$2,160,000	4 4.33
	Wales	605669	PEDESTRIAN ACCESS IMPROVEMENTS & RELATED WORK ON ROUTE 19	0	\$312,500	4 4.30
	South Hadley	606452	RESURFACING & RELATED WORK ON ROUTE 116 (AMHERST ROAD), FROM WOODBRIDGE STREET TO PEARL STREET	0	\$1,630,070	4 4.22
	Worthington	606912	Route 143 Reconstruction and Related Work	0	\$7,560,000	4 4.22
	Amherst / Pelham	606230	RESURFACING & RELATED WORK ON ROUTE 9 FROM SOUTHEAST ST IN AMHERST THROUGH PELHAM TO THE BELCHERTOWN T.L. (2.2 MILES)	0	\$1,800,000	4 4.10
	Monson - Palmer	606663	Route 32 Resurfacing from CT S.L. to MM4.1 and MM8.2 to Route 20 (MM 8.8)	0	\$1,800,000	4 3.52
	Ware	603874	Resurfacing and Related Work Route 9 from Belchertown T.L. to Monson Turnpike Road (2.1 Miles)	0	\$1,012,957	3 3.03
	Agawam	606160	SIDEWALK CONSTRUCTION ON ROUTE 159 (MAIN STREET), FROM CONNECTICUT S.L. TO WOODCLIFF AVENUE	0	\$412,500	3 2.68
2014	Northampton	606665	RESURFACING AND RELATED WORK ON ROUTE 10, FROM MM 24.8 NORTHERLY TO MM 25.1 AT EARLE STREET	0	\$150,000	1 0.70
	Chicopee	606892	Bridge Slope Improvements 1-391 of Chicopee River	0	\$188,190	0 0.00
			STP Total		\$272,227,705	

Table 10: Projects Awaiting Design and Funds (Appendix Z) (Cont.) High Priority Project Listing (HPP)

Project Description	City/Town	Project ID	Funding	Fed. Funds	State Funds	Total	Notes
Route 20 Access Improvements on Court Street & Western Avenue This reconstruction project on city-owned streets begins at Court Street at the intersection of Mill and High Street, and runs 0.2 miles westerly to Western Avenue, then westerly 2.25 miles to the intersection of Bates Road. The project will include traffic signal installation at Lloyd's Hill and an upgrade at Mill and High Streets	Westfield	603449	HPP-4287	\$2,002,950	\$500,738	\$2,503,688	
Route 32 Ware Road Reconstruction (\$22,854,850)	Palmer	601504	HPP-4287	\$2,303,744	\$575,936	\$2,879,680	#602844 was advertised on 9/30/06; #604443 was advertised on 8/8/09
		602844;					
		604443;					
Design and construction of Southwick and Westfield Rail Trail	Southwick/Westfield	603783	HPP-1656	\$1,857,506	\$464,377	\$46,779	#604451 was advertised on 9/1/2007
*Construct Access roads to Hospital Hill (\$1,652,818)	Northampton	604451	HPP-158	\$302,865	\$75,716	\$378,581	#604447 was advertised on 9/22/07
*State St. Corridor Redevelopment Project (\$18,052,897)	Springfield	604447	HPP-217	\$899,056	\$224,764	\$1,123,820	#602338 was advertised on 12/6/2008
*Design and construct 1.5 mile Red Stone Rail Trail(\$1,112,074)	East Longmeadow	602338	HPP-578	\$224,764	\$56,191	\$280,955	#604822 was advertised on 9/8/2007
*Intersection improvements Memorial Park II - Roosevelt Ave. (\$2,310,853)	Springfield	604822	HPP-836	\$149,843	\$37,461	\$187,304	
Design north and southbound ramps on I-91 at Exit 19 (\$15,000,000)	Northampton	604597	HPP-847	\$224,764	\$56,191	\$280,955	
Upgrade Route 9 - Calvin Coolidge bridge (1998) (\$31,840,515)	Hadley	124913	HPP - 862	\$83,828	\$20,957	\$104,785	#124913 was advertised on 9/30/2000
Total Project Cost				\$8,049,320	\$2,012,330	\$10,061,650	
Earmarks located in Appendix Z will remain un-programmed until full project funding is available							

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

V. Transit Project Listing for FFY 2014-2017

The following is a complete listing of programmed transit projects for FFY 2014-2017

Table 11: FFY 2014 Transit Project Information

FTA Program	Transit Agency	FTA Activity Line Item	Project Description	Carryover or Earmark Detail	Federal Funds	RTACAP	MAP	ITCCAP	TDC	SCA	Local Funds	Total Cost
5307												
5307	Pioneer Valley Transit Authority (PVRTA)	116220	Rehab/Renovation: Misc Communications		\$660,613	\$165,154	\$0	\$0	\$0	\$0	\$0	\$825,767
5307	Pioneer Valley Transit Authority (PVRTA)	114206	Rehab/Renovation: Shop Equipment		\$100,010	\$25,002	\$0	\$0	\$0	\$0	\$0	\$125,012
5307	Pioneer Valley Transit Authority (PVRTA)	114409	Rehab/Renovation: Surveillance/Security		\$329,898	\$82,474	\$0	\$0	\$0	\$0	\$0	\$412,372
5307	Pioneer Valley Transit Authority (PVRTA)	114220	Rehab/Renovation: Communications Systems (ITS)		\$1,675,927	\$428,982	\$0	\$0	\$0	\$0	\$0	\$2,104,909
5307	Pioneer Valley Transit Authority (PVRTA)	117C00	ADA Operating Projects		\$1,316,411	\$0	\$0	\$0	\$0	\$282,103	\$47,000	\$1,645,514
5307	Pioneer Valley Transit Authority (PVRTA)	114220	Rehab/Renovations: Northampton Offices		\$24,000	\$6,000	\$0	\$0	\$0	\$0	\$0	\$30,000
5307	Pioneer Valley Transit Authority (PVRTA)	114402	Rehab/Renovations: Northampton		\$631,574	\$0	\$0	\$0	\$126,315	\$0	\$0	\$631,574
5307	Pioneer Valley Transit Authority (PVRTA)	114402	Rehab/Renovations: UMass		\$115,716	\$0	\$0	\$0	\$23,144	\$0	\$0	\$115,716
5307	Pioneer Valley Transit Authority (PVRTA)	114402	Rehab/Renovation: SATCO, Year 1		\$1,487,688	\$0	\$0	\$0	\$297,538	\$0	\$0	\$1,487,688
5307	Pioneer Valley Transit Authority (PVRTA)	119206	Purch bicycle access equip for shelters and buses		\$8,000	\$2,000	\$0	\$0	\$0	\$0	\$0	\$10,000
5307	Pioneer Valley Transit Authority (PVRTA)	119208	Purchase solar lighting for bus stops		\$12,000	\$3,000	\$0	\$0	\$0	\$0	\$0	\$15,000
5307	Pioneer Valley Transit Authority (PVRTA)	119209	Purchase interactive ADA accessible kiosk for info		\$70,640	\$17,660	\$0	\$0	\$0	\$0	\$0	\$88,300
5307	Pioneer Valley Transit Authority (PVRTA)	114211	Rehab/Renovation: Support Vehicles (2)		\$108,149	\$27,037	\$0	\$0	\$0	\$0	\$0	\$135,186
5307	Pioneer Valley Transit Authority (PVRTA)	114211	Rehab/Renovation: Support Vehicles (4)		\$89,600	\$22,400	\$0	\$0	\$0	\$0	\$0	\$112,000
5307	Pioneer Valley Transit Authority (PVRTA)	111215	Purchase - Replacement: Vans (28)		\$1,208,000	\$302,000	\$0	\$0	\$0	\$0	\$0	\$1,510,000
5307	Pioneer Valley Transit Authority (PVRTA)	442301	Planning		\$248,000	\$0	\$0	\$0	\$0	\$62,000	\$0	\$310,000
5307	Pioneer Valley Transit Authority (PVRTA)	117A00	Preventive Maintenance		\$4,500,000	\$0	\$0	\$0	\$0	\$1,125,000	\$0	\$5,625,000
Subtotal					\$12,586,226	\$1,081,709	\$0	\$0	\$446,997	\$1,469,103	\$47,000	\$15,184,038
5309					Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Federal Aid Regional Project Listing (Transit)

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Table 12: FFY 2015 Transit Project Information

FTA Program ▼	Regional Transit Authority ▼	Project	Description ▼	FTA Scope & Activity Line Item Codes	Carryover or Earmark Details ▼	Federal Funds ▼	State Match Sources				RTA Funds ▼	Total Cost ▼
							RTACAP ▼	MAP ▼	ITCCAP ▼	TDC ▼	SCA ▼	
5307	PVTA	Purchase - Replacement: Buses, 40' (8)		111201		\$ 2,248,061	\$ 562,015					\$ 2,810,076
5307	PVTA	Rehab/Renovation: Support Vehicles (3)		114211		\$ 72,000	\$ 18,000					\$ 90,000
5307	PVTA	Rehab/Renovation: Shop Equipment		114206		\$ 68,000	\$ 17,000					\$ 85,000
5307	PVTA	Transit Enhancements: Shelters		119302		\$ 16,000	\$ 4,000					\$ 20,000
5307	PVTA	Transit Enhancements: Signs/Lighting		119308		\$ 12,000	\$ 3,000					\$ 15,000
5307	PVTA	Rehab/Renovation: Communications Systems (ITS)		114220		\$ 2,014,609	\$ 503,652					\$ 2,518,261
5307	PVTA	Rehab/Renovation: Misc. Communications		116220		\$ 481,599	\$ 120,400					\$ 601,999
5307	PVTA	Rehab/Renovation: SATCO, Year 2		114402		\$ 600,000	\$ 150,000					\$ 750,000
5307	PVTA	Planning		442301		\$ 200,000					\$ 50,000	\$ 250,000
5307	PVTA	ADA Operating Projects		117C00		\$ 1,139,697					\$ 284,924	\$ 1,424,621
5307	PVTA	Preventive Maintenance		117A00		\$ 4,545,000					\$ 1,136,250	\$ 5,681,250
5307 Subtotal ▶						\$ 11,396,965	\$ 1,378,067	\$ -	\$ -	\$ -	\$ 1,471,174	\$ 14,246,207
5339	PVTA	Rehab/Renovations: Northampton		114402		\$ 640,000	\$ 160,000					\$800,000
5339	PVTA	Rehab/Renovation: Misc. Communications		116220		\$ 136,509	\$ 34,127					\$170,636
5339 Subtotal ▶						\$ 776,509	\$ 194,127	\$ -	\$ -	\$ -	\$ -	\$ 970,636
SOG	PVTA	Construction:Springfield O&M, Year 2		113301		-	\$13,500,000					\$ 13,500,000
SOG	PVTA	Purchase - Replacement: Buses, 40' (8)		111201		-	\$ 1,584,924					\$ 1,584,924
SOG	PVTA	Rehab/Renovation: Misc. Communications		116220		-	\$ 555,615					\$ 555,615
SOG	PVTA	Rehab/Renovation: Surveillance/Security		114409		-	\$ 1,300,000					\$ 1,300,000
SOG	PVTA	Construction: Westfield, Year 2		114403		-	\$ 700,000					\$ 700,000
SOG	PVTA	Rehab/Renovations: UMass, Year 1		114402		-	\$ 2,500,000					\$ 2,500,000
Total SOGR Need						-	20,140,539	-	-	-	-	20,140,539
Expansion	PVTA	Purchase - Replacement: Buses, 40' (10)		111301		-	\$ 6,500,000					\$ 6,500,000
Expansion	PVTA	Construction: Westfield, Year 2		113301		-	\$ 4,300,000					\$ 4,300,000
Expansion	PVTA	Purchase - Replacement: Vans (10)		111216		-	\$ 300,000					\$ 300,000
Total Expansion Need						-	11,100,000	-	-	-	-	11,100,000
Grand Total						\$12,173,474	\$32,812,733	\$0	\$0	\$0	\$0	\$46,457,382
Total In MassDOT Plan (No Expansion)												
Variance (Should Equal Expansion Needs)												
SCA	PVTA											\$17,174,511

Project under the Expansion section do not have an identified funding source as of May 29, 2013

Table 13: FFY 2016 Transit Project Information

FTA Program ▼	Regional Transit Authority ▼	Project	Description ▼	FTA Scope & Activity Line Item Codes	Carryover or Earmark Details ▼	Federal Funds ▼	State Match Sources					RTA Funds ▼	Total Cost ▼
							RTACAP ▼	MAP ▼	ITCCAP ▼	TDC ▼	SCA ▼		
5307	PVTA	Purchase - Replacement: Vans (3)		111215		\$ 320,000	\$ 80,000					\$400,000	
5307	PVTA	Rehab/Renovation: Support Vehicles (3)		114211		\$ 120,000	\$ 30,000					\$150,000	
5307	PVTA	Rehab/Renovation: Shop Equipment		114206		\$ 341,600	\$ 85,400					\$427,000	
5307	PVTA	Transit Enhancements: Shelters		119302		\$ 120,000	\$ 30,000					\$150,000	
5307	PVTA	Transit Enhancements: Signs/Lighting		119308		\$ 80,000	\$ 20,000					\$100,000	
5307	PVTA	Rehab/Renovation: Communications Systems (ITS)		114220		\$ 1,995,410	\$ 498,853					\$2,494,263	
5307	PVTA	Rehab/Renovation: Misc. Communications		116220		\$ 1,336,440	\$ 334,110					\$1,670,550	
5307	PVTA	Rehab/Renovation: Surveillance/Security		114409		\$ 400,000	\$ 100,000					\$500,000	
5307	PVTA	Rehab/Renovations: Northampton		114402		\$ 360,000	\$ 90,000					\$450,000	
5307	PVTA	Rehab/Renovations: UMass, Year 2		114402		\$ 95,941	\$ 23,985					\$119,926	
5307	PVTA	Rehab/Renovation: SATCO		114402		\$ 400,000	\$ 100,000					\$500,000	
5307	PVTA	Planning		442301		\$ 200,000					\$ 50,000	\$250,000	
5307	PVTA	ADA Operating Projects		117C00		\$ 1,151,094					\$ 287,773	\$1,438,867	
5307	PVTA	Preventive Maintenance		117A00		\$ 4,590,450					\$ 1,147,613	\$5,738,063	
5307 Subtotal ▲						\$ 11,510,935	\$ 1,392,348	\$ -	\$ -	\$ -	\$ 1,485,386	\$14,388,668	
5339	PVTA	Rehab/Renovations: UMass, Year 2		114402		\$ 784,274	\$ 196,069					\$980,343	
5339 Subtotal ▲						\$ 784,274	\$ 196,069	\$ -	\$ -	\$ -	\$ -	\$ 980,343	
SOGR	PVTA	Construction:Springfield O&M, Year 3		113301		-	\$ 60,000,000					\$60,000,000	
SOGR	PVTA	Rehab/Renovation: Communications Systems (ITS)		114220		-	\$ 287,774					\$ 287,774	
SOGR	PVTA	Rehab/Renovations: Northampton		114402		-	\$ 300,000					\$ 300,000	
SOGR	PVTA	Rehab/Renovations: UMass, Year 2		114402		-	\$ 399,731					\$ 399,731	
Total SOGR Need						-	60,987,505	-	-	-	-	60,987,505	
Expansion	PVTA	Construction: Northampton, Year 1		113101		-	\$ 200,000					\$ 200,000	
Expansion	PVTA	Purchase - Expansion: Buses (8)		111306		-	\$ 7,800,000					\$ 7,800,000	
Expansion	PVTA	Purchase - Expansion: Vans		111315		-	\$ 625,000					\$ 625,000	
Expansion	PVTA	Transit Enhancements: Shelters		119302		-	\$ 100,000					\$ 100,000	
Expansion	PVTA	Transit Enhancements: Signs/Lighting		119308		-	\$ 50,000					\$ 50,000	
Expansion	PVTA	Transit Enhancements: Bike Storage Racks		119306		\$ 475,000						\$ 475,000	
Expansion	PVTA	Construction: Communications Systems		116302		\$ 201,000						\$ 201,000	
Expansion	PVTA	Rehab/Renovation: Misc. Communications		116320		\$ 66,000						\$ 66,000	
Expansion	PVTA	Construction: Surveillance/Security		114309		\$ 33,000						\$ 33,000	
Expansion	PVTA	Rehab/Renovation: Support Vehicles (3)		114311		-	\$ 150,000					\$ 150,000	
Expansion	PVTA	Construction: Shop Equipment		114306		-	\$ 100,000					\$ 100,000	
Expansion	PVTA	Purchase - Replacement: Vans (3)		111216		-	\$ 350,000					\$ 350,000	
Total Expansion Need						-	10,150,000	-	-	-	-	10,150,000	
Grand Total						\$12,295,209	\$72,725,921	\$0	\$0	\$0	\$1,485,386	\$86,506,516	
Total In MassDOT Plan (No Expansion)												\$76,356,516	
Variance (Should Equal Expansion Needs)												\$10,150,000	
SCA	PVTA											\$17,174,511	

Table 14: FFY 2017 Transit Project Information

FTA Program ▼	Regional Transit Authority ▼	Project	Description ▼	FTA Scope & Activity Line Item Codes	Carryover or Earmark Details ▼	Federal Funds ▼	RTACAP ▼	State Match Sources				RTA Funds ▼	Total Cost ▼	
								MAP ▼	ITCCAP ▼	TDC ▼	SCA ▼			
5307	PVTA	Purchase - Replacement: Vans (4)		111215		\$ 672,000	\$ 168,000						\$840,000	
5307	PVTA	Purchase - Replacement: Vans (5)		111216		\$ 168,000	\$ 42,000						\$210,000	
5307	PVTA	Rehab/Renovation: Support Vehicles (5)		114211		\$ 120,000	\$ 30,000						\$150,000	
5307	PVTA	Rehab/Renovation: Shop Equipment		114406		\$ 400,000	\$ 100,000						\$500,000	
5307	PVTA	Transit Enhancements: Shelters		119302		\$ 20,000	\$ 5,000						\$25,000	
5307	PVTA	Transit Enhancements: Signs/Lighting		119308		\$ 8,000	\$ 2,000						\$10,000	
5307	PVTA	Rehab/Renovation: Communications Systems (ITS)		114220		\$ 1,806,113	\$ 451,528						\$2,257,641	
5307	PVTA	Rehab/Renovation: Misc. Communications		116220		\$ 992,972	\$ 248,243						\$1,241,215	
5307	PVTA	Rehab/Renovation: Surveillance/Security		114409		\$ 320,000	\$ 80,000						\$400,000	
5307	PVTA	Rehab/Renovations: Northampton Year 4		114402		\$ 500,000	\$ 125,000						\$625,000	
5307	PVTA	Rehab/Renovations: UMass, Year 3		114402		\$ 600,000	\$ 150,000						\$750,000	
5307	PVTA	Planning		442301		\$ 220,000					\$ 55,000		\$275,000	
5307	PVTA	ADA Operating Projects		117C00		\$ 1,162,604					\$ 290,651		\$1,453,256	
5307	PVTA	Preventive Maintenance		117A00		\$ 4,636,354					\$ 1,159,089		\$5,795,443	
5307 Subtotal ▶						\$ 11,626,044	\$ 1,401,771	\$ -	\$ -	\$ -	\$ -	\$ 1,504,740	\$14,532,555	
5339	PVTA	Rehab/Renovations: Northampton, Year 4		114402		\$ 700,000	\$ 175,000						\$875,000	
5339	PVTA	Rehab/Renovations:Holyoke , Year 4		114401	114401	-	\$ 115,146						\$115,146	
5339 Subtotal ▶						\$ 700,000	\$ 290,146	\$ -	\$ -	\$ -	\$ -	\$ 990,146		
SOGR	PVTA	Rehab/Renovation: Communications Systems (ITS)		114220		-	\$ 890,399						890399	
SOGR	PVTA	Rehab/Renovation: SATCO		114402		-	\$ 5,750,000						5750000	
SOGR	PVTA	Rehab/Renovations:Holyoke		114402		-	\$ 34,854						34854	
Total SOGR Need						-	6,675,253	-	-	-	-	-	6,675,253	
Expansion	PVTA	Construction: Northampton, Year 2		113309		-	\$ 1,000,000						1000000	
Expansion	PVTA	Purchase - Expansion: Buses (8)		111306		-	\$ 7,920,000						7920000	
Expansion	PVTA	Construction: Surveillance/Security		114309		-	\$ 400,000						400000	
Expansion	PVTA	Purchase - Replacement: Buses, 35' (3)		111302	114401	-	\$ 1,600,000						1600000	
Expansion	PVTA	Purchase - Replacement: Buses, 40' (4)		111301		-	\$ 2,880,000						2880000	
Expansion	PVTA	Construction: Communications Systems		116302		-	\$ 1,306,500						1306500	
Expansion	PVTA	Rehab/Renovation: Misc. Communications		116302		-	\$ 429,000						429000	
Total Expansion Need						-	15,535,500	-	-	-	-	-	15,535,500	
Grand Total						\$12,326,044	\$23,902,670	\$0	\$0	\$0	\$0	\$1,504,740	\$37,733,454	
Total In MassDOT Plan (No Expansion)													\$22,197,954	
Variance (Should Equal Expansion Needs)													0	\$15,535,500
SCA	PVTA												\$17,174,511	

Project under the Expansion section do not have an identified funding source as of May 29, 2013

VI. STATEWIDE FEDERAL AID PROJECT LISTING

The MassDOT provided each planning agency a listing of statewide items anticipated for FFY 2014 to 2017. These items are to be funded separately from the regional TIP program. This information is provided in the following Tables.

FFY 2014 State Transportation Improvement Program - Commonwealth of Massachusetts

MassDOT
Project ID
▼ MPO ▼ Municipality
Name ▼
Federal Aid Target Projects

District
▼ MassDOT Project Description ▼

Total

Funding
Source ▼

Programmed
Funds ▼

Federal
Funds ▼

Non-Federal
Funds ▼

Additional
Information ▼

Transportation Alternatives Program

604532	Boston	Acton etc	Acton- Carlisle- Westford- Bruce Freeman Rail Trail (Phase I- A)	3	STP-TE	\$11,090,000	\$8,872,000	\$2,218,000	Total Project Cost now \$11,090,000.75 Additional funds to cover cost overrun will be CMAQ
605720	Merrimack Valley	Haverhill	Haverhill- Riverwalk Construction (Bradford Section) From Route 125 To County Road	4	STP-TE	\$2,410,718	\$1,928,574	\$482,144	(Construction) TEC = 5.32 out of 18. (C)
605181	Merrimack Valley	Methuen	Methuen- Interchange Reconstruction On I-93 At Route 110/113 Rotary, Including Removal Of M-17-017 & M-17-018, Rehab Of M-17-007 & New Bridge Construction Of M-17-040	4	STP-TE -AC	\$458,334	\$366,667	\$91,667	Total Project Cost = \$59,892,000 FY 2013, 2014 & 2015 Statewide CMAQ & TE - 2013 HRP #2434 (2005) + 2013 IM (2010 Discretionary) + FY 2013 and FY 2015 STP, CMAQ & HSIP + FY 2014 STP + HSIP (Construction). TEC = 9.63 out of 18. (C)
605144	Pioneer Valley	Amherst etc	Amherst-Northampton-Southampton-West Brookfield, Sidewalks & Wheelchair Ramp Construction on Routes 5, 9 and 10	2	STP-TE	\$1,600,000	\$1,280,000	\$320,000	
606669	Merrimack Valley	Amesbury	Statewide Transportation Enhancements Sub-Total		STP-TE	\$15,559,052	\$12,447,242	\$3,111,810	Total Project Cost = \$1,800,000 in 2012 dollars, = 1,944,000 in 2014 dollars. FY 2014 CMAQ + FY 2014 TE (STP) (Construction) TEC = 5.42 out of 18. (C)
606636	Moutachusett	Attol	Amesbury- Powwow Riverwalk Construction, From Main Street To Water Street, Includes Ped Bridge A-07-034 (Phase I)	4	STP-TE	\$1,058,089	\$848,471	\$211,618	Total Cost = \$72,800 Adjusted for YOE by 4%; Non Adjusted Total Cost = \$70,000; TEC 4.48 of 18; Landscane & Roadside Development, Prelim Desim
			Attol- Scenic Byway Access & Overlook Construction.	2	STP-TE	\$72,800	\$58,240	\$14,560	
			Regional Transportation Enhancements Sub-Total			\$1,130,889	\$906,711	\$226,178	
607447	Boston	Malden	Malden- Safe Routes To School (Beale)	4	TAP	\$ 577,500	\$ 462,000	\$ 115,500	
607441	Boston	Manchester	Manchester- Safe Routes To School (Memorial Elementary)	5	TAP	\$ 625,000	\$ 500,000	\$ 125,000	
607449	Boston	Westwood	Westwood- Safe Routes To School (Downey Elementary)	6	TAP	\$ 686,250	\$ 549,000	\$ 137,250	
607452	Pioneer Valley	Springfield	Springfield - Safe Routes To School (Alice Beal)	2	TAP	\$ 388,750	\$ 311,000	\$ 77,750	
N/A	Statewide	Statewide	SRTS - Education		SRTS	\$ 824,607	\$ 824,607	\$ -	
N/A	Statewide	Statewide	SRTS - Planning & Design		TAP	\$ 600,893	\$ 480,714	\$ 120,179	
			Statewide Safe Routes To Schools			\$3,703,000	\$3,127,321	\$575,679	
			Recreational Trails Total			\$1,000,000	\$800,000	\$200,000	
			Transportation Alternatives Total			\$21,392,941	\$17,279,274	\$4,113,667	

Project estimated total costs are BY YEAR OF EXPENDITURE (YOE), for years 2015-2017 an annual inflation rate of 4% is assumed.

FFY 2016 State Transportation Improvement Program - Commonwealth of Massachusetts

MassDOT Project ID	MPO ▼	Municipality Name ▼	MassDOT Project Description ▼	District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
Federal Aid Target Projects									
Transportation Alternatives Program									
605020	Merrimack Valley	Bosford	Bosford - Salisbury Multi-Use Trail	4	TAP	3,850,000	3,080,000	770,000	IFPC = \$26,270,248. This item is for the Salisbury Section Only
602812	Pioneer Valley	Chicopee	Chicopee- Chicopee River Riverwalk Multi-Use Path Construction, From Grape Street To Front Street (Near Ellerton Street)	2	TAP	1,785,780	1,428,024	357,756	
603783	Pioneer	Westfield	Westfield- Columbia Greenway Rail Trail Construction (Center	2	TAP	6,784,162	5,427,330	1,356,832	
603730	Pioneer	West Springfield	West Springfield- Connecticut Riverwalk & Blueway Extension	2	TAP	1,640,735	1,312,589	328,147	
			Statewide TAP Sub-Total			\$14,060,678	\$11,248,542	\$2,812,136	
Transportation Alternatives Program									
TBD	Boston	Watertown	Watertown - Safe Routes To School (Homer Elementary)	6	TAP	\$ 650,000	\$ 520,000	\$ 130,000	
TBD	Boston	Everett	Everett - Safe Routes To School (Madeline English)	4	TAP	\$ 650,000	\$ 520,000	\$ 130,000	
TBD	Boston	Revere	Revere - Safe Routes To School (Garfield Elem & Middle)	4	TAP	\$ 650,000	\$ 520,000	\$ 130,000	
N/A	Statewide	Statewide	SRTS - Education		SRTS	\$ 904,283	\$ 904,283	-	
N/A	Statewide	Statewide	SRTS - Planning & Design and selected schools		TAP	\$ 800,000	\$ 640,000	\$ 160,000	
			Statewide Safe Routes To Schools			\$3,654,283	\$3,104,283	\$550,000	
			Recreational Trail Total			\$1,000,000	\$800,000	\$200,000	
			Transportation Alternatives Total			\$18,714,961	\$14,552,825	\$4,162,136	

Project estimated total costs are BY YEAR OF EXPENDITURE (YOE), for years 2013-2015 an annual inflation rate of 4% is assumed.

701 CMR 7.00 Use of Road Flaggers and Police Details on Public Works Projects / 701 CMR 7.00 (the Regulation) was promulgated and became law on October 3, 2008. Under this Regulation, the CMR is applicable to any Public works Project that is

MassDOT Project ID	Municipality	District	Funding	Total Programmed	Federal Funds	Non-Federal Funds	Additional Information
▼	▼	▼	▼	▼	▼	▼	▼
MassDOT Project ID	Municipality	District	Funding	Total Programmed	Federal Funds	Non-Federal Funds	Additional Information
▼	▼	▼	▼	▼	▼	▼	▼

Project estimated total costs are BY YEAR OF EXPENDITURE (YOE), for years 2013-2015 an annual inflation rate of 4% is assumed.

701 CMR 7.00 Use of Road Flaggers and Police Details on Public Works Projects / 701 CMR 7.00 (the Regulation) was promulgated and became law on October 3, 2008. Under this Regulation, the CMR is applicable to any Public works Project that is

POTENTIAL FFY 2014 THROUGH 2017 MASSDOT HIGHWAY DIVISION CMAQ PROJECTS

NO.	DESCRIPTION	D	REGION	TFPCC	CMAQ COST	YEAR	2014	2015	2016	2017
PROGRAM/NON-PROJECT ITEMS										
	MassRides -- Travel Options Program		Statewide			2013 - 2017	\$2,618,805	\$2,689,512	\$2,762,128	\$2,836,705
	Vanpools		Statewide			2012 2013 2014	\$562,000			
	Truck Stop Electrification		Statewide			2014 2015	\$500,000	\$500,000		
	Alternative Fuel Vehicles		Statewide			2013 2014	\$3,141,195			
2014 - CURRENT STATEWIDE PROJECTS										
<u>603462</u>	DUXBURY- INTERSECTION IMPROVEMENTS @ KINGSTOWN WAY (ROUTE 53) & WINTER STREET	5	Boston	\$1,097,698	\$1,097,698	2014	\$1,141,606			
<u>604432</u>	WINCHENDON- MULTI-USE TRAIL CONSTRUCTION (NORTH CENTRAL PATHWAY - PHASE V) INCLUDES W-39-023, W-39-024 & W-39-028	2	Montachusett	\$2,151,296	\$340,000	2014	\$353,600			
<u>601019</u>	WINCHESTER- SIGNAL & IMPROVEMENTS AT 4 LOCATIONS ON CHURCH STREET & ROUTE 3 (CAMBRIDGE STREET)	4	Boston	\$3,985,903	\$3,985,903	2014	\$4,145,339			
604532	ACTON- CARLISLE- WESTFORD- BRUCE FREEMAN RAIL TRAIL EXTENSION, INCLUDING 6 RAILROAD BRIDGES (PHASE II-A)	4	Boston	\$11,102,609	\$2,300,000	2014	\$2,300,000			
2015 - CURRENT STATEWIDE PROJECTS										
<u>606055</u>	DISTRICT 5- TRAFFIC SIGNAL CONTROLLER CABINET & MISCELLANEOUS MATERIALS PURCHASE & INSTALLATION	5	Statewide	\$1,430,000	\$1,430,000	2015		\$1,487,200		

POTENTIAL FFY 2014 THROUGH 2017 MASSDOT HIGHWAY DIVISION CMAQ PROJECTS

NO.	DESCRIPTION	D	REGION	TFPC	CMAQ COST	YEAR	2014	2015	2016	2017
606054	DISTRICT 4- TRAFFIC SIGNAL CONTROLLER CABINET & MISCELLANEOUS MATERIALS PURCHASE & INSTALLATION	4	Statewide	\$1,238,085	\$1,238,085	2015		\$1,287,608		
606555	NORTHAMPTON- ROUNDABOUT CONSTRUCTION AT INTERSECTION ROUTES 5/10 (NORTH KING STREET) & HATFIELD STREET	2	Pioneer Valley	\$2,917,000	\$2,917,000	2015		\$2,917,000		
604531	ACTION- MAYNARD- ASSABET RIVER RAIL TRAIL CONSTRUCTION, INCLUDES 2 BRIDGES	4	Boston	\$4,501,362	\$4,501,362	2015		\$4,501,362		
2016 – CURRENT STATEWIDE PROJECTS										
606107	DISTRICT 6- SCHEDULED & EMERGENCY TRAFFIC SIGNAL REPAIRS AT VARIOUS LOCATIONS	6	Statewide	\$560,280	\$560,280	2016			\$627,514	
606026	DISTRICT 4- TRAFFIC SIGNAL REPLACEMENT & FIBER-OPTIC LED CONVERSION AT VARIOUS LOCATIONS	4	Statewide	\$1,680,000	\$1,680,000	2016			\$1,881,600	
606450	HOLYOKE- TRAFFIC SIGNAL UPGRADES AT 15 INTERSECTIONS ALONG HIGH & MAPLE STREETS	2	Pioneer Valley	\$1,504,680	\$1,504,680	2016			\$1,685,242	
601579	WAYLAND- SIGNAL & INTERSECTION IMPROVEMENTS AT ROUTE 27 (MAIN STREET) AND ROUTE 30 (COMMONWEALTH ROAD)	3	Boston	\$1,833,904	\$1,833,904	2016			\$2,053,972	
602165	STONEHAM- SIGNAL & INTERSECTION IMPROVEMENTS AT ROUTE 28/NORTH STREET	4	Boston	\$3,142,660	\$3,142,660	2016			\$3,519,779	
605679	TAUNTON- INTERSECTION IMPROVEMENTS @ ROUTE 140 (COUNTY STREET) & HART STREET	5	SE Mass	\$1,680,680	\$1,680,680	2016			\$1,882,362	
603477	SOUTHWICK- INTERSECTION IMPROVEMENTS AT FOUR LOCATIONS ON ROUTE 57 (FEEDING HILLS ROAD)	2	Pioneer Valley	\$2,160,000	\$2,160,000	2016			\$2,419,200	
605066	NORTHAMPTON- INTERSECTION IMPROVEMENTS AT PLEASANT STREET (STATE ROUTE 5) AND CONZ STREET	2	Pioneer Valley	\$1,357,643	\$1,357,643	2016			\$1,520,560	

POTENTIAL FFY 2014 THROUGH 2017 MASSDOT HIGHWAY DIVISION CMAQ PROJECTS

NO.	DESCRIPTION	D	REGION	TFPC	CMAQ COST	YEAR	2014	2015	2016	2017
602462	HOLLISTON- SIGNAL INSTALLATION AT ROUTE 16/126 AND OAK STREET	3	Boston	\$1,000,000	\$1,000,000	2016			\$1,120,000	
603251	WORCESTER- SIGNAL & INTERSECTION IMPROVEMENTS @ HOLDEN STREET, DRUMMOND AVENUE & SHORE DRIVE	3	Central MA	\$1,050,002	\$1,050,002	2016			\$1,176,002	
605367	TAUNTON- INTERSECTION IMPROVEMENTS AT THE HON. GORDON M. OWEN RIVERWAY & WILLIAMS STREET	5	SE Mass	\$1,500,000	\$1,500,000	2016			\$1,680,000	
605189	CONCORD- BRUCE FREEMAN RAIL TRAIL CONSTRUCTION, FROM COMMONWEALTH AVENUE TO POWDER MILL ROAD, INCLUDES 2 RAILROAD BRIDGES & 1 CULVERT (PHASE II-C)	4	Boston	\$5,532,584	\$5,532,584	2016			\$6,196,494	
602911	CHICOPEE- CONNECTICUT RIVERWALK & BIKEWAY CONSTRUCTION, FROM BOAT RAMP NEAR I-90 TO NASH FIELD (2.5 MILES)	2	Pioneer Valley	\$2,400,000	\$2,400,000	2016			\$2,688,000	
2017 - STATEWIDE PROJECTS										
605213	SPRINGFIELD- WILBRAHAM- RECONSTRUCTION OF BOSTON ROAD (ROUTE 20)	2	Pioneer Valley	\$8,683,580	\$8,683,580	2016			\$9,725,610	
606223	ACTION- CONCORD- BRUCE FREEMAN RAIL TRAIL CONSTRUCTION (PHASE II-B)	4	Boston	\$5,760,000	\$5,760,000	2017				\$6,681,600
607398	YARMOUTH- BARNSTABLE- CAPE COD RAIL TRAIL EXTENSION, FROM STATION AVENUE (YARMOUTH) TO ROUTE 132 (BARNSTABLE)	5	Cape Cod	\$6,000,000	\$6,000,000	2017				\$6,000,000
	LEE - BIKEWAY	1	Berkshire	\$3,000,000	\$3,000,000	2017				\$3,480,000
607411	TISBURY- BIKE & PEDESTRIAN IMPROVEMENTS ALONG BEACH ROAD, FROM THE TERMINATION OF THE EXISTING SHARED USE PATH WESTERLY TO THE FIVE CORNERS INTERSECTION	5	Martha's Vineyard	\$1,000,000	\$1,000,000	2017				\$1,160,000

POTENTIAL FFY 2014 THROUGH 2017 MASSDOT HIGHWAY DIVISION CMAQ PROJECTS

NO.	DESCRIPTION	D	REGION	TFPCC	CMAQ COST	YEAR	2014	2015	2016	2017
602929	HOLLISTON- MULTI-USE TRAIL CONSTRUCTION ON A SECTION OF THE UPPER CHARLES RAIL (2 MILES OF PROPOSED 2.7 MILES - PHASE I)	3	Boston	\$2,168,360	\$2,168,360	2017				\$2,515,298
MAJOR INFRASTRUCTURE PROJECTS										
605181	METHUEN- INTERCHANGE RECONSTRUCTION ON I-93 AT ROUTE 110/113 ROTARY, INCLUDING REMOVAL OF M-17-017 & M-17-018, REHAB OF M-17-007 & NEW BRIDGE CONSTRUCTION OF M-17-040	4	Merrimack Valley	\$59,892,000	\$53,100,000	2013-15	\$17,700,000	\$17,700,000		

FFY 2014 THROUGH 2017 ADA RETROFITS PROJECT LISTING

TARGET PROJECTS

FFY	PROJ. NO.	DESCRIPTION	TFPCC	YOE	FUNDING SOURCE
2014	<u>607032</u>	DISTRICT 4- ADA RETROFITS AT VARIOUS LOCATIONS	\$1,942,308	\$2,020,000	STP-TE
2015	<u>607033</u>	DISTRICT 5- ADA RETROFITS AT VARIOUS LOCATIONS	\$1,903,846	\$1,980,000	STP-TE
2016	<u>607035</u>	DISTRICT 1- ADA RETROFITS AT VARIOUS LOCATIONS	\$314,815	\$340,000	STP-Flex
2016	<u>607036</u>	DISTRICT 2- ADA RETROFITS AT VARIOUS LOCATIONS	\$685,185	\$740,000	STP-Flex
2016	<u>607038</u>	DISTRICT 3- ADA RETROFITS AT VARIOUS LOCATIONS	\$1,185,185	\$1,280,000	STP-Flex
2016	<u>607042</u>	DISTRICT 6- ADA RETROFITS AT VARIOUS LOCATIONS	\$1,518,519	\$1,640,000	STP-Flex
FFY	PROJ. NO.	DESCRIPTION	TFPCC	YOE	FUNDING SOURCE
2017	<u>607039</u>	DISTRICT 4- ADA RETROFITS AT VARIOUS LOCATIONS	\$1,803,571	\$2,020,000	STP-Flex
2017	<u>607041</u>	DISTRICT 5- ADA RETROFITS AT VARIOUS LOCATIONS	\$1,775,893	\$1,989,000	STP-Flex

FFY = PROPOSED FEDERAL FISCAL YEAR FOR THE OBLIGATION OF FEDERAL FUNDS (PROJECT ADVERTISING)

PROJ. NO. = PROJECT INFO NUMBER. IT IS REQUIRED THAT ALL PROJECTS IN FFY 2014 HAVE A PROJ. NO.

DESCRIPTION = THE DESCRIPTION NOTED IN PROJECT INFO

TFPCC = TOTAL FEDERAL PARTICIPATING CONSTRUCTION COST (INCLUDES CONTINGENCIES, CONSTRUCTION ENGINEERING, TRAFFIC POLICE, PARTICIPATING UTILITY COSTS, ETC.)

YOE = YEAR OF EXPENDITURE (FFY 2014 = TFPCC, FFY 2015 = TFPCC X 1.04, FFY 2016 = TFPCC X 1.08, FFY 2017 = TFPCC X 1.12)

FFY 2014 THROUGH 2017 STATEWIDE INTELLIGENT TRANSPORTATION SYSTEMS PROJECT LISTING

TARGET PROJECTS

ITS and HOV Capital

FFY	PROJ. NO.	DESCRIPTION	TFPCC	YOE	FUNDING SOURCE
14	607422	Statewide- Real Time Traffic Monitoring (RTTM) System (AC Year 1 of 2)	\$7,000,000	\$7,000,000	CMAQ
14	606432	Statewide- I-95 ITS and Fiber-Optic expansion - Burlington to Woburn	\$5,000,000	\$5,000,000	CMAQ
Total CMAQ			\$12,000,000	\$12,000,000	

ITS and HOC / HOV Operations

14	606916	HOC Operating and Maintenance Expenses	\$520,000	\$520,000	STP-Flex
14	606427	Highway Assistance Patrols - area 2 - year 3	\$1,328,535	\$1,328,535	STP-Flex
14	606428	Highway Assistance Patrols - area 3 - year 3	\$1,328,535	\$1,328,535	STP-Flex
Total STP-Flex			\$3,177,070	\$3,177,070	
Total CMAQ+STP			\$15,177,070	\$15,177,070	

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DESCRIPTION = THE DESCRIPTION NOTED IN PROJECTINFO

TFPCC = TOTAL FEDERAL PARTICIPATING CONSTRUCTION COST (INCLUDES CONTINGENCIES, CONSTRUCTION ENGINEERING, TRAFFIC POLICE, PARTICIPATING UTILITY COSTS, ETC.)

YOE = YEAR OF EXPENDITURE (FFY 2014 = TFPCC, FFY 2015 = TFPCC X 1.04, FFY 2016 = TFPCC X 1.08, FFY 2017 = TFPCC X 1.12)

FFY 2014 THROUGH 2017 STATEWIDE INTELLIGENT TRANSPORTATION SYSTEMS PROJECT LISTING

TARGET PROJECTS

ITS and HOV Capital

FFY	PROJ. NO.	DESCRIPTION	TFPCC	YOE	FUNDING SOURCE
15	607422	Statewide- Real Time Traffic Monitoring (RTTM) System (AC Year 2 of 2)	\$1,000,000	\$1,000,000	CMAQ
15	607424	Statewide- ITS Advanced Transportation Management System (ATMS) software (AC Year 1 of 2)	\$5,769,000	\$5,999,760	CMAQ
15	606923	Statewide- Consultant Services Contract for ITS Design and Support Services	\$480,769	\$500,000	CMAQ
15	606924	Statewide- Consultant Services Contract for ITS Design and Support Services	\$480,769	\$500,000	CMAQ
15	606927	Statewide- Expansion of CCTV, VMS & Traffic Sensor Network	\$480,769	\$500,000	CMAQ
CMAQ Total			\$8,211,308	\$8,499,760	

ITS and HOC / HOV Operations

15	606930	HOV Lane Tow Truck Services for 2 years (Year 1)	\$220,000	\$228,800	STP-Flex
15	606931	HOV lane BTU Operator Contract, 2 year contract (year 1)	\$220,000	\$228,800	STP-Flex
15	606932	HOV Operating Expenses for two years (year 1)	\$220,000	\$228,800	STP-Flex
15	606916	HOC Operating and Maintenance Expenses	\$850,000	\$884,000	STP-Flex
15	606939	Highway Assistance Patrols - area 1 - year 1	\$480,769	\$500,000	STP-Flex
15	606940	Highway Assistance Patrols - area 2 - year 1	\$480,769	\$500,000	STP-Flex
15	606941	Highway Assistance Patrols - area 3 - year 1	\$480,769	\$500,000	STP-Flex
15	606942	Highway Assistance Patrols - area 4 - year 1	\$480,769	\$500,000	STP-Flex
15	606943	Highway Assistance Patrols - area 5 - year 1	\$480,769	\$500,000	STP-Flex
15	606944	Highway Assistance Patrols - area 6 - year 1	\$96,154	\$100,000	STP-Flex
STP-Flex Total			\$4,010,000	\$4,170,400	

Total CMAQ +STP \$12,670,160

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YOE = YEAR OF EXPENDITURE (FFY 2014 = TFPCC, FFY 2015 = TFPCC X 1.04, FFY 2016 = TFPCC X 1.08, FFY 2017 = TFPCC X 1.12)

FFY 2014 THROUGH 2017 STATEWIDE INTELLIGENT TRANSPORTATION SYSTEMS PROJECT LISTING

TARGET PROJECTS

ITS and HOV Capital

FFY	PROJ. NO.	DESCRIPTION	TFPCC	YOE	FUNDING SOURCE
16	607485	Statewide- ITS Real Time Traffic Monitoring (RTTM) System Expansion	\$1,000,000	\$1,080,000	CMAQ
16	607424	Statewide- ITS Advanced Transportation Management System (ATMS) software (AC Year 2 of 2)	\$1,566,000	\$1,566,000	CMAQ
16	606933	Statewide- Consultant Services Contract for ITS Design and Support services	\$462,963	\$500,000	CMAQ
16	606934	Statewide- Consultant Services Contract for ITS Design and Support services	\$462,963	\$500,000	CMAQ
16	606936	Statewide- ITS Expansion of CCTV, VMS, & Traffic Sensor Network	\$3,800,000	\$4,104,000	CMAQ
16	606938	Statewide- ITS Deploy Critical Infrastructure Surveillance	\$1,620,370	\$1,750,000	CMAQ
CMAQ Total			\$8,912,296	\$9,500,000	

ITS and HOC / HOV Operations

16	606930	HOV Lane Tow Truck Services for 2 years (Year 2)	\$324,074	\$350,000	STP-Flex
16	606931	HOV lane BTV Operator Contract, 2 year contract (year 2)	\$740,741	\$800,000	STP-Flex
16	606932	HOV Operating Expenses for two years (year 2)	\$185,185	\$200,000	STP-Flex
16	606939	Highway Assistance Patrols - area 1 - year 2	\$416,667	\$450,000	STP-Flex
16	606940	Highway Assistance Patrols - area 2 - year 2	\$416,667	\$450,000	STP-Flex
16	606941	Highway Assistance Patrols - area 3 - year 2	\$416,667	\$450,000	STP-Flex
16	606942	Highway Assistance Patrols - area 4 - year 2	\$370,370	\$400,000	STP-Flex
16	606943	Highway Assistance Patrols - area 5 - year 2	\$370,370	\$400,000	STP-Flex
16	606944	Highway Assistance Patrols - area 6 - year 2	\$92,593	\$100,000	STP-Flex
STP-Flex Total			\$3,333,333	\$3,600,000	

Total CMAQ+STP

\$13,100,000

FFY = PROPOSED FEDERAL FISCAL YEAR FOR THE OBLIGATION OF FEDERAL FUNDS (PROJECT ADVERTISING)

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DESCRIPTION = THE DESCRIPTION NOTED IN PROJECTINFO

TFPCC = TOTAL FEDERAL PARTICIPATING CONSTRUCTION COST (INCLUDES CONTINGENCIES, CONSTRUCTION ENGINEERING, TRAFFIC POLICE, PARTICIPATING UTILITY COSTS, ETC.)

YOE = YEAR OF EXPENDITURE (FFY 2014 = TFPCC, FFY 2015 = TFPCC X 1.04, FFY 2016 = TFPCC X 1.08, FFY 2017 = TFPCC X 1.12)

FFY 2014 THROUGH 2017 STATEWIDE INTELLIGENT TRANSPORTATION SYSTEMS PROJECT LISTING

TARGET PROJECTS

ITS and HOV Capital					
FFY	PROJ. NO.	DESCRIPTION	TFPCC	YOE	FUNDING SOURCE
17	607486	Statewide- ITS Highway Operations Center (HOC) Infrastructure Improvements	\$1,500,000	\$1,680,000	CMAQ
17	607487	Statewide- ITS ATMS Software & Hardware Systems Integration	\$2,000,000	\$2,240,000	CMAQ
17		Statewide- Consultant Service Contract for ITS design and Support Services	\$446,429	\$500,000	CMAQ
17		Statewide- Consultant Service Contract for ITS design and Support Services	\$446,429	\$500,000	CMAQ
17		Statewide- Expansion of CCTV, VMS & Traffic Sensor Network	\$4,089,000	\$4,579,680	CMAQ
CMAQ Total			\$8,481,857	\$9,499,680	
ITS and HOC / HOV Operations					
17		HOV Lane Tow Truck Services for 2 years (Year 1)	\$312,500	\$350,000	STP-Flex
17		HOV lane BTU Operator Contract, 2 year contract (year 1)	\$714,286	\$800,000	STP-Flex
17		HOV Operating Expenses for two years (year 1)	\$178,571	\$200,000	STP-Flex
17	606939	Highway Assistance Patrols - area 1 - year 1	\$1,562,500	\$1,750,000	STP-Flex
17	606940	Highway Assistance Patrols - area 2 - year 1	\$1,294,643	\$1,450,000	STP-Flex
17	606941	Highway Assistance Patrols - area 3 - year 1	\$1,294,643	\$1,450,000	STP-Flex
17	606942	Highway Assistance Patrols - area 4 - year 1	\$1,071,429	\$1,200,000	STP-Flex
17	606943	Highway Assistance Patrols - area 5 - year 1	\$892,857	\$1,000,000	STP-Flex
17	606944	Highway Assistance Patrols - area 6 - year 1	\$267,857	\$300,000	STP-Flex
STP-Flex Total			\$7,589,286	\$8,500,000	
Total CMAQ+STP				\$17,999,680	

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TFPCC = TOTAL FEDERAL PARTICIPATING CONSTRUCTION COST (INCLUDES CONTINGENCIES, CONSTRUCTION ENGINEERING, TRAFFIC POLICE, PARTICIPATING UTILITY COSTS, ETC.)

YOE = YEAR OF EXPENDITURE (FFY 2014 = TFPCC, FFY 2015 = TFPCC X 1.04, FFY 2016 = TFPCC X 1.08, FFY 2017 = TFPCC X 1.12)

FFY 2014 THROUGH 2017 STORMWATER RETROFITS PROJECT LISTING

TARGET PROJECTS

FFY	PROJ. NO.	DESCRIPTION	TFPCC	YOE	FUNDING SOURCE
2014	606990	STATEWIDE- STORMWATER RETROFITS AT VARIOUS LOCATIONS (IM/NHS)	\$1,500,000	\$1,500,000	STP-TE
2015	607002	DISTRICT 3- STORMWATER RETROFITS AT VARIOUS LOCATIONS	\$1,442,308	\$1,500,000	STP-FLEX
2015	607003	DISTRICT 4- STORMWATER RETROFITS AT VARIOUS LOCATIONS	\$1,442,308	\$1,500,000	STP-FLEX
2016	607004	STATEWIDE- STORMWATER RETROFITS AT VARIOUS LOCATIONS (IM/NHS)	\$1,851,852	\$2,000,000	STP-FLEX
2016	607000	DISTRICT 1- STORMWATER RETROFITS AT VARIOUS LOCATIONS	\$1,046,296	\$1,130,000	STP-FLEX
2016	607001	DISTRICT 2- STORMWATER RETROFITS AT VARIOUS LOCATIONS	\$1,046,296	\$1,130,000	STP-FLEX
2016	606996	DISTRICT 5- STORMWATER RETROFITS AT VARIOUS LOCATIONS	\$351,852	\$380,000	STP-FLEX
2016	606997	DISTRICT 6- STORMWATER RETROFITS AT VARIOUS LOCATIONS	\$351,852	\$380,000	STP-FLEX
2017	TBD	STATEWIDE- STORMWATER RETROFITS AT VARIOUS LOCATIONS (IM/NHS)	\$1,785,714	\$2,000,000	STP-FLEX
2017	606994	DISTRICT 3- STORMWATER RETROFITS AT VARIOUS LOCATIONS	\$1,339,286	\$1,500,000	STP-FLEX
2017	606995	DISTRICT 4- STORMWATER RETROFITS AT VARIOUS LOCATIONS	\$1,339,286	\$1,500,000	STP-FLEX

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YOE = YEAR OF EXPENDITURE (FFY 2014 = TFPCC, FFY 2015 = TFPCC X 1.04, FFY 2016 = TFPCC X 1.08, FFY 2017 = TFPCC X 1.12)

TARGET PROJECTS

TARGET PROJECTS

EFFY = PROPOSED FEDERAL FISCAL YEAR FOR THE OBLIGATION OF FEDERAL FUNDS (PROJECT ADVERTISING)

PROJ. NO. = PROJECT INFO NUMBER. IT IS REQUIRED THAT ALL PROJECTS IN FFY 2014 HAVE A PROJ. NO.

DESCRIPTION = THE DESCRIPTION NOTED IN PROJECTINFO

TFPCC = TOTAL FEDERAL PARTICIPATING CONSTRUCTION COST (INCLUDES CONTINGENCIES, CONSTRUCTION ENGINEERING, TRAFFIC POLICE, PARTICIPATING UTILITY COSTS, ETC.)

FFYOE = YEAR OF EXPENDITURE (FFY 2014 = TFPCC X 1.04, FFY 2015 = TFPCC X 1.08, FFY 2016 = TFPCC X 1.08, FFY 2017 = TFPCC X 1.12)

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TARGET PROJECTS

FFYOE = YEAR OF EXPENDITURE (FFY 2014 = TFPCC, FFY 2015 = TFPCC X 1.04, FFY 2016 = TFPCC X 1.08, FFY 2017 = TFPCC X 1.12)

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TARGET PROJECTS

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FFY 2014 THROUGH 2017 STATEWIDE HIGHWAY SAFETY IMPROVEMENT (HSIP) PROJECT LISTING

TARGET PROJECTS

FFY	PROJ. NO.	MPO region	DESCRIPTION	TFPCC	YOE
2014	607491	Statewide	Statewide- Various Safety Strategies To Be Determined Based On 2013 SHSP And Updates	\$6,000,000	\$6,000,000
2014	605668	Southeastern MA	Raynham- Signal And Intersection Improvement @ Route 44 (New State Highway), Orchard Street And Route 24 Nb - Off Ramp	\$1,000,000	\$1,000,000
2014	604964	Northern Middlesex	Lowell- Signal & Intersection Improvements At Vfw Highway, Bridge Street & Lakeview Avenue	\$1,000,000	\$1,000,000
2014	607071	Statewide	Statewide- Implementation (Phase II) Of The Flashing Yellow Arrow At Signalized Intersections-- One Of The "FHWA Nine Proven Countermeasures"	\$2,000,000	\$2,000,000
2014	606733	Southeastern MA	Attleboro- Ramp Reconstruction And Realignment From Route I-95 Sb To Route I-295 Sb	\$1,000,000	\$1,000,000
2014	605906	Statewide	District 5- Median Delineation Replacement On Route 6, From Dennis T.L. To Orleans T.L.	\$1,000,000	\$1,000,000
2014	605833	Statewide	West Springfield to Barnardston -- Traffic Sign Replacement on Interstate 91	\$3,111,000	\$3,111,000
Statewide HSIP Program				\$15,111,000	\$15,111,000

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FFY 2014 THROUGH 2017 STATEWIDE HIGHWAY SAFETY IMPROVEMENT (HSIP) PROJECT LISTING

TARGET PROJECTS

FFY	PROJ. NO.	MPO region	DESCRIPTION	TFPCC	YOE
2015	607072	Statewide	Statewide- Implementation (Phase III) Of The Flashing Yellow Arrow At Signalized Intersections-- One Of The "FHWA Nine Proven Countermeasures"	\$1,440,000	\$1,500,000
2015	607492	Statewide	Statewide- Various Safety Strategies To Be Determined Based On 2013 SHSP And Updates	\$3,603,186	\$3,753,319
2015	606619	Statewide	District 1 to 3- West Stockbridge to Auburn I-90 Traffic Sign Replacement	\$2,783,472	\$2,899,450
2015	606712	Statewide	District 3- Millbury to Boston I-90 traffic Sign Replacement	\$2,777,905	\$2,893,651
2015	605833	Statewide	District 2- West Springfield to Bernardston -- Traffic Sign Replacement on Interstate 91	\$3,901,997	\$4,064,580
Statewide HSIP Program					\$15,111,000

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FFY 2014 THROUGH 2017 STATEWIDE HIGHWAY SAFETY IMPROVEMENT (HSIP) PROJECT LISTING

TARGET PROJECTS

FFY	PROJ. NO.	MPO region	DESCRIPTION	TFPCC	YOE
2016	607495	Statewide	Statewide- Sign upgrade (for retroreflectivity) on secondary roadway	\$4,748,120	\$5,161,000
2016	607493	Statewide	Statewide- Various Safety Strategies To Be Determined Based On 2013 SHSP And Updates	\$3,680,000	\$4,000,000
2016	606620	Statewide	Statewide- Taunton to Bolton I-495 Traffic Sign Replacement	\$5,474,000	\$5,950,000
Statewide HSIP Program					\$15,111,000

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FFY 2014 THROUGH 2017 STATEWIDE HIGHWAY SAFETY IMPROVEMENT (HSIP) PROJECT LISTING

TARGET PROJECTS

FFY	PROJ. NO.	MPO region	DESCRIPTION	TFPCC	YOE
2017	607494	Statewide	Statewide- Various Safety Strategies To Be Determined Based On 2013 SHSP And Updates	\$5,377,680	\$6,111,000
2017	607496	Statewide	Statewide- Sign upgrade (for retroreflectivity) on secondary roadway	\$4,400,000	\$5,000,000
2017	TBD	Statewide	Statewide- Interstate sign upgrade project TBD	\$3,520,000	\$4,000,000
Statewide HSIP Program					\$15,111,000

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VII. 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 2012-2013 TIP projects are identified in the table 18.

Table 15: Project Implementation

Year	Highway Project Description	Municipality	SID	Funding	Programmed	Status
2012	Improvements to Allen Street and Bicentennial Highway (\$2,400,000)	Springfield	604821	STP	\$3,189,211	Under Construction
2012	Route 116 (Notch) Reconstruction \$4,006,890	Amherst	82250	STP	\$3,302,908	Under Construction
2012	Route 116 (Notch) Reconstruction \$4,006,890	Amherst	82250	STP-E	\$528,000	Under Construction
2012	Route 159 (Main Street) Reconstruction (\$4,239,802)	Agawam	602653	STP	\$2,350,830	Under Construction
2012	Route 159 (Main Street) Reconstruction (\$4,239,802)	Agawam	602653	STP-E	\$606,000	Under Construction
2012	Main @ Maple and Jabish Intersection Improvements	Belchertown	605556	CMAQ	\$1,004,769	Under Construction
2012	Route 202 Resurfacing Douglas Street to Route 33	South Hadley	606471	STP	\$1,000,000	Under Construction
2012	Route 159 (Main Street) Reconstruction (\$4,152,422)	Agawam	602653	HSIP	\$1,080,992	Under Construction
2012	Route 116 (Notch) Reconstruction \$4,006,890	Amherst	82250	TE	\$175,982	Under Construction
2012	Route 159 (Main Street) Reconstruction (\$4,239,802)	Agawam	602653	TE	\$201,980	Under Construction
2012	Bridge Rehabilitation Route 116 Chicopee/Cabot St. over Conn. River and PVR	Chicopee/Holyoke	82611	A/C Bridge	\$8,000,000	Under Construction
2012	Bridge Replacement Kennedy Rd over Roberts Meadow Brook	Northampton	604242	BR	\$1,094,187	Under Construction
2012	Bridge Rehab, Pelham Rd over Fort River	Amherst	604023	BR	\$1,247,190	Under Construction
2012	*Spring, Elliot, and Edwards St Intersection Improvement (\$1,228,668)	Springfield (MA259)	605817	Sec.125	\$700,000	Under Construction
2012	*Spring, Elliot, and Edwards St Intersection Improvement (\$1,228,668)	Springfield (MA240)	605817	Sec.129	\$735,000	Under Construction
2012	Replacement of Northampton Street bridge over the Manhan River	Easthampton	604048	IBRD	\$300,000	Under Construction
2012	FY 2002-TCSP (008), West Springfield, Pioneer Valley Planning Commission	Region		TCSP	\$207,459	Implementation
2012	PVPC FFY2011 Access and Interpretation	CT River Scenic Byway		NSBG	\$203,364	Pending
2012	PVPC FFY2011 Blanche Barlow Acres/Goose Pond Recreational Access	JLT Scenic Byway		NSBG	\$170,100	Pending
2012	PVPC FFY 2010 Trails Linkages project for Route 112 and JLT	RT112/JLT Scenic Byway		NSBG	\$68,375	Pending
2012	I-91 Interstate Pavement rehabilitation	West Springfield/Holyoke	605594	IM	\$16,452,094	Under Construction
2012	Traffic Sign Replacement on I-91 District 2	Longmeadow - Northampton	605442	HSIP	\$700,000	Under Construction
2012	Interstate Maintenance and Related work on I-91	Holyoke/West Springfield	605594	IM	\$16,452,096	Under Construction
2013	WESTFIELD- RECONSTRUCTION OF ROUTE 187 (FEEDING HILLS ROAD)	Westfield	604442	STP	\$4,796,145	Not Advertised
	EASTHAMPTON- INTERSECTION IMPROVEMENTS @ POMEROY MEADOW ROAD, LOUDVILLE ROAD, GLENDALE STREET, WEST STREET	Easthampton	602486	STP	\$2,739,871	Not Advertised
2013	PLAINFIELD- REHABILITATION OF ROUTE 116	Plainfield	604825	STP	\$1,478,066	Under Construction
2013	PELHAM- RECONSTRUCTION OF AMHERST T.L. TO 800 FEET EAST OF ENFIELD ROAD (1.7 MILES) - PHASE 1	Pelham	601154	STP	\$3,249,274	Letting 7/2/13
	WEST SPRINGFIELD- IMPROVEMENTS & RELATED WORK ON I-91/ROUTE 5/I-90 CONNECTOR ROAD	West Springfield	606643	STP	\$166,958	Letting 6/11/13
	CHICOPEE- CHICOPEE RIVER RIVERWALK MULTI-USE PATH CONSTRUCTION, FROM GRAPE STREET TO FRONT STREET (NEAR ELLERTON STREET) - Design	Chicopee	602912	STP	\$129,316	Design Only
2013	HOLYOKE- SIGNAL & INTERSECTION IMPROVEMENTS AT HOMESTEAD AVENUE & LOWER WESTFIELD ROAD (2,006,325)	Holyoke	606045	CMAQ	\$644,341	P, S, & E Not Advertised
2013	WEST SPRINGFIELD- IMPROVEMENTS & RELATED WORK ON I-91/ROUTE 5/I-90 CONNECTOR ROAD	West Springfield	606643	HSIP	\$1,080,992	Letting 6/11/13
2013	NORTHAMPTON- PARK & RIDE CONSTRUCTION AT THE VA MEDICAL CENTER	Northampton	606375	CMAQ	\$800,000	Awarded 4/17/2013
2013	HOLYOKE- SIGNAL & INTERSECTION IMPROVEMENTS AT HOMESTEAD AVENUE & LOWER WESTFIELD ROAD (2,006,325)	Holyoke	606045	CMAQ	\$2,006,325	P, S, & E Not Advertised

Table 15: Project Implementation (Cont.)

Year	Highway Project Description	Municipality	SID	Funding	Programmed	Status
2013	CHESTER - BRIDGE REPLACEMENT, C-11-020, GEORGE MILLER ROAD OVER THE MIDDLE BRANCH OF THE WESTFIELD RIVER	Chester	604721	BR	\$1,240,420	Not Advertised
2013	HUNTINGTON - BRIDGE REPLACEMENT ROUTE 112 OVER THE WESTFIELD RIVER & CSX RAILROAD	Huntington	602994	BR	\$3,429,501	Not Advertised
2013	WESTHAMPTON - BRIDGE REHABILITATION, W-27-015, NORTH ROAD OVER ROBERTS MEADOW BROOK	Westhampton	604339	BR	\$891,051	Not Advertised
2013	SPRINGFIELD - BRIDGE REHABILITATION, S-24-077, ROUTE I-291 OVER PAGE BOULEVARD	Springfield	606345	BR	\$3,750,480	Not Advertised
2013	HOLYOKE - CANAL WALK EXTENSION (2ND LEVEL CANAL), FROM APPLETON STREET TO DWIGHT STREET (PHASE II)	Holyoke	603263	HPP (2005)	\$4,381,454	Not Advertised
2013	AMHERST- HADLEY- NORTHAMPTON- NORWOTTUCK RAIL TRAIL IMPROVEMENTS	Amherst	605065	HPP (2005)	\$4,449,450	Under Construction
2013	AGAWAM- CONSTRUCTION OF BIKEWAY LOOP CONNECTING CONNECTICUT RIVERWALK WITH MAIN STREET	Agawam	603731	SW ENH	\$3,190,620	Not Advertised
2013	WEST SPRINGFIELD- SUPERSTRUCTURE REPLACEMENT, W-21-025, SR 147 (WB/EB) (MEMORIAL AVENUE) OVER (US 5) RIVERDALE STREET	West Springfield	605353	ABP- GANS	\$4,401,550	Not Advertised
	ITS Implementation/Misc Support	PVTA	2004, 90	5307 ▲	\$642,289	Completed
	ITS Implementation/Misc Support	PVTA	2008, 90	5307 ▲	\$375,000	Completed
	ITS Implementation/Misc Support	PVTA	2009, 90	5307 ▲	\$1,359,190	94% Obligated
	ITS Implementation/Misc Support	PVTA	2010, 90	5307 ▲	\$48,897	36% Obligated
	Farebox Equipment	PVTA	2009, 90	5307 ▲	\$102,715	Sept-13 completion
	Farebox Equipment	PVTA	2011, 90	5307 ▲	\$4,700	Completed
	Environmental Compliance	PVTA	2011, 90	5307 ▲	\$96,000	100% Obligated
	Facility Rehab / Environmental Compliance	PVTA	2008, 90	5307 ▲	\$313,838	Completed
	Facility Rehab / Environmental Compliance	PVTA	2009, 90	5307 ▲	\$120,192	Completed
	Facility Rehab / SSI	PVTA	2010, 90	5307 ▲	\$58,296	Completed
	Shop Equipment	PVTA	2011, 90	5307 ▲	\$96,000	0%
	Shop Equipment	PVTA	2009, 90	5307 ▲	\$5,115	97% Completed
	Shop Equipment	PVTA	2008, 90	5307 ▲	\$55,348	87% Obligated
	Computer Equipment	PVTA	2011, 90	5307 ▲	\$390,102	100% Obligated
	Computer Equipment	PVTA	2009, 90	5307 ▲	\$55,398	Completed
	Surveillance Equipment	PVTA	2010, 90	5307 ▲	\$6,300	Completed
	Surveillance Equipment	PVTA	2010, 90	5307 ▲	\$163,175	0%
	Surveillance Equipment	PVTA	2008, 90	5307 ▲	\$145,574	0%
	Miscellaneous Communications Equipment	PVTA	2008, 90	5307 ▲	\$122,879	16% Obligated
	Signal Priority	PVTA	2011, 90	5307 ▲	\$175,000	0%
	Shelters	PVTA	2011, 90	5307 ▲	\$4,367	Completed
	Shelters	PVTA	2010, 90	5307 ▲	\$217,697	0%

Table 15: Project Implementation (Cont.)

Year	Highway Project Description	Municipality	SID	Funding	Programmed	Status
	Shelters	PVTA	2009, 9d	5307 ▶	\$163,175	Completed
	Shelters	PVTA	2008, 9d	5307 ▶	\$63,057	Completed
	Shelter Lighting	PVTA	2010, 9d	5307 ▶	\$31,200	0%
	Signage and Lighting	PVTA	2011, 9d	5307 ▶	\$137,580	4% Complete
	Signage	PVTA	2010, 9d	5307 ▶	\$27,804	22% Complete
	Preventive Maintenance	PVTA	MA90-Xd	5307 ▶	\$5,825,963	Complete
	Planning	PVTA	MA90-Xd	5307 ▶	\$250,000	4% Complete
	ADA	PVTA	MA90-Xd	5307 ▶	\$1,032,163	Complete
	ADA	PVTA	MA90-Xd	5307 ▶	\$524,573	Complete
	Fuel Surcharge	PVTA	MA90-Xd	5307 ▶	\$1,415,480	0%
	Buses	PVTA	MA90-Xd	5307 ▶	\$450,000	1% Complete
	Buses	PVTA	MA90-Xd	5307 ▶	\$2,674,210	0%
	Facility Rehab	PVTA	MA90-Xd	5307 ▶	\$665,122	0%
	Shop Equipment	PVTA	MA90-Xd	5307 ▶	\$100,000	0%
	Signage, Lighting, Shelters	PVTA	MA90-Xd	5307 ▶	\$120,000	0%
	Support/Spv Vehicles	PVTA	MA90-Xd	5307 ▶	\$120,000	100% Obligated
	Vans	PVTA	MA90-Xd	5307 ▶	\$500,000	99% Obligated
	Westfield ITC	PVTA	1999, 3d	5309 ▶	\$500,000	100% (State share)
	Interactive Passenger Information System	PVTA	2010, 4d	5309 ▶	\$745,689	13% Obligated
	Holyoke ITC	PVTA	2009, 4d	5309 ▶	\$89,001	82% Obligated
	Reverse Commute Project	PVTA	Federal	5316 ▶	\$792,000	0%
	Springfield OM Facility	PVTA		SoGR ▶	\$4,950,000	26% Obligated
	Signage	PVTA		Repurp Earmark	\$450,000	0%
	Westfield ITC	PVTA		Non-Federal	\$500,000	54% Obligated

VIII. Air Quality Conformity Information

Since most all of Massachusetts (with limited exceptions) was designated on 5/21/12 by the United States Environmental Protection Agency as “unclassifiable/attainment” for the latest ozone standard, a conformity determination for the Pioneer Valley 2014-17 TIP is not required. Further details and background information are provided below:

Introduction

The 1990 Clean Air Act Amendments (CAAA) require metropolitan planning organizations within nonattainment and maintenance areas to perform air quality conformity determinations prior to the approval of Long-Range Transportation Plans (LRTPs) and Transportation Improvement Programs (TIPs), and at such other times as required by regulation. A nonattainment area is one that the U.S. Environmental Protection Agency (EPA) has designated as not meeting certain air quality standards. A maintenance area is a nonattainment area that now meets the standards and has been re-designated as maintaining the standard. A conformity determination is a demonstration that plans, programs, and projects are consistent with the State Implementation Plan (SIP) for attaining the air quality standards. The CAAA requirement to perform a conformity determination ensures that federal approval and funding go to transportation activities that are consistent with air quality goals.

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

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.

Legislative and Regulatory Background

The 1970 Clean Air Act defined a one-hour national ambient air quality standard (NAAQS) for ground-level ozone. The 1990 CAAA further classified degrees of nonattainment of the one-hour standard based on the severity of the monitored levels of the pollutant. The entire commonwealth of Massachusetts was classified as being in serious nonattainment for the one-hour ozone standard, with a required attainment date of 1999. The attainment date was later extended, first to 2003 and a second time to 2007.

In 1997, the EPA proposed a new, eight-hour ozone standard that replaced the one-hour standard, effective June 15, 2005. Scientific information had shown that ozone could affect human health at lower levels, and over longer exposure times than one hour. The new standard was challenged in court, and after a lengthy legal battle, the courts upheld it. It was finalized in June 2004. The eight-hour standard is 0.08 parts per million, averaged over eight hours and not to be exceeded more than once per year. Nonattainment areas

were again further classified based on the severity of the eight-hour values. Massachusetts as a whole was classified as being in moderate nonattainment for the eight-hour standard, and was separated into two nonattainment areas—Eastern Massachusetts and Western Massachusetts.

In March 2008, EPA published revisions to the eight-hour ozone NAAQS establishing a level of 0.075 ppm, (March 27, 2008; 73 FR 16483). In 2009, EPA announced it would reconsider this standard because it fell outside of the range recommended by the Clean Air Scientific Advisory Committee. However, EPA did not take final action on the reconsideration so the standard would remain at 0.075 ppm.

After reviewing data from Massachusetts monitoring stations, EPA sent a letter on December 16, 2011 proposing that only Dukes County would be designated as nonattainment for the new proposed 0.075 ozone standard. Massachusetts concurred with these findings.

On May 21, 2012, (77 FR 30088), the final rule was published in the Federal Register, defining the 2008 NAAQS at 0.075 ppm, the standard that was promulgated in March 2008. A second rule published on May 21, 2012 (77 FR 30160), revoked the 1997 ozone NAAQS to occur one year after the July 20, 2012 effective date of the 2008 NAAQS.

Also on May 21, 2012, the air quality designations areas for the 2008 NAAQS were published in the Federal Register. In this Federal Register, the only area in Massachusetts that was designated as nonattainment is Dukes County. All other Massachusetts counties were classified as unclassifiable/attainment.

Therefore, conformity for ozone in the Pioneer Valley MPO is required until July 20, 2013 for only the 1997 ozone standard. Since this 2014-2017 TIP will not complete its collective development, review, and approval by the Federal Highway Administration until after July 20, 2013 – when this standard will be revoked, and since the latest area designations do not require conformity under the current 2008 standard, the MPO does not need to perform a conformity determination for ozone on the program.

APPENDICES

APPENDIX A: MassDOT Targets

TITLE 23 - TRANSPORTATION FUNDING

FEDERAL FISCAL YEAR 2014
FEDERAL REGIONAL TARGETS
April 8, 2013

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation Authority	\$550,000,000		
Redistribution, as Estimated by FHWA	\$50,000,000		
Total Estimated Obligation Authority Available:	\$600,000,000		
Central Artery/Tunnel Obligation Authority	(122,840,000)		Final CAT/GANS
Total Non-Earmarked Available Statewide - (Including State Match)	477,160,000	110,747,166	687,907,166
Statewide Infrastructure Items:			
Statewide Infrastructure Program (STP, NHPP)	\$10,000,000	\$2,500,000	\$12,500,000
Statewide HSIP Program	\$13,600,000	\$1,511,111	\$15,111,111
Statewide Safe Routes to Schools Program	\$5,200,000	\$367,304	\$5,567,304
Statewide CMAQ	\$19,300,000	\$4,825,000	\$24,125,000
Statewide Transportation Enhancements	\$10,000,000	\$2,500,000	\$12,500,000
Statewide Recreational Trails	\$800,000	\$200,000	\$1,000,000
Statewide ITS (CMAQ and STP)	\$12,560,000	\$3,140,000	\$15,700,000
Statewide Design and Right of Way	\$0	\$0	\$0
Statewide Interstate Maintenance Program (NHPP)	\$46,818,000	\$5,202,000	\$52,020,000
Statewide NHS Preservation Program (NHPP)	\$34,000,000	\$8,500,000	\$42,500,000
Statewide RR Grade Crossings (STP)	\$8,000,000	\$2,000,000	\$10,000,000
Statewide Transit (CMAQ)	\$0	\$0	\$0
Statewide Stormwater Retrofits	\$1,200,000	\$300,000	\$1,500,000
Statewide ADA Implementation Plan	\$0	\$0	\$0
Subtotal Statewide Infrastructure Items:	\$181,478,000	\$33,646,416	\$205,023,416
Other Statewide Items:			
Award Adjustments, Change Orders, Project Value Changes, Etc.	\$31,282,000	\$7,820,500	\$39,102,500
Planning	\$24,800,000	\$6,200,000	\$31,000,000
DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs	\$800,000	\$200,000	\$1,000,000
Subtotal Other Statewide Items:	\$56,882,000	\$14,220,500	\$71,102,500
Regional Major Infrastructure Projects:	\$18,088,887	\$4,618,887	\$22,688,334
Bridge Program:			
Statewide Bridge Maintenance Program (NHPP)	\$8,000,000	\$2,000,000	\$10,000,000
Statewide Bridge Repl. / Rehab Program (NHPP + STP Off-System Bridge)	\$79,340,000	\$19,836,000	\$99,176,000
Statewide Bridge Inspection Program	\$6,000,000	\$1,260,000	\$7,260,000
Subtotal Federal Aid Bridge Program:	\$93,340,000	\$23,086,000	\$116,426,000
Total Regional Targets:			
Minimum Regional CMAQ Component:	\$38,000,000	\$9,500,000	\$47,500,000
Minimum Regional HSIP Component:	\$12,375,000	\$1,375,000	\$13,750,000
Regional TAP Component:	\$3,985,003	\$998,261	\$4,983,264
Maximum Regional Non-CMAQ / HSIP / TAP Component:	<u>\$94,033,330</u>	<u>\$23,508,333</u>	<u>\$117,541,663</u>
Total Regional Target	\$148,383,333	\$35,379,683	\$183,772,916

Region	Regional Share (%)	Regional Minimum HSIP Component With State Match	Regional Minimum CMAQ Component With State Match	Regional TAP Component With State Match	Total Regional Target With State Match	NonCMAQ/ HSIP/TAP with State Match
Berkshire Region	3.5596	\$489,461	\$1,890,831	\$0	\$6,541,882	\$4,381,380
Boston Region	42.9671	\$5,907,977	\$20,408,374	\$2,548,719	\$78,981,899	\$50,095,829
Cape Cod	4.5851	\$630,467	\$2,177,942	\$178,784	\$8,428,248	\$5,439,086
Central Mass	8.6901	\$1,194,893	\$4,127,812	\$428,039	\$15,970,107	\$10,221,389
Franklin Region	2.5397	\$349,216	\$1,208,379	\$0	\$4,887,385	\$3,111,771
Martha's Vineyard	0.3100	\$42,821	\$147,236	\$0	\$688,838	\$379,783
Merrimack Valley	4.4295	\$609,064	\$2,104,040	\$305,423	\$8,140,328	\$5,121,799
Montachusett	4.4595	\$613,189	\$2,118,288	\$74,890	\$8,195,452	\$5,388,989
Nantucket	0.2200	\$30,247	\$104,490	\$0	\$404,290	\$289,620
Northern Middlesex	3.9095	\$537,571	\$1,867,064	\$245,903	\$7,184,802	\$4,544,889
Old Colony	4.5595	\$628,987	\$2,186,783	\$300,009	\$8,379,207	\$5,288,477
Pioneer Valley	10.8099	\$1,488,384	\$5,134,712	\$473,839	\$18,885,703	\$12,770,889
Southeastern Mass	8.9501	\$1,232,014	\$4,268,049	\$428,087	\$18,488,244	\$10,550,114
Total:	100.00	\$13,760,000	\$47,500,000	\$4,981,264	\$183,772,916	\$117,541,663

TITLE 23 - TRANSPORTATION FUNDING

FEDERAL FISCAL YEAR 2015
FEDERAL REGIONAL TARGETS
April 8, 2013

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation Authority	\$550,000,000		
Redistribution, as Estimated by FHWA	\$50,000,000		
Total Estimated Obligation Authority Available:	\$600,000,000		
ABP GANS Repayment	(150,000,000)		First ABP Gans
Total Non-Earmarked Available Statewide - (Including State Match)	450,000,000	101,480,903	\$61,480,903
Statewide Infrastructure Items:			
Statewide Infrastructure Program	\$0	\$0	\$0
Statewide HSIP Program	\$16,800,000	\$1,866,667	\$18,666,667
Statewide Safe Routes to Schools Program	\$5,200,000	\$1,300,000	\$6,500,000
Statewide CMAQ	\$10,200,000	\$2,550,000	\$12,750,000
Statewide Transportation Enhancements	\$10,000,000	\$2,500,000	\$12,500,000
Statewide Recreational Trails	\$800,000	\$200,000	\$1,000,000
Statewide ITS	\$10,240,000	\$2,560,000	\$12,800,000
Statewide Design and Right of Way	\$0	\$0	\$0
Statewide Interstate Maintenance Program	\$52,681,500	\$5,853,500	\$58,535,000
Statewide NHS Preservation Program	\$14,008,000	\$3,502,000	\$17,510,000
Statewide RR Grade Crossings	\$800,000	\$200,000	\$1,000,000
Statewide Transit	\$0	\$0	\$0
Statewide Stormwater retrofits	\$4,800,000	\$1,200,000	\$6,000,000
Statewide ADA Implementation Plan	\$3,200,000	\$800,000	\$4,000,000
Subtotal Statewide Infrastructure Items:	\$128,728,600	\$22,632,167	\$151,261,867
Other Statewide Items:			
Award Adjustments, Change Orders, Project Value Changes, Etc.	\$29,230,500	\$7,307,625	\$36,538,125
Planning	\$24,800,000	\$6,200,000	\$31,000,000
DBES, FAPO, Pavement Lab Retrofits, and Misc. Programs	\$800,000	\$200,000	\$1,000,000
Subtotal Other Statewide Items:	\$54,830,500	\$13,707,625	\$68,538,125
Regional Major Infrastructure Projects:	\$18,088,887	\$4,618,887	\$22,688,884
Bridge Program:			
Statewide Bridge Maintenance Program	\$8,000,000	\$2,000,000	\$10,000,000
Statewide Bridge Repl. / Rehab Program	\$107,800,000	\$28,860,000	\$134,760,000
Statewide Bridge Inspection Program	\$5,000,000	\$1,260,000	\$6,260,000
Subtotal Federal Aid Bridge Program:	\$120,800,000	\$30,260,000	\$151,060,000
Total Regional Targets:			
Minimum Regional CMAQ Component:	\$30,000,000	\$7,600,000	\$37,600,000
Minimum Regional HSIP Component:	\$10,000,000	\$1,111,111	\$11,111,111
Regional TAP Component:	\$3,985,003	\$986,261	\$4,981,264
Maximum Regional Non-CMAQ / HSIP Component:	\$83,688,330	\$20,887,083	\$104,485,413
Total Regional Target	\$127,673,333	\$30,604,444	\$158,077,777

Region	Regional Share (%)	Regional Minimum HSIP Component With State Match	Regional Minimum CMAQ Component With State Match	Regional TAP Component With State Match	Total Regional Target With State Match	NonCMAQ/ HSIP/TAP with State Match
Berkshire Region	3.5596	\$386,618	\$1,334,867	\$0	\$5,827,008	\$3,888,824
Boston Region	42.9671	\$4,774,123	\$16,112,864	\$2,648,718	\$87,821,442	\$44,485,837
Cape Cod	4.5851	\$609,480	\$1,718,428	\$178,784	\$7,248,090	\$4,840,437
Central Mass	8.6901	\$885,670	\$3,268,789	\$428,038	\$13,737,188	\$9,088,758
Franklin Region	2.5397	\$282,194	\$862,405	\$0	\$4,014,774	\$2,780,176
Martha's Vineyard	0.3100	\$34,441	\$118,238	\$0	\$488,882	\$338,313
Mentnick Valley	4.4296	\$482,173	\$1,881,084	\$306,423	\$7,002,145	\$4,643,485
Montachusett	4.4596	\$485,608	\$1,872,333	\$74,890	\$7,049,684	\$4,808,735
Nantucket	0.2200	\$24,442	\$82,482	\$0	\$347,738	\$240,803
Northern Middlesex	3.9096	\$434,401	\$1,488,103	\$246,303	\$8,180,223	\$4,034,415
Old Colony	4.5595	\$608,818	\$1,708,828	\$300,008	\$7,207,828	\$4,881,171
Pioneer Valley	10.8099	\$1,201,102	\$4,063,720	\$473,838	\$17,088,080	\$11,368,319
Southeastern Mass	8.9501	\$885,687	\$3,380,038	\$428,067	\$14,183,833	\$9,380,280
Total:	100.00	\$11,111,111	\$37,600,000	\$4,981,264	\$158,077,777	\$104,485,413

TITLE 23 - TRANSPORTATION FUNDING

FEDERAL FISCAL YEAR 2016
FEDERAL REGIONAL TARGETS
April 8, 2013

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation Authority	\$550,000,000		
Redistribution, as Estimated by FHWA	\$50,000,000		
Total Estimated Obligation Authority Available:	\$600,000,000		
ABP GANIS Repayment	(150,000,000)		
Total Non-Earmarked Available Statewide - (including State Match)	450,000,000	102,279,167	552,279,167
Statewide Infrastructure Items:			
Statewide Infrastructure Program	\$0	\$0	\$0
Statewide HSIP Program	\$17,500,000	\$1,955,556	\$19,555,556
Statewide Safe Routes to Schools Program	\$5,180,000	\$1,295,000	\$6,475,000
Statewide CMAQ	\$30,000,000	\$7,500,000	\$37,500,000
Statewide Transportation Enhancements	\$10,000,000	\$2,500,000	\$12,500,000
Statewide Recreational Trails	\$800,000	\$200,000	\$1,000,000
Statewide ITS	\$10,480,000	\$2,620,000	\$13,100,000
Statewide Design and Right of Way	\$0	\$0	\$0
Statewide Interstate Maintenance Program	\$45,990,000	\$5,110,000	\$51,100,000
Statewide NHS Preservation Program	\$21,360,000	\$5,340,000	\$26,700,000
Statewide RR Grade Crossings	\$800,000	\$200,000	\$1,000,000
Statewide Transit	\$0	\$0	\$0
Statewide Stormwater retrofits	\$4,000,000	\$1,000,000	\$5,000,000
Statewide ADA Implementation Plan	\$3,200,000	\$800,000	\$4,000,000
Subtotal Statewide Infrastructure Items:	\$148,410,000	\$28,620,666	\$177,030,666
Other Statewide Items:			
Award Adjustments, Change Orders, Project Value Changes, Etc.	\$30,130,000	\$7,532,500	\$37,662,500
Planning	\$24,800,000	\$6,200,000	\$31,000,000
DBES, FAPO, Pavement Lab Retrofits, and Misc. Programs	\$800,000	\$200,000	\$1,000,000
Subtotal Other Statewide Items:	\$55,730,000	\$13,932,500	\$69,662,500
Regional Major Infrastructure Projects:	\$25,800,000	\$8,400,000	\$34,200,000
Bridge Program:			
Statewide Bridge Maintenance Program	\$8,000,000	\$2,000,000	\$10,000,000
Statewide Bridge Repl. / Rehab Program	\$65,800,000	\$18,400,000	\$84,200,000
Statewide Bridge Inspection Program	\$5,000,000	\$1,250,000	\$6,250,000
Subtotal Federal Aid Bridge Program:	\$78,800,000	\$21,650,000	\$100,450,000
Total Regional Targets:			
Minimum Regional CMAQ Component:	\$30,000,000	\$7,500,000	\$37,500,000
Minimum Regional HSIP Component:	\$10,000,000	\$1,111,111	\$11,111,111
Regional TAP Component:	\$3,886,003	\$988,261	\$4,874,264
Maximum Regional Non-CMAQ / HSIP Component:	\$88,674,987	\$24,188,748	\$112,863,735
Total Regional Target	\$132,560,990	\$33,776,111	\$166,337,101

Region	Regional Share (%)	Regional Minimum HSIP Component With State Match	Regional Minimum CMAQ Component With State Match	Regional TAP Component With State Match	Total Regional Target With State Match	NonCMAQ/ HSIP/TAP with State Match
Berkshire Region	3.5596	\$386,616	\$1,334,887	\$0	\$6,209,306	\$4,478,922
Boston Region	42.9671	\$4,774,123	\$16,112,884	\$2,548,719	\$74,850,144	\$61,514,839
Cape Cod	4.5851	\$609,480	\$1,719,428	\$178,784	\$7,988,143	\$6,690,490
Central Mass	8.6901	\$966,570	\$3,268,789	\$428,039	\$16,158,727	\$10,508,318
Franklin Region	2.5397	\$282,184	\$952,406	\$0	\$4,430,234	\$3,185,835
Martha's Vineyard	0.3100	\$34,441	\$118,238	\$0	\$640,888	\$580,018
Metrowest Valley	4.4295	\$482,173	\$1,881,084	\$305,423	\$7,726,747	\$6,288,087
Montachusett	4.4595	\$486,508	\$1,872,333	\$74,980	\$7,779,073	\$6,538,244
Nantucket	0.2200	\$24,442	\$82,492	\$0	\$383,721	\$276,787
Northern Middlesex	3.9095	\$434,401	\$1,488,103	\$245,303	\$8,819,770	\$4,873,982
Old Colony	4.5595	\$608,618	\$1,708,829	\$300,009	\$7,963,491	\$6,437,037
Pioneer Valley	10.8099	\$1,201,102	\$4,053,720	\$473,838	\$18,856,402	\$13,127,842
Southeastern Mass	8.9601	\$986,587	\$3,380,039	\$428,087	\$16,829,857	\$10,845,984
Total:	100.00	\$11,111,111	\$37,500,000	\$4,881,264	\$174,438,111	\$120,843,748

TITLE 23 - TRANSPORTATION FUNDING

FEDERAL FISCAL YEAR 2017
FEDERAL REGIONAL TARGETS
April 8, 2013

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation Authority	\$550,000,000		
Redistribution, as Estimated by FHWA	\$50,000,000		
Total Estimated Obligation Authority Available:	\$600,000,000		
ASP GANS Repayment	(150,000,000)		
Total Non-Earmarked Available Statewide - (Including State Match)	450,000,000	102,063,068	552,063,068
Statewide Infrastructure Items:			
Statewide Infrastructure Program	\$0	\$0	\$0
Statewide HSIP Program	\$17,500,000	\$1,944,444	\$19,444,444
Statewide Safe Routes to Schools Program	\$3,200,000	\$800,000	\$4,000,000
Statewide CMAQ	\$30,000,000	\$7,500,000	\$37,500,000
Statewide Transportation Enhancements	\$2,500,000	\$625,000	\$3,125,000
Statewide Recreational Trails	\$800,000	\$200,000	\$1,000,000
Statewide ITS	\$14,400,000	\$3,600,000	\$18,000,000
Statewide Design and Right of Way	\$0	\$0	\$0
Statewide Interstate Maintenance Program	\$47,718,000	\$5,302,000	\$53,020,000
Statewide NHS Preservation Program	\$19,932,000	\$4,983,000	\$24,915,000
Statewide RR Grade Crossings	\$4,000,000	\$1,000,000	\$5,000,000
Statewide Transit	\$0	\$0	\$0
Statewide Stormwater retrofits	\$4,000,000	\$1,000,000	\$5,000,000
Statewide ADA Implementation Plan	\$3,200,000	\$800,000	\$4,000,000
Subtotal Statewide Infrastructure Items:	\$147,260,000	\$27,764,444	\$175,024,444
Other Statewide Items:			
Award Adjustments, Change Orders, Project Value Changes, Etc.	\$29,930,000	\$7,482,500	\$37,412,500
Planning	\$24,800,000	\$6,200,000	\$31,000,000
DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs	\$800,000	\$200,000	\$1,000,000
Subtotal Other Statewide Items:	\$55,530,000	\$13,882,500	\$69,412,500
Regional Major Infrastructure Projects:	\$25,800,000	\$8,400,000	\$32,000,000
Bridge Program:			
Statewide Bridge Maintenance Program	\$8,000,000	\$2,000,000	\$10,000,000
Statewide Bridge Repl. / Rehab Program	\$87,880,000	\$18,880,000	\$106,760,000
Statewide Bridge Inspection Program	\$5,000,000	\$1,250,000	\$6,250,000
Subtotal Federal Aid Bridge Program:	\$99,880,000	\$20,240,000	\$120,120,000
Total Regional Targets:			
Minimum Regional CMAQ Component:	\$30,000,000	\$7,500,000	\$37,500,000
Minimum Regional HSIP Component:	\$10,000,000	\$1,111,111	\$11,111,111
Regional TAP Component:	\$3,885,003	\$988,261	\$4,873,264
Maximum Regional Non-CMAQ / HSIP Component:	\$99,874,897	\$24,188,748	\$120,843,746
Total Regional Target	\$140,880,000	\$33,778,111	\$174,438,111

Region	Regional Share (%)	Regional Minimum HSIP Component With State Match	Regional Minimum CMAQ Component With State Match	Regional TAP Component With State Match	Total Regional Target With State Match	NonCMAQ/ HSIP/TAP with State Match
Berkshire Region	3.5596	\$96,618	\$1,334,887	\$0	\$8,208,306	\$4,478,822
Boston Region	42.9671	\$4,774,123	\$16,112,884	\$2,648,718	\$74,960,144	\$61,614,898
Cape Cod	4.5851	\$508,480	\$1,718,428	\$178,784	\$7,988,143	\$6,680,480
Central Mass	8.6901	\$965,670	\$3,268,789	\$428,038	\$15,168,727	\$10,608,318
Franklin Region	2.5397	\$282,184	\$862,405	\$0	\$4,430,234	\$3,186,836
Martha's Vineyard	0.3100	\$34,441	\$118,238	\$0	\$640,888	\$380,018
Merrimack Valley	4.4296	\$482,173	\$1,881,084	\$306,423	\$7,728,747	\$6,288,087
Montachusett	4.4596	\$485,608	\$1,872,333	\$74,880	\$7,778,073	\$6,638,244
Nantucket	0.2200	\$24,442	\$82,482	\$0	\$383,721	\$278,787
Northern Middlesex	3.9096	\$434,401	\$1,488,103	\$246,303	\$8,819,770	\$4,873,882
Old Colony	4.5595	\$508,818	\$1,708,829	\$300,008	\$7,963,481	\$6,437,037
Pioneer Valley	10.8099	\$1,201,102	\$4,063,720	\$473,838	\$18,866,402	\$13,127,842
Southeastern Mass	8.9601	\$985,687	\$3,380,038	\$428,087	\$15,828,867	\$10,846,884
Total:	100.00	\$11,111,111	\$37,500,000	\$4,881,264	\$174,438,111	\$120,843,746

APPENDIX B: Project Priority Evaluation Criteria Sample Sheet

APPENDIX C: Summary of Operation and Maintenance Expenditures

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

Section I - Non Federal Aid Maintenance Projects - State Bondfunds

3/31/2013

Program Group/Sub Group	Estimated SFY 2011 NFA Expenditures	Estimated SFY 2012 NFA Expenditures	Estimated SFY 2013 NFA Expenditures
01 - Bridge Repair & Replacement			
New Bridge (Excluded)	n/a	n/a	n/a
Bridge Replacement (Excluded)	n/a	n/a	n/a
Bridge Reconstruction/Rehab	\$770,280	\$3,415,864	\$1,395,381
Drawbridge Maintenance	\$422,457	\$261,747	\$359,368
Structure Maintenance	\$14,873,667	\$9,571,064	\$16,477,008
02 - Bridge Painting			
Painting - Structural	\$0	\$0	\$0
03 - Roadway Reconstruction			
Hwy Relocation (Excluded)	n/a	n/a	n/a
Hwy Recon. - Added Capacity (Excluded)	n/a	n/a	n/a
New Construction (Excluded)	n/a	n/a	n/a
Hwy Reconstr - Restr and Rehab	\$1,910	\$30,491	\$19,004
Hwy Reconstr - No Added Capacity	\$730,412	\$0	\$302,421
Hwy Reconstr - Minor Widening	\$0	\$78,122	\$39,494
Hwy Reconstr - Major Widening	\$0	\$0	\$0
04 - Roadway Resurfacing			
Resurfacing	\$1,830,419	\$1,266,989	\$2,533,977
05 - Intersection & Safety			
Impact Attenuators	\$32,510	\$41,116	\$36,180
Safety Improvements	\$0	\$0	\$0
Traffic Signals	\$78,911	\$75,897	\$94,227
06 - Signs & Lighting			
Lighting and Electrical	\$424,840	\$160,463	\$291,541
Sign Installation / Upgrading	\$118,222	\$117,059	\$122,741
Structural Signing	\$359	\$951	\$436
07 - Guardrail			
Guard Rail and Fencing	\$351,864	\$175,113	\$277,448
08 - Maintenance			
Catch Basin Cleaning	\$550,586	\$729,368	\$671,480
Crack Sealing	\$49,256	\$179,202	\$76,153
Landscape and Roadside Develop	\$59,787	\$100,688	\$53,492
Mowing and Spraying	\$14,084	\$16,619	\$10,234
Pavement Marking	\$320,883	\$439,915	\$385,802
Sewer and Water	\$48,808	\$13,359	\$20,722
Process/Recycle/Tmsprt Soils	\$0	\$307	\$102
Contract Hwy Maint.	\$518,351	\$776,661	\$431,671
09 - Facilities			
Chemical Storage Sheds	\$23,505	\$5,221	\$9,575
Vertical Construction	\$305,933	\$177,470	\$283,710
10 - Bikeways (Excluded)	n/a	n/a	n/a
11 - Other			
Miscellaneous / No Prequal	\$140,775	\$180,699	\$166,699
Asbestos Removal	\$0	\$0	\$0
Demolition	\$0	\$0	\$0
Drilling and Boring	\$11,724	\$1,664	\$4,463
Hazardous Waste Remediation	\$3,235	\$1,254	\$1,496
Utilities	\$0	\$0	\$0
Change in Project Value	\$0	\$0	\$0
Highway Sweeping	\$0	\$28,068	\$9,356
Intelligent Transportation Sys	\$0	\$0	\$0
Unknown	\$30,389	\$0	\$10,130
Underground Tank Removal Replace	\$0	\$0	\$0
Section I Total:	\$21,713,168	\$17,845,369	\$24,084,311

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

12 - Snow and Ice Operations & Materials	\$11,536,743	\$4,746,650	\$7,941,636
13 - District Maintenance (Mowing, Litter Management, Sight Distance Clearing, Etc.)	\$1,919,152	\$1,646,033	\$1,836,989
Section II Total:	\$13,455,895	\$6,392,683	\$9,778,625

Grand Total NFA:	\$35,169,063	\$24,238,051	\$33,862,936
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Massachusetts Department of Transportation - Highway Division
Summary of Operating and Maintenance Expenditures
Pioneer Valley Region - Part 2: Federal Aid

Section I - Federal Aid Maintenance Projects

3/31/2013

Program Group/Sub Group	Estimated SFY 2011 Federal Aid Expenditures	Estimated SFY 2012 Federal Aid Expenditures	Estimated SFY 2013 Federal Aid Expenditures
01 - Bridge Repair & Replacement			
New Bridge (Excluded)	n/a	n/a	n/a
Bridge Replacement (Excluded)	n/a	n/a	n/a
Bridge Reconstruction/Rehab	\$10,360,281	\$8,512,348	\$11,280,712
Structure Maintenance	\$0	\$0	\$0
02 - Bridge Painting			
Painting - Structural	\$0	\$0	\$0
03 - Roadway Reconstruction			
Hwy Relocation (Excluded)	n/a	n/a	n/a
Hwy Recon. - Added Capacity (Excluded)	n/a	n/a	n/a
New Construction (Excluded)	n/a	n/a	n/a
Hwy Reconstr - Reslr and Rehab	\$4,446,673	\$6,710,520	\$7,282,920
Hwy Reconstr - No Added Capacity	\$5,118,338	\$7,662,936	\$4,924,131
Hwy Reconstr - Minor Widening	\$1,447,570	\$5,169,398	\$3,106,073
Hwy Reconstr - Major Widening	\$0	\$0	\$0
04 - Roadway Resurfacing			
Resurfacing	\$16,028,348	\$21,002,244	\$13,660,685
05 - Intersection & Safety			
Impact Attenuators	\$0	\$0	\$0
Safety Improvements	\$6,560	\$0	\$7,827
Traffic Signals	\$1,586,276	\$1,466	\$979,049
06 - Signs & Lighting			
Lighting and Electrical	\$0	\$1,396,372	\$465,457
Sign Installation / Upgrading	\$0	\$0	\$4,076
Structural Signing	\$0	\$1,396,372	\$465,457
07 - Guardrail			
Guard Rail and Fencing	\$1,387,528	\$0	\$507,029
08 - Maintenance			
Contract Highway Maintenance	\$6,458	\$515,980	\$174,146
Landscape and Roadside Develop	\$911,889	\$0	\$303,963
Pavement Marking	\$0	\$32,879	\$10,960
Catch Basin Cleaning	\$0	\$0	\$0
09 - Facilities			
Vertical Construction	\$1,008	\$0	\$336
10 - Bikeways (Excluded)	n/a		n/a
11 - Other			
Intelligent Transportation Sys	\$6,816,351	\$939,911	\$6,122,403
Miscellaneous / No prequal	\$8,219	\$0	\$18,180
Reclamation	\$0	\$0	\$0
Drilling & Boring	\$1,336	\$0	\$445
Unknown	\$36,767	\$0	\$12,256
Demolition	\$0	\$0	\$0
Utilities	\$0	\$0	\$0
Marine Construction	\$7,353	\$0	\$2,451
Section I Total	\$48,170,955	\$53,340,425	\$49,328,556

Section II - Federal Aid Highway Operations

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

Grand Total Federal Aid:	\$48,170,955	\$53,340,425	\$49,328,556
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APPENDIX D: Metropolitan Planning Area (MPA) State and Local Consulted Agencies

As required in MAP-21, the Moving Ahead for Progress in the 21st Century Act (P.L. 112-141) consulted 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 16 list agencies with transportation interest in the Metropolitan Planning Area (MPA) that were contacted for the purpose of consultation while developing the TIP. Table 17 lists the agencies from table 16 which responded and coordinated meetings were held during TIP development.

Table 16: Agencies Contacted

Agency	Agency Location
Westfield River Wild and Scenic Advisory Committee	Haydenville
MassDOT - Office of Transportation Planning	Boston
FEDERAL HIGHWAY ADMIN	Cambridge
US EPA	Boston
MassDOT	Boston
COUNCIL ON AGING	Granby
AIR QUALITY CONTROL (DEP)	Boston
FEDERAL TRANSIT ADMIN	Cambridge
MassDOT Highway Division District 1& 2	Northampton/Lenox
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 agencies 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 17: Agencies Providing Consultation)

Agency	Agency Location
MassDOT - Office of Transportation Planning	Boston, MA
FEDERAL HIGHWAY ADMIN	Cambridge, MA
MassDOT Highway Division District 1	Lenox
MassDOT Highway Division District 2	Northampton/

APPENDIX E: MAP-21 Performance Management Information

Performance Management

Program purpose

A key feature of MAP-21 is the establishment of a performance- and outcome-based program. The objective of this performance- and outcome-based program is for States to invest resources in projects that collectively will make progress toward the achievement of the national goals.

Statutory citation(s): MAP-21 §§1106, 1112-1113, 1201-1203; 23 USC 119, 134-135, 148-150

National policy in support of performance management

“Performance management will transform the Federal-aid highway program and provide a means to the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision-making through ”[§1203; 23 USC 150(a)]

National performance goals

Establishes national performance goals for the Federal-aid highway program in seven areas:

[§1203; 23 USC 150(b)]

Goal area	National goal
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
Infrastructure condition	To maintain the highway infrastructure asset system in a state of good repair
Congestion reduction	To achieve a significant reduction in congestion on the National Highway System
System reliability	To improve the efficiency of the surface transportation system
Freight movement and economic vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
Environmental sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment
Reduced project delivery delays	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through

	eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices
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Performance measures

Requires the Secretary, in consultation with States, metropolitan planning organizations (MPOs), and other stakeholders, to establish performance measures in the areas listed below. Provides for DOT to establish such measures within 18 months of enactment, and prohibits DOT from establishing additional performance measures. [§1203; 23 USC 150(c)]

- Pavement condition on the Interstate System and on remainder of the National Highway System (NHS)
- Performance of the Interstate System and the remainder of the NHS
- Bridge condition on the NHS
- Fatalities and serious injuries—both number and rate per vehicle mile traveled--on all public roads
- Traffic congestion
- On-road mobile source emissions
- Freight movement on the Interstate System

Performance targets

- *Setting of State targets.* Within one year of the DOT final rule on performance measures, requires States to set performance targets in support of those measures. States may set different performance targets for urbanized and rural areas. [§1203; 23 USC 150(d)]

To ensure consistency each State must, to the maximum extent practicable –

- coordinate with an MPO when setting performance targets for the area represented by that MPO; and
 - coordinate with public transportation providers when setting performance targets in an urbanized area not represented by an MPO. [§1202; 23 USC 135(d)(2)(B)]
- *Setting of MPO targets.* Within 180 days of States or providers of public transportation setting performance targets, requires MPOs to set performance targets in relation to the performance measures (where applicable). To ensure consistency, each MPO must, to the maximum extent practicable, coordinate with the relevant State and public transportation providers when setting performance targets. [§1201; 23 USC 134(h)(2)].
- *Plans requiring targets.* Requires the following plans to include State targets (and/or MPO targets, as appropriate):
 - Metropolitan transportation plans. [§1201; 23 USC 134(i)(2)(B)]
 - Metropolitan Transportation Improvement Program (TIP). [§1201; 23 USC 134(j)(2)(D)]

- Statewide Transportation Improvement Program (STIP). [§1202; 23 USC 135(g)(4)]
- State asset management plans under the National Highway Performance Program (NHPP). [§1106; 23 USC 119(e)]
- State performance plans under the Congestion Mitigation and Air Quality Improvement program. [§1113(b)(6); 23 USC 149(l)]

Additionally, State and MPO targets *should* be included in Statewide transportation plans. [§1202; 23 USC 135(f)(7)]

- *Reporting on progress.* Requires States to report on the condition and performance of the NHS; the effectiveness of the investment strategy document in the State asset management plan for the NHS; progress toward achieving performance targets; and the ways in which the State is addressing congestion at freight bottlenecks. [§1203; 23 USC 150(e)]

Thresholds for bridge and pavement condition

- *Establishment of thresholds.* Requires DOT to establish, as part of its rulemaking on performance measures, minimum thresholds for Interstate pavement condition. [§1203; 23 USC 150(c)(3)]

Requires each State to maintain minimum thresholds for Interstate pavement condition (the level set by DOT in its rulemaking) and NHS bridges (no more than 10% of total NHS bridge deck area may be on structurally deficient bridges). [§1106; 23 USC 119(f)]

- *Failure to meet thresholds.* Requires a State that fails to meet or maintain these thresholds over a statutorily-designated time period to reserve a specified portion of its NHPP funding for Interstate pavement and NHS bridge projects. In some cases also requires the State to transfer a specified portion of its Surface Transportation Program (STP) funding to NHPP. (See NHPP fact sheet for detail) [§1106; 23 USC 119(f)]

Trends in safety performance

Imposes additional requirements on a State in relation to specified measures of highway safety: [§1112; 23 USC 148(g)]

- *Rural road safety.* If the fatality rate on rural roads in a State increases over the most recent two year period, the State must dedicate a specified amount of funds under the Highway Safety Improvement Program for high risk rural road safety projects.
- *Older driver and pedestrian safety.* If the traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in a State increase over the most recent two year period, the State must detail in its next Strategic Highway Safety Plan how it intends to address increases in those rates.

Other accountability measures

- *Target achievement under NHPP.* Requires a State that fails to achieve (or to make significant progress toward achieving) its performance targets for the NHS for two consecutive reports to describe in its next performance report to DOT (under amended 23 USC 150(e)) the actions it will take to achieve its targets. [§1106; 23 USC 119(e)(7)]
- *Target achievement under HSIP.* Requires a State that fails to achieve (or to make significant progress toward achieving) its HSIP performance targets within two years of the targets' establishment to –
 - dedicate a specified portion of its obligation authority to HSIP projects until the Secretary determines that the State has made significant progress toward or met the targets; and
 - annually submit to the Secretary an implementation plan that includes certain specified components related to highway safety until the Secretary determines that the State has made significant progress toward or met the targets. [§1112; 23 USC 148(i)]
- *Certification of planning process for Transportation Management Areas (TMAs).* Continues to require the Secretary to certify at least once every four years whether the metropolitan planning process of an MPO serving a TMA meets the requirements, including the requirements of 23 USC 134 and other applicable Federal law. One of these requirements is to include a performance-based approach in the metropolitan transportation planning process (see 23 USC 134(h)(2)). Absent this certification, DOT may withhold up to 20% of the funds attributable to the metropolitan planning area. [§1201; 23 USC 134(k)(5)]