

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

2024 - 2028

FOR THE
METROPOLITAN PLANNING ORGANIZATION
PIONEER VALLEY REGION,
MASSACHUSETTS

Draft April 2023



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Notice of Nondiscrimination Rights and Protections to Beneficiaries

Federal Title VI/Nondiscrimination Protections

The Pioneer Valley Metropolitan Planning Organization (PVMPO) and the Massachusetts Department of Transportation (MassDOT) comply with Title VI of the Civil Rights Act of 1964, which prohibits discrimination on the basis of race, color, or national origin (including limited English proficiency). Related federal and state nondiscrimination laws prohibit discrimination on the basis of age, sex, disability, and additional protected characteristics.

Individuals who believe they have been discriminated against may [file a complaint](#) with the following:

Pioneer Valley Metropolitan Planning Organization MPO Title VI Specialist 60 Congress Street Springfield, MA 01104 Phone 413-781-6045 TTD/TTY (413-781-7168) E-mail: gmroux@pvpc.org	MassDOT Title VI Specialists Office of Diversity and Civil Rights – Title VI Unit 10 Park Plaza, Suite 3800 Boston, MA 02116 Phone: (857) 368-8580 or 7-1-1 for Relay Service Email: MassDOT.CivilRights@state.ma.us
U.S. Department of Transportation Office of Civil Rights 1200 New Jersey Avenue, SE Washington, DC 20590 Website: civilrights.justice.gov/	Federal Transit Administration Office of Civil Rights Attention: Complaint Team East Building, 5th Floor—TCR 1200 New Jersey Avenue, SE Washington, DC 20590 FTA online complaint form

The PVMPO complies with the Governor's Executive Order 526, section 4 requiring all programs, activities, and services provided, performed, licensed, chartered, funded, regulated, or contracted for by the state shall be conducted without unlawful discrimination based on race, color, age, gender, ethnicity, sexual orientation, gender identity or expression, religion, creed, ancestry, national origin, disability, veteran's status (including Vietnam-era veterans), or background.

English: If this information is needed in another language, please contact the PVPC Title VI Specialist at 413-781-6045.

Portuguese: Caso esta informação seja necessária em outro idioma, favor contar o Especialista em Título VI do PVPC pelo telefone 413-781-6045.

Spanish: Si necesita esta información en otro idioma, por favor contacte al especialista de PVPC del Título VI al 413-781-6045.

Chinese Simplified: (mainland & Singapore): 如果需要使用其它语言了解信息，请联系马萨诸塞州交通部（PVPC）《民权法案》第六章专员，电话413-781-6045。

Chinese Traditional: (Hong Kong & Taiwan): 如果需要使用其它语言了解信息，請聯繫馬薩諸塞州交通部（PVPC）《民權法案》第六章專員，電話413-781-6045。

Russian: Если Вам необходима данная информация на любом другом языке, пожалуйста, свяжитесь со специалистом по Титулу VI Департамента Транспорта штата Массачусетс (PVPC) по тел:413-781-6045.

Haitian Creole: Si yon moun vle genyen enfòmasyon sa yo nan yon lòt lang, tanpri kontakte Espesyalis PVPC Title VI la nan nimewo 413-781-6045.

Vietnamese: Nếu quý vị cần thông tin này bằng tiếng khác, vui lòng liên hệ Chuyên viên Luật VI của PVPC theo số điện thoại 413-781-6045.

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 626,000 residents, the Pioneer Valley is the fourth largest metropolitan area in New England. The map on the following page references the Pioneer Valley Region.

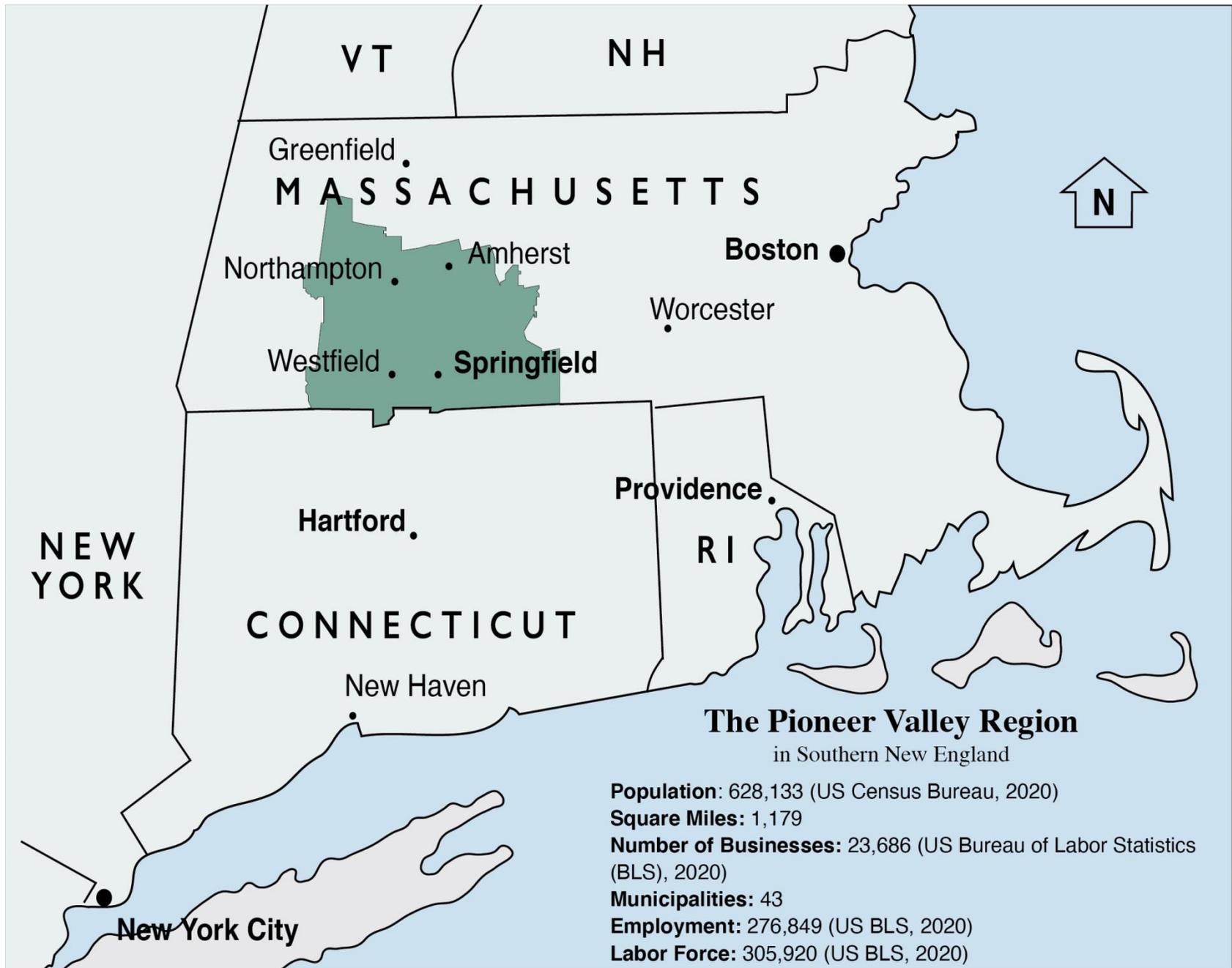
TIP Format and MPO Endorsement

The FFY 2024 - 2028 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 2024 - 2028 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 2024 and beyond. In response to this commitment, Pioneer Valley local officials in cooperation with regional and state officials from 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 2024 and beyond. Funding targets for the Pioneer Valley Region have been issued by MassDOT identifying potential resources for each year of the TIP.



I. GENERAL SUPPORT INFORMATION

INTRODUCTION

The Transportation Improvement Program (TIP) is a requirement of the Metropolitan Transportation Planning Process as described in the Metropolitan Planning Final Rule 23 CFR 450 section 324. This regulation developed by the Federal Department of Transportation defines the Transportation Improvement Program as:

“A staged, multiyear, intermodal program of transportation projects which is consistent with the metropolitan transportation plan.”

The Pioneer Valley TIP is a five-year schedule of 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

The Bipartisan Infrastructure Law (BIL), was signed into law on November 15, 2021. With \$567 Billion in funding (2022-2026) the objective of BIL is not only to invest in infrastructure but also to grow the economy and make the USA more competitive on a global scale. BIL replaces The FAST Act, Fixing America’s Surface Transportation signed into law on December 4, 2015. which funded surface transportation programs at over \$305 billion for fiscal years (FY) 2016 through 2020 (Continuing resolution thru December 2021). At the time of the endorsement of this documents, the 10 FAST Act planning factors were still current in US DOT regulations.

The ten planning factors are as follows

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
10. Enhancing travel and tourism.

The Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted in 2012, included provisions to make the Federal surface transportation more streamlined, performance-based, and multimodal, and to address challenges facing the U.S. transportation system, including improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. The FAST Act builds on the changes made by MAP-21.¹

The FAST Act specifically addresses all modes of transportation and enhances many of the existing provisions and programs defined in past transportation legislation.

National goal areas continue to be a priority under the FAST Act and address the following areas:

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 NHS.

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

PERFORMANCE BASED PLANNING AND PROGRAMMING

The FAST Act requires MPOs, in collaboration with the state DOT and transit agencies, to formally establish targets for performance measures aligned with the national goals. Performance Based Planning and Programming (PBPP) refer to the application of performance management within the parameters of the FAST Act to achieve desired outcomes for the multimodal transportation system. It is intended advance transportation investments based on their ability to meet established goals. This includes setting targets for the performance measures identified in the FAST Act.

Performance measures are intended to monitor and track performance over time and assess the effectiveness of projects and strategies in meeting the national goal areas. In the Pioneer Valley region, performance based planning methods have been used in the development of the Transportation Evaluation Criteria to program projects as part of the Regional Transportation Improvement Program for many years.

¹<https://www.fhwa.dot.gov/fastact/summary.cfm>

USDOT implemented the federal PBPP requirements through a series of phased rulemakings. At the conclusion of this rulemaking process, the Commonwealth of Massachusetts has twelve months to establish statewide performance targets for each required federal performance measure. The Pioneer Valley MPO has 180 days from the date of Commonwealth’s adoption of the statewide performance targets to either adopt the statewide targets or establish their own regional performance targets.

The Federal Transit Administration has finalized a rule to define requirements for transit asset management. This rule requires public transportation providers to develop and implement transit asset management (TAM) plans. TAM plans must include an asset inventory, condition assessments of inventoried assets, and a prioritized list of investments to improve the state of good repair of capital assets. This rule also establishes state of good repair standards and four state of good repair performance measures.

Public Transportation Agency Safety Plans (PTASP) were authorized by the MAP–21 legislation. Under this rule, operators of public transportation systems that receive Federal financial assistance under 49 U.S.C. Chapter 53 such as the PVTA, must develop and implement a PTASP to help ensure that public transportation systems are safe nationwide. The PTASP must include four main elements: (1) Safety Management Policy, (2) Safety Risk Management, (3) Safety Assurance, and (4) Safety Promotion. PVTA adopted their PTASP at their Advisory Board Meeting on November 18, 2020.

Table 1 Regional Performance Target Status

Final Rule	Effective Date	Status	Updated
Safety Performance Measures (PM1)	April 14, 2016	MPO adopted state targets on January 24, 2023	Annually
Pavement/Bridge Performance Measures (PM2)	May 20, 2017	MPO adopted state targets on February 28, 2023	Every Two Years
System Performance Measures (PM3)	May 20, 2017	MPO adopted state targets on February 28, 2023	Every Two Years
Transit Asset Management Plan (TAM)	July 26, 2016	MPO adopted PVTA TAM Plan Targets on September 27, 2022	Every Four Years
Public Transportation Agency Safety Plan (PTASP)	November 18, 2020	MPO adopted PVTA – PTASP on 5/24/2022	Annually

As can be seen from the above table, the Pioneer Valley MPO has elected to adopt the State performance targets for PM1, PM2 and PM3. The MPO will continue to work in close collaboration with the PVTA to incorporate their TAM and PTASP performance targets

into the regional transportation planning process. The UPWP includes specific tasks to support the performance based planning and programming for the Pioneer Valley MPO. The latest performance targets for each adopted performance measure are presented in the following table.

Table 2 Performance Targets for the Pioneer Valley MPO

Rule	Performance Measure	Target
PM1	Total Number of Fatalities	Reduce the Total Number of Fatalities to 355 or less statewide with an overarching goal of zero fatalities.
PM1	Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)	Reduce the Rate of Fatalities to 0.59/100 million VMT or less statewide with an overarching goal of zero fatalities/100 million VMT.
PM1	Total Number of Serious Injuries	Reduce the Total Number of Serious Injuries to 2569 or less statewide.
PM1	Rate of Serious Injuries per 100 Million VMT	Reduce the Rate of Serious Injuries to 4.25/100 million VMT or less statewide.
PM1	Total Number of Non-Motorized Fatalities and Serious Injuries	Do not exceed 437 for the Total Number of Non-Motorized Fatalities and Serious Injuries statewide with an overarching goal of zero fatalities.
PM2	Percentage of pavement of the Interstate System in Good condition	Maintain a condition of 70% or better for 2023 and 2025
PM2	Percentage of pavement of the Interstate System in Poor condition	Maintain a condition of 2% or less for 2023 and 2025
PM2	Percentage of pavement of the non-Interstate NHS in Good condition	Maintain a condition of 30% or better for 2023 and 2025
PM2	Percentage of pavement of the non-Interstate NHS in Poor condition	Maintain a condition of 5% or less for 2023 and 2025
PM2	Percentage of NHS bridges classified in Good condition	Maintain a condition of 16% or better for 2023 and 2025
PM2	Percentage of NHS bridges classified in Poor condition	Maintain a condition of 12% or less for 2023 and 2025
PM3	Level of Travel Time Reliability (LOTTR) on the Interstate System	Maintain a LOTTR at or above 74% statewide for the Interstate System in 2023 and above 76% for 2025
PM3	Level of Travel Time Reliability (LOTTR) on non-Interstate NHS	Maintain a LOTTR at or above 85% statewide for the non-Interstate NHS in 2023 and above 87% in 2025
PM3	Level of Truck Travel Time Reliability (TTTR)	Maintain a TTTR of 1.80 or better statewide for the Interstate System in 2023 and 1.75 or better in 2025
PM3	Peak Hour Excessive Delay (annual hours per capita)	Do not exceed 6.5 annual hours per capita in the Springfield Urbanized Area for 2023 and 6 annual hours in 2025

PM3	Percentage of Non Single Occupant Vehicle (SOV) Travel	Maintain at least 22.17% for Non-SOV Travel in the Springfield Urbanized Area for 2023 and 22.24% for Non-SOV Travel in 2025
PM3	On-road mobile source emissions from projects funded under the Congestion Mitigation and Air Quality Program (CMAQ) for City of Springfield	Currently no CMAQ projects programmed in the City of Springfield.
TAM	Percent of revenue vehicles by asset class that have met or exceeded their Useful Life Benchmark (ULB)	Articulated Bus = 0%, Bus = 32%, Cutaway Bus = 39%,
TAM	Percent of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Automobiles = 100% Trucks and other Rubber Tire Vehicles = 27%
TAM	Percent of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administrative and Maintenance = 0% Passenger and Parking = 0%
PTASP	Total Number of Fatalities	Target of 0 Fatalities
PTASP	Rate of Fatalities per Million VMT	Target Fatalities Rate of 0.0058/ million VMT
PTASP	Total Number of Serious Injuries	Target of 0 Serious injuries
PTASP	Rate of Serious Injuries per Million VMT	Target Rate of Incapacitating Injuries of 0.0437/ million VMT
PTASP	Fixed Route miles between breakdowns	Target of 19,500 miles
PTASP	Paratransit miles between breakdowns	Target of 34,500 miles
PTASP	Fixed Route preventable accidents/100,000 miles	Target of 1.5
PTASP	Paratransit preventable accidents/100,000 miles	Target of 0.7

As can be seen in table 3 PVMPO anticipates investing \$171.6 million over the next 5 years on projects that will aid the PVMPO in meeting the Performance Measure targets. PVPC staffed used project information to identify the percentage of each project that contributes to each of the performance measures (PM1, PM2 and PM3) Of these investments 22% (\$37,951,854) will help achieve PM1, 58% (\$99,301,854) will help achieve PM2, and 20% (\$34,293,111) will help achieve PM3. As more data because available it is anticipated that corresponding PM trends should be seen showing that our region is meeting or exceeding our PM Rules.

Table 3 Performance Measure Linked Investments 2024-2028

TIP Year	SID	Municipality	Project Description	District	Funding Source	Total Programmed	MPO Region	PM 1	PM 2	PM 3
2024	608163	Wales	WALES- RECONSTRUCTION & IMPROVEMENTS ON MONSON ROAD, FROM THE MONSON T.L. TO REED HILL ROAD (1.5 MILES)	2	STBG	\$5,438,563	2	5%	85%	10%
Project Investment by Performance Measure								\$ 271,928	\$ 4,622,779	\$ 543,856
2024	608717	Springfield	SPRINGFIELD- RECONSTRUCTION OF SUMNER AVENUE AT DICKINSON STREET AND BELMONT AVENUE (THE "X")	2	STP / CMAQ / HSIP / TAP	\$12,966,867	2	35%	30%	35%
Project Investment by Performance Measure								\$ 4,538,403	\$ 3,890,060	\$4,538,403
2024	609287	Worthington	WORTHINGTON- RECONSTRUCTION & RELATED WORK ON ROUTE 143 (PHASE II), FROM PERU T.L. TO COLD STREET	2	STBG	\$13,516,605	2	15%	85%	0%
Project Investment by Performance Measure								\$ 2,027,491	\$11,489,114	\$ -
2025	608881	Longmeadow	LONGMEADOW- SPRINGFIELD- RESURFACING AND INTERSECTION IMPROVEMENTS ON LONGMEADOW STREET (ROUTE 5) AND CONVERSE STREET (0.84 MILES)	2	STBG	\$9,560,118	1	30%	35%	35%
Project Investment by Performance Measure								\$ 2,868,035	\$ 3,346,041	\$3,346,041
2025	609065	Holyoke	HOLYOKE- RESURFACING AND RELATED WORK ON CABOT STREET AND RACE STREET (CENTER CITY CONNECTOR)	2	STBG	\$5,308,293	4	5%	80%	15%
Project Investment by Performance Measure								\$ 265,415	\$ 4,246,634	\$ 796,244
2025	609286	Northampton	NORTHAMPTON- DOWNTOWN COMPLETE STREETS CORRIDOR AND INTERSECTION IMPROVEMENTS ON MAIN STREET (ROUTE 9)	2	STBG	\$15,861,701	4	33%	33%	34%
Project Investment by Performance Measure								\$ 5,234,361	\$ 5,234,361	\$5,392,978
2025	S12828	Multiple	Valley Bike Share Expansion (Phase 3)	2	CMAQ	\$1,458,684	4	0%	0%	100%
Project Investment by Performance Measure								\$ -	\$ -	\$1,458,684
2026	607231	Williamsburg	WILLIAMSBURG- RECONSTRUCTION OF MOUNTAIN STREET	2	STBG	\$12,107,596	1	5%	95%	0%
Project Investment by Performance Measure								\$ 605,380	\$11,502,216	\$ -
2026	608785	South Hadley	SOUTH HADLEY- RECONSTRUCTION OF MAIN STREET FROM THE CHICOPEE CITY LINE TO CANAL STREET (0.67 MILES)	2	STBG	\$5,867,459	1 and 3	20%	45%	35%
Project Investment by Performance Measure								\$ 1,173,492	\$ 2,640,357	\$2,053,611

Table 3 - Performance Measure Linked Investments 2018-2022 (continued)

2026	609061	Chicopee	CHICOPEE- INTERSECTION IMPROVEMENTS AT MONTGOMERY STREET, GRANBY ROAD, AND MCKINSTRY AVENUE	2	STBG	\$9,556,807	1	40%		60%	
Project Investment by Performance Measure									\$ 3,822,723	\$ -	\$5,734,084
2026	609286	Northampton	NORTHAMPTON- DOWNTOWN COMPLETE STREETS CORRIDOR AND INTERSECTION IMPROVEMENTS ON MAIN STREET (ROUTE 9)	2	STBG	\$3,800,000	3	33%	33%	34%	
Project Investment by Performance Measure									\$ 1,254,000	\$ 1,254,000	\$1,292,000
2027	607231	Williamsburg	WILLIAMSBURG- RECONSTRUCTION OF MOUNTAIN STREET	2	SPBG	\$2,000,000	1	5%	95%	0%	
Project Investment by Performance Measure									\$ 100,000	\$ 1,900,000	\$ -
2027	608886	Chesterfield	CHESTERFIELD- RECONSTRUCTION OF NORTH ROAD AND DAMON POND ROAD	2	STBG	\$6,638,146	3	5%	95%	0%	
Project Investment by Performance Measure									\$ 331,907	\$ 6,306,239	\$ -
2027	612258	Easthampton	EASTHAMPTON- DOWNTOWN COMPLETE STREETS IMPROVEMENTS ON MAIN AND NORTHAMPTON STREETS (ROUTE 10)	2	STBG	\$ 15,621,659	3	33%	33%	34%	
Project Investment by Performance Measure									\$ 5,155,147	\$ 5,155,147	\$5,311,364
2027	612265	East Longmeadow	EAST LONGMEADOW- RESURFACING AND RELATED WORK ON NORTH MAIN STREET (ROUTE 83)	2	STBG	\$9,697,240	3	15%	80%	5%	
Project Investment by Performance Measure									\$ 1,454,586	\$ 7,757,792	\$ 484,862
2027	612600	Westfield	WESTFIELD- INTERSECTION IMPROVEMENTS AT SOUTHAMPTON ROAD (ROUTE 10/202), SERVISTAR INDUSTRIAL WAY AND BARNES AIRPORT DRIVE	2	STBG	\$ 4,872,000	2	35%	10%	55%	
Project Investment by Performance Measure									\$1,705,200.00	\$ 487,200	\$2,679,600
2028	608423	Easthampton	EASTHAMPTON- IMPROVEMENTS AND RELATED WORK ON ROUTE 10, FROM WEST STREET TO THE NORTHAMPTON TOWN LINE	2	CMAQ	\$6,680,150	1	35%	65%	0%	
Project Investment by Performance Measure									\$2,338,052.50	\$ 4,342,098	\$ -
2028	612257	Longmeadow	LONGMEADOW- RESURFACING AND RELATED WORK ON LONGMEADOW STREET (ROUTE 5) (PHASE 1)	2	STBG	\$13,227,660	3	15%	80%	5%	
Project Investment by Performance Measure									\$1,984,149.00	\$10,582,128	\$ 661,383

Table 3 - Performance Measure Linked Investments 2018-2022 (continued)

TIP Year	SID	Municipality	Project Description	District	Funding Source	Total Programmed	MPO Region	PM 1	PM 2	PM 3
2028	612257	Longmeadow	LONGMEADOW- RESURFACING AND RELATED WORK ON LONGMEADOW STREET (ROUTE 5) (PHASE 1)	2	STBG	\$13,227,660	3	15%	80%	5%
Project Investment by Performance Measure								\$1,984,149.00	\$10,582,128	\$ 661,383
2028	612780	Southampton	SOUTHAMPTON- REHABILITATION/RECONSTRUCTION & RELATED WORK ON EAST STREET, FROM COLLEGE HIGHWAY (ROUTE 10) TO WHISPERING MEADOW LANE	2	STBG	\$10,849,212	3	20%	80%	0%
Project Investment by Performance Measure								\$2,169,842.40	\$ 8,679,370	\$ -
2028	612984	Monson	MONSON- RESURFACING AND RELATED WORK ON MAIN STREET (ROUTE 32)	2	STBG	\$ 6,517,415	1	10%	90%	
Project Investment by Performance Measure								\$ 651,742	\$ 5,865,674	\$ -
Total Investment by Performance Measure (23 Projects)						\$171,546,175		\$37,951,854	\$99,301,209	\$34,293,111

Table 4 shows PVTA capital investment which will help our region meet the TAM rule. Over the next 5 years PVTA anticipates spending \$98.8 million on buses, vans, mini buses, and facility maintenance. PVTA spends roughly 73% of their yearly capital budget on fleet replace in order to meet the TAM rule. PTAS targets were approved by the MPO in May of 2022, projects will be evaluated as more data becomes available to measure PTASP effectiveness.

Table 4 TAM Investments 2024-2028

Year	Municipality	Program	MassDOT Project Description	Total Cost
2024		RTA Vehicle Replacement	Pioneer Valley Transit Authority - Paratransit Vans -10-14 Passenger	\$7,529,492
2024	Northampton	RTA Facility & System Modernization	Pioneer Valley Transit Authority - REHAB/RENOVATE - Northampton Bus Maintenance Facility Expansion and EV Depot Charging Design Study	\$120,000
2024		RTA Vehicle Replacement	Pioneer Valley Transit Authority - BUY REPLACEMENT 40-FT Hybrid BUS	\$11,881,240
2024		RTA Vehicle Replacement	Pioneer Valley Transit Authority - Replacement 35' Hybrid Bus (4) - Includes \$155,016 CARES	\$6,563,185
2024	Amherst	RTA Facility & Vehicle Maintenance	Pioneer Valley Transit Authority - UMass Bus Maintenance Facility - Upgrade Bus Bay Lateral Expansion	\$11,100,000
2024		RTA Vehicle Replacement	Pioneer Valley Transit Authority - BUY REPLACEMENT <30 FT BUS Type D Shuttle Bus	\$1,430,333
2024	Holyoke	RTA Facility & System Modernization	Pioneer Valley Transit Authority - REHAB/RENOVATE - Holyoke ITC Bus Bay, Canopy and Pavement Upgrades	\$250,000
2024	Springfield	RTA Facility & System Modernization	Pioneer Valley Transit Authority - Springfield O&M Bus Maintenance Facility Site Access Control Improvements	\$360,000
2024	Springfield	RTA Facility & System Modernization	Pioneer Valley Transit Authority - REHAB/RENOVATE - MAINTENANCE FACILITY - Springfield O&M Facility at Cottage St. Electric Bus Chargers Expansion and Upgrades	\$10,729,448
2024	Springfield	RTA Fleet Upgrades	Pioneer Valley Transit Authority - REHAB/RENOVATE - ADMIN/MAINT FACILITY Cottage St Electric Replacement of Overhead Door System	\$80,000
2024		RTA Vehicle Replacement	Pioneer Valley Transit Authority - ACQUIRE - Supervisory VEHICLES	\$471,726
2025		RTA Vehicle Replacement	Pioneer Valley Transit Authority - Paratransit Vans -10-14 Passenger	\$7,529,492
2025		RTA Vehicle Replacement	Pioneer Valley Transit Authority - BUY REPLACEMENT 40-FT Hybrid BUS	\$11,881,240
2025	Amherst	RTA Facility & Vehicle Maintenance	Pioneer Valley Transit Authority - UMass Bus Maintenance Facility - Upgrade Bus Bay Lateral Expansion	\$6,200,000

Table 4 - TAM Investments 2024-2028 (continued)

Year	Municipality	Program	MassDOT Project Description	Total Cost
2025		RTA Vehicle Replacement	Pioneer Valley Transit Authority - BUY REPLACEMENT <30 FT BUS Type D Shuttle Bus	\$1,430,333
2025	Springfield	RTA Facility & Vehicle Maintenance	Pioneer Valley Transit Authority - REHAB/RENOVATE - ADMINISTRATIVE FACILITY Main Street Masonry Repairs to buildings envelope	\$480,000
2025	Northampton	RTA Facility & System Modernization	Pioneer Valley Transit Authority - REHAB/RENOVATE - MAINTENANCE FACILITY - Northampton EV Bus Charging Stations Installations	\$750,000
2025	Holyoke	RTA Facility & System Modernization	Pioneer Valley Transit Authority - REHAB/RENOVATE - MAINTENANCE FACILITY - UMass Bus O&M Facility installation of EV Bus Charging Stations	\$750,000
2025		RTA Fleet Upgrades	Pioneer Valley Transit Authority - BUY REPL 60 ft ARTICULATED BUS	\$8,744,541
2025		RTA Fleet Upgrades	Pioneer Valley Transit Authority BUY REPLACEMENT 40-FT Electric BUS	\$29,887,681
2025		RTA Fleet Upgrades	Pioneer Valley Transit Authority - BUY REPLACEMENT 35-FT Electric BUS	\$11,885,771
2025	Springfield	RTA Facility & System Modernization	Pioneer Valley Transit Authority - REHAB/RENOVATE - MAINTENANCE FACILITY - Springfield O&M Facility at Cottage St. Electric Bus Chargers Expansion and Upgrades	\$6,040,950
2026		RTA Vehicle Replacement	Pioneer Valley Transit Authority - Paratransit Vans -10-14 Passenger	\$218,854
2026		RTA Facility & Vehicle Maintenance	Pioneer Valley Transit Authority - Rehab Northampton Maintenance Facility, Year 3, 4 and 5	\$4,360,000
2026	Amherst	RTA Facility & Vehicle Maintenance	Pioneer Valley Transit Authority - UMass Bus Maintenance Facility - Upgrade Bus Bay Lateral Expansion	\$200,000
2026		RTA Vehicle Replacement	Pioneer Valley Transit Authority - BUY REPLACEMENT <30 FT BUS Type D Shuttle Bus	\$364,012
2026	Springfield	RTA Facility & Vehicle Maintenance	Pioneer Valley Transit Authority - REHAB/RENOVATE - ADMINISTRATIVE FACILITY Main Street Masonry Repairs to buildings envelope	\$480,000
2026		RTA Fleet Upgrades	Pioneer Valley Transit Authority BUY REPLACEMENT 40-FT Electric BUS	\$29,887,681
2026	Springfield	RTA Facility & System Modernization	Pioneer Valley Transit Authority - REHAB/RENOVATE - ADMIN/MAINT FACILITY - Main St O&M Roof	\$600,000
2027		RTA Vehicle Replacement	Pioneer Valley Transit Authority - Paratransit Vans -10-14 Passenger	\$7,529,492
2027		RTA Facility & Vehicle Maintenance	Pioneer Valley Transit Authority - Rehab Northampton Maintenance Facility, Year 3, 4 and 5	\$4,360,000
2027	Amherst	RTA Facility & Vehicle Maintenance	Pioneer Valley Transit Authority - UMass Bus Maintenance Facility - Upgrade Bus Bay Lateral Expansion	\$11,100,000

Table 4 - TAM Investments 2018-2022 (continued)

Year	Municipality	Program	MassDOT Project Description	Total Cost
2027		RTA Facility & System Modernization	Pioneer Valley Transit Authority - REHAB/RENOVATE - MAINTENANCE FACILITY - Main St O&M Renovate Office	\$1,400,000
2027	Amherst	RTA Facility & System Modernization	Pioneer Valley Transit Authority - REHAB/RENOVATE - MAINTENANCE FACILITY - UMass Bus Facility - AC MAINTENANCE AND RESTROOM UPGRADES	\$790,000
2027		RTA Fleet Upgrades	Pioneer Valley Transit Authority - BUY REPL 60 ft ARTICULATED BUS	\$8,744,541
2027		RTA Fleet Upgrades	Pioneer Valley Transit Authority BUY REPLACEMENT 40-FT Electric BUS	\$6,262,932
2027		RTA Fleet Upgrades	Pioneer Valley Transit Authority - BUY REPLACEMENT 35-FT Electric BUS	\$3,164,804
2027	Springfield	RTA Facility & System Modernization	Pioneer Valley Transit Authority - REHAB/RENOVATE - MAINTENANCE FACILITY - Springfield O&M Facility at Cottage St. Electric Bus Chargers Expansion and Upgrades	\$606,178
2027	Springfield	RTA Facility & Vehicle Maintenance	Pioneer Valley Transit Authority - REHAB/RENOVATE - ADMIN/MAINT FACILITY Main St Paratransit O&M - Lower Level Renovation of Maintenance Building	\$450,000
2028		RTA Vehicle Replacement	Pioneer Valley Transit Authority - Paratransit Vans -10-14 Passenger	\$341,454
2028		RTA Vehicle Replacement	Pioneer Valley Transit Authority - Replacement 35' Hybrid Bus (4) - Includes \$155,016 CARES	\$6,563,185
2028		RTA Facility & Vehicle Maintenance	Pioneer Valley Transit Authority - Rehab Northampton Maintenance Facility, Year 3, 4 and 5	\$122,000
2028		RTA Vehicle Replacement	Pioneer Valley Transit Authority - BUY REPLACEMENT <30 FT BUS Type D Shuttle Bus	\$193,090
2028		RTA Fleet Upgrades	Pioneer Valley Transit Authority BUY REPLACEMENT 40-FT Electric BUS	\$29,887,681
2028		RTA Fleet Upgrades	Pioneer Valley Transit Authority - BUY REPLACEMENT 35-FT Electric BUS	\$11,885,771
2028	Springfield	RTA Facility & System Modernization	Pioneer Valley Transit Authority - REHAB/RENOVATE - MAINTENANCE FACILITY - Springfield O&M Facility at Cottage St. Electric Bus Chargers Expansion and Upgrades	\$292,270
2028	Springfield	RTA Facility & Vehicle Maintenance	Pioneer Valley Transit Authority - REHAB/RENOVATE - ADMIN/MAINT FACILITY Main St Paratransit O&M - Lower Level Renovation of Maintenance Building	\$3,570,000

CONFORMITY WITH THE REGIONAL TRANSPORTATION PLAN

All projects in the TIP come from the 2020 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 2024 through 2028 (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 2024 - 2028 TIP is only required for carbon monoxide. Further details and background information are provided in Chapter VII (page 81) of this document and in Chapter 16 of the RTP ([Click here to view](#)).

METROPOLITAN PLANNING ORGANIZATION

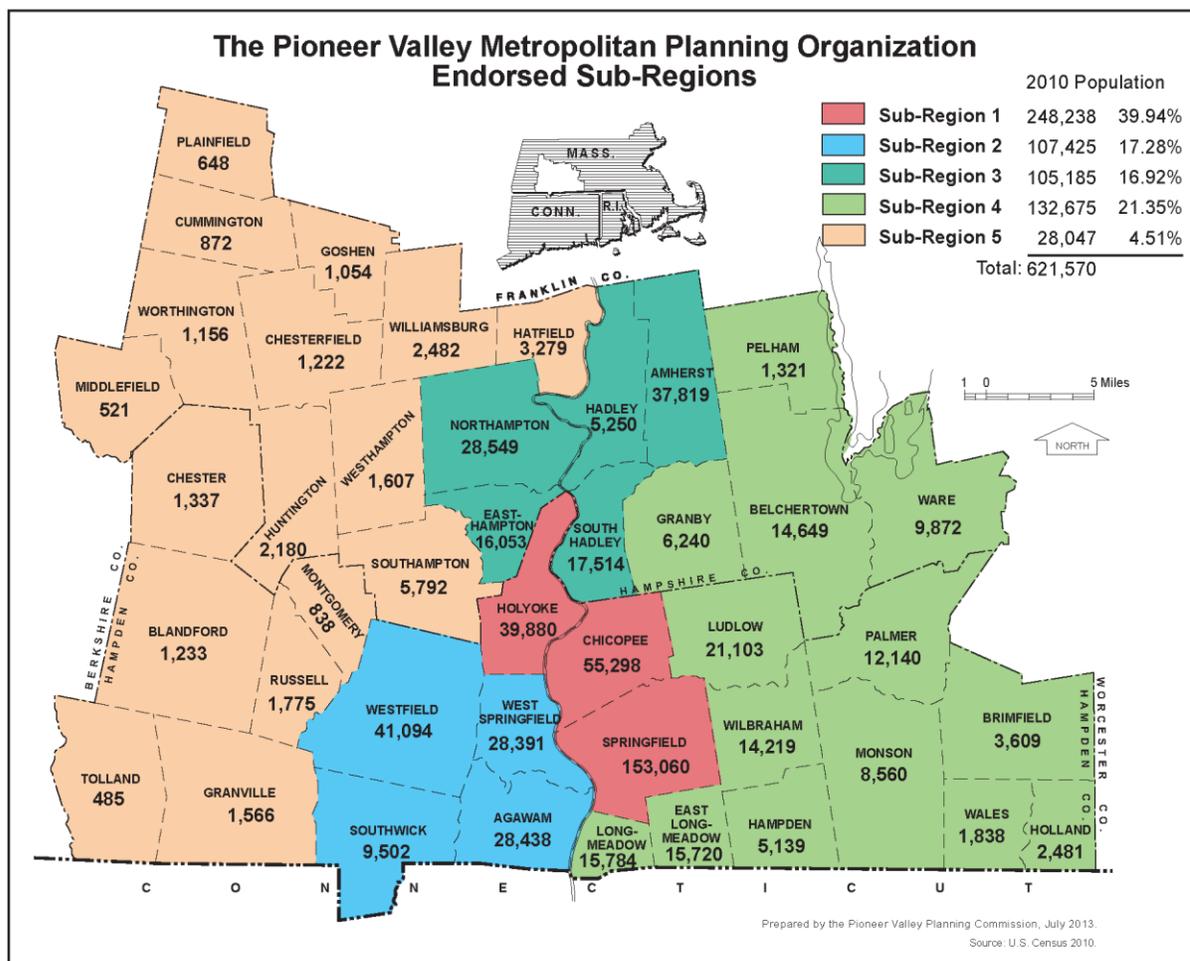
The Pioneer Valley Metropolitan Planning Organization (MPO) is responsible for developing the TIP. The MPO is comprised of ten members including four independently operating agencies and six locally elected officials:

Nomination and Election Process for the Six Locally Elected MPO Members

The six locally elected MPO member’s shall be elected to the MPO by the Pioneer Valley Planning (PVPC) Commission at a full Commission meeting. The electoral process shall be conducted using a regional caucus approach for each of the five local officials. PVPC will host meetings in each MPO tier to identify and recommend local officials interested in participating on the MPO. The term of office for each community representative to the Pioneer Valley MPO shall be for two years. At the first election, two Selectmen shall be elected for a one-year term, and two for a full two-year term. In the event that a current MPO member from one of the local tiers chooses not to run for reelection or is not reelected to office, the alternate member shall automatically assume the duties of the member. The PVPC will seek to fill any vacant alternate MPO member slot(s) through a search process carried out in consultation with the Joint Transportation Committee (JTC) and ultimately confirmed by an affirmative vote of the Commission. Once the Commission has successfully completed the election process, the proposed new municipal MPO member or members will be brought before the MPO for acceptance by an affirmative vote of a majority of its members.

Name	Title
Gina Fiandaca	Secretary and CEO of the Massachusetts Department of Transportation
Jonathan L. Gulliver	Administrator of the Massachusetts Department of Transportation Highway Division
Walter Gunn	Chair of the Pioneer Valley Executive Committee
Doug Slaughter	Chair of the Pioneer Valley Transit Authority Advisory Board
Joshua A. Garcia	Mayor of Holyoke (Sub-Region 1)
Mayor Domenic Sarno	City of Springfield (Sub-Region 1)
Mayor William C. Reichelt	City of West Springfield (Sub-Region 2)
Mayor Nicole LaChapelle	Mayor of Easthampton (Sub-Region 3)
James Barry	Belchertown Selectboard (Sub-Region 4)
Roger Fuller	Chesterfield Selectboard (Sub-Region 5)
Rick Sullivan	Economic Development Council of Western Massachusetts
Alternates	
Mayor John Vieau	City of Chicopee (Sub-Region 1)

Mayor William Sapelli	Mayor of Agawam (Sub-Region 2)
Vacant	Sub Region 3
Mark Gold	Longmeadow Selectboard (Sub-Region 4)
Vacant	(Sub-Region 5)
Ex-Officio (Non-Voting)	
Joi Singh	Federal Highway Administration
Peter Butler	Federal Transit Administration
Sandra Sheehan	Pioneer Valley Transit Authority Administrator
Tina Cote	Franklin Region Transit Authority Administrator
Bill Dwyer	Chair – Pioneer Valley Joint Transportation Committee



DEVELOPMENT OF THE TIP

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, the Joint Transportation Committee (JTC) to carry out the cooperative process during TIP development. The 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 MassDOT Highway Division 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 Criteria (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 endorses 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)

Congestion Management Process means a systematic approach required in transportation management areas (TMAs) that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under title 23 U.S.C., and title 49 U.S.C., through the use of travel demand reduction and operational management strategies.

In the Pioneer Valley Region, the CMP is a vital tool used in identifying project needs as well as the merits of projects in the development process. The CMP is also used to identify the effectiveness of project implementation as well as a tool to monitor our performance measures.

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

The goal of 701 CMR 7.00 is to ensure the safety all modes of transportation as well as workers in the vicinity of public works projects. Additionally 701 CMR 7.00 provides flexibility on certain types of projects to reduce the overall project cost through different types of traffic control strategies including Road Flagger and/or Police details.

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>

The Performance-Based Planning and Programming Rulemaking passed by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) required the development of a memorandum of understanding (MOU) between MassDOT and all Metropolitan Planning Organizations (MPOs) and Regional Transit Authorities (RTAs) within Massachusetts. This MOU, which was endorsed by all parties in April of 2019, established specific written procedures for information sharing related to transportation performance data, the selection of both highway and transit performance targets, and the tracking of progress toward achieving these targets.

23 CFR 450.314(h) COOPERATIVELY SHARE PERFORMANCE DATA

The MPO(s), State(s), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see § 450.306(d)), and the collection of data for the State asset management plan for the NHS for each of the following circumstances:

- (i) When one MPO serves an urbanized area,
 - (ii) When more than one MPO serves an urbanized area, and
 - (iii) When an urbanized area that has been designated as a TMA overlaps into an adjacent MPA serving an urbanized area that is not a TMA.
- (2) These provisions shall be documented either:
- (i) As part of the metropolitan planning agreements required under (a), (e), and (g) of this section, or
 - (ii) Documented in some other means outside of the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation.

PROJECT PRIORITY CRITERIA AND SELECTION

In 2014 PVPC with the assistance of the JTC completed a comprehensive update to the TEC for the PVMPO. The purpose of the update was to bring the TEC up to the current standards set forth by MAP -21. In 2018 and 2020 PVPC staff with the assistance of the JTC reviewed the effectiveness of the TEC to ensure the criteria was working as anticipated and met the requirements of the FAST act. In the Fall on 2021 slight modifications were made to the TEC to ensure all criteria was relevant. PVPC staff completed another comprehensive review and update of the TEC in the fall/winter of 2022 to ensure the TEC reflected the requirements of the BIL. Those changes have been update in the TEC Scoring Summary found on the following page. All projects included in the TIP have been evaluated and assigned a priority value or rating. This process is used as a management tool to identify projects of regional priority and program them accordingly in the TIP.

TEC SCORING SUMMARY

System Preservation, Modernization and Efficiency	Livability	Mobility	Smart Growth and Economic Development	Safety and Security	Environment and Climate Change	Quality of Life	Environmental Justice and Title VI
Improves Substandard Pavement	Design is consistent with Complete Streets policies	Improves efficiency, reliability and attractiveness of public transit	Encourages development around existing infrastructure	Reduces number and severity of collisions	Preserves floodplains and wetlands	Enhances or preserves greenways and blueways	Reduces and limits disproportionate impacts on an EJ community
8	3	4	2	7	1	1	0.5
Improves Intersection Operations	Provides multi-modal access to a downtown, village center, or employment center	Improves existing peak hour LOS	Prioritizes transportation investments that support land use and economic development goals	Promotes safe and accessible pedestrian and bike environment	Promotes green infrastructure and low impact development to reduce stormwater impacts	Improves access to parks, open lands and open space	Reduces and limits disproportionate impacts on Title VI community
6	2	6	1	4	2	1	0.5
In a Congestion Management Process Area	Enhance non motorized transportation	Reduces traffic congestion	Provides services to a TOD, TND or cluster development district	Improves emergency response	Reduced impervious surfaces	Improves access to jobs	Improves transit for EJ populations
7	1	5	0.5	4	0.5	2	1
	Project serves a targeted development site		Supports mixed-use downtowns and village centers		Protects or enhances environmental assets	Preserves historical and cultural resources	Improves transit for Title VI populations
	2		0.5		0.5	0.5	1
	Completes off-road bike and ped network		Improves Intermodal Connections		Supports Brownfield redevelopment	Preserves prime agricultural land	Creates an EJ Burden
	3		4		0.5	0.5	-5
			Reduces congestion on freight routes		Improves air quality	Provides safe and reliable access to education	Creates an Title VI Burden
			2		2	0.5	-5
					Improves fish and wildlife passage	Supports designated scenic byways	Public Involvement with Impacted Underserved Communities
					1	0.5	1
					Supports Green Communities	Implements ITS Strategies	
					0.5	≥ 1	
					Improves storm resilience	Improves Network Wayfinding	
					3	1	
					Carbon Reduction Program	Access to Sensitive Receptors	
					0.5	1	
					Project Improves Habitat Connectivity	Length of Time Project has been in queue for TIP funding	
					1	1	
						Construction of Rest Areas	
						0.5	
Maximum Score	21	12	15	10	15	12.5	10.5
							4

PROJECT INITIATION

In the fall of 2017 MassDOT rolled out their new project development tool, the MassDOT Project Intake Tool (MaPIT). MaPIT has integrated the entire project initiation process into an online portal which both streamlines and modernizes the project development process. The steps listed below are the same for the project development process; however these steps are now completed online instead of on paper.

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 the Project Scope (PS) used by the Project Review Committee (PRC) and the MPO for project review and evaluation. The PS 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 intake tool (MaPIT) can be found at <http://massdot.maps.arcgis.com/home/index.html>

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 five-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

Amendment means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost (\$500,000 for projects under \$5,000,000 and 10% for projects exceeding \$5,000,000), project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes or changing the number of stations in the case of fixed guideway transit projects). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment and a re-demonstration of fiscal constraint. If an amendment involves “non-exempt” projects in nonattainment and maintenance areas, a conformity determination is required.

Amendments require 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://www.pvpc.org/content/pioneer-valley-public-participation-plan>

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.

Summary of TIP Revisions

Type of Revision	Definition	Procedure	Notes
Major Project Cost Change	Increase or decrease of \$500,000 or greater for projects programmed under \$5,000,000 and greater than 10% of the total cost for projects programmed over \$5,000,000.	Amendment	The “increase” or “decrease” in cost is relative to the Total Federal Participating Cost (TFPC) of a project.
Minor Project Cost Change	Increase or decrease of \$499,999 or less for projects programmed under \$5,000,000 and less than 10% of the total cost for projects programmed over \$5,000,000.	Adjustment	The “increase” or “decrease” in cost is relative to the Total Federal Participating Cost (TFPC) of a project.
Project Description Change	Change in the description of the project as it is listed in the STIP.	Adjustment	Project description changes are treated as Adjustments for minor changes (e.g. spelling errors, more detailed descriptions, adding mile-markers, etc.).
Major Project Scope Change	A revision to the project scope large enough to necessitate an additional review by MassDOT’s Project Review Committee (PRC) – typically accompanied by major project cost change.	Amendment	Major scope change will require the initiation of a new project through MaPIT, and review/approval by PRC.

Minor Project Scope Change	A minor revision to the project scope that does not significantly alter the original PRC- approved scope of work.	Adjustment	In many cases, changes in this category will also include a minor cost change.
Project Addition	The programming of a new project in any federal fiscal year of the active TIP.	Amendment	Project additions are treated as amendments if the project has been vetted through the public process.
Project Removal	The removal of a project in any federal fiscal year of the active TIP.	Amendment	Exception: if a project is removed from an active TIP due to it being previously advanced/advertised, or is moved to the statewide list from a regional TIP, the action would be considered an adjustment.
Change in Funding Source	A change in the project’s funding source, including federal and non-federal sources which fall within the project cost change revisions listed above.	Adjustment	Changes in funding sources for projects are permissible for advertisement purposes if the FHWA Division Office has been consulted.
Change in Additional Information	A change in any item listed in the “Additional Information” column of the STIP not covered in any other item listed here (e.g. earmark details, project proponent, etc.)	Adjustment	Additional Information including: Total cost, AC, Year-of-expenditure, TEC scores - can be updated without formal approval of the MPO.
Change in Year of Programming	Moving a currently programmed project earlier or later than an originally programmed year.	Adjustment	Changes to a project delivery schedule (advancement or delay) can be handled as an adjustment when time limitations prevent the revision from being released for public review. Staff will make every effort to handle this type of revision as an amendment when possible.

The MassDOT process used to make amendment/adjustment to the STIP can be found [here](#).

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 Block Grant Program (STBG) - This program formerly the Surface Transportation Program (STP) is a flexible funding program that can be used for projects that preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. Funding: federal - 80%, state/Local - 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/Local - 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 federal – 90%, state – 10%.

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%.

National Highway Freight Program (NHFP) - The purpose, among other goals, of the National Highway Freight Program (NHFP) is to improve efficient movement of freight on the National Highway Freight Network (NHFN). 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%

Carbon Reduction Program (CRP) – CRP funding is designed for projects designed to reduce emissions related to transportation. Before obligating CRP funds for an eligible project in an urbanized area that is not a transportation management area, a State shall coordinate with any MPO that represents the urbanized area prior to determining which activities should be carried out under the project. Funding: federal - 80%, State – 20%

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) – Competitive grant focusing on the resiliency of the transportation system. Funding: federal - 80%, State – 20%

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

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

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

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

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

Section 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 2024- 2028 TIP is consistent with the Regional Transportation Plan (RTP) for the Pioneer Valley Region. Tables 5, 6 and 7 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 5 Transportation Operating and Maintenance Expenditures

Year	Target	Other Statewide	Non Interstate	NFA Bridge	Interstate	Total All Funding
	10.8099%	10.8099%	13.0542%	10.8099%	8.4544%	
2020-2024	\$134,136,806	\$121,332,223	\$47,144,718	\$54,049,500	\$13,381,407	\$370,044,654
2025-2029	\$153,789,263	\$136,359,264	\$56,120,172	\$55,238,590	\$16,897,096	\$418,404,385
2030-2034	\$188,833,297	\$167,431,514	\$68,908,303	\$56,453,840	\$20,747,444	\$502,374,398
2035-2039	\$209,293,530	\$185,572,848	\$76,374,571	\$57,695,820	\$22,995,446	\$551,932,215
2040	\$44,516,326	\$39,470,984	\$16,244,722	\$11,793,026	\$4,891,087	\$116,916,145
Totals	\$730,569,222	\$650,166,833	\$264,792,486	\$235,230,776	\$78,912,480	\$1,959,671,797

Table 6 Transit Operating Expenditures

Year	5307	5310	5339	RTACAP	Total
2020-2024	\$68,180,385	\$2,933,482	\$7,224,890	\$36,688,650	\$115,027,407
2025-2029	\$75,572,320	\$3,253,115	\$8,718,575	\$40,357,515	\$127,901,525
2030-2034	\$83,765,669	\$3,607,577	\$10,521,068	\$44,393,267	\$142,287,581
2035-2039	\$92,847,318	\$4,000,659	\$12,696,208	\$48,832,593	\$158,376,778
2040	\$19,744,098	\$850,992	\$2,838,307	\$10,743,170	\$34,176,567
Total	\$340,109,790	\$14,645,825	\$41,999,048	\$181,015,195	\$577,769,858

Table 7 Transit Maintenance Expenditures

	2020-2024	2025-2029	2030-2034	2035-2039	2040	Grand Total
Local Assessments	\$49,372,389	\$55,860,326	\$63,200,831	\$71,505,940	\$15,445,284	\$255,384,770
5307 Federal Urbanized Formula	\$58,635,131	\$64,992,195	\$72,038,475	\$79,848,693	\$16,979,925	\$292,494,419
5339 Federal	\$7,224,890	\$8,718,575	\$10,521,068	\$12,696,208	\$2,838,307	\$41,999,048
5310 Federal Elderly and Disabled	\$2,933,482	\$3,253,115	\$3,607,577	\$4,000,659	\$850,992	\$14,645,825
Fare box	\$45,399,763	\$50,125,006	\$55,342,057	\$61,102,103	\$13,198,054	\$225,166,983
Advertising, other revenue	\$3,255,020	\$3,593,805	\$3,967,851	\$4,380,829	\$946,259	\$16,143,764
Operating Funds for Programming in the RTP	\$166,820,675	\$186,543,022	\$208,677,859	\$233,534,432	\$50,258,821	\$845,834,809

Source: Regional Transportation Plan, updated 2020

II. PUBLIC PARTICIPATION SUMMARY AND CHANGES

In accordance with 23 CFR 450.316(a) The MPO shall develop and use a documented participation plan that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

And 23 CFR 450.316(b) In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, the MPO shall develop the metropolitan transportation plans and TIPs with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:

The DRAFT FFY 2024 - 2028 TIP underwent a public review and comment period consistent with the Pioneer Valley Metropolitan Planning Organizations Public Participation Process. This began April 26, 2023 and continued until May 16, 2023. During this time, comments were received from (insert list of comments). A public hearing was held on May 10, 2023 as part of the JTC meeting. Below is a summary of the comments received during the public review and comment period.

Table 8 Comments Received During Public Review

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 signature below signifies that all members of the Pioneer Valley Region's Metropolitan Planning Organization, or their designees, have met on May 23, 2023 and discussed the following item for endorsement: The Pioneer Valley Region's 2024-2028 Transportation Improvement Program (TIP)

_____ for
Jamey Tesler, Secretary and Chief Executive Officer
Massachusetts Department of Transportation
Chair, Pioneer Valley MPO

May 24, 2022

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 (Continuing, Cooperative and Comprehensive) 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 2019. The two day on-site review was preceded by a desk audit of the major planning documents completed as part of the planning process. Based on the certification review, the transportation planning process for the Pioneer Valley region was found to substantially meet the requirements of 23 CFR 450 Subpart C and 49 CFR 613.

Certification of the Pioneer Valley MPO Transportation Planning Process

The Pioneer Valley Metropolitan Planning Organization certifies that its conduct of the metropolitan transportation planning process complies with all applicable requirements, which are listed below, and that this process includes activities to support the development and implementation of the Regional Long-Range Transportation Plan and Air Quality Conformity Determination, the Transportation Improvement Program and Air Quality Conformity Determination, and the Unified Planning Work Program.

1. 23 USC 134, 49 USC 5303, and this subpart.
2. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 USC 7504, 7506 (c) and (d) and 40 CFR part 93 and for applicable State Implementation Plan projects.
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR Part 21.
4. 49 USC 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 Fast Act (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT-funded projects.
6. 23 CFR part 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.
7. The provisions of the US DOT and of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.) and 49 CFR Parts 27, 37, and 38.
8. The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance.
9. Section 324 of Title 23 USC regarding the prohibition of discrimination based on gender.
10. Section 504 of the Rehabilitation Act of 1973 (29 USC 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, or a member of Congress, in connection with the awarding of any federal contract.

April 26, 2022

Jamey L. Tesler, Secretary and Chief Executive Officer
Massachusetts Department of Transportation
Chair, Pioneer Valley MPO

310 CMR 60.05: Global Warming Solutions Act Requirements for Transportation

This will certify that the Transportation Improvement Program and Air Quality Conformity Determination for the 2020 Long Range Transportation Plan is in compliance with all applicable requirements in the State Regulation 310 CMR 60.05: Global Warming Solutions Act Requirements for Transportation. The regulation requires the MPO to:

1. 310 CMR 60.05(5)(a)1.: Evaluate and report the aggregate transportation GHG emissions impacts of RTPs and TIPs;
2. 310 CMR 60.05(5)(a)2.: In consultation with MassDOT, develop and utilize procedures to prioritize and select projects in RTPs and TIPs based on factors that include aggregate transportation GHG emissions impacts;
3. 310 CMR 60.05(5)(a)3.: Quantify net transportation GHG emissions impacts resulting from the projects in RTPs and TIPs and certify in a statement included with RTPs and TIPs pursuant to 23 CFR Part 450 that the MPO has made efforts to minimize aggregate transportation GHG emissions impacts;
4. 310 CMR 60.05(5)(a)4.: Determine in consultation with the RPA that the appropriate planning assumptions used for transportation GHG emissions modeling are consistent with local land use policies, or that local authorities have made documented and credible commitments to establishing such consistency;
5. 310 CMR 60.05(8)(a)2.a.: Develop RTPs and TIPs;
6. 310 CMR 60.05(8)(a)2.b.: Ensure that RPAs are using appropriate planning assumptions;
7. 310 CMR 60.05(8)(a)2.c.: Perform regional aggregate transportation GHG emissions impact analysis of RTPs and TIPs;
8. 310 CMR 60.05(8)(a)2.d.: Calculate aggregate transportation GHG emissions impacts for RTPs and TIPs;
9. 310 CMR 60.05(8)(a)2.e.: Develop public consultation procedures for aggregate transportation GHG emissions impact reporting and related GWSA requirements consistent with current and approved regional public participation plans;
10. 310 CMR 60.05(8)(c): Prior to making final endorsements on the RTPs, TIPs, STIPs, and projects included in these plans, MassDOT and the MPOs shall include the aggregate transportation GHG emission impact assessment in RTPs, TIPs, and STIPs and provide an opportunity for public review and comment on the RTPs, TIPs, and STIPs; and

310 CMR 60.05(8)(a)1.c.: After a final GHG assessment has been made by MassDOT and the MPOs, MassDOT and the MPOs shall submit MPO-endorsed RTPs, TIPs, STIPs or projects within 30 days of endorsement to the Department for review of the GHG assessment

Jamey Tesler, Secretary and CEO
Massachusetts Department of Transportation (MassDOT);
Chair, Pioneer Valley Metropolitan Planning Organization (OCMPO)

4/26/22

Date

FUNDING INFORMATION

FEDERAL AID TARGETS

The MassDOT provided the revised PVPC federal aid highway funding targets for the region On January 24, 2023. The targets are provided for FFYs 2024 through 2028 and represent both the federal aid portion and respective state match. (See Appendix A for additional information).

During the development of the TIP PVPC staff worked with MassDOT, PVTA, Municipalities with active projects, and project designers to develop current year project cost estimates and design status. Once the draft TIP was programmed, Highway projects funded with regional target funds are inflated four percent per year starting in FFY2025 in order to reflect year of expenditure (YOE).

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 9 (highway) and Table 10 (transit) shows both these target amounts and the amounts programmed for highway and transit projects during fiscal years 2024 – 2028, target funds and programmed amounts represent year of expenditure. Projects that are not charged against the funding targets are not presented in the tables. These projects include: Statewide items; and special funding projects.

Table 9 Federal Highway Financial Plan

	2024	2025	2026	2027	2028	GRAND TOTAL
Total Target Funds	\$32,869,221	\$32,310,845	\$39,029,361	\$31,520,356	\$39,764,006	\$175,493,789
Total of Programmed	\$31,922,035	\$32,188,796	\$38,829,045	\$30,625,645	\$37,274,437	\$170,839,958
Programmed STBG	\$30,422,035	\$30,730,112	\$38,829,045	\$30,625,645	\$37,274,437	\$167,881,274
Programmed HSIP	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
Programmed CMAQ	\$0	\$1,458,684	\$0	\$0	\$0	\$1,458,684
Programmed TAP	\$500,000	\$0	\$0	\$0	\$0	\$500,000
Difference	\$947,186	\$122,049	\$200,316	\$894,711	\$2,489,569	\$4,653,831

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

Table 10 Federal Transit Financial Plan

	2024	2025	2026	2027	2028	GRAND TOTAL
Available Funds	\$41,388,131	\$64,391,017	\$39,481,316	\$29,792,789	\$37,659,735	\$212,712,988
Transit Capitol Investment	\$41,388,131	\$64,391,017	\$39,481,316	\$29,792,789	\$37,659,735	\$212,712,988
5307	\$18,374,598	\$16,502,885	\$18,824,888	\$18,891,763	\$23,595,193	\$96,189,327
5339	\$13,861,156	\$34,643,074	\$12,252,799	\$4,697,898	\$4,702,772	\$70,157,699
Other Federal	\$620,064	\$458,568	\$420,354	\$305,711	\$546,000	\$2,350,697
RTACAP Program	\$7,414,248	\$11,645,043	\$6,819,040	\$4,709,957	\$7,604,640	\$38,192,928
SCA Program	\$1,118,065	\$1,141,447	\$1,164,235	\$1,187,460	\$1,211,130	\$5,822,337
Difference	\$0	\$0	\$0	\$0	\$0	\$0

The transit projects programmed focus on maintaining and operating the present system.

THE GEOGRAPHIC DISTRIBUTION OF FEDERAL TARGET FUNDS IN THE PIONEER VALLEY METROPOLITAN PLANNING REGION – 2024 TO 2028

PVPC staff reviewed project programming for the TIP in order to show the geographic distribution of Federal Target funds in the Pioneer Valley Metropolitan Planning Organization (MPO) region. PVPC staff reviewed year 1 section 1A (Federal Aid Target Projects) for the next 5 years (2024 through 2028) TIP. Table 11 provides the results of this analysis broken out by MPO sub-region while Table 12 provides the results broken out by municipality. Please see page 3 for MPO region map and additional information regarding the composition of the MPO.

As can be seen in Tables 11 and 12 the PVMPO has successfully programmed 19 projects in 16 communities over the next 5 years. The total funding commitment for these projects is \$171.6 million. The average investment per project is \$9 million (increase from \$7.7 million in FFY 2023 and \$6.4 million in FFY 2022) or 3.8 projects per year on average (equal to the average of 4 in FFY 2023).

Table 11 Projects Proposed to be Completed in the 2024-2028 TIP by Sub-Region

MPO Sub Region	2024	2025	2026	2027	2028	Total Projects	Total Funds	% Funds	% Population	Average Median Income	Average Median Below Poverty	Population
Sub Region 1	1	1	1			3	\$27,831,967	16%	40%	\$39,186	24.37%	248,238
Sub Region 2				1		1	\$4,872,000	3%	17%	\$64,795	8.53%	107,425
Sub Region 3		2	2	1	1	6	\$49,289,653	29%	17%	\$61,037	14.68%	105,185
Sub Region 4	1	1		1	2	5	\$44,440,996	26%	21%	\$73,499	6.84%	132,675
Sub Region 5	1		1	1	1	4	\$45,111,559	26%	4%	\$68,342	6.52%	28,047
Grand Total	3	4	4	4	4	19	\$171,546,175			\$61,372	12.19%	621,570

Source: PVPC TIP

As can be seen in Table 11, sub-region 1 (40% of PV population) will see 3 projects worth \$27.8 million (16% of the available funding) over the next 5 years. Sub-region 5 which makes up 4% on the regional population is anticipated to receive 26% of the available funding over the next 5 years. This is due in large to the difficulties in bringing rural roads up to current state and federal standards. Sub-region 2 (17% of PV populations) has 3% (1 project) programmed over the next 5 years, this is due in large part to several large projects recently being completed in Sub-region 2. The PVMPO is committed to funding transportation improvement projects across the entire region. The community data provided in Table 12 shows the extent to which this has been proposed over the next 5 years. With the implementation of the new Transportation Evaluation Criteria (TEC) as well as other regional and state initiatives, the PVMPO is positioned to be able to continue to make decisions that will be equitable for the entire region.

Table 12 Projects Proposed to be Completed in the 2024-2028 TIP by Municipality

	2024	2025	2026	2027	2028	Total	Total Funds	% Funds	% Population	Median Household Income	Below Poverty Level	Population
Agawam								0%	4.6%	\$63,561	9.3%	28,705
Amherst								0%	6.2%	\$52,537	33.8%	38,919
Belchertown								0%	2.4%	\$74,221	7.8%	14,735
Blandford								0%	0.2%	\$72,361	5.6%	1,246
Brimfield								0%	0.6%	\$82,365	3.0%	3,708
Chester								0%	0.2%	\$65,648	9.2%	1,360
Chesterfield				1			\$6,638,146	4%	0.2%	\$63,594	7.3%	1,239
Chicopee			1				\$9,556,807	6%	8.9%	\$47,276	12.9%	55,717
Cummington								0%	0.1%	\$50,521	6.4%	867
East Longmeadow				1			\$9,697,240	6%	2.6%	\$84,173	5.1%	16,022
Easthampton				1	1		\$22,301,809	13%	2.5%	\$56,927	8.3%	15,971
Goshen								0%	0.2%	\$69,219	2.8%	1,058
Granby								0%	1.0%	\$78,261	5.8%	6,290
Granville								0%	0.3%	\$75,208	7.1%	1,612
Hadley								0%	0.8%	\$74,737	7.5%	5,271
Hampden								0%	0.8%	\$78,722	4.2%	5,179
Hatfield								0%	0.5%	\$60,033	11.1%	3,282
Holland								0%	0.4%	\$64,868	9.4%	2,495
Holyoke		1					\$5,308,293	3%	6.4%	\$35,550	30.1%	40,249
Huntington								0%	0.3%	\$52,275	9.8%	2,168
Longmeadow		1			1		\$22,787,778	13%	2.5%	\$108,835	5.3%	15,882
Ludlow								0%	3.4%	\$61,410	5.9%	21,451
Middlefield								0%	0.1%	\$78,214	5.3%	528
Monson					1		6517415	4%	1.4%	\$66,389	8.2%	8,722
Montgomery								0%	0.1%	\$78,333	2.0%	862
Northampton		2	1				\$21,120,385	12%	4.5%	\$58,179	14.6%	28,495
Palmer								0%	1.9%	\$51,846	10.3%	12,157
Pelham								0%	0.2%	\$88,462	5.7%	1,319
Plainfield								0%	0.1%	\$57,188	9.3%	650
Russell								0%	0.3%	\$68,750	2.1%	1,789
South Hadley			1				\$5,867,459	3%	2.8%	\$62,803	9.2%	17,740
Southampton					1		10849212	6%	1.0%	\$68,693	4.9%	5,984
Southwick								0%	1.5%	\$81,967	2.9%	9,634
Springfield	1						\$12,966,867	8%	24.5%	\$34,731	30.1%	153,703
Tolland								0%	0.1%	\$85,750	7.9%	483
Wales	1						\$5,438,563	3%	0.3%	\$52,500	5.3%	1,875
Ware								0%	1.6%	\$49,630	14.9%	9,844
West Springfield								0%	4.6%	\$52,806	11.0%	28,684
Westfield				1			\$4,872,000	3%	6.6%	\$60,845	10.9%	41,301
Westhampton								0%	0.3%	\$79,583	5.2%	1,603
Wilbraham								0%	2.3%	\$87,303	4.8%	14,477
Williamsburg			1				\$14,107,596	8%	0.4%	\$65,147	10.2%	2,466
Worthington	1						\$13,516,605	8%	0.2%	\$71,300	4.6%	1,167
Hampden County	4	2	1	2	2	9	\$0	0%	74.5%	\$50,036	17.7%	467,313
Hampshire County	1	2	3	3	2	10	\$45,111,559	26%	25.5%	\$61,460	13.9%	159,596
PVMPO Region	3	4	4	4	4	19	\$ 171,546,175	100%	100.0%	\$ 52,108	16.6%	626,909

Bold indicates communities that have a higher probability of requiring translation of documents into a language other than English. For additional information on the Language Access Plan (LAP) please refer to Chapter 4 page 56 ([Click Here](#))

Source: PVPC TIP

EQUITY ASSESSMENT MEASURES

EQUITY ASSESSMENT STRATEGIES

Title VI and the executive orders of Environmental Justice call for programs that quantify the benefits and burdens of the transportation investments and evaluate the impacts for different socio-economic groups. To accomplish this task PVPC worked with the JTC to establish measures of effectiveness that would reflect quantifiable transportation expenditures in the Region. These measures were used to evaluate capital expenditures in the Regional Transportation Plan and Transportation Improvement Program and to evaluate transit service. The evaluations provide a barometer of the distribution of resources and also assist decision-makers in achieving an equitable balance of in future years.

EQUITY DISTRIBUTION ANALYSIS

PVPC conducted an equity assessment on the transportation planning tasks completed as part of previous UPWP's this assessment process has previously been used on the Regional TIP and identifies how regional transportation improvement projects have potential impacted defined minority and low-income block groups in the region. The following demographic map (figure 1) displays an overlay of federally funded projects from the Transportation Improvement Program (TIP) to minority and low income census block groups. 2024 to 2028 TIP funding allocations were calculated for defined low income and minority populations. PVPC completed an inventory of projects included on the TIP and mapped these projects. GIS tools were used to determine the amount of transportation funds (including bridge projects) allocated to each population group and also compared these values to regional average allocations using census block group data. This analysis is also conducted the Regional Transportation Plan (RTP). PVPC is also working to conduct analysis on other Title VI protected classes. The TIP analysis is presented in Tables 13 and 14.

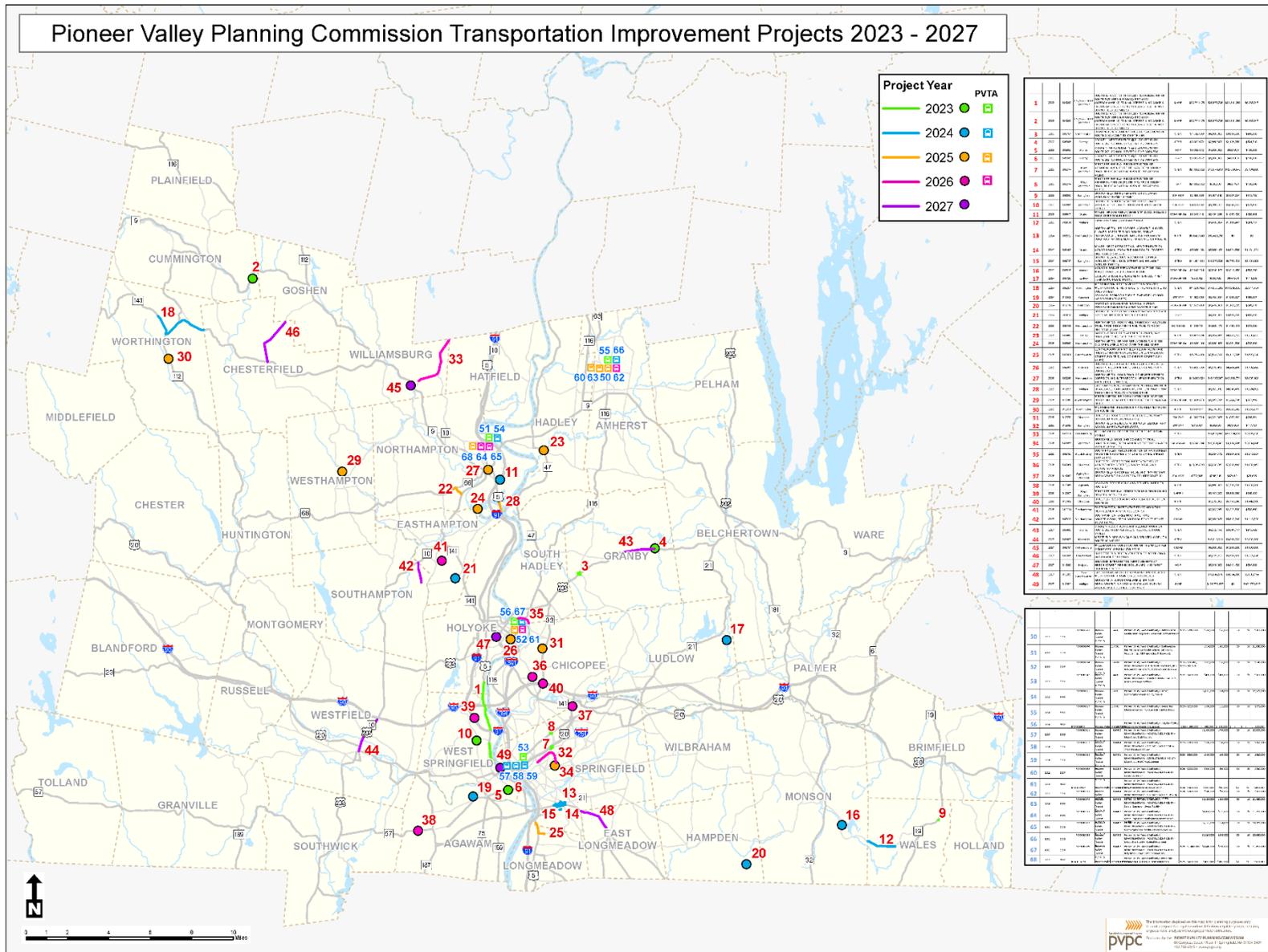
Table 13 Distribution of Projects in the TIP to Low Income Populations

	PVPC Total	Low Income Block Groups	Other Block Groups	% PVPC Total in <u>Low Income</u> Block Groups	% PVPC Total in Other Block Groups
Transportation Analysis Zones (Block Groups)	442	158	284	35.75%	64.25%
Population	621570	207727	413843	33.42%	66.58%
Minority Population	171475	110607	60868	64.50%	35.50%
Number of Projects	49	15	34	30.61%	69.39%
Projects not Funded	\$0.00	\$0.00	\$0.00		
Projects	\$477,314,455	\$222,808,215	\$254,506,240	46.68%	53.32%
Total Project Dollars per Capita	\$768	\$1,073	\$615		

Table 14 Distribution of Projects in the TIP to Minority Populations

	PVPC Total	Minority Block Groups	Other Block Groups	% PVPC Total in Minority Block Groups	% PVPC Total in Other Block Groups
Transportation Analysis Zones (Block Groups)	442	163	279	36.88%	63.12%
Population	621570	212230	409340	34.14%	65.86%
Minority Population	171475	130808	40667	76.28%	23.72%
Number of Projects	49	19	30	55.56%	61.22%
Projects not Funded	0	0	0		
Projects	\$477,314,455	\$233,777,172	\$243,537,283	48.98%	51.02%
Total Project Dollars per Capita	\$458	\$969	\$595		

Figure 1 - Projects Programmed in the TIP



A more detailed version of this map can be viewed [HERE](#)

IV. FEDERAL AID REGIONAL PROJECT LISTINGS

The following is a complete listing of the Pioneer Valley Federally Funded Transportation Improvement Projects for Fiscal Years 2024 - 2028.

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 15 Summary of Programmed Projects Section 1 A Federal Aid Target Projects

Project in table 15 are listed to provide a quick summary of those projects the MPO selected to be funded with Regional Target Funds. The complete listing of approved projects funded in FFY 2024 – 2028 can be found in Tables 16-20.

Project ID	Municipality	MassDOT Project Description	District	Funding Source	Total Funds	Federal Funds	Non-Federal Funds
Section 1A / Regionally Prioritized Projects					\$31,922,035	\$25,637,628	\$6,284,407
608163	Wales	WALES- RECONSTRUCTION & IMPROVEMENTS ON MONSON ROAD, FROM THE MONSON T.L. TO REED HILL ROAD (1.5 MILES)	2	STBG	\$5,438,563	\$4,350,850	\$1,087,713
608717	Springfield	SPRINGFIELD- RECONSTRUCTION OF SUMNER AVENUE AT DICKINSON STREET AND BELMONT AVENUE (THE "X")	2	HSIP	\$1,000,000	\$900,000	\$100,000
608717	Springfield	SPRINGFIELD- RECONSTRUCTION OF SUMNER AVENUE AT DICKINSON STREET AND BELMONT AVENUE (THE "X")	2	STBG	\$11,466,867	\$9,173,494	\$2,293,373
608717	Springfield	SPRINGFIELD- RECONSTRUCTION OF SUMNER AVENUE AT DICKINSON STREET AND BELMONT AVENUE (THE "X")	2	TAP	\$500,000	\$400,000	\$100,000
609287	Worthington	WORTHINGTON- RECONSTRUCTION & RELATED WORK ON ROUTE 143 (PHASE II), FROM PERU T.L. TO COLD STREET	1	STBG	\$13,516,605	\$10,813,284	\$2,703,321

Table 15 Summary of Programmed Projects Section 1 A Federal Aid Target Projects (Continued)

Project ID	Municipality	MassDOT Project Description	District	Funding Source	Total Funds	Federal Funds	Non-Federal Funds
Section 1A / Regionally Prioritized Projects					\$32,188,796	\$25,751,037	\$6,437,759
608881	Longmeadow	LONGMEADOW- SPRINGFIELD- RESURFACING AND INTERSECTION IMPROVEMENTS ON LONGMEADOW STREET (ROUTE 5) AND CONVERSE STREET (0.84 MILES)	2	STBG	\$9,560,118	\$7,648,094	\$1,912,024
609065	Holyoke	HOLYOKE- RESURFACING AND RELATED WORK ON CABOT STREET AND RACE STREET (CENTER CITY CONNECTOR)	2	STBG	\$5,308,293	\$4,246,634	\$1,061,659
609286	Northampton	NORTHAMPTON- DOWNTOWN COMPLETE STREETS CORRIDOR AND INTERSECTION IMPROVEMENTS ON MAIN STREET (ROUTE 9)	2	STBG	\$15,861,701	\$12,689,361	\$3,172,340
S12828	Multiple	Valley Bike Share Expansion (Phase 3)	2	CMAQ	\$1,458,684	\$1,166,947	\$291,737
Project ID	Municipality	MassDOT Project Description	District	Funding Source	Total Funds	Federal Funds	Non-Federal Funds
Section 1A / Regionally Prioritized Projects					\$31,331,862	\$25,065,490	\$6,266,372
607231	Williamsburg	WILLIAMSBURG- RECONSTRUCTION OF MOUNTAIN STREET	1	STBG	\$12,107,596	\$9,686,077	\$2,421,519
608785	South Hadley	SOUTH HADLEY- RECONSTRUCTION OF MAIN STREET FROM THE CHICOPEE CITY LINE TO CANAL STREET (0.67 MILES)	2	STBG	\$5,867,459	\$4,693,967	\$1,173,492
609061	Chicopee	CHICOPEE- INTERSECTION IMPROVEMENTS AT MONTGOMERY STREET, GRANBY ROAD, AND MCKINSTRY AVENUE	2	STBG	\$9,556,807	\$7,645,446	\$1,911,361
609286	Northampton	NORTHAMPTON- DOWNTOWN COMPLETE STREETS CORRIDOR AND INTERSECTION IMPROVEMENTS ON MAIN STREET (ROUTE 9)	2	STBG	\$3,800,000	\$3,040,000	\$760,000

Table 15 Summary of Programmed Projects Section 1 A Federal Aid Target Projects (Continued)

Project ID	Municipality	MassDOT Project Description	District	Funding Source	Total Funds	Federal Funds	Non-Federal Funds
Section 1A / Regionally Prioritized Projects					\$38,829,045	\$31,063,236	\$7,765,809
607231	Williamsburg	WILLIAMSBURG- RECONSTRUCTION OF MOUNTAIN STREET	1	STBG	\$2,000,000	\$1,600,000	\$400,000
608886	Chesterfield	CHESTERFIELD- RECONSTRUCTION OF NORTH ROAD AND DAMON POND ROAD	1	STBG	\$6,638,146	\$5,310,517	\$1,327,629
612258	Easthampton	EASTHAMPTON- DOWNTOWN COMPLETE STREETS IMPROVEMENTS ON MAIN AND NORTHAMPTON STREETS (ROUTE 10)	2	STBG	\$15,621,659	\$12,497,327	\$3,124,332
612265	East Longmeadow	EAST LONGMEADOW- RESURFACING AND RELATED WORK ON NORTH MAIN STREET (ROUTE 83)	2	STBG	\$9,697,240	\$7,757,792	\$1,939,448
612600	Westfield	WESTFIELD- INTERSECTION IMPROVEMENTS AT SOUTHAMPTON ROAD (ROUTE 10/202), SERVISTAR INDUSTRIAL WAY AND BARNES AIRPORT DRIVE	2	STBG	\$4,872,000	\$3,897,600	\$974,400
Project ID	Municipality	MassDOT Project Description	District	Funding Source	Total Funds	Federal Funds	Non-Federal Funds
Section 1A / Regionally Prioritized Projects					\$37,274,437	\$29,819,550	\$7,454,887
608423	Easthampton	EASTHAMPTON- IMPROVEMENTS AND RELATED WORK ON ROUTE 10, FROM WEST STREET TO THE NORTHAMPTON TOWN LINE	2	STBG	\$6,680,150	\$5,344,120	\$1,336,030
612257	Longmeadow	LONGMEADOW- RESURFACING AND RELATED WORK ON LONGMEADOW STREET (ROUTE 5) (PHASE 1)	2	STBG	\$13,227,660	\$10,582,128	\$2,645,532
612780	Southampton	SOUTHAMPTON- REHABILITATION/RECONSTRUCTION & RELATED WORK ON EAST STREET, FROM COLLEGE HIGHWAY (ROUTE 10) TO WHISPERING MEADOW LANE	2	STBG	\$10,849,212	\$8,679,370	\$2,169,842
612984	Monson	MONSON- RESURFACING AND RELATED WORK ON MAIN STREET (ROUTE 32)	2	STBG	\$6,517,415	\$5,213,932	\$1,303,483

Table 16 Federally Funded Projects Year 2024

Program	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Total Programmed Funds	Federal Funds	Non-Federal Funds	
Federal Fiscal Year 2024										
Section 1A / Regionally Prioritized Projects							\$31,922,035	\$25,637,628	\$6,284,407	
Roadway Reconstruction	608163	Pioneer Valley	Wales	WALES- RECONSTRUCTION & IMPROVEMENTS ON MONSON ROAD, FROM THE MONSON T.L. TO REED HILL ROAD (1.5 MILES)	2	STBG	\$5,438,563	\$4,350,850	\$1,087,713	
Roadway Reconstruction	608717	Pioneer Valley	Springfield	SPRINGFIELD- RECONSTRUCTION OF SUMNER AVENUE AT DICKINSON STREET AND BELMONT AVENUE (THE "X")	2	HSIP	\$1,000,000	\$900,000	\$100,000	
Roadway Reconstruction	608717	Pioneer Valley	Springfield	SPRINGFIELD- RECONSTRUCTION OF SUMNER AVENUE AT DICKINSON STREET AND BELMONT AVENUE (THE "X")	2	STBG	\$11,466,867	\$9,173,494	\$2,293,373	
Roadway Reconstruction	608717	Pioneer Valley	Springfield	SPRINGFIELD- RECONSTRUCTION OF SUMNER AVENUE AT DICKINSON STREET AND BELMONT AVENUE (THE "X")	2	TAP	\$500,000	\$400,000	\$100,000	
Roadway Reconstruction	609287	Pioneer Valley	Worthington	WORTHINGTON- RECONSTRUCTION & RELATED WORK ON ROUTE 143 (PHASE II), FROM PERU T.L. TO COLD STREET	1	STBG	\$13,516,605	\$10,813,284	\$2,703,321	
							HSIP Programmed	\$1,000,000	\$900,000	\$100,000
							STBG Programmed	\$30,422,035	\$24,337,628	\$6,084,407
							TAP Programmed	\$500,000	\$400,000	\$100,000
Total Programmed for Pioneer Valley Region Projects*								\$31,922,035	\$25,637,628	\$6,284,407
Program Target for Pioneer Valley Region Projects								\$32,869,221	\$26,295,377	\$6,573,844
Target Funds Available for Pioneer Valley Region Projects								\$947,186	\$657,749	\$289,437

Table 16: Federally Funded Projects Year 2024 (Continued)

Section 1B / Earmark or Discretionary Grant Funded Projects							\$5,353,202	\$4,595,059	\$758,143
Bridge Systematic Maintenance NB	613116	Pioneer Valley	Cummington	CUMMINGTON- BRIDGE PRESERVATION, C-21-023 (OJN), C-21-024 (OJM), AND C-21-025 (OJK), STATE ROUTE 9 (BERKSHIRE TRAIL) OVER WESTFIELD RIVER AND WESTFIELD BROOK	1	HIP-BR	\$3,790,714	\$3,032,571	\$758,143
Safe Routes to School	610652	Pioneer Valley	Agawam	AGAWAM- ROBINSON PARK ELEMENTARY SCHOOL IMPROVEMENTS (SRTS)	2	CRRSAA	\$1,562,488	\$1,562,488	\$0
Section 2A / State Prioritized Reliability Projects							\$22,387,834	\$19,424,334	\$2,963,500
Bridge Off-system	608846	Pioneer Valley	Monson	MONSON- BRIDGE REPLACEMENT, M-27-015, OLD WALES ROAD OVER CONANT BROOK	2	STBG-BR-Off	\$3,916,500	\$3,133,200	\$783,300
Bridge Off-system	609120	Pioneer Valley	Ludlow	LUDLOW- BRIDGE REPLACEMENT, L-16-026, PINEY LANE OVER BROAD BROOK	2	STBG-BR-Off	\$3,330,666	\$2,664,533	\$666,133
Interstate Pavement	612106	Pioneer Valley	Multiple	SPRINGFIELD- CHICOPEE- INTERSTATE MAINTENANCE AND RELATED WORK ON I-91	2	NHPP-I	\$15,140,668	\$13,626,601	\$1,514,067
Section 2B / State Prioritized Modernization Projects							\$3,011,460	\$2,721,666	\$289,794
Safe Routes to School	610652	Pioneer Valley	Agawam	AGAWAM- ROBINSON PARK ELEMENTARY SCHOOL IMPROVEMENTS (SRTS)	2	TAP	\$1,448,972	\$1,159,178	\$289,794
Safe Routes to School	610652	Pioneer Valley	Agawam	AGAWAM- ROBINSON PARK ELEMENTARY SCHOOL IMPROVEMENTS (SRTS)	2	CRRSAA	\$1,562,488	\$1,562,488	\$0

Table 17 Federally Funded Projects Year 2025

Program	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Total Programmed Funds	Federal Funds	Non-Federal Funds	
Federal Fiscal Year 2025										
Section 1A / Regionally Prioritized Projects							\$32,188,796	\$25,751,037	\$6,437,759	
Roadway Reconstruction	608881	Pioneer Valley	Longmeadow	LONGMEADOW- SPRINGFIELD- RESURFACING AND INTERSECTION IMPROVEMENTS ON LONGMEADOW STREET (ROUTE 5) AND CONVERSE STREET (0.84 MILES)	2	STBG	\$9,560,118	\$7,648,094	\$1,912,024	
Roadway Reconstruction	609065	Pioneer Valley	Holyoke	HOLYOKE- RESURFACING AND RELATED WORK ON CABOT STREET AND RACE STREET (CENTER CITY CONNECTOR)	2	STBG	\$5,308,293	\$4,246,634	\$1,061,659	
Roadway Reconstruction	609286	Pioneer Valley	Northampton	NORTHAMPTON- DOWNTOWN COMPLETE STREETS CORRIDOR AND INTERSECTION IMPROVEMENTS ON MAIN STREET (ROUTE 9)	2	STBG	\$15,861,701	\$12,689,361	\$3,172,340	
Bicycle and Pedestrian	S12828	Pioneer Valley	Multiple	Valley Bike Share Expansion (Phase 3)	2	CMAQ	\$1,458,684	\$1,166,947	\$291,737	
							CMAQ Programmed	\$1,458,684	\$1,166,947	\$291,737
							STBG Programmed	\$30,730,112	\$24,584,090	\$6,146,022
Total Programmed for Pioneer Valley Region Projects*								\$32,188,796	\$25,751,037	\$6,437,759
Program Target for Pioneer Valley Region Projects								\$32,310,845	\$25,848,676	\$6,462,169
Target Funds Available for Pioneer Valley Region Projects								\$122,049	\$97,639	\$24,410

Table 17: Federally Funded Projects Year 2025 (Continued)

Section 1B / Earmark or Discretionary Grant Funded Projects							\$74,186,823	\$64,221,453	\$9,965,370
Bridge Off-system Local NB	608869	Pioneer Valley	Northampton	NORTHAMPTON- BRIDGE REPLACEMENT, N-19-068, OLD SPRINGFIELD ROAD OVER THE MILL RIVER	2	BROFF	\$5,717,174	\$5,717,174	\$0
Bridge On-System NHS NB	609409	Pioneer Valley	Springfield	SPRINGFIELD- BRIDGE REPLACEMENT, S-24-016, ARMORY STREET OVER CSX MAINLINE & S-24-026, ARMORY STREET OVER ABANDONED CSX	2	HIP-BR	\$38,373,226	\$30,698,581	\$7,674,645
Bridge On-system Non-NHS NB	604136	Pioneer Valley	Multiple	MONSON- PALMER- BRIDGE REPLACEMENT, M-27-007=P-01-007, STATE AVENUE OVER THE QUABOAG RIVER	2	HIP-BR	\$11,453,624	\$9,162,899	\$2,290,725
Bridge Off-system Local NB	612495	Pioneer Valley	Springfield	SPRINGFIELD- BRIDGE REPLACEMENT, S-24-070, TAPLEY STREET OVER I-291 AND CSX	2	BROFF	\$18,642,799	\$18,642,799	\$0
Section 2A / State Prioritized Reliability Projects							\$75,742,929	\$10,910,966	\$64,831,963
Bridge Off-system	610768	Pioneer Valley	Westhampton	WESTHAMPTON- BRIDGE REPLACEMENT, W-27-028, PERRY HILL ROAD OVER NORTH BROOK OF MANHAN RIVER	2	STBG-BR-Off	\$972,793	\$778,234	\$194,559
Bridge On-system NHS	612160	Pioneer Valley	Multiple	MONSON- PALMER- BRIDGE REPLACEMENT, M-27-008=P-01-008, ROUTE 32 OVER QUABOAG RIVER	2	NGBP	\$7,090,175	\$0	\$7,090,175
Bridge On-system NHS	612176	Pioneer Valley	Huntington	HUNTINGTON- BRIDGE REPLACEMENT, H-27-008, ST 112 WORTHINGTON ROAD OVER WATER POND BROOK	1	NGBP	\$5,302,634	\$0	\$5,302,634
Bridge On-system NHS	612187	Pioneer Valley	Chicopee	CHICOPEE- BRIDGE PRESERVATION, C-13-038, I-391 OVER (ST 116) CHICOPEE STREET	2	NGBP	\$38,147,200	\$0	\$38,147,200
Bridge On-system NHS	608460	Pioneer Valley	Hadley	HADLEY- BRIDGE REPLACEMENT, H-01-005, BAY ROAD (ROUTE 47) OVER THE FORT RIVER	2	NHPP-PEN	\$5,926,715	\$4,741,372	\$1,185,343

Table 17: Federally Funded Projects Year 2025 (Continued)

Bridge On-system Non-NHS	612175	Pioneer Valley	Russell	RUSSELL- BRIDGE REPLACEMENT, R-13-004, BLANDFORD STAGE RD OVER STAGE BROOK	1	NGBP	\$2,269,488	\$0	\$2,269,488
Bridge On-system Non-NHS	600935	Pioneer Valley	Holyoke	HOLYOKE- BRIDGE REPLACEMENTS, H-21-014, ROUTE 141 (APPLETON STREET) OVER SECOND LEVEL CANAL & H-21-020 OVER FIRST LEVEL CANAL	2	NGBP	\$10,043,524	\$0	\$10,043,524
Interstate Pavement	612097	Pioneer Valley	West Springfield	WEST SPRINGFIELD- INTERSTATE MAINTENANCE AND RELATED WORK ON I-91	2	NHPP-I	\$5,990,400	\$5,391,360	\$599,040
Section 2B / State Prioritized Modernization Projects							\$1,923,481	\$1,538,785	\$384,696
Safe Routes to School	612079	Pioneer Valley	Chicopee	CHICOPEE- HUGH SCOTT STREIBER ELEMENTARY SCHOOL IMPROVEMENTS (SRTS)	2	TAP	\$1,334,807	\$1,067,846	\$266,961
Safe Routes to School	612080	Pioneer Valley	Springfield	SPRINGFIELD- REBECCA M. JOHNSON ELEMENTARY SCHOOL IMPROVEMENTS (SRTS)	2	TAP	\$588,674	\$470,939	\$117,735
Section 2C / State Prioritized Expansion Projects							\$2,278,545	\$1,822,836	\$455,709
Bicycle and Pedestrian	608413	Pioneer Valley	Northampton	NORTHAMPTON- ROCKY HILL GREENWAY MULTI-USE TRAIL, FROM THE MANHAN RAIL TRAIL TO ROCKY HILL ROAD (0.4 MILES)	2	CMAQ	\$2,278,545	\$1,822,836	\$455,709

Table 18: Federally Funded Projects 2026

Program	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Total Programmed Funds	Federal Funds	Non-Federal Funds
Federal Fiscal Year 2026									
Section 1A / Regionally Prioritized Projects							\$31,331,862	\$25,065,490	\$6,266,372
Roadway Reconstruction	607231	Pioneer Valley	Williamsburg	WILLIAMSBURG- RECONSTRUCTION OF MOUNTAIN STREET	1	STBG	\$12,107,596	\$9,686,077	\$2,421,519
Roadway Reconstruction	608785	Pioneer Valley	South Hadley	SOUTH HADLEY- RECONSTRUCTION OF MAIN STREET FROM THE CHICOPEE CITY LINE TO CANAL STREET (0.67 MILES)	2	STBG	\$5,867,459	\$4,693,967	\$1,173,492
Roadway Reconstruction	609061	Pioneer Valley	Chicopee	CHICOPEE- INTERSECTION IMPROVEMENTS AT MONTGOMERY STREET, GRANBY ROAD, AND MCKINSTRY AVENUE	2	STBG	\$9,556,807	\$7,645,446	\$1,911,361
Roadway Reconstruction	609286	Pioneer Valley	Northampton	NORTHAMPTON- DOWNTOWN COMPLETE STREETS CORRIDOR AND INTERSECTION IMPROVEMENTS ON MAIN STREET (ROUTE 9)	2	STBG	\$3,800,000	\$3,040,000	\$760,000
STBG Programmed							\$31,331,862	\$25,065,490	\$6,266,372
Total Programmed for Pioneer Valley Region Projects*							\$31,331,862	\$25,065,490	\$6,266,372
Program Target for Pioneer Valley Region Projects							\$31,520,356	\$25,216,285	\$6,304,071
Target Funds Available for Pioneer Valley Region Projects							\$188,494	\$150,795	\$37,699

Table 18: Federally Funded Projects Year 2026 (Continued)

Section 2A / State Prioritized Reliability Projects							\$29,796,266	\$14,986,908	\$14,809,358
Bridge Off-system	610779	Pioneer Valley	Hampden	HAMPDEN- BRIDGE REPLACEMENT, H-04-004, ROCKADUNDEE BRIDGE OVER SCANTIC RIVER	2	STBG-BR-Off	\$1,653,893	\$1,323,114	\$330,779
Bridge On-system Non-NHS	607675	Pioneer Valley	Williamsburg	WILLIAMSBURG- BRIDGE REPLACEMENT, W-36-011 & W-36-017, BRIDGE STREET OVER THE MILL RIVER AND SOUTH MAIN STREET OVER THE MILL RIVER	1	NGBP	\$11,152,580	\$0	\$11,152,580
Safety Improvements	611953	Pioneer Valley	Multiple	SPRINGFIELD- CHICOPEE- GUIDE AND TRAFFIC SIGN REPLACEMENT ON A SECTION OF INTERSTATE 291	2	HSIP	\$719,593	\$647,634	\$71,959
Non-Interstate Pavement	612109	Pioneer Valley	Chicopee	CHICOPEE- RESURFACING AND RELATED WORK ON ROUTE 33	2	NHPP	\$6,955,200	\$5,564,160	\$1,391,040
Non-Interstate Pavement	612065	Pioneer Valley	Agawam	AGAWAM- RESURFACING AND RELATED WORK ON ROUTE 57	2	NHPP	\$9,315,000	\$7,452,000	\$1,863,000
Section 2B / State Prioritized Modernization Projects							\$1,561,352	\$1,249,082	\$312,270
Safe Routes to School	612772	Pioneer Valley	Easthampton	EASTHAMPTON- MOUNTAIN VIEW SCHOOL IMPROVEMENTS (SRTS)	2	TAP	\$1,561,352	\$1,249,082	\$312,270
Section 2C / State Prioritized Expansion Projects							\$6,296,444	\$5,037,155	\$1,259,289
Bicycle and Pedestrian	610657	Pioneer Valley	Multiple	EASTHAMPTON- NORTHAMPTON- INSTALLATION OF A SHARED-USE PATH ALONG MOUNT TOM ROAD FROM THE MANHAN TRAIL TO ATWOOD DRIVE	2	CMAQ	\$6,296,444	\$5,037,155	\$1,259,289

Table 19: Federally Funded Projects 2027

Program	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Total Programmed Funds	Federal Funds	Non-Federal Funds	
Federal Fiscal Year 2027										
Section 1A / Regionally Prioritized Projects							\$38,829,045	\$31,063,236	\$7,765,809	
Roadway Reconstruction	607231	Pioneer Valley	Williamsburg	WILLIAMSBURG- RECONSTRUCTION OF MOUNTAIN STREET	1	STBG	\$2,000,000	\$1,600,000	\$400,000	
Roadway Reconstruction	608886	Pioneer Valley	Chesterfield	CHESTERFIELD- RECONSTRUCTION OF NORTH ROAD AND DAMON POND ROAD	1	STBG	\$6,638,146	\$5,310,517	\$1,327,629	
Roadway Reconstruction	612258	Pioneer Valley	Easthampton	EASTHAMPTON- DOWNTOWN COMPLETE STREETS IMPROVEMENTS ON MAIN AND NORTHAMPTON STREETS (ROUTE 10)	2	STBG	\$15,621,659	\$12,497,327	\$3,124,332	
Non-Interstate Pavement	612265	Pioneer Valley	East Longmeadow	EAST LONGMEADOW- RESURFACING AND RELATED WORK ON NORTH MAIN STREET (ROUTE 83)	2	STBG	\$9,697,240	\$7,757,792	\$1,939,448	
Roadway Reconstruction	612600	Pioneer Valley	Westfield	WESTFIELD- INTERSECTION IMPROVEMENTS AT SOUTHAMPTON ROAD (ROUTE 10/202), SERVISTAR INDUSTRIAL WAY AND BARNES AIRPORT DRIVE	2	STBG	\$4,872,000	\$3,897,600	\$974,400	
							STBG Programmed	\$38,829,045	\$31,063,236	\$7,765,809
							Total Programmed for Pioneer Valley Region Projects*	\$38,829,045	\$31,063,236	\$7,765,809
							Program Target for Pioneer Valley Region Projects	\$39,029,361	\$31,223,489	\$7,805,872
							Target Funds Available for Pioneer Valley Region Projects	\$200,316	\$160,253	\$40,063
Section 2A / State Prioritized Reliability Projects							\$207,067,468	\$16,957,863	\$190,109,605	
Bridge On-system NHS	612494	Pioneer Valley	Multiple	SPRINGFIELD- WEST SPRINGFIELD- BRIDGE REPLACEMENT, S-24-003=W-21-002, (US-20) PARK AVENUE OVER CONNECTICUT RIVER	2	NGBP	\$101,160,743	\$0	\$101,160,743	
Bridge On-system NHS	612514	Pioneer Valley	Cummington	CUMMINGTON- BRIDGE REHABILITATION, C-21-002, ROUTE 9 OVER WESTFIELD RIVER	1	NHPP	\$7,137,285	\$5,709,828	\$1,427,457	

Table 19: Federally Funded Projects Year 2027 (Continued)

Bridge On-system Non-NHS	605340	Pioneer Valley	Springfield	SPRINGFIELD- BRIDGE RECONSTRUCTION/REHAB, S-24-028, ST. JAMES AVENUE OVER CONRAIL RAILROAD (ABANDONED)	2	NGBP	\$4,300,800	\$0	\$4,300,800
Bridge On-system Non-NHS	612167	Pioneer Valley	Springfield	SPRINGFIELD- BRIDGE REPLACEMENT, S-24-017, ST. JAMES AVENUE OVER CSX & S-24-071, ST. JAMES AVENUE OVER I-291	2	NGBP	\$80,408,596	\$0	\$80,408,596
Non-Interstate Pavement	608487	Pioneer Valley	Westfield	WESTFIELD- RESURFACING AND RELATED WORK ON ROUTE 10 AND 202	2	NHPP	\$9,664,868	\$7,731,894	\$1,932,974
Non-Interstate Pavement	608466	Pioneer Valley	Granby	GRANBY- RESURFACING AND RELATED WORK ON ROUTE 202 FROM KENDALL STREET TO SCHOOL STREET	2	NHPP	\$4,395,176	\$3,516,141	\$879,035
Section 2B / State Prioritized Modernization Projects							\$6,171,200	\$5,554,080	\$617,120
Intersection Improvements	611965	Pioneer Valley	Holyoke	HOLYOKE- INTERSECTION IMPROVEMENTS AT BEECH STREET, RESNIC BOULEVARD, AND WEST FRANKLIN STREET	2	HSIP	\$6,171,200	\$5,554,080	\$617,120
Section 2C / State Prioritized Expansion Projects							\$6,810,409	\$5,448,327	\$1,362,082
Bicycle and Pedestrian	607823	Pioneer Valley	Southampton	SOUTHAMPTON- GREENWAY RAIL TRAIL CONSTRUCTION, FROM COLEMAN ROAD TO ROUTE 10 (3.5 MILES)	2	CMAQ	\$6,810,409	\$5,448,327	\$1,362,082

Table 20: Federally Funded Projects Year 2028

Program	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Total Programmed Funds	Federal Funds	Non-Federal Funds	
Federal Fiscal Year 2028										
Section 1A / Regionally Prioritized Projects							\$37,274,437	\$29,819,550	\$7,454,887	
Roadway Reconstruction	608423	Pioneer Valley	Easthampton	EASTHAMPTON- IMPROVEMENTS AND RELATED WORK ON ROUTE 10, FROM WEST STREET TO THE NORTHAMPTON TOWN LINE	2	STBG	\$6,680,150	\$5,344,120	\$1,336,030	
Non-Interstate Pavement	612257	Pioneer Valley	Longmeadow	LONGMEADOW- RESURFACING AND RELATED WORK ON LONGMEADOW STREET (ROUTE 5) (PHASE 1)	2	STBG	\$13,227,660	\$10,582,128	\$2,645,532	
Roadway Reconstruction	612780	Pioneer Valley	Southampton	SOUTHAMPTON- REHABILITATION/RECONSTRUCTION & RELATED WORK ON EAST STREET, FROM COLLEGE HIGHWAY (ROUTE 10) TO WHISPERING MEADOW LANE	2	STBG	\$10,849,212	\$8,679,370	\$2,169,842	
Roadway Reconstruction	612984	Pioneer Valley	Monson	MONSON- RESURFACING AND RELATED WORK ON MAIN STREET (ROUTE 32)	2	STBG	\$6,517,415	\$5,213,932	\$1,303,483	
							STBG Programmed	\$37,274,437	\$29,819,550	\$7,454,887
							Total Programmed for Pioneer Valley Region Projects*	\$37,274,437	\$29,819,550	\$7,454,887
							Program Target for Pioneer Valley Region Projects	\$39,764,006	\$31,811,205	\$7,952,801
							Target Funds Available for Pioneer Valley Region Projects	\$2,489,569	\$1,991,655	\$497,914
Section 1B / Earmark or Discretionary Grant Funded Projects							\$11,082,466	\$11,082,466	\$0	
Bridge Off-System State NB	613139	Pioneer Valley	Monson	MONSON- SUPERSTRUCTURE REPLACEMENT OF BRIDGE M-27-026, STAFFORD HOLLOW ROAD OVER NECRR	2	BROFF	\$4,027,613	\$4,027,613	\$0	
Bridge Off-System State NB	609413	Pioneer Valley	Palmer	PALMER- SUPERSTRUCTURE REPLACEMENT, P-01-054, FLYNT STREET OVER I-90	2	BROFF	\$7,054,853	\$7,054,853	\$0	

Table 20: Federally Funded Projects Year 2028 (Continued)

Section 2A / State Prioritized Reliability Projects							\$27,307,073	\$21,845,658	\$5,461,415
Bridge Off-system	612497	Pioneer Valley	Russell	RUSSELL- BRIDGE REPLACEMENT, R-13-02T, BRIDGE STREET OVER WESTFIELD RIVER	1	STBG-BR-Off	\$27,307,073	\$21,845,658	\$5,461,415
Section 2B / State Prioritized Modernization Projects							\$17,721,763	\$14,883,781	\$2,837,982
Roadway Reconstruction	608787	Pioneer Valley	Williamsburg	WILLIAMSBURG- CONSTRUCTION OF THE "MILL RIVER GREENWAY" SHARED USE PATH	1	NHPP	\$10,658,059	\$8,526,447	\$2,131,612
Intersection Improvements	611963	Pioneer Valley	Springfield	SPRINGFIELD- INTERSECTION AND SAFETY IMPROVEMENTS AT ARMORY CIRCLE	2	HSIP	\$7,063,704	\$6,357,334	\$706,370
Section 2C / State Prioritized Expansion Projects							\$10,000,000	\$8,000,000	\$2,000,000
Bicycle and Pedestrian	608787	Pioneer Valley	Williamsburg	WILLIAMSBURG- CONSTRUCTION OF THE "MILL RIVER GREENWAY" SHARED USE PATH	1	CMAQ	\$10,000,000	\$8,000,000	\$2,000,000
Pioneer Valley Region Total Program Summary							\$680,244,890	\$347,617,360	\$332,627,531

Table 21: Universe of Projects and TEC Scores

2024-2028	Municipality	SID	Project Name and Description	Design	TEC Score	TEC Rank	Cost Estimate
2024	WORTHINGTON	609287	ROUTE 143 RECONSTRUCTION (PHASE II) PERU TOWN LINE TO COLD STREET	100	38.0	11	\$ 13,516,605
2024	SPRINGFIELD	608717	SPRINGFIELD- RECONSTRUCTION OF SUMNER AVENUE AT DICKINSON STREET AND BELMONT AVENUE (THE "X")	75	70.5	2	\$ 11,990,903
2025	LONGMEADOW / SPRINGFIELD	608881	RESURFACING AND INTERSECTION IMPROVEMENTS ON LONGMEADOW STREET (ROUTE 5) AND CONVERSE STREET (0.84 MILES)	75	53.5	4	\$ 7,075,689
2024	WALES	608163	WALES- RECONSTRUCTION & IMPROVEMENTS ON MONSON ROAD, FROM THE MONSON T.L. TO REED HILL ROAD (1.5 MILES)	75	36.0	13	\$ 5,656,106
2025	NORTHAMPTON	609286	NORTHAMPTON- DOWNTOWN COMPLETE STREETS CORRIDOR AND INTERSECTION IMPROVEMENTS ON MAIN STREET (ROUTE 9)	25	75.5	1	\$ 19,091,946
2025	HOLYOKE	609065	HOLYOKE- RESURFACING AND RELATED WORK ON CABOT STREET AND RACE STREET (CENTER CITY CONNECTOR)	25	52.5	6	\$ 5,920,788
2026	CHICOPEE	609061	CHICOPEE - INTERSECTION RECONSTRUCTION, MONTGOMERY ROAD AT GRANBY ROAD AND MCKINSTRY AVENUE, AND MONTGOMERY ROAD AT TURNPIKE ACCESS ROAD	25	51.5	7	\$ 8,848,895
2026	SOUTH HADLEY	608785	SOUTH HADLEY- RECONSTRUCTION OF MAIN STREET FROM THE CHICOPEE CITY LINE TO CANAL STREET (0.67 MILES)	25	37.5	12	\$ 6,229,080
2026	WILLIAMSBURG	607231	RECONSTRUCTION OF MOUNTAIN STREET	25	33.5	16	\$ 13,062,590
2027 SW	WESTFIELD	608487	WESTFIELD- RESURFACING AND RELATED WORK ON ROUTE 10 AND 202	25	31.5	18	\$ 8,629,346

Table 21: Universe of Projects and TEC Scores (Continued)

2027 SW	GRANBY	608466	GRANBY- RESURFACING AND RELATED WORK ON ROUTE 202 FROM KENDALL STREET TO SCHOOL STREET	25	23.5	23	\$	3,924,264
2027	CHESTERFIELD	608886	RECONSTRUCTION OF NORTH ROAD AND DAMON POND ROAD	25	20.5	25	\$	5,926,915
2027	EASTHAMPTON	612258	EASTHAMPTON- DOWNTOWN COMPLETE STREETS IMPROVEMENTS ON MAIN AND NORTHAMPTON STREETS (ROUTE 10)	0	57.5	3	\$	14,716,600
2027 SW	HOLYOKE	611965	HOLYOKE- INTERSECTION IMPROVEMENTS AT BEECH STREET, RESNIC BOULEVARD, AND WEST FRANKLIN STREET	0	53.0	5	\$	5,730,400
2027	EAST LONGMEADOW	612265	EAST LONGMEADOW- RESURFACING AND RELATED WORK ON NORTH MAIN STREET (ROUTE 83)	0	40.5	10	\$	8,658,250
2028	LONGMEADOW	612257	LONGMEADOW- RESURFACING AND RELATED WORK ON LONGMEADOW STREET (ROUTE 5) (PHASE 1)	0	40.5	10	\$	11,403,155
2027	WESTFIELD	612600	WESTFIELD- INTERSECTION IMPROVEMENTS AT SOUTHAMPTON ROAD (ROUTE 10/202), SERVISTAR INDUSTRIAL WAY AND BARNES AIRPORT DRIVE	0	34.5	15	\$	4,350,000
	SPRINGFIELD	610664	SPRINGFIELD- RECONSTRUCTION OF BIRNIE AVENUE AT GERENA SCHOOL PEDESTRIAN TUNNEL (Total Project Cost \$2+ million, City to cover remaining balance)	0	33.0	17	\$	1,304,785
2028	MONSON	612984	RESURFACING AND RELATED WORK ON MAIN STREET (ROUTE 32)	0	31.0	19	\$	5,618,461
2028	EASTHAMPTON	608423	EASTHAMPTON- IMPROVEMENTS AND RELATED WORK ON ROUTE 10, FROM WEST STREET TO THE NORTHAMPTON TOWN LINE	0	29.5	20	\$	5,758,750
2028	SOUTHAMPTON	612780	SOUTHAMPTON- REHABILITATION/RECONSTRUCTION & RELATED WORK ON EAST STREET, FROM COLLEGE HIGHWAY (ROUTE 10) TO WHISPERING MEADOW LANE	0	29.5	20	\$	9,950,000

Table 21: Universe of Projects and TEC Scores (Continued)

	Belchertown	612264	BELCHERTOWN- RESURFACING AND RELATED WORK ON MAIN STREET AND NORTH MAIN STREET (ROUTE 202)	0	27.0	21	\$	5,589,210
	Amherst / Pelham	609051	RESURFACING AND RELATED WORK ON BELCHERTOWN ROAD (ROUTE 9) FROM SOUTH EAST STREET TO THE BELCHERTOWN T.L. (2.1 MILES)	0	25.5	22	\$	10,700,000
	GOSHEN	613046	GOSHEN- RECONSTRUCTION OF ROUTE 9	0	23.0	24	\$	9,704,988
	PALMER	601504	RECONSTRUCTION OF ROUTE 32, FROM 765 FT. SOUTH OF STIMSON STREET TO 1/2 MILES SOUTH OF RIVER STREET (PHASE I) (1.63 MILES)	0	23.0	24	\$	6,134,080
	SOUTHWICK	604155	SOUTHWICK- RESURFACING & RELATED WORK ON ROUTE 10/202, COLLEGE HIGHWAY (NORTHERLY SECTION) FROM THE WESTFIELD T.L. TO TANNERY ROAD (1.33 MILES)	0	19.5	26	\$	5,500,000
2028	SPRINGFIELD	611963	SPRINGFIELD- INTERSECTION AND SAFETY IMPROVEMENTS AT ARMORY CIRCLE	0	NA	NA	\$	6,089,400
	SPRINGFIELD	611964	SPRINGFIELD- INTERSECTION IMPROVEMENTS AT CAREW STREET AND DWIGHT STREET	0	NA	NA	\$	7,840,105
	NORTHAMPTON	612988	NORTHAMPTON- ROUNDABOUT CONSTRUCTION AT INTERSECTION OF ROUTES 5/10 (NORTH KING STREET) & HATFIELD STREET	0	NA	NA	\$	6,648,035
	BELCHERTOWN	612090	BELCHERTOWN- RESURFACING AND RELATED WORK ON ROUTE 9	0	NA	NA	\$	5,184,000
2026 SW	CHICOPEE	612109	CHICOPEE- RESURFACING AND RELATED WORK ON ROUTE 33	0	NA	NA	\$	6,440,000
2025 SW	WORTHINGTON	612031	WORTHINGTON- RESURFACING AND RELATED WORK ON ROUTE 112	0	NA	NA	\$	5,813,938
	HOLYOKE	606450	HOLYOKE- TRAFFIC SIGNAL UPGRADES AT 15 INTERSECTIONS ALONG HIGH & MAPLE STREETS	NA	NA	NA		Unknown
Total Project Cost (33 Projects)								\$ 253,007,283
Total All Projects (45 Projects)								\$ 340,919,691.25
Total of Programmed Projects (32 Projects)								\$ 263,629,706

Table 21: Universe of Projects and TEC Scores – Bicycle and Pedestrian Projects

2024-2028	Municipality	SID	Project Name and Description	Design	TEC Score	TEC Rank	New Cost Estimate (in CY Dollars)
2025	NORTHAMPTON	608413	NORTHAMPTON- ROCKY HILL GREENWAY MULTI-USE TRAIL, FROM THE MANHAN RAIL TRAIL TO ROCKY HILL ROAD (0.4 MILES)	PSE	35	14	\$2,357,008.00
2024	AGAWAM	610652	AGAWAM- ROBINSON PARK ELEMENTARY SCHOOL IMPROVEMENTS (SRTS)	100	NA	NA	\$3,011,459.50
2026 SW	EASTHAMPTON- NORTHAMPTON	610657	EASTHAMPTON- NORTHAMPTON- INSTALLATION OF A SHARED-USE PATH ALONG MOUNT TOM ROAD FROM THE MANHAN TRAIL TO ATWOOD DRIVE	25	44	8	\$5,830,040.61
	WESTFIELD	610536	WESTFIELD- PEDESTRIAN AND BICYCLE IMPROVEMENTS ON MAIN STREET (ROUTE 20)	25	44.0	8	\$3,305,810.99
2029	SPRINGFIELD	608157	SPRINGFIELD- MCKNIGHT COMMUNITY TRAIL CONSTRUCTION, FROM ARMORY STREET TO HAYDEN AVENUE (1.5 MILES)	25	42.5	9	\$10,782,200.00
	NORTHAMPTON	612777	NORTHAMPTON- CONNECTICUT RIVER GREENWAY	0	35	14	\$6,898,606.75
	BELCHERTOWN	612245	BELCHERTOWN- MASS CENTRAL RAIL TRAIL (MCRT, SECTION 1C)	0	31.5	18	\$8,480,365.00
2028 SW	WILLIAMSBURG	608787	WILLIAMSBURG- CONSTRUCTION OF THE "MILL RIVER GREENWAY" SHARED USE PATH	0	30.0	19	\$37,940,000.00
2027 SW	SOUTHAMPTON	607823	SOUTHAMPTON- GREENWAY RAIL TRAIL CONSTRUCTION, FROM COLEMAN ROAD TO ROUTE 10 (3.5 MILES)	0	19.5	26	\$ 6,080,722
2026	EASTHAMPTON	612772	EASTHAMPTON- MOUNTAIN VIEW SCHOOL IMPROVEMENTS (SRTS)			NA	\$1,445,695.60
2025	CHICOPEE	612079	CHICOPEE- HUGH SCOTT STREIBER ELEMENTARY SCHOOL IMPROVEMENTS (SRTS)			NA	\$1,235,467.80
2025	SPRINGFIELD	612080	SPRINGFIELD- REBECCA M. JOHNSON ELEMENTARY SCHOOL IMPROVEMENTS (SRTS)			NA	\$545,032.50
Total Project Cost (12 Projects)							\$87,912,408.75
Total Cost of Programmed Projects (9 Projects)							\$69,227,626.01

Projects listed in the Universe of Projects but not programmed in the TIP are shown for informational purposes. If additional funds become available unprogrammed 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 2024 - 2028

The following is a complete listing of programmed transit projects for FFY 2024 - 2028

Table 22 FFY 2024 Transit Project Information

Program	MassDOT Project ID	RTA	Municipality	MassDOT Project Description	Funding Source	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2024									
Operating	RTD0010915	PVTA		Pioneer Valley Transit Authority - ADA Operating Assistance	5307	\$982,638	\$982,638		
Operating	RTD0010915	PVTA		Pioneer Valley Transit Authority - ADA Operating Assistance	SCA	\$245,660		\$245,660	
Operating	RTD0010933	PVTA		Pioneer Valley Transit Authority - PREVENTIVE MAINTENANCE	5307	\$2,924,234	\$2,924,234		
Operating	RTD0010933	PVTA		Pioneer Valley Transit Authority - PREVENTIVE MAINTENANCE	SCA	\$822,425		\$822,425	
Operating	RTD0010951	PVTA		Pioneer Valley Transit Authority - PREVENTIVE MAINTENANCE - State of Good Repair	5307	\$12,000	\$12,000		
Operating	RTD0010951	PVTA		Pioneer Valley Transit Authority - PREVENTIVE MAINTENANCE - State of Good Repair	RTACAP	\$3,000		\$3,000	
Operating	RTD0010955	PVTA		Pioneer Valley Transit Authority - SHORT RANGE TRANSIT PLANNING	5307	\$200,000	\$200,000		
Operating	RTD0010955	PVTA		Pioneer Valley Transit Authority - SHORT RANGE TRANSIT PLANNING	SCA	\$50,000		\$50,000	
RTA Facility & System Modernization	RTD0009879	PVTA	Northampton	Pioneer Valley Transit Authority - REHAB/RENOVATE - Northampton Bus Maintenance Facility Expansion and EV Depot Charging Design Study	5307	\$96,000	\$96,000		
RTA Facility & System Modernization	RTD0009879	PVTA	Northampton	Pioneer Valley Transit Authority - REHAB/RENOVATE - Northampton Bus Maintenance Facility Expansion and EV Depot Charging Design Study	RTACAP	\$24,000		\$24,000	
RTA Facility & System Modernization	RTD0010961	PVTA	Holyoke	Pioneer Valley Transit Authority - REHAB/RENOVATE - Holyoke ITC Bus Bay, Canopy and Pavement Upgrades	5307	\$200,000	\$200,000		
RTA Facility & System Modernization	RTD0010961	PVTA	Holyoke	Pioneer Valley Transit Authority - REHAB/RENOVATE - Holyoke ITC Bus Bay, Canopy and Pavement Upgrades	RTACAP	\$50,000		\$50,000	
RTA Facility & System Modernization	RTD0011398	PVTA	Springfield	Pioneer Valley Transit Authority - Springfield O&M Bus Maintenance Facility Site Access Control Improvements	5307	\$288,000	\$288,000		
RTA Facility & System Modernization	RTD0011398	PVTA	Springfield	Pioneer Valley Transit Authority - Springfield O&M Bus Maintenance Facility Site Access Control Improvements	RTACAP	\$72,000		\$72,000	

Table 22 FFY 2024 Transit Project Information (Continued)

RTA Facility & System Modernization	RTD0011399	PVTA	Springfield	Pioneer Valley Transit Authority - REHAB/RENOVATE - MAINTENANCE FACILITY - Springfield O&M Facility at Cottage St. Electric Bus Chargers Expansion and Upgrades	RTACAP	\$2,145,890		\$2,145,890	
RTA Facility & Vehicle Maintenance	RTD0009860	PVTA		Pioneer Valley Transit Authority - Environmental Compliance	5307	\$24,000	\$24,000		
RTA Facility & Vehicle Maintenance	RTD0009860	PVTA		Pioneer Valley Transit Authority - Environmental Compliance	RTACAP	\$6,000		\$6,000	
RTA Facility & Vehicle Maintenance	RTD0010907	PVTA		Pioneer Valley Transit Authority - PURCHASE BUS SHELTERS	5307	\$40,000	\$40,000		
RTA Facility & Vehicle Maintenance	RTD0010907	PVTA		Pioneer Valley Transit Authority - PURCHASE BUS SHELTERS	RTACAP	\$10,000		\$10,000	
RTA Facility & Vehicle Maintenance	RTD0010908	PVTA		Pioneer Valley Transit Authority - Signage and Lighting	5307	\$12,000	\$12,000		
RTA Facility & Vehicle Maintenance	RTD0010908	PVTA		Pioneer Valley Transit Authority - Signage and Lighting	RTACAP	\$3,000		\$3,000	
RTA Facility & Vehicle Maintenance	RTD0010909	PVTA		Pioneer Valley Transit Authority - Bike access Equipment	5307	\$5,600	\$5,600		
RTA Facility & Vehicle Maintenance	RTD0010909	PVTA		Pioneer Valley Transit Authority - Bike access Equipment	RTACAP	\$1,400		\$1,400	
RTA Facility & Vehicle Maintenance	RTD0010910	PVTA		Pioneer Valley Transit Authority - Information Technology Systems	5307	\$2,771,977	\$2,771,977		
RTA Facility & Vehicle Maintenance	RTD0010910	PVTA		Pioneer Valley Transit Authority - Information Technology Systems	RTACAP	\$692,994		\$692,994	
RTA Facility & Vehicle Maintenance	RTD0010912	PVTA	Amherst	Pioneer Valley Transit Authority - UMass Bus Maintenance Facility - Upgrade Bus Bay Lateral Expansion	5339	\$3,440,000	\$3,440,000		
RTA Facility & Vehicle Maintenance	RTD0010912	PVTA	Amherst	Pioneer Valley Transit Authority - UMass Bus Maintenance Facility - Upgrade Bus Bay Lateral Expansion	RTACAP	\$1,060,000		\$1,060,000	
RTA Facility & Vehicle Maintenance	RTD0010914	PVTA		Pioneer Valley Transit Authority - Purchase Shop Equipment - All Garages	5307	\$120,000	\$120,000		
RTA Facility & Vehicle Maintenance	RTD0010914	PVTA		Pioneer Valley Transit Authority - Purchase Shop Equipment - All Garages	RTACAP	\$30,000		\$30,000	
RTA Facility & Vehicle Maintenance	RTD0011399	PVTA	Springfield	Pioneer Valley Transit Authority - REHAB/RENOVATE - MAINTENANCE FACILITY - Springfield O&M Facility at Cottage St. Electric Bus Chargers Expansion and Upgrades	5339	\$8,583,558	\$8,583,558		
RTA Fleet Upgrades	RTD0011401	PVTA	Springfield	Pioneer Valley Transit Authority - REHAB/RENOVATE - ADMIN/MAINT FACILITY Cottage St Electric Replacement of Oveehead Door System	5307	\$64,000	\$64,000		

Table 22 FFY 2024 Transit Project Information (Continued)

RTA Fleet Upgrades	RTD0011401	PVTA	Springfield	Pioneer Valley Transit Authority - REHAB/RENOVATE - ADMIN/MAINT FACILITY Cottage St Electric Replacement of Oveehad Door System	RTACAP	\$16,000		\$16,000	
RTA Vehicle Replacement	RTD0008781	PVTA		Pioneer Valley Transit Authority - Paratransit Vans - 10-14 Passenger	RTACAP	\$182,027		\$182,027	
RTA Vehicle Replacement	RTD0010244	PVTA		Pioneer Valley Transit Authority - BUY REPLACEMENT 40-FT Hybrid BUS	5307	\$8,214,155	\$8,214,155		
RTA Vehicle Replacement	RTD0010244	PVTA		Pioneer Valley Transit Authority - BUY REPLACEMENT 40-FT Hybrid BUS	5339	\$918,799	\$918,799		
RTA Vehicle Replacement	RTD0010244	PVTA		Pioneer Valley Transit Authority - BUY REPLACEMENT 40-FT Hybrid BUS	OF	\$465,048	\$465,048		
RTA Vehicle Replacement	RTD0010244	PVTA		Pioneer Valley Transit Authority - BUY REPLACEMENT 40-FT Hybrid BUS	RTACAP	\$2,283,239		\$2,283,239	
RTA Vehicle Replacement	RTD0010906	PVTA		Pioneer Valley Transit Authority - Replacement 35' Hybrid Bus (4) - Includes \$155,016 CARES	5307	\$1,957,501	\$1,957,501		
RTA Vehicle Replacement	RTD0010906	PVTA		Pioneer Valley Transit Authority - Replacement 35' Hybrid Bus (4) - Includes \$155,016 CARES	5339	\$918,799	\$918,799		
RTA Vehicle Replacement	RTD0010906	PVTA		Pioneer Valley Transit Authority - Replacement 35' Hybrid Bus (4) - Includes \$155,016 CARES	OF	\$155,016	\$155,016		
RTA Vehicle Replacement	RTD0010906	PVTA		Pioneer Valley Transit Authority - Replacement 35' Hybrid Bus (4) - Includes \$155,016 CARES	RTACAP	\$719,075		\$719,075	
RTA Vehicle Replacement	RTD0010948	PVTA		Pioneer Valley Transit Authority - BUY REPLACEMENT <30 FT BUS Type D Shuttle Bus	5307	\$274,493	\$274,493		
RTA Vehicle Replacement	RTD0010948	PVTA		Pioneer Valley Transit Authority - BUY REPLACEMENT <30 FT BUS Type D Shuttle Bus	RTACAP	\$68,623		\$68,623	
RTA Vehicle Replacement	RTD0010949	PVTA		Pioneer Valley Transit Authority - ACQUIRE - SUPPORT	5307	\$98,400	\$98,400		
RTA Vehicle Replacement	RTD0010949	PVTA		Pioneer Valley Transit Authority - ACQUIRE - SUPPORT	RTACAP	\$24,600		\$24,600	
RTA Vehicle Replacement	RTD0010959	PVTA		Pioneer Valley Transit Authority - ACQUIRE - Supervisory VEHICLES	5307	\$89,600	\$89,600		
RTA Vehicle Replacement	RTD0010959	PVTA		Pioneer Valley Transit Authority - ACQUIRE - Supervisory VEHICLES	RTACAP	\$22,400		\$22,400	
						5307 Programmed	\$18,374,598	\$18,374,598	
						5339 Programmed	\$13,861,156	\$13,861,156	
						OF Programmed	\$620,064	\$620,064	
						RTACAP Programmed	\$7,414,248	\$7,414,248	
						SCA Programmed	\$1,118,085	\$1,118,085	
						Total Programmed for Pioneer Valley Transit Authority Projects	\$41,388,151	\$32,855,818	\$8,532,333

Table 23 FFY 2025 Transit Project Information

STIP: 2024 - 2028 (D)

Program	MassDOT Project ID	RTA	Municipality	MassDOT Project Description	Funding Source	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2025									
Operating	RTD0010915	PVTA		Pioneer Valley Transit Authority - ADA Operating Assistance	5307	\$1,007,124	\$1,007,124		
Operating	RTD0010915	PVTA		Pioneer Valley Transit Authority - ADA Operating Assistance	SCA	\$251,781		\$251,781	
Operating	RTD0010933	PVTA		Pioneer Valley Transit Authority - PREVENTIVE MAINTENANCE	5307	\$3,350,662	\$3,350,662		
Operating	RTD0010933	PVTA		Pioneer Valley Transit Authority - PREVENTIVE MAINTENANCE	SCA	\$837,666		\$837,666	
Operating	RTD0010951	PVTA		Pioneer Valley Transit Authority - PREVENTIVE MAINTENANCE - State of Good Repair	5307	\$20,000	\$20,000		
Operating	RTD0010951	PVTA		Pioneer Valley Transit Authority - PREVENTIVE MAINTENANCE - State of Good Repair	RTACAP	\$5,000		\$5,000	
Operating	RTD0010955	PVTA		Pioneer Valley Transit Authority - SHORT RANGE TRANSIT PLANNING	5307	\$208,000	\$208,000		
Operating	RTD0010955	PVTA		Pioneer Valley Transit Authority - SHORT RANGE TRANSIT PLANNING	SCA	\$52,000		\$52,000	
RTA Facility & System Modernization	RTD0010973	PVTA	Northampton	Pioneer Valley Transit Authority - REHAB/RENOVATE - MAINTENANCE FACILITY - Northampton EV Bus Charging Stations Installations	5307	\$80,000	\$80,000		
RTA Facility & System Modernization	RTD0010973	PVTA	Northampton	Pioneer Valley Transit Authority - REHAB/RENOVATE - MAINTENANCE FACILITY - Northampton EV Bus Charging Stations Installations	RTACAP	\$20,000		\$20,000	
RTA Facility & System Modernization	RTD0010975	PVTA	Holyoke	Pioneer Valley Transit Authority - REHAB/RENOVATE - MAINTENANCE FACILITY - UMass Bus O&M Facility installation of EV Bus Charging Stations	5307	\$80,000	\$80,000		
RTA Facility & System Modernization	RTD0010975	PVTA	Holyoke	Pioneer Valley Transit Authority - REHAB/RENOVATE - MAINTENANCE FACILITY - UMass Bus O&M Facility installation of EV Bus Charging Stations	RTACAP	\$20,000		\$20,000	
RTA Facility & System Modernization	RTD0011399	PVTA	Springfield	Pioneer Valley Transit Authority - REHAB/RENOVATE - MAINTENANCE FACILITY - Springfield O&M Facility at Cottage St. Electric Bus Chargers Expansion and Upgrades	RTACAP	\$6,040,950		\$6,040,950	
RTA Facility & Vehicle Maintenance	RTD0009860	PVTA		Pioneer Valley Transit Authority - Environmental Compliance	5307	\$4,000	\$4,000		

Table 23 FFY 2025 Transit Project Information (Continued)

RTA Facility & Vehicle Maintenance	RTD0009860	PVTA		Pioneer Valley Transit Authority - Environmental Compliance	RTACAP	\$1,000		\$1,000	
RTA Facility & Vehicle Maintenance	RTD0010907	PVTA		Pioneer Valley Transit Authority - PURCHASE BUS SHELTERS	5307	\$60,000	\$60,000		
RTA Facility & Vehicle Maintenance	RTD0010907	PVTA		Pioneer Valley Transit Authority - PURCHASE BUS SHELTERS	RTACAP	\$15,000		\$15,000	
RTA Facility & Vehicle Maintenance	RTD0010908	PVTA		Pioneer Valley Transit Authority - Signage and Lighting	5307	\$16,000	\$16,000		
RTA Facility & Vehicle Maintenance	RTD0010908	PVTA		Pioneer Valley Transit Authority - Signage and Lighting	RTACAP	\$4,000		\$4,000	
RTA Facility & Vehicle Maintenance	RTD0010909	PVTA		Pioneer Valley Transit Authority - Bike access Equipment	5307	\$11,200	\$11,200		
RTA Facility & Vehicle Maintenance	RTD0010909	PVTA		Pioneer Valley Transit Authority - Bike access Equipment	RTACAP	\$2,800		\$2,800	
RTA Facility & Vehicle Maintenance	RTD0010910	PVTA		Pioneer Valley Transit Authority - Information Technology Systems	5307	\$3,008,846	\$3,008,846		
RTA Facility & Vehicle Maintenance	RTD0010910	PVTA		Pioneer Valley Transit Authority - Information Technology Systems	RTACAP	\$752,212		\$752,212	
RTA Facility & Vehicle Maintenance	RTD0010912	PVTA	Amherst	Pioneer Valley Transit Authority - UMass Bus Maintenance Facility - Upgrade Bus Bay Lateral Expansion	5339	\$4,960,000	\$4,960,000		
RTA Facility & Vehicle Maintenance	RTD0010912	PVTA	Amherst	Pioneer Valley Transit Authority - UMass Bus Maintenance Facility - Upgrade Bus Bay Lateral Expansion	RTACAP	\$1,240,000		\$1,240,000	
RTA Facility & Vehicle Maintenance	RTD0010914	PVTA		Pioneer Valley Transit Authority - Purchase Shop Equipment - All Garages	5307	\$140,000	\$140,000		
RTA Facility & Vehicle Maintenance	RTD0010914	PVTA		Pioneer Valley Transit Authority - Purchase Shop Equipment - All Garages	RTACAP	\$35,000		\$35,000	
RTA Facility & Vehicle Maintenance	RTD0010954	PVTA	Springfield	Pioneer Valley Transit Authority - REHAB/RENOVATE - ADMINISTRATIVE FACILITY Main Street Masonry Repairs to buildings envelope	5307	\$56,000	\$56,000		
RTA Facility & Vehicle Maintenance	RTD0010954	PVTA	Springfield	Pioneer Valley Transit Authority - REHAB/RENOVATE - ADMINISTRATIVE FACILITY Main Street Masonry Repairs to buildings envelope	RTACAP	\$14,000		\$14,000	
RTA Facility & Vehicle Maintenance	RTD0011399	PVTA	Springfield	Pioneer Valley Transit Authority - REHAB/RENOVATE - MAINTENANCE FACILITY - Springfield O&M Facility at Cottage St. Electric Bus Chargers Expansion and Upgrades	5339	\$24,163,799	\$24,163,799		
RTA Fleet Upgrades	RTD0011371	PVTA		Pioneer Valley Transit Authority - BUY REPL 60 ft ARTICULATED BUS	5307	\$2,121,582	\$2,121,582		

Table 23 FFY 2025 Transit Project Information (Continued)

RTA Fleet Upgrades	RTD0011371	PVTA		Pioneer Valley Transit Authority - BUY REPL 60 ft ARTICULATED BUS	OF	\$76,428	\$76,428		
RTA Fleet Upgrades	RTD0011371	PVTA		Pioneer Valley Transit Authority - BUY REPL 60 ft ARTICULATED BUS	RTACAP	\$530,396		\$530,396	
RTA Fleet Upgrades	RTD0011374	PVTA		Pioneer Valley Transit Authority BUY REPLACEMENT 40-FT Electric BUS	5339	\$1,818,858	\$1,818,858		
RTA Fleet Upgrades	RTD0011374	PVTA		Pioneer Valley Transit Authority BUY REPLACEMENT 40-FT Electric BUS	RTACAP	\$454,714		\$454,714	
RTA Fleet Upgrades	RTD0011375	PVTA		Pioneer Valley Transit Authority - BUY REPLACEMENT 35-FT Electric BUS	OF	\$76,428	\$76,428		
RTA Fleet Upgrades	RTD0011375	PVTA		Pioneer Valley Transit Authority - BUY REPLACEMENT 35-FT Electric BUS	RTACAP	\$454,714		\$454,714	
RTA Vehicle Replacement	RTD0008781	PVTA		Pioneer Valley Transit Authority - Paratransit Vans - 10-14 Passenger	5307	\$1,249,917	\$1,249,917		
RTA Vehicle Replacement	RTD0008781	PVTA		Pioneer Valley Transit Authority - Paratransit Vans - 10-14 Passenger	RTACAP	\$312,479		\$312,479	
RTA Vehicle Replacement	RTD0010244	PVTA		Pioneer Valley Transit Authority - BUY REPLACEMENT 40-FT Hybrid BUS	5307	\$4,527,366	\$4,527,366		
RTA Vehicle Replacement	RTD0010244	PVTA		Pioneer Valley Transit Authority - BUY REPLACEMENT 40-FT Hybrid BUS	5339	\$1,881,559	\$1,881,559		
RTA Vehicle Replacement	RTD0010244	PVTA		Pioneer Valley Transit Authority - BUY REPLACEMENT 40-FT Hybrid BUS	OF	\$305,712	\$305,712		
RTA Vehicle Replacement	RTD0010244	PVTA		Pioneer Valley Transit Authority - BUY REPLACEMENT 40-FT Hybrid BUS	RTACAP	\$1,602,231		\$1,602,231	
RTA Vehicle Replacement	RTD0010948	PVTA		Pioneer Valley Transit Authority - BUY REPLACEMENT <30 FT BUS Type D Shuttle Bus	5307	\$424,092	\$424,092		
RTA Vehicle Replacement	RTD0010948	PVTA		Pioneer Valley Transit Authority - BUY REPLACEMENT <30 FT BUS Type D Shuttle Bus	RTACAP	\$106,023		\$106,023	
RTA Vehicle Replacement	RTD0010949	PVTA		Pioneer Valley Transit Authority - ACQUIRE - SUPPORT	5307	\$68,880	\$68,880		
RTA Vehicle Replacement	RTD0010949	PVTA		Pioneer Valley Transit Authority - ACQUIRE - SUPPORT	RTACAP	\$17,220		\$17,220	
RTA Vehicle Replacement	RTD0010959	PVTA		Pioneer Valley Transit Authority - ACQUIRE - Supervisory VEHICLES	5307	\$69,216	\$69,216		
RTA Vehicle Replacement	RTD0010959	PVTA		Pioneer Valley Transit Authority - ACQUIRE - Supervisory VEHICLES	RTACAP	\$17,304		\$17,304	
RTA Vehicle Replacement	RTD0011375	PVTA		Pioneer Valley Transit Authority - BUY REPLACEMENT 35-FT Electric BUS	5339	\$1,818,858	\$1,818,858		

Table 23 FFY 2025 Transit Project Information (Continued)

	5307 Programmed	\$16,502,885	\$16,502,885	
	5339 Programmed	\$34,643,074	\$34,643,074	
	OF Programmed	\$458,568	\$458,568	
	RTACAP Programmed	\$11,645,043		\$11,645,043
	SCA Programmed	\$1,141,447		\$1,141,447
	Total Programmed for Pioneer Valley Transit Authority Projects	\$64,391,017	\$51,604,527	\$12,786,490

Table 24 FFY 2026 Transit Project Information

Program	MassDOT Project ID	RTA	Municipality	MassDOT Project Description	Funding Source	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2026									
Operating	RTD0010915	PVTA		Pioneer Valley Transit Authority - ADA Operating Assistance	5307	\$1,022,337	\$1,022,337		
Operating	RTD0010915	PVTA		Pioneer Valley Transit Authority - ADA Operating Assistance	SCA	\$255,584		\$255,584	
Operating	RTD0010933	PVTA		Pioneer Valley Transit Authority - PREVENTIVE MAINTENANCE	5307	\$3,422,606	\$3,422,606		
Operating	RTD0010933	PVTA		Pioneer Valley Transit Authority - PREVENTIVE MAINTENANCE	SCA	\$855,651		\$855,651	
Operating	RTD0010951	PVTA		Pioneer Valley Transit Authority - PREVENTIVE MAINTENANCE - State of Good Repair	5307	\$20,000	\$20,000		
Operating	RTD0010951	PVTA		Pioneer Valley Transit Authority - PREVENTIVE MAINTENANCE - State of Good Repair	RTACAP	\$5,000		\$5,000	
Operating	RTD0010955	PVTA		Pioneer Valley Transit Authority - SHORT RANGE TRANSIT PLANNING	5307	\$212,000	\$212,000		
Operating	RTD0010955	PVTA		Pioneer Valley Transit Authority - SHORT RANGE TRANSIT PLANNING	SCA	\$53,000		\$53,000	
RTA Facility & System Modernization	RTD0010973	PVTA	Northampton	Pioneer Valley Transit Authority - REHAB/RENOVATE - MAINTENANCE FACILITY - Northampton EV Bus Charging Stations Installations	5307	\$520,000	\$520,000		
RTA Facility & System Modernization	RTD0010973	PVTA	Northampton	Pioneer Valley Transit Authority - REHAB/RENOVATE - MAINTENANCE FACILITY - Northampton EV Bus Charging Stations Installations	RTACAP	\$130,000		\$130,000	
RTA Facility & System Modernization	RTD0010974	PVTA	Amherst	Pioneer Valley Transit Authority - REHAB/RENOVATE - MAINTENANCE FACILITY - UMass Bus Facility - AC MAINTENANCE AND RESTROOM UPGRADES	5307	\$88,000	\$88,000		
RTA Facility & System Modernization	RTD0010974	PVTA	Amherst	Pioneer Valley Transit Authority - REHAB/RENOVATE - MAINTENANCE FACILITY - UMass Bus Facility - AC MAINTENANCE AND RESTROOM UPGRADES	RTACAP	\$22,000		\$22,000	
RTA Facility & System Modernization	RTD0010975	PVTA	Holyoke	Pioneer Valley Transit Authority - REHAB/RENOVATE - MAINTENANCE FACILITY - UMass Bus O&M Facility installation of EV Bus Charging Stations	5307	\$520,000	\$520,000		
RTA Facility & System Modernization	RTD0010975	PVTA	Holyoke	Pioneer Valley Transit Authority - REHAB/RENOVATE - MAINTENANCE FACILITY - UMass Bus O&M Facility installation of EV Bus Charging Stations	RTACAP	\$130,000		\$130,000	

Table 24 FFY 2026 Transit Project Information (Continued)

RTA Facility & System Modernization	RTD0011381	PVTA	Springfield	Pioneer Valley Transit Authority - REHAB/RENOVATE - ADMIN/MAINT FACILITY - Main St O&M Roof	5307	\$480,000	\$480,000		
RTA Facility & System Modernization	RTD0011381	PVTA	Springfield	Pioneer Valley Transit Authority - REHAB/RENOVATE - ADMIN/MAINT FACILITY - Main St O&M Roof	RTACAP	\$120,000		\$120,000	
RTA Facility & System Modernization	RTD0011399	PVTA	Springfield	Pioneer Valley Transit Authority - REHAB/RENOVATE - MAINTENANCE FACILITY - Springfield O&M Facility at Cottage St. Electric Bus Chargers Expansion and Upgrades	RTACAP	\$2,541,521		\$2,541,521	
RTA Facility & Vehicle Maintenance	RTD0009860	PVTA		Pioneer Valley Transit Authority - Environmental Compliance	5307	\$4,000	\$4,000		
RTA Facility & Vehicle Maintenance	RTD0009860	PVTA		Pioneer Valley Transit Authority - Environmental Compliance	RTACAP	\$1,000		\$1,000	
RTA Facility & Vehicle Maintenance	RTD0010907	PVTA		Pioneer Valley Transit Authority - PURCHASE BUS SHELTERS	5307	\$68,000	\$68,000		
RTA Facility & Vehicle Maintenance	RTD0010907	PVTA		Pioneer Valley Transit Authority - PURCHASE BUS SHELTERS	RTACAP	\$17,000		\$17,000	
RTA Facility & Vehicle Maintenance	RTD0010908	PVTA		Pioneer Valley Transit Authority - Signage and Lighting	5307	\$20,000	\$20,000		
RTA Facility & Vehicle Maintenance	RTD0010908	PVTA		Pioneer Valley Transit Authority - Signage and Lighting	RTACAP	\$5,000		\$5,000	
RTA Facility & Vehicle Maintenance	RTD0010909	PVTA		Pioneer Valley Transit Authority - Bike access Equipment	5307	\$11,200	\$11,200		
RTA Facility & Vehicle Maintenance	RTD0010909	PVTA		Pioneer Valley Transit Authority - Bike access Equipment	RTACAP	\$2,800		\$2,800	
RTA Facility & Vehicle Maintenance	RTD0010910	PVTA		Pioneer Valley Transit Authority - Information Technology Systems	5307	\$3,277,695	\$3,277,695		
RTA Facility & Vehicle Maintenance	RTD0010910	PVTA		Pioneer Valley Transit Authority - Information Technology Systems	RTACAP	\$819,424		\$819,424	
RTA Facility & Vehicle Maintenance	RTD0010911	PVTA		Pioneer Valley Transit Authority - Rehab Northampton Maintenance Facility, Year 3, 4 and 5	5307	\$432,000	\$432,000		
RTA Facility & Vehicle Maintenance	RTD0010911	PVTA		Pioneer Valley Transit Authority - Rehab Northampton Maintenance Facility, Year 3, 4 and 5	RTACAP	\$108,000		\$108,000	
RTA Facility & Vehicle Maintenance	RTD0010912	PVTA	Amherst	Pioneer Valley Transit Authority - UMass Bus Maintenance Facility - Upgrade Bus Bay Lateral Expansion	5339	\$160,000	\$160,000		
RTA Facility & Vehicle Maintenance	RTD0010912	PVTA	Amherst	Pioneer Valley Transit Authority - UMass Bus Maintenance Facility - Upgrade Bus Bay Lateral Expansion	RTACAP	\$40,000		\$40,000	

Table 24 FFY 2026 Transit Project Information (Continued)

RTA Facility & Vehicle Maintenance	RTD0010914	PVTA		Pioneer Valley Transit Authority - Purchase Shop Equipment - All Garages	5307	\$160,000	\$160,000		
RTA Facility & Vehicle Maintenance	RTD0010914	PVTA		Pioneer Valley Transit Authority - Purchase Shop Equipment - All Garages	RTACAP	\$40,000		\$40,000	
RTA Facility & Vehicle Maintenance	RTD0010954	PVTA	Springfield	Pioneer Valley Transit Authority - REHAB/RENOVATE - ADMINISTRATIVE FACILITY Main Street Masonry Repairs to buildings envelope	5307	\$328,000	\$328,000		
RTA Facility & Vehicle Maintenance	RTD0010954	PVTA	Springfield	Pioneer Valley Transit Authority - REHAB/RENOVATE - ADMINISTRATIVE FACILITY Main Street Masonry Repairs to buildings envelope	RTACAP	\$82,000		\$82,000	
RTA Facility & Vehicle Maintenance	RTD0011399	PVTA	Springfield	Pioneer Valley Transit Authority - REHAB/RENOVATE - MAINTENANCE FACILITY - Springfield O&M Facility at Cottage St. Electric Bus Chargers Expansion and Upgrades	5339	\$10,166,083	\$10,166,083		
RTA Fleet Upgrades	RTD0011374	PVTA		Pioneer Valley Transit Authority BUY REPLACEMENT 40-FT Electric BUS	5307	\$7,781,834	\$7,781,834		
RTA Fleet Upgrades	RTD0011374	PVTA		Pioneer Valley Transit Authority BUY REPLACEMENT 40-FT Electric BUS	5339	\$1,926,716	\$1,926,716		
RTA Fleet Upgrades	RTD0011374	PVTA		Pioneer Valley Transit Authority BUY REPLACEMENT 40-FT Electric BUS	OF	\$420,354	\$420,354		
RTA Fleet Upgrades	RTD0011374	PVTA		Pioneer Valley Transit Authority BUY REPLACEMENT 40-FT Electric BUS	RTACAP	\$2,427,137		\$2,427,137	
RTA Vehicle Replacement	RTD0008781	PVTA		Pioneer Valley Transit Authority - Paratransit Vans - 10-14 Passenger	RTACAP	\$213,854		\$213,854	
RTA Vehicle Replacement	RTD0010948	PVTA		Pioneer Valley Transit Authority - BUY REPLACEMENT <30 FT BUS Type D Shuttle Bus	5307	\$291,210	\$291,210		
RTA Vehicle Replacement	RTD0010948	PVTA		Pioneer Valley Transit Authority - BUY REPLACEMENT <30 FT BUS Type D Shuttle Bus	RTACAP	\$72,802		\$72,802	
RTA Vehicle Replacement	RTD0010949	PVTA		Pioneer Valley Transit Authority - ACQUIRE - SUPPORT	5307	\$70,949	\$70,949		
RTA Vehicle Replacement	RTD0010949	PVTA		Pioneer Valley Transit Authority - ACQUIRE - SUPPORT	RTACAP	\$17,738		\$17,738	
RTA Vehicle Replacement	RTD0010959	PVTA		Pioneer Valley Transit Authority - ACQUIRE - Supervisory VEHICLES	5307	\$95,057	\$95,057		
RTA Vehicle Replacement	RTD0010959	PVTA		Pioneer Valley Transit Authority - ACQUIRE - Supervisory VEHICLES	RTACAP	\$23,764		\$23,764	

Table 24 FFY 2026 Transit Project Information (Continued)

	5307 Programmed	\$18,824,888	\$18,824,888	
	5339 Programmed	\$12,252,799	\$12,252,799	
	OF Programmed	\$420,354	\$420,354	
	RTACAP Programmed	\$6,819,040		\$6,819,040
	SCA Programmed	\$1,164,235		\$1,164,235
	Total Programmed for Pioneer Valley Transit Authority Projects	\$39,481,316	\$31,498,041	\$7,983,275

Table 25 FFY 2027 Transit Project Information

Program	MassDOT Project ID	RTA	Municipality	MassDOT Project Description	Funding Source	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2027									
Operating	RTD0010915	PVTA		Pioneer Valley Transit Authority - ADA Operating Assistance	5307	\$1,031,743	\$1,031,743		
Operating	RTD0010915	PVTA		Pioneer Valley Transit Authority - ADA Operating Assistance	SCA	\$257,936		\$257,936	
Operating	RTD0010933	PVTA		Pioneer Valley Transit Authority - PREVENTIVE MAINTENANCE	5307	\$3,502,098	\$3,502,098		
Operating	RTD0010933	PVTA		Pioneer Valley Transit Authority - PREVENTIVE MAINTENANCE	SCA	\$875,524		\$875,524	
Operating	RTD0010951	PVTA		Pioneer Valley Transit Authority - PREVENTIVE MAINTENANCE - State of Good Repair	5307	\$20,000	\$20,000		
Operating	RTD0010951	PVTA		Pioneer Valley Transit Authority - PREVENTIVE MAINTENANCE - State of Good Repair	RTACAP	\$5,000		\$5,000	
Operating	RTD0010955	PVTA		Pioneer Valley Transit Authority - SHORT RANGE TRANSIT PLANNING	5307	\$216,000	\$216,000		
Operating	RTD0010955	PVTA		Pioneer Valley Transit Authority - SHORT RANGE TRANSIT PLANNING	SCA	\$54,000		\$54,000	
RTA Facility & System Modernization	RTD0010928	PVTA		Pioneer Valley Transit Authority - REHAB/RENOVATE - MAINTENANCE FACILITY - Main St O&M Renovate Office	5307	\$2,400,000	\$2,400,000		
RTA Facility & System Modernization	RTD0010928	PVTA		Pioneer Valley Transit Authority - REHAB/RENOVATE - MAINTENANCE FACILITY - Main St O&M Renovate Office	RTACAP	\$600,000		\$600,000	
RTA Facility & System Modernization	RTD0010974	PVTA	Amherst	Pioneer Valley Transit Authority - REHAB/RENOVATE - MAINTENANCE FACILITY - UMass Bus Facility - AC MAINTENANCE AND RESTROOM UPGRADES	5307	\$544,000	\$544,000		
RTA Facility & System Modernization	RTD0010974	PVTA	Amherst	Pioneer Valley Transit Authority - REHAB/RENOVATE - MAINTENANCE FACILITY - UMass Bus Facility - AC MAINTENANCE AND RESTROOM UPGRADES	RTACAP	\$136,000		\$136,000	
RTA Facility & System Modernization	RTD0011399	PVTA	Springfield	Pioneer Valley Transit Authority - REHAB/RENOVATE - MAINTENANCE FACILITY - Springfield O&M Facility at Cottage St. Electric Bus Chargers Expansion and Upgrades	RTACAP	\$121,236		\$121,236	
RTA Facility & Vehicle Maintenance	RTD0009860	PVTA		Pioneer Valley Transit Authority - Environmental Compliance	5307	\$4,000	\$4,000		

Table 25 FFY 2027 Transit Project Information (Continued)

RTA Facility & Vehicle Maintenance	RTD0009860	PVTA		Pioneer Valley Transit Authority - Environmental Compliance	RTACAP	\$1,000		\$1,000	
RTA Facility & Vehicle Maintenance	RTD0010907	PVTA		Pioneer Valley Transit Authority - PURCHASE BUS SHELTERS	5307	\$68,000	\$68,000		
RTA Facility & Vehicle Maintenance	RTD0010907	PVTA		Pioneer Valley Transit Authority - PURCHASE BUS SHELTERS	RTACAP	\$17,000		\$17,000	
RTA Facility & Vehicle Maintenance	RTD0010908	PVTA		Pioneer Valley Transit Authority - Signage and Lighting	5307	\$20,000	\$20,000		
RTA Facility & Vehicle Maintenance	RTD0010908	PVTA		Pioneer Valley Transit Authority - Signage and Lighting	RTACAP	\$5,000		\$5,000	
RTA Facility & Vehicle Maintenance	RTD0010909	PVTA		Pioneer Valley Transit Authority - Bike access Equipment	5307	\$11,200	\$11,200		
RTA Facility & Vehicle Maintenance	RTD0010909	PVTA		Pioneer Valley Transit Authority - Bike access Equipment	RTACAP	\$2,800		\$2,800	
RTA Facility & Vehicle Maintenance	RTD0010910	PVTA		Pioneer Valley Transit Authority - Information Technology Systems	5307	\$2,713,223	\$2,713,223		
RTA Facility & Vehicle Maintenance	RTD0010910	PVTA		Pioneer Valley Transit Authority - Information Technology Systems	RTACAP	\$678,306		\$678,306	
RTA Facility & Vehicle Maintenance	RTD0010911	PVTA		Pioneer Valley Transit Authority - Rehab Northampton Maintenance Facility, Year 3, 4 and 5	5339	\$2,080,000	\$2,080,000		
RTA Facility & Vehicle Maintenance	RTD0010911	PVTA		Pioneer Valley Transit Authority - Rehab Northampton Maintenance Facility, Year 3, 4 and 5	RTACAP	\$520,000		\$520,000	
RTA Facility & Vehicle Maintenance	RTD0010912	PVTA	Amherst	Pioneer Valley Transit Authority - UMass Bus Maintenance Facility - Upgrade Bus Bay Lateral Expansion	5339	\$160,000	\$160,000		
RTA Facility & Vehicle Maintenance	RTD0010912	PVTA	Amherst	Pioneer Valley Transit Authority - UMass Bus Maintenance Facility - Upgrade Bus Bay Lateral Expansion	RTACAP	\$40,000		\$40,000	
RTA Facility & Vehicle Maintenance	RTD0010914	PVTA		Pioneer Valley Transit Authority - Purchase Shop Equipment - All Garages	5307	\$160,000	\$160,000		
RTA Facility & Vehicle Maintenance	RTD0010914	PVTA		Pioneer Valley Transit Authority - Purchase Shop Equipment - All Garages	RTACAP	\$40,000		\$40,000	
RTA Facility & Vehicle Maintenance	RTD0011399	PVTA	Springfield	Pioneer Valley Transit Authority - REHAB/RENOVATE - MAINTENANCE FACILITY - Springfield O&M Facility at Cottage St. Electric Bus Chargers Expansion and Upgrades	5339	\$484,942	\$484,942		
RTA Facility & Vehicle Maintenance	RTD0011400	PVTA	Springfield	Pioneer Valley Transit Authority - REHAB/RENOVATE - ADMIN/MAINT FACILITY Main St Paratransit O&M - Lower Level Renovation of Maintenance Building	5307	\$360,000	\$360,000		

Table 25 FFY 2027 Transit Project Information (Continued)

RTA Facility & Vehicle Maintenance	RTD0011400	PVTA	Springfield	Pioneer Valley Transit Authority - REHAB/RENOVATE - ADMIN/MAINT FACILITY Main St Paratransit O&M - Lower Level Renovation of Maintenance Building	RTACAP	\$90,000		\$90,000	
RTA Fleet Upgrades	RTD0011371	PVTA		Pioneer Valley Transit Authority - BUY REPL 60 ft ARTICULATED BUS	5307	\$4,690,624	\$4,690,624		
RTA Fleet Upgrades	RTD0011371	PVTA		Pioneer Valley Transit Authority - BUY REPL 60 ft ARTICULATED BUS	OF	\$152,855	\$152,855		
RTA Fleet Upgrades	RTD0011371	PVTA		Pioneer Valley Transit Authority - BUY REPL 60 ft ARTICULATED BUS	RTACAP	\$1,172,656		\$1,172,656	
RTA Fleet Upgrades	RTD0011374	PVTA		Pioneer Valley Transit Authority BUY REPLACEMENT 40-FT Electric BUS	5307	\$870,029	\$870,029		
RTA Fleet Upgrades	RTD0011374	PVTA		Pioneer Valley Transit Authority BUY REPLACEMENT 40-FT Electric BUS	5339	\$986,478	\$986,478		
RTA Fleet Upgrades	RTD0011374	PVTA		Pioneer Valley Transit Authority BUY REPLACEMENT 40-FT Electric BUS	OF	\$76,428	\$76,428		
RTA Fleet Upgrades	RTD0011374	PVTA		Pioneer Valley Transit Authority BUY REPLACEMENT 40-FT Electric BUS	RTACAP	\$464,127		\$464,127	
RTA Fleet Upgrades	RTD0011375	PVTA		Pioneer Valley Transit Authority - BUY REPLACEMENT 35-FT Electric BUS	5307	\$790,600	\$790,600		
RTA Fleet Upgrades	RTD0011375	PVTA		Pioneer Valley Transit Authority - BUY REPLACEMENT 35-FT Electric BUS	OF	\$76,428	\$76,428		
RTA Fleet Upgrades	RTD0011375	PVTA		Pioneer Valley Transit Authority - BUY REPLACEMENT 35-FT Electric BUS	RTACAP	\$444,270		\$444,270	
RTA Vehicle Replacement	RTD0008781	PVTA		Pioneer Valley Transit Authority - Paratransit Vans - 10-14 Passenger	5307	\$1,392,338	\$1,392,338		
RTA Vehicle Replacement	RTD0008781	PVTA		Pioneer Valley Transit Authority - Paratransit Vans - 10-14 Passenger	RTACAP	\$348,085		\$348,085	
RTA Vehicle Replacement	RTD0010959	PVTA		Pioneer Valley Transit Authority - ACQUIRE - Supervisory VEHICLES	5307	\$97,908	\$97,908		
RTA Vehicle Replacement	RTD0010959	PVTA		Pioneer Valley Transit Authority - ACQUIRE - Supervisory VEHICLES	RTACAP	\$24,477		\$24,477	
RTA Vehicle Replacement	RTD0011375	PVTA		Pioneer Valley Transit Authority - BUY REPLACEMENT 35-FT Electric BUS	5339	\$986,478	\$986,478		
						5307 Programmed	\$18,891,763	\$18,891,763	
						5339 Programmed	\$4,697,898	\$4,697,898	
						OF Programmed	\$305,711	\$305,711	
						RTACAP Programmed	\$4,709,957	\$4,709,957	
						SCA Programmed	\$1,187,460	\$1,187,460	
						Total Programmed for Pioneer Valley Transit Authority Projects	\$29,792,789	\$23,895,372	\$5,897,417

Table 26 FFY 2028 Transit Project Information

Program	MassDOT Project ID	RTA	Municipality	MassDOT Project Description	Funding Source	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2028									
Operating	RTD0010915	PVTA		Pioneer Valley Transit Authority - ADA Operating Assistance	5307	\$1,063,639	\$1,063,639		
Operating	RTD0010915	PVTA		Pioneer Valley Transit Authority - ADA Operating Assistance	SCA	\$265,910		\$265,910	
Operating	RTD0010933	PVTA		Pioneer Valley Transit Authority - PREVENTIVE MAINTENANCE	5307	\$3,560,878	\$3,560,878		
Operating	RTD0010933	PVTA		Pioneer Valley Transit Authority - PREVENTIVE MAINTENANCE	SCA	\$890,220		\$890,220	
Operating	RTD0010951	PVTA		Pioneer Valley Transit Authority - PREVENTIVE MAINTENANCE - State of Good Repair	5307	\$20,000	\$20,000		
Operating	RTD0010951	PVTA		Pioneer Valley Transit Authority - PREVENTIVE MAINTENANCE - State of Good Repair	RTACAP	\$5,000		\$5,000	
Operating	RTD0010955	PVTA		Pioneer Valley Transit Authority - SHORT RANGE TRANSIT PLANNING	5307	\$220,000	\$220,000		
Operating	RTD0010955	PVTA		Pioneer Valley Transit Authority - SHORT RANGE TRANSIT PLANNING	SCA	\$55,000		\$55,000	
RTA Facility & System Modernization	RTD0011399	PVTA	Springfield	Pioneer Valley Transit Authority - REHAB/RENOVATE - MAINTENANCE FACILITY - Springfield O&M Facility at Cottage St. Electric Bus Chargers Expansion and Upgrades	RTACAP	\$58,454		\$58,454	
RTA Facility & Vehicle Maintenance	RTD0009860	PVTA		Pioneer Valley Transit Authority - Environmental Compliance	5307	\$4,000	\$4,000		
RTA Facility & Vehicle Maintenance	RTD0009860	PVTA		Pioneer Valley Transit Authority - Environmental Compliance	RTACAP	\$1,000		\$1,000	
RTA Facility & Vehicle Maintenance	RTD0010907	PVTA		Pioneer Valley Transit Authority - PURCHASE BUS SHELTERS	5307	\$68,000	\$68,000		
RTA Facility & Vehicle Maintenance	RTD0010907	PVTA		Pioneer Valley Transit Authority - PURCHASE BUS SHELTERS	RTACAP	\$17,000		\$17,000	
RTA Facility & Vehicle Maintenance	RTD0010908	PVTA		Pioneer Valley Transit Authority - Signage and Lighting	5307	\$20,000	\$20,000		
RTA Facility & Vehicle Maintenance	RTD0010908	PVTA		Pioneer Valley Transit Authority - Signage and Lighting	RTACAP	\$5,000		\$5,000	
RTA Facility & Vehicle Maintenance	RTD0010909	PVTA		Pioneer Valley Transit Authority - Bike access Equipment	5307	\$11,200	\$11,200		

Table 26 FFY 2028 Transit Project Information (Continued)

RTA Facility & Vehicle Maintenance	RTD0010909	PVTA		Pioneer Valley Transit Authority - Bike access Equipment	RTACAP	\$2,800		\$2,800	
RTA Facility & Vehicle Maintenance	RTD0010910	PVTA		Pioneer Valley Transit Authority - Information Technology Systems	5307	\$1,684,433	\$1,684,433		
RTA Facility & Vehicle Maintenance	RTD0010910	PVTA		Pioneer Valley Transit Authority - Information Technology Systems	RTACAP	\$1,684,433		\$1,684,433	
RTA Facility & Vehicle Maintenance	RTD0010911	PVTA		Pioneer Valley Transit Authority - Rehab Northampton Maintenance Facility, Year 3, 4 and 5	5307	\$976,000	\$976,000		
RTA Facility & Vehicle Maintenance	RTD0010911	PVTA		Pioneer Valley Transit Authority - Rehab Northampton Maintenance Facility, Year 3, 4 and 5	RTACAP	\$244,000		\$244,000	
RTA Facility & Vehicle Maintenance	RTD0010914	PVTA		Pioneer Valley Transit Authority - Purchase Shop Equipment - All Garages	5307	\$160,000	\$160,000		
RTA Facility & Vehicle Maintenance	RTD0010914	PVTA		Pioneer Valley Transit Authority - Purchase Shop Equipment - All Garages	RTACAP	\$40,000		\$40,000	
RTA Facility & Vehicle Maintenance	RTD0011399	PVTA	Springfield	Pioneer Valley Transit Authority - REHAB/RENOVATE - MAINTENANCE FACILITY - Springfield O&M Facility at Cottage St. Electric Bus Chargers Expansion and Upgrades	5339	\$233,816	\$233,816		
RTA Facility & Vehicle Maintenance	RTD0011400	PVTA	Springfield	Pioneer Valley Transit Authority - REHAB/RENOVATE - ADMIN/MAINT FACILITY Main St Paratransit O&M - Lower Level Renovation of Maintenance Building	5339	\$2,496,000	\$2,496,000		
RTA Facility & Vehicle Maintenance	RTD0011400	PVTA	Springfield	Pioneer Valley Transit Authority - REHAB/RENOVATE - ADMIN/MAINT FACILITY Main St Paratransit O&M - Lower Level Renovation of Maintenance Building	RTACAP	\$624,000		\$624,000	
RTA Fleet Upgrades	RTD0011374	PVTA		Pioneer Valley Transit Authority BUY REPLACEMENT 40-FT Electric BUS	5307	\$8,652,184	\$8,652,184		
RTA Fleet Upgrades	RTD0011374	PVTA		Pioneer Valley Transit Authority BUY REPLACEMENT 40-FT Electric BUS	5339	\$986,478	\$986,478		
RTA Fleet Upgrades	RTD0011374	PVTA		Pioneer Valley Transit Authority BUY REPLACEMENT 40-FT Electric BUS	OF	\$429,000	\$429,000		
RTA Fleet Upgrades	RTD0011374	PVTA		Pioneer Valley Transit Authority BUY REPLACEMENT 40-FT Electric BUS	RTACAP	\$2,516,915		\$2,516,915	
RTA Fleet Upgrades	RTD0011375	PVTA		Pioneer Valley Transit Authority - BUY REPLACEMENT 35-FT Electric BUS	5307	\$4,803,918	\$4,803,918		
RTA Fleet Upgrades	RTD0011375	PVTA		Pioneer Valley Transit Authority - BUY REPLACEMENT 35-FT Electric BUS	RTACAP	\$1,447,599		\$1,447,599	
RTA Vehicle Replacement	RTD0008781	PVTA		Pioneer Valley Transit Authority - Paratransit Vans - 10-14 Passenger	RTACAP	\$341,454		\$341,454	
RTA Vehicle Replacement	RTD0010906	PVTA		Pioneer Valley Transit Authority - Replacement 35' Hybrid Bus (4) - Includes \$155,016 CARES	5307	\$2,133,235	\$2,133,235		

Table 26 FFY 2028 Transit Project Information (Continued)

RTA Vehicle Replacement	RTD0010906	PVTA		Pioneer Valley Transit Authority - Replacement 35' Hybrid Bus (4) - Includes \$155,016 CARES	OF	\$117,000	\$117,000			
RTA Vehicle Replacement	RTD0010906	PVTA		Pioneer Valley Transit Authority - Replacement 35' Hybrid Bus (4) - Includes \$155,016 CARES	RTACAP	\$562,559		\$562,559		
RTA Vehicle Replacement	RTD0010948	PVTA		Pioneer Valley Transit Authority - BUY REPLACEMENT <30 FT BUS Type D Shuttle Bus	5307	\$154,472	\$154,472			
RTA Vehicle Replacement	RTD0010948	PVTA		Pioneer Valley Transit Authority - BUY REPLACEMENT <30 FT BUS Type D Shuttle Bus	RTACAP	\$38,618		\$38,618		
RTA Vehicle Replacement	RTD0010949	PVTA		Pioneer Valley Transit Authority - ACQUIRE - SUPPORT	5307	\$37,634	\$37,634			
RTA Vehicle Replacement	RTD0010949	PVTA		Pioneer Valley Transit Authority - ACQUIRE - SUPPORT	RTACAP	\$9,408		\$9,408		
RTA Vehicle Replacement	RTD0010959	PVTA		Pioneer Valley Transit Authority - ACQUIRE - Supervisory VEHICLES	5307	\$25,600	\$25,600			
RTA Vehicle Replacement	RTD0010959	PVTA		Pioneer Valley Transit Authority - ACQUIRE - Supervisory VEHICLES	RTACAP	\$6,400		\$6,400		
RTA Vehicle Replacement	RTD0011375	PVTA		Pioneer Valley Transit Authority - BUY REPLACEMENT 35-FT Electric BUS	5339	\$986,478	\$986,478			
						5307 Programmed	\$23,595,193	\$23,595,193		
						5339 Programmed	\$4,702,772	\$4,702,772		
						OF Programmed	\$546,000	\$546,000		
						RTACAP Programmed	\$7,604,640		\$7,604,640	
						SCA Programmed	\$1,211,130		\$1,211,130	
						Total Programmed for Pioneer Valley Transit Authority Projects	\$37,659,735	\$28,843,965	\$8,815,770	

VI. 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 2022-2023TIP projects are identified in Table 27.

Table 27 Project Implementation

Program	SID	Project Description	Funding Source	Programmed Funds	Status	Add	Letting
2022	608473	SOUTH HADLEY- RESURFACING AND RELATED WORK ON ROUTE 116	NHPP	\$7,855,761	Awarded	12/11/2021	Construction
2022	608577	EASTHAMPTON- IMPROVEMENTS AND RELATED WORK ON UNION STREET (ROUTE 141) FROM PAYSON AVENUE TO HIGH STREET (0.36 MILES)	STBG	\$3,624,561	Awarded	3/12/2022	Construction
2022	608837	CHICOPEE- HOLYOKE- BRIDGE PRESERVATION ALONG I-391	NHPP	\$8,835,544	Awarded	4/30/2022	Construction
2022	608374	WEST SPRINGFIELD- RECONSTRUCTION OF MEMORIAL AVENUE (ROUTE 147), FROM COLONY ROAD TO THE MEMORIAL AVENUE ROTARY (1.4 MILES)	STBS	\$21,692,328	Awarded	6/4/2022	Construction
2022	609515	NORTHAMPTON- BRIDGE STREET ELEMENTARY SCHOOL IMPROVEMENTS (SRTS)	SRTS	\$863,004	Awarded	7/23/2022	Construction
2022	608719	AMHERST- BELCHERTOWN- NORWOTTUCK RAIL TRAIL RESURFACING, FROM STATION ROAD IN AMHERST TO WARREN WRIGHT ROAD IN BELCHERTOWN (1.5 MILES)	SRTS	\$1,479,773	Awarded	8/6/2022	Construction
2022	605126	WARE- BRIDGE REPLACEMENT, W-05-015, ROUTE 32 (PALMER ROAD) OVER THE WARE RIVER	Bridge Off-system	\$9,266,026	Awarded	8/13/2022	Construction
2023	604209	HOLYOKE- WEST SPRINGFIELD- REHABILITATION OF ROUTE 5 (RIVERDALE ROAD), FROM I-91 (INTERCHANGE 13) TO MAIN STREET IN HOLYOKE & FROM ELM STREET TO NORTH ELM STREET IN WEST SPRINGFIELD (3.2 MILES)	CMAQ	\$3,345,852	100% Design	6/10/2023	Not Advertised
2023	606797	CUMMINGTON- RETAINING WALL REPLACEMENT ON ROUTE 9 ADJACENT TO SWIFT RIVER	STBG	\$5,280,000	PSE	7/29/2023	Not Advertised
2023	606895	GRANBY- IMPROVEMENTS AT 2 LOCATIONS ON ROUTE 202: SCHOOL STREET & FIVE CORNERS	HSIP	\$1,711,913	100% Design	9/9/2023	Not Advertised
2023	606895	GRANBY- IMPROVEMENTS AT 2 LOCATIONS ON ROUTE 202: SCHOOL STREET & FIVE CORNERS	STBG	\$2,933,126			

Table 27 Project Implementation (Continued)

2023	608073	WESTFIELD- WESTFIELD RIVER LEVEE MULTI-USE PATH CONSTRUCTION, FROM ELLSWORTH STREET TO WILLIAMS RIDING WAY (NEAR MEADOW STREET) (2 MILES)	CMAQ	\$5,185,122	Final Design	9/9/2023	Not Advertised	
2023	608374	WEST SPRINGFIELD- RECONSTRUCTION OF MEMORIAL AVENUE (ROUTE 147), FROM COLONY ROAD TO THE MEMORIAL AVENUE ROTARY (1.4 MILES)	STBG	\$11,081,364	Awarded	6/4/2022	Construction	
2023	608374	WEST SPRINGFIELD- RECONSTRUCTION OF MEMORIAL AVENUE (ROUTE 147), FROM COLONY ROAD TO THE MEMORIAL AVENUE ROTARY (1.4 MILES)	TAP	\$500,238				
2023	S12718	PVTA - Purchase of Electric bus and support training	STBG	\$1,500,000				Flex to FTA

Table 27 Project Implementation (Transit)

To be added

VII. Air Quality Conformity Information FFY 2024 - 2028

This section documents the latest air quality conformity determination for the 1997 ozone National Ambient Air Quality Standards (NAAQS) in the PVMPO Region. It covers the applicable conformity requirements according to the latest regulations, regional designation status, legal considerations, and federal guidance. 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. Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities are consistent with (“conform to”) the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones (42 U.S.C. 7506(c)(1)). EPA’s transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans, transportation improvement programs (TIPs), and federally supported highway and transit projects conform to the SIP (40 CFR Parts 51.390 and 93).

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.

Legislative and Regulatory Background

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.

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 designated as attainment/unclassified for the 2008 standard. On March 6, 2015, (80 FR 12264, effective April 6, 2015) EPA published the Final Rulemaking, "Implementation of the 2008 National Ambient Air Quality Standards (NAAQS) for Ozone: State Implementation Plan Requirements; Final Rule." This rulemaking confirmed the removal of transportation conformity to the 1997 Ozone NAAQS and the replacement with the 2008 Ozone NAAQS, which (with actually a stricter level of allowable ozone concentration than the 1997 standards) classified Massachusetts as "Attainment/unclassifiable" (except for Dukes County).

However, on February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* ("South Coast II," 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone NAAQS and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. Conformity determinations are required in these areas after February 16, 2019. On November 29, 2018, EPA issued *Transportation Conformity Guidance for the South Coast II Court Decision* (EPA-420-B-18-050, November 2018) that addresses how

transportation conformity determinations can be made in these areas. According to the guidance, both Eastern and Western Massachusetts, along with several other areas across the country, are now defined as “orphan nonattainment areas” – areas that were designated as nonattainment for the 1997 ozone NAAQS at the time of its revocation (80 FR 12264, March 6, 2015) and were designated attainment for the 2008 ozone NAAQS in EPA’s original designations rule for this NAAQS (77 FR 30160, May 21, 2012).

Current Conformity Determination

After 2/16/19, as a result of the court ruling and the subsequent federal guidance, transportation conformity for the 1997 NAAQS – intended as an “anti-backsliding” measure – now applies to both of Massachusetts’ orphan areas. Therefore, a conformity determination was made for the 1997 ozone NAAQS on the 2020-2040 Regional Transportation Plans. This conformity determination was finalized in July 2019 following each MPO’s previous endorsement of their regional transportation plan, and approved by the Massachusetts Divisions of FHWA and FTA on October 15, 2019. This conformity determination continues to be valid for the PVMPO FFY 2024-2028 Transportation Improvement Program, and Massachusetts’ FFY 2024-2028 STIP, as each is developed from the conforming 2020-2040 Regional Transportation Plans.

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for TIPs and RTPs include: latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c), and emissions budget and/or interim emissions (93.118 and/or 93.119).

For the 1997 ozone NAAQS areas, transportation conformity for TIPs and RTPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA’s nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the *South Coast II* court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

Therefore, transportation conformity for the 1997 ozone NAAQS for the PVMPO FFY 2024-2028 Transportation Improvement Program and 2020-2040 Regional Transportation Plans can be demonstrated by showing that remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA’s guidance and addressed below, include:

- Latest planning assumptions (93.110)
- Consultation (93.112)
- Transportation Control Measures (93.113)
- Fiscal Constraint (93.108)

Latest Planning Assumptions:

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally apply to regional emissions analysis. In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP (See following section on Timely Implementation of TCMs).

Consultation:

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation. Interagency consultation was conducted with FHWA, FTA, US EPA Region 1, MassDEP, and the Massachusetts MPOs on March 6, 2019 to discuss the latest conformity-related court rulings and resulting federal guidance. Regular and recurring interagency consultations have been held since on an (at least) annual schedule, with the most recent conformity consultation held on JApril 27, 2022. This ongoing consultation is conducted in accordance with the following:

- Massachusetts' Air Pollution Control Regulations 310 CMR 60.03 "Conformity to the State Implementation Plan of Transportation Plans, Programs, and Projects Developed, Funded or Approved Under Title 23 USC or the Federal Transit Act"
- The Commonwealth of Massachusetts Memorandum of Understanding among the Massachusetts Department of Transportation, Massachusetts Department of Environmental Protection, Massachusetts Metropolitan Planning Organizations, and Regional Transit Authorities, titled The Conduct of Air Quality Planning and Coordination for Transportation Conformity (dated September 16, 2019)

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450. Title 23 CFR Section 450.324 and 310 CMR 60.03(6)(h) requires that the development of the TIP, RTP, and related certification documents provide an adequate opportunity for public review and comment. Section 450.316(b) also establishes the outline for MPO public participation programs. The Pioneer Valley MPO's [Public Participation Plan](#) was formally adopted in 2016. The Public Participation Plan ensures that the public will have access to the TIP/RTP and all supporting documentation, provides for public notification of the availability of the TIP/RTP and the public's right to review the document and comment thereon, and provides a 21-day public review and comment period prior to the adoption of the TIP/RTP and related certification documents.

The public comment period for this conformity determination commenced on April 26, 2023. During the 21-day public comment period, any comments received were incorporated into this Plan. This allowed ample opportunity for public comment and MPO review of the draft document. The public comment period will close on May 16, 2023 and subsequently, the PVMPO [is expected to endorse] this air quality conformity determination on May 23, 2023. These procedures comply with the associated federal requirements.

Timely Implementation of Transportation Control Measures:

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

implementation of ongoing programs. All of the projects have been included in the Region's Transportation Plan (present or past) as recommended projects or projects requiring further study.

Fiscal Constraint:

Transportation conformity requirements in 40 CFR 93.108 state that TIPs and transportation plans and must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR part 450. The PVMPO2024-2028 Transportation Improvement Program and 2020-2040 Regional Transportation Plan are fiscally constrained, as demonstrated in this document.

The requirement to perform a conformity determination for carbon monoxide (CO) for the city of Springfield has expired. On April 22, 2002, the EPA classified Springfield as being in attainment (in compliance) for CO emissions. Subsequently, a EPA-approved CO limited maintenance plan was set up through the Massachusetts SIP to ensure that emission levels did not increase. While the maintenance plan was in effect, past TIPs and RTPs included an air quality conformity determination against a "budget test" (using "hot spot" analyses as needed at the project level) for Springfield. As of April 22, 2022, however, the 20-year maintenance period for this CO area expired and transportation conformity is no longer required for this pollutant in this municipality. This ruling is documented in a letter from EPA dated April 26, 2022.

In summary and based upon the entire process described above, the PVMPO has prepared this conformity determination for the 1997 Ozone NAAQS in accordance with EPA's and Massachusetts' latest conformity regulations and guidance. This conformity determination process demonstrates that the FFY 2024-2028 Transportation Improvement Program and the 2020-2040 Regional Transportation Plan meet the Clean Air Act and Transportation Conformity Rule requirements for the 1997 Ozone NAAQS, and have been prepared following all the guidelines and requirements of these rules during this time period.

Therefore, the implementation of the PVMPO's FFY 2024-2028 Transportation Improvement Program and the 2020-2040 Regional Transportation Plan are consistent with the air quality goals of, and in conformity with, the Massachusetts State Implementation Plan.

VIII. Greenhouse Gas Monitoring and Evaluation

Introduction

This section summarizes the greenhouse gas (GHG) impacts that are anticipated to result from the projects that are included in this FFY 2024 – 2028 Transportation Improvement Program (TIP). It includes a summary of the state laws and policies that call for reducing greenhouse gas in order to mitigate global climate change, actions that are being to respond to these state laws and policies, the role of regional planning and TIP development in reducing GHG emission and tracking these reductions, and the projected GHG emission impacts from the projects programmed in the TIP.

State Policy Context

The Global Warming Solutions Act (GWSA), which was signed into law in August 2008, makes Massachusetts a leader in setting aggressive and enforceable GHG reduction targets, and implementing policies and initiatives to achieve these targets. In keeping with the law, on December 29, 2010 the Massachusetts Executive Office of Energy and Environmental Affairs (EOEEA), in consultation with other state agencies and the public, released the Massachusetts *Clean Energy and Climate Plan for 2020*. In December 2014 the Department of Environmental Protection issued new regulations that require Metropolitan Planning Organizations to quantify impacts from project investments, track progress towards reductions, and consider impacts in the prioritization of GHG impacts from project investments. The targets for overall statewide GHG emissions are:



GreenDOT Policy

The transportation sector is the single largest emitter of greenhouse gases, accounting for over a third of GHG emissions, and therefore the transportation sector is a key focus of the *Clean Energy and Climate Plan*. MassDOT’s approach to supporting the implementation of the plan is set forth in its GreenDOT Policy Directive, a comprehensive sustainability initiative that sets three principal objectives:

- **Reduce greenhouse gas (GHG) emissions.** MassDOT will achieve this by taking GHG emissions into account in all of its responsibilities, from strategic planning to project design and construction and system operations.
- **Promote the healthy transportation modes of walking, bicycling, and public transit.** MassDOT will achieve this by pursuing multi-modal, “complete streets” design standards; providing choice in transportation services; and by working with MPOs and other partners to prioritize and program a balance of projects that serve drivers, pedestrians, bicyclists, and public transit riders.

- **To support smart growth development.** MassDOT will achieve this by working with MPOs and other partners to make transportation investments that enable denser, smart growth development patterns that support reduced GHG emissions.

Regional GHG Tracking and Evaluation in RTPs

MassDOT coordinated with MPOs and regional planning agency (RPA) staffs on the implementation of GHG tracking and evaluation in development of each MPO's 2040 RTPs, which were adopted in September 2011. This collaboration has continued for the MPO's 2040 RTPs and 2019-22 TIPs.

Working together, MassDOT and the MPOs have attained the following milestones: Modeling and long-range statewide projections for GHG emissions resulting from the transportation sector. Using the Boston MPO's regional model and the statewide travel demand model for the remainder of the state, GHG emissions were projected for 2020 no-build and build conditions, and for 2040 no-build and build conditions.

All of the MPOs included these GHG emission projections in their RTPs, along with a discussion of climate change and a statement of MPO support for reducing GHG emissions as a regional goal.

Project-Level GHG Tracking and Evaluation in the Transportation Improvement Program

It is also important to monitor and evaluate the GHG impacts of the transportation projects that are programmed in the MPO Transportation Improvement Programs (TIP). The TIP includes both the larger, regionally-significant projects from the RTPs, which have already had their aggregate GHG impacts calculated and reported in the RTP, as well as smaller projects that are not included in the RTP but that may nevertheless have impacts on GHG emissions. The principal objective of this tracking is to enable the MPOs to evaluate expected GHG impacts of different projects and to use this information as a criterion for prioritizing and programming projects in future TIPs.

In order to monitor and evaluate the GHG impacts of TIP projects, MassDOT and the MPOs have developed the following approach for identifying anticipated GHG impacts and quantifying GHG impacts of projects, when appropriate, through the TIP. Different types of projects will have different anticipated GHG emissions impacts. The different project categories are outlined on the next two pages with this region's project tracking sheet on the third page.

Calculation of GHG Impacts for TIP Projects

The Office of Transportation Planning at MassDOT provided the spreadsheets that are used for determining Congestion Management and Air Quality Improvement (CMAQ) eligibility. These spreadsheets require the same inputs as the CMAQ calculations, and have been adapted to provide CO₂ impacts. The data and analysis required for these calculations is available from functional design reports that should be submitted for projects that would produce a measurable GHG impact.

Projects with Quantified Impacts

RTP Projects - Major capacity expansion projects would be expected to have a significant impact on GHG emissions. However, these projects are included in the RTPs and analyzed using the statewide model or Boston regional model, which would reflect their GHG impacts. Therefore, no independent TIP calculations are required.

- **Quantified Decrease in Emissions** - Projects that would be expected to produce a measurable decrease in emissions. The approach for calculating these impacts is described below. These projects should be categorized in the following manner:
- **Quantified Decrease in Emissions from Traffic Operational Improvement** - An intersection reconstruction or signalization project that is projected to reduce delay and congestion.
- **Quantified Decrease in Emissions from Pedestrian and Bicycle Infrastructure** - A shared-use path that would enable increased walking and biking and decreased vehicle-miles traveled (VMT).
- **Quantified Decrease in Emissions from New/Additional Transit Service** - A bus or shuttle service that would enable increased transit ridership and decreased VMT
- **Quantified Decrease in Emissions from a Park and Ride Lot** A park-and-ride lot that would enable increased transit ridership/ increased ridesharing and decreased VMT
- **Quantified Decrease in Emissions from Bus Replacement**
A bus replacement that would directly reduce GHG emissions generated by that bus service.
- **Quantified Decrease in Emissions from Complete Streets Improvements**
Improvements to roadway networks that include the addition of bicycle and pedestrian accommodations where none were present before.
- **Quantified Decrease in Emissions from Other Improvement**

Quantified Increase in Emissions – Projects that would be expected to produce a measurable increase in emissions

Projects with Assumed Impact

No Assumed Impact/Negligible Impact on Emission - Projects that do not change the capacity or use of a facility (e.g. a resurfacing project that restores a roadway to its previous condition, or a bridge rehabilitation/replacement that restores the bridge to its previous condition) would be assumed to have no GHG impact.

Assumed Nominal Decrease in Emissions - Projects that would be expected to produce a minor decrease in emissions that cannot be calculated with any precision. Examples of such projects include roadway repaving or reconstruction projects that add a new sidewalk or new bike lanes. Such a project would enable increased travel by walking or bicycling, but there may be not data or analysis to support any projections of GHG impacts. These projects should be categorized as a Qualitative Decrease in Emissions.

Assumed Nominal Increase in Emissions -Projects that would be expected to produce a minor increase in emissions that cannot be calculated with any precision. The projects should be categorized as a Qualitative Increase in Emissions.

Regional Greenhouse Gas Impact Summary Tables for FFY 2024 – 2028 TIP

The following tables (table 28 and table 29) summarize the calculated quantitative and assumed qualitative impacts of the projects included in the regional FFY 2024 – 2028 TIP.

Table 28 Greenhouse Gas Summary Tables FFY 2024

MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2024					
Pioneer Valley					
608163	WALES- RECONSTRUCTION & IMPROVEMENTS ON MONSON ROAD, FROM THE MONSON T.L. TO REED HILL ROAD (1.5 MILES)	Quantified	Quantified Decrease in Emissions from Complete Streets Project	328	
608717	SPRINGFIELD- RECONSTRUCTION OF SUMNER AVENUE AT DICKINSON STREET AND BELMONT AVENUE (THE "X")	Quantified	Quantified Decrease in Emissions from Complete Streets Project	39,183	
608846	MONSON- BRIDGE REPLACEMENT, M-27-015, OLD WALES ROAD OVER CONANT BROOK	Qualitative	No assumed impact/negligible impact on emissions	0	
609120	LUDLOW- BRIDGE REPLACEMENT, L-16-026, PINEY LANE OVER BROAD BROOK	Qualitative	No assumed impact/negligible impact on emissions	0	
609287	WORTHINGTON- RECONSTRUCTION & RELATED WORK ON ROUTE 143 (PHASE II), FROM PERU T.L. TO COLD STREET	Quantified	Quantified Decrease in Emissions from Complete Streets Project	220	
610652	AGAWAM- ROBINSON PARK ELEMENTARY SCHOOL IMPROVEMENTS (SRTS)	Qualitative	No assumed impact/negligible impact on emissions	0	
612106	SPRINGFIELD- CHICOPEE- INTERSTATE MAINTENANCE AND RELATED WORK ON I-91	Qualitative	No assumed impact/negligible impact on emissions	0	
613116	CUMMINGTON- BRIDGE PRESERVATION, C-21-023 (0JN), C-21-024 (0JM), AND C-21-025 (0JK), STATE ROUTE 9 (BERKSHIRE TRAIL) OVER WESTFIELD RIVER AND WESTFIELD BROOK	Qualitative	No assumed impact/negligible impact on emissions	0	
Pioneer Valley			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	39,731	
			Total GHG Difference (kg/year)	39,731	

Table 28 Greenhouse Gas Summary Tables FFY 2025

MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2025					
Pioneer Valley					
600935	HOLYOKE- BRIDGE REPLACEMENTS, H-21-014, ROUTE 141 (APPLETON STREET) OVER SECOND LEVEL CANAL & H-21-020 OVER FIRST LEVEL CANAL	Qualitative	No assumed impact/negligible impact on emissions	0	
604136	MONSON- PALMER- BRIDGE REPLACEMENT, M-27-007=P-01-007, STATE AVENUE OVER THE QUABOAG RIVER	Qualitative	No assumed impact/negligible impact on emissions	0	
608413	NORTHAMPTON- ROCKY HILL GREENWAY MULTI-USE TRAIL, FROM THE MANHAN RAIL TRAIL TO ROCKY HILL ROAD (0.4 MILES)	Quantified	No assumed impact/negligible impact on emissions	-316	
608460	HADLEY- BRIDGE REPLACEMENT, H-01-005, BAY ROAD (ROUTE 47) OVER THE FORT RIVER	Qualitative	No assumed impact/negligible impact on emissions	0	
608869	NORTHAMPTON- BRIDGE REPLACEMENT, N-19-068, OLD SPRINGFIELD ROAD OVER THE MILL RIVER	Qualitative	No assumed impact/negligible impact on emissions	0	
608881	LONGMEADOW- SPRINGFIELD- RESURFACING AND INTERSECTION IMPROVEMENTS ON LONGMEADOW STREET (ROUTE 5) AND CONVERSE STREET (0.84 MILES)	Quantified	Quantified Decrease in Emissions from Complete Streets Project	3,410	
609065	HOLYOKE- RESURFACING AND RELATED WORK ON CABOT STREET AND RACE STREET (CENTER CITY CONNECTOR)	Quantified	Quantified Decrease in Emissions from Complete Streets Project	5,893	
609409	SPRINGFIELD- BRIDGE REPLACEMENT, S-24-016, ARMORY STREET OVER CSX MAINLINE & S-24-026, ARMORY STREET OVER ABANDONED CSX	Qualitative	No assumed impact/negligible impact on emissions	0	

Table 28 Greenhouse Gas Summary Tables FFY 2025 (Continued)

610768	WESTHAMPTON- BRIDGE REPLACEMENT, W-27-028, PERRY HILL ROAD OVER NORTH BROOK OF MANHAN RIVER	Qualitative	No assumed impact/negligible impact on emissions	0	
612079	CHICOPEE- HUGH SCOTT STREIBER ELEMENTARY SCHOOL IMPROVEMENTS (SRTS)	Qualitative	No assumed impact/negligible impact on emissions	0	
612080	SPRINGFIELD- REBECCA M. JOHNSON ELEMENTARY SCHOOL IMPROVEMENTS (SRTS)	Qualitative	No assumed impact/negligible impact on emissions	0	
612097	WEST SPRINGFIELD- INTERSTATE MAINTENANCE AND RELATED WORK ON I-91	Qualitative	No assumed impact/negligible impact on emissions	0	
612160	MONSON- PALMER- BRIDGE REPLACEMENT, M-27-008=P-01-008, ROUTE 32 OVER QUABOAG RIVER	Qualitative	No assumed impact/negligible impact on emissions	0	
612175	RUSSELL- BRIDGE REPLACEMENT, R-13-004, BLANDFORD STAGE RD OVER STAGE BROOK	Qualitative	No assumed impact/negligible impact on emissions	0	
612176	HUNTINGTON- BRIDGE REPLACEMENT, H-27-008, ST 112 WORTHINGTON ROAD OVER WATER POND BROOK	Qualitative	No assumed impact/negligible impact on emissions	0	
612187	CHICOPEE- BRIDGE PRESERVATION, C-13-038, I-391 OVER (ST 116) CHICOPEE STREET	Qualitative	No assumed impact/negligible impact on emissions	0	
612495	SPRINGFIELD- BRIDGE REPLACEMENT, S-24-070, TAPLEY STREET OVER I-291 AND CSX	Qualitative	No assumed impact/negligible impact on emissions	0	
S12828	Valley Bike Share Expansion (Phase 3)	Quantified	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	31,248	
Pioneer Valley			Total GHG Increase (kg/year)	-316	
			Total GHG Reduction (kg/year)	40,551	
			Total GHG Difference (kg/year)	40,235	

Table 28 Greenhouse Gas Summary Tables FFY 2026

MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2026					
Pioneer Valley					
607675	WILLIAMSBURG- BRIDGE REPLACEMENT, W-36-011 & W-36-017, BRIDGE STREET OVER THE MILL RIVER AND SOUTH MAIN STREET OVER THE MILL RIVER	Qualitative	No assumed impact/negligible impact on emissions	0	
608785	SOUTH HADLEY- RECONSTRUCTION OF MAIN STREET FROM THE CHICOPEE CITY LINE TO CANAL STREET (0.67 MILES)	Quantified	Quantified Decrease in Emissions from Complete Streets Project	5,252	
609061	CHICOPEE- INTERSECTION IMPROVEMENTS AT MONTGOMERY STREET, GRANBY ROAD, AND MCKINSTRY AVENUE	Qualitative	No assumed impact/negligible impact on emissions	0	To be quantified in future TIP
609286	NORTHAMPTON- DOWNTOWN COMPLETE STREETS CORRIDOR AND INTERSECTION IMPROVEMENTS ON MAIN STREET (ROUTE 9)	Quantified	Quantified Decrease in Emissions from Complete Streets Project	7,433	
610657	EASTHAMPTON- NORTHAMPTON- INSTALLATION OF A SHARED-USE PATH ALONG MOUNT TOM ROAD FROM THE MANHAN TRAIL TO ATWOOD DRIVE	Qualitative	No assumed impact/negligible impact on emissions	0	
610779	HAMPDEN- BRIDGE REPLACEMENT, H-04-004, ROCKADUNDEE BRIDGE OVER SCANTIC RIVER	Qualitative	No assumed impact/negligible impact on emissions	0	
611953	SPRINGFIELD- CHICOPEE- GUIDE AND TRAFFIC SIGN REPLACEMENT ON A SECTION OF INTERSTATE 291	Qualitative	No assumed impact/negligible impact on emissions	0	
612065	AGAWAM- RESURFACING AND RELATED WORK ON ROUTE 57	Qualitative	No assumed impact/negligible impact on emissions	0	
612109	CHICOPEE- RESURFACING AND RELATED WORK ON ROUTE 33	Qualitative	No assumed impact/negligible impact on emissions	0	

Table 28 Greenhouse Gas Summary Tables FFY 2026(Continued)

612772	EASTHAMPTON- MOUNTAIN VIEW SCHOOL IMPROVEMENTS (SRTS)	Qualitative	No assumed impact/negligible impact on emissions	0	
Pioneer Valley			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	12,685	
			Total GHG Difference (kg/year)	12,685	

Table 28 Greenhouse Gas Summary Tables FFY 2027

MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2027					
Pioneer Valley					
605340	SPRINGFIELD- BRIDGE RECONSTRUCTION/REHAB, S-24-028, ST. JAMES AVENUE OVER CONRAIL RAILROAD (ABANDONED)	Qualitative	No assumed impact/negligible impact on emissions	0	
607231	WILLIAMSBURG- RECONSTRUCTION OF MOUNTAIN STREET	Quantified	Quantified Decrease in Emissions from Complete Streets Project	1,038	
607823	SOUTHAMPTON- GREENWAY RAIL TRAIL CONSTRUCTION, FROM COLEMAN ROAD TO ROUTE 10 (3.5 MILES)	Quantified	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	13,343	
608466	GRANBY- RESURFACING AND RELATED WORK ON ROUTE 202 FROM KENDALL STREET TO SCHOOL STREET	Quantified	Quantified Decrease in Emissions from Complete Streets Project	461	
608487	WESTFIELD- RESURFACING AND RELATED WORK ON ROUTE 10 AND 202	Quantified	Quantified Decrease in Emissions from Complete Streets Project	1,639	
608886	CHESTERFIELD- RECONSTRUCTION OF NORTH ROAD AND DAMON POND ROAD	Quantified	Quantified Decrease in Emissions from Complete Streets Project	184	
611965	HOLYOKE- INTERSECTION IMPROVEMENTS AT BEECH STREET, RESNIC BOULEVARD, AND WEST FRANKLIN STREET	Qualitative	No assumed impact/negligible impact on emissions	0	
612167	SPRINGFIELD- BRIDGE REPLACEMENT, S-24-017, ST. JAMES AVENUE OVER CSX & S-24-071, ST. JAMES AVENUE OVER I-291	Qualitative	No assumed impact/negligible impact on emissions	0	
612258	EASTHAMPTON- DOWNTOWN COMPLETE STREETS IMPROVEMENTS ON MAIN AND NORTHAMPTON STREETS (ROUTE 10)	Quantified	Quantified Decrease in Emissions from Complete Streets Project	1,467	

Table 28 Greenhouse Gas Summary Tables FFY 2027 (Continued)

612265	EAST LONGMEADOW- RESURFACING AND RELATED WORK ON NORTH MAIN STREET (ROUTE 83)	Quantified	Quantified Decrease in Emissions from Complete Streets Project	2,372	
612494	SPRINGFIELD- WEST SPRINGFIELD- BRIDGE REPLACEMENT, S-24-003=W-21-002, (US-20) PARK AVENUE OVER CONNECTICUT RIVER	Qualitative	No assumed impact/negligible impact on emissions	0	
612514	CUMMINGTON- BRIDGE REHABILITATION, C-21-002, ROUTE 9 OVER WESTFIELD RIVER	Qualitative	No assumed impact/negligible impact on emissions	0	
612600	WESTFIELD- INTERSECTION IMPROVEMENTS AT SOUTHAMPTON ROAD (ROUTE 10/202), SERVISTAR INDUSTRIAL WAY AND BARNES AIRPORT DRIVE	Qualitative	Qualitative Decrease in Emissions	0	
Pioneer Valley			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	20,503	
			Total GHG Difference (kg/year)	20,503	

Table 29 Transit GHG Summary 2024

MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2024					
Pioneer Valley Transit Authority					
RTD0008781	Pioneer Valley Transit Authority - Paratransit Vans -10-14 Passenger	Quantified	Quantified Decrease in Emissions from Bus Replacement	0	260181.812 kg/yr per van
RTD0009860	Pioneer Valley Transit Authority - Environmental Compliance	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0009879	Pioneer Valley Transit Authority - REHAB/RENOVATE - Northampton Bus Maintenance Facility Expansion and EV Depot Charging Design Study	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010244	Pioneer Valley Transit Authority - BUY REPLACEMENT 40-FT Hybrid BUS	Qualitative	Qualitative Decrease in Emissions	0	
RTD0010906	Pioneer Valley Transit Authority - Replacement 35' Hybrid Bus (4) - Includes \$155,016 CARES	Qualitative	Qualitative Decrease in Emissions	0	
RTD0010907	Pioneer Valley Transit Authority - PURCHASE BUS SHELTERS	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010908	Pioneer Valley Transit Authority - Signage and Lighting	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010909	Pioneer Valley Transit Authority - Bike access Equipment	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010910	Pioneer Valley Transit Authority - Information Technology Systems	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010912	Pioneer Valley Transit Authority - UMass Bus Maintenance Facility - Upgrade Bus Bay Lateral Expansion	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010914	Pioneer Valley Transit Authority - Purchase Shop Equipment - All Garages	Qualitative	No assumed impact/negligible impact on emissions	0	

Table 29 Transit GHG Summary 2024 (Continued)

RTD0010915	Pioneer Valley Transit Authority - ADA Operating Assistance	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010933	Pioneer Valley Transit Authority - PREVENTIVE MAINTENANCE	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010948	Pioneer Valley Transit Authority - BUY REPLACEMENT <30 FT BUS Type D Shuttle Bus	Quantified	Quantified Decrease in Emissions from Bus Replacement	0	260181.813 kg per year per Type D Shuttle
RTD0010949	Pioneer Valley Transit Authority - ACQUIRE - SUPPORT	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010951	Pioneer Valley Transit Authority - PREVENTIVE MAINTENANCE - State of Good Repair	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010955	Pioneer Valley Transit Authority - SHORT RANGE TRANSIT PLANNING	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010959	Pioneer Valley Transit Authority - ACQUIRE - Supervisory VEHICLES	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010961	Pioneer Valley Transit Authority - REHAB/RENOVATE - Holyoke ITC Bus Bay, Canopy and Pavement Upgrades		No assumed impact/negligible impact on emissions	0	
RTD0011398	Pioneer Valley Transit Authority - Springfield O&M Bus Maintenance Facility Site Access Control Improvements	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0011399	Pioneer Valley Transit Authority - REHAB/RENOVATE - MAINTENANCE FACILITY - Springfield O&M Facility at Cottage St. Electric Bus Chargers Expansion and Upgrades	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0011401	Pioneer Valley Transit Authority - REHAB/RENOVATE - ADMIN/MAINT FACILITY Cottage St Electric Replacement of Oveehed Door System	Qualitative	No assumed impact/negligible impact on emissions	0	
Pioneer Valley Transit Authority			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	

Table 29 Transit GHG Summary 2025

MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2025					
Pioneer Valley Transit Authority					
RTD0008781	Pioneer Valley Transit Authority - Paratransit Vans -10-14 Passenger	Quantified	Quantified Decrease in Emissions from Bus Replacement	0	260181.812 kg/yr per van
RTD0009860	Pioneer Valley Transit Authority - Environmental Compliance	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010244	Pioneer Valley Transit Authority - BUY REPLACEMENT 40-FT Hybrid BUS	Qualitative	Qualitative Decrease in Emissions	0	
RTD0010907	Pioneer Valley Transit Authority - PURCHASE BUS SHELTERS	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010908	Pioneer Valley Transit Authority - Signage and Lighting	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010909	Pioneer Valley Transit Authority - Bike access Equipment	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010910	Pioneer Valley Transit Authority - Information Technology Systems	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010912	Pioneer Valley Transit Authority - UMass Bus Maintenance Facility - Upgrade Bus Bay Lateral Expansion	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010914	Pioneer Valley Transit Authority - Purchase Shop Equipment - All Garages	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010915	Pioneer Valley Transit Authority - ADA Operating Assistance	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010933	Pioneer Valley Transit Authority - PREVENTIVE MAINTENANCE	Qualitative	No assumed impact/negligible impact on emissions	0	

Table 29 Transit GHG Summary 2025 (Continued)

RTD0010948	Pioneer Valley Transit Authority - BUY REPLACEMENT <30 FT BUS Type D Shuttle Bus	Quantified	Quantified Decrease in Emissions from Bus Replacement	0	260181.813 kg per year per Type D Shuttle
RTD0010949	Pioneer Valley Transit Authority - ACQUIRE - SUPPORT	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010951	Pioneer Valley Transit Authority - PREVENTIVE MAINTENANCE - State of Good Repair	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010954	Pioneer Valley Transit Authority - REHAB/RENOVATE - ADMINISTRATIVE FACILITY Main Street Masonry Repairs to buildings envelope	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010955	Pioneer Valley Transit Authority - SHORT RANGE TRANSIT PLANNING	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010959	Pioneer Valley Transit Authority - ACQUIRE - Supervisory VEHICLES	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010973	Pioneer Valley Transit Authority - REHAB/RENOVATE - MAINTENANCE FACILITY - Northampton EV Bus Charging Stations Installations	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010975	Pioneer Valley Transit Authority - REHAB/RENOVATE - MAINTENANCE FACILITY - UMass Bus O&M Facility installation of EV Bus Charging Stations	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0011371	Pioneer Valley Transit Authority - BUY REPL 60 ft ARTICULATED BUS	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0011374	Pioneer Valley Transit Authority BUY REPLACEMENT 40-FT Electric BUS	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0011375	Pioneer Valley Transit Authority - BUY REPLACEMENT 35-FT Electric BUS	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0011399	Pioneer Valley Transit Authority - REHAB/RENOVATE - MAINTENANCE FACILITY - Springfield O&M Facility at Cottage St. Electric Bus Chargers Expansion and Upgrades	Qualitative	No assumed impact/negligible impact on emissions	0	
Pioneer Valley Transit Authority			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	

Table 29 Transit GHG Summary 2026

MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2026					
Pioneer Valley Transit Authority					
RTD0008781	Pioneer Valley Transit Authority - Paratransit Vans -10-14 Passenger	Quantified	Quantified Decrease in Emissions from Bus Replacement	0	260181.812 kg/yr per van
RTD0009860	Pioneer Valley Transit Authority - Environmental Compliance	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010907	Pioneer Valley Transit Authority - PURCHASE BUS SHELTERS	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010908	Pioneer Valley Transit Authority - Signage and Lighting	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010909	Pioneer Valley Transit Authority - Bike access Equipment	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010910	Pioneer Valley Transit Authority - Information Technology Systems	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010911	Pioneer Valley Transit Authority - Rehab Northampton Maintenance Facility, Year 3, 4 and 5	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010912	Pioneer Valley Transit Authority - UMass Bus Maintenance Facility - Upgrade Bus Bay Lateral Expansion	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010914	Pioneer Valley Transit Authority - Purchase Shop Equipment - All Garages	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010915	Pioneer Valley Transit Authority - ADA Operating Assistance	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010933	Pioneer Valley Transit Authority - PREVENTIVE MAINTENANCE	Qualitative	No assumed impact/negligible impact on emissions	0	

Table 29 Transit GHG Summary 2026 (Continued)

RTD0010948	Pioneer Valley Transit Authority - BUY REPLACEMENT <30 FT BUS Type D Shuttle Bus	Quantified	Quantified Decrease in Emissions from Bus Replacement	0	260181.813 kg per year per Type D Shuttle
RTD0010949	Pioneer Valley Transit Authority - ACQUIRE - SUPPORT	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010951	Pioneer Valley Transit Authority - PREVENTIVE MAINTENANCE - State of Good Repair	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010954	Pioneer Valley Transit Authority - REHAB/RENOVATE - ADMINISTRATIVE FACILITY Main Street Masonry Repairs to buildings envelope	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010955	Pioneer Valley Transit Authority - SHORT RANGE TRANSIT PLANNING	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010959	Pioneer Valley Transit Authority - ACQUIRE - Supervisory VEHICLES	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010973	Pioneer Valley Transit Authority - REHAB/RENOVATE - MAINTENANCE FACILITY - Northampton EV Bus Charging Stations Installations	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010974	Pioneer Valley Transit Authority - REHAB/RENOVATE - MAINTENANCE FACILITY - UMass Bus Facility - AC MAINTENANCE AND RESTROOM UPGRADES	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010975	Pioneer Valley Transit Authority - REHAB/RENOVATE - MAINTENANCE FACILITY - UMass Bus O&M Facility installation of EV Bus Charging Stations	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0011374	Pioneer Valley Transit Authority BUY REPLACEMENT 40-FT Electric BUS	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0011381	Pioneer Valley Transit Authority - REHAB/RENOVATE - ADMIN/MAINT FACILITY - Main St O&M Roof	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0011399	Pioneer Valley Transit Authority - REHAB/RENOVATE - MAINTENANCE FACILITY - Springfield O&M Facility at Cottage St. Electric Bus Chargers Expansion and Upgrades	Qualitative	No assumed impact/negligible impact on emissions	0	
Pioneer Valley Transit Authority				Total GHG Increase (kg/year)	0

Table 29 Transit GHG Summary 2027

MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2027					
Pioneer Valley Transit Authority					
RTD0008781	Pioneer Valley Transit Authority - Paratransit Vans -10-14 Passenger	Quantified	Quantified Decrease in Emissions from Bus Replacement	0	260181.812 kg/yr per van
RTD0009860	Pioneer Valley Transit Authority - Environmental Compliance	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010907	Pioneer Valley Transit Authority - PURCHASE BUS SHELTERS	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010908	Pioneer Valley Transit Authority - Signage and Lighting	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010909	Pioneer Valley Transit Authority - Bike access Equipment	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010910	Pioneer Valley Transit Authority - Information Technology Systems	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010911	Pioneer Valley Transit Authority - Rehab Northampton Maintenance Facility, Year 3, 4 and 5	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010912	Pioneer Valley Transit Authority - UMass Bus Maintenance Facility - Upgrade Bus Bay Lateral Expansion	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010914	Pioneer Valley Transit Authority - Purchase Shop Equipment - All Garages	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010915	Pioneer Valley Transit Authority - ADA Operating Assistance	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010928	Pioneer Valley Transit Authority - REHAB/RENOVATE - MAINTENANCE FACILITY - Main St O&M Renovate Office	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010933	Pioneer Valley Transit Authority - PREVENTIVE MAINTENANCE	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010951	Pioneer Valley Transit Authority - PREVENTIVE MAINTENANCE - State of Good Repair	Qualitative	No assumed impact/negligible impact on emissions	0	

Table 29 Transit GHG Summary 2027 (Continued)

RTD0010955	Pioneer Valley Transit Authority - SHORT RANGE TRANSIT PLANNING	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010959	Pioneer Valley Transit Authority - ACQUIRE - Supervisory VEHICLES	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010974	Pioneer Valley Transit Authority - REHAB/RENOVATE - MAINTENANCE FACILITY - UMass Bus Facility - AC MAINTENANCE AND RESTROOM UPGRADES	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0011371	Pioneer Valley Transit Authority - BUY REPL 60 ft ARTICULATED BUS	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0011374	Pioneer Valley Transit Authority BUY REPLACEMENT 40-FT Electric BUS	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0011375	Pioneer Valley Transit Authority - BUY REPLACEMENT 35-FT Electric BUS	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0011399	Pioneer Valley Transit Authority - REHAB/RENOVATE - MAINTENANCE FACILITY - Springfield O&M Facility at Cottage St. Electric Bus Chargers Expansion and Upgrades	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0011400	Pioneer Valley Transit Authority - REHAB/RENOVATE - ADMIN/MAINT FACILITY Main St Paratransit O&M - Lower Level Renovation of Maintenance Building	Qualitative	No assumed impact/negligible impact on emissions	0	
Pioneer Valley Transit Authority			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	

Table 29 Transit GHG Summary 2028

MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2028					
Pioneer Valley Transit Authority					
RTD0008781	Pioneer Valley Transit Authority - Paratransit Vans -10-14 Passenger	Quantified	Quantified Decrease in Emissions from Bus Replacement	2,601,818	260181.812 kg/yr per van
RTD0009860	Pioneer Valley Transit Authority - Environmental Compliance	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010906	Pioneer Valley Transit Authority - Replacement 35' Hybrid Bus (4) - Includes \$155,016 CARES	Qualitative	Qualitative Decrease in Emissions	0	
RTD0010907	Pioneer Valley Transit Authority - PURCHASE BUS SHELTERS	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010908	Pioneer Valley Transit Authority - Signage and Lighting	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010909	Pioneer Valley Transit Authority - Bike access Equipment	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010910	Pioneer Valley Transit Authority - Information Technology Systems	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010911	Pioneer Valley Transit Authority - Rehab Northampton Maintenance Facility, Year 3, 4 and 5	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010914	Pioneer Valley Transit Authority - Purchase Shop Equipment - All Garages	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010915	Pioneer Valley Transit Authority - ADA Operating Assistance	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010933	Pioneer Valley Transit Authority - PREVENTIVE MAINTENANCE	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010948	Pioneer Valley Transit Authority - BUY REPLACEMENT <30 FT BUS Type D Shuttle Bus	Quantified	Quantified Decrease in Emissions from Bus Replacement	520,364	260181.813 kg per year per Type D Shuttle

Table 29 Transit GHG Summary 2028 (Continued)

RTD0010949	Pioneer Valley Transit Authority - ACQUIRE - SUPPORT	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010951	Pioneer Valley Transit Authority - PREVENTIVE MAINTENANCE - State of Good Repair	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010955	Pioneer Valley Transit Authority - SHORT RANGE TRANSIT PLANNING	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0010959	Pioneer Valley Transit Authority - ACQUIRE - Supervisory VEHICLES	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0011374	Pioneer Valley Transit Authority BUY REPLACEMENT 40-FT Electric BUS	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0011375	Pioneer Valley Transit Authority - BUY REPLACEMENT 35-FT Electric BUS	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0011399	Pioneer Valley Transit Authority - REHAB/RENOVATE - MAINTENANCE FACILITY - Springfield O&M Facility at Cottage St. Electric Bus Chargers Expansion and Upgrades	Qualitative	No assumed impact/negligible impact on emissions	0	
RTD0011400	Pioneer Valley Transit Authority - REHAB/RENOVATE - ADMIN/MAINT FACILITY Main St Paratransit O&M - Lower Level Renovation of Maintenance Building	Qualitative	No assumed impact/negligible impact on emissions	0	
Pioneer Valley Transit Authority			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	3,122,182	
			Total GHG Difference (kg/year)	3,122,182	

APPENDICES

APPENDIX A: MassDOT Targets

Federal Fiscal Year 2024 **Development STIP: FFY 2024 - 2028**

		Federal Aid Funds	Matching Funds	FFY 2024 (Proposed) (Fed Aid + Match)
Balance Obligation Authority		\$753,409,685		
Planned Redistribution Request		\$50,000,000		
Total Non-earmarked Funding Available		\$803,409,685	\$267,803,228	\$1,071,212,913
Planning/Adjustments/Pass-throughs		\$172,619,052	\$18,783,638	\$191,402,690
GANS Repayment		\$93,985,000	\$0	\$93,985,000
Award Adjustments, Change Orders, etc.		\$22,225,500	\$5,274,500	\$27,500,000
Metropolitan Planning		\$11,103,730	\$2,775,933	\$13,879,663
State Planning & Research		\$22,934,299	\$5,733,575	\$28,667,874
Recreational Trails		\$1,186,729	\$296,682	\$1,483,411
SRTS Education		\$1,951,346	\$487,837	\$2,439,183
Railroad Crossings		\$2,371,999	\$0	\$2,371,999
Carbon Reduction		\$16,860,449	\$4,215,112	\$21,075,561
Regional Priorities				
Regional Share (%)	MPO	\$243,250,477	\$60,812,619	\$304,063,097
3.5596	Berkshire Region	\$8,658,744	\$2,164,686	\$10,823,430
42.9671	Boston Region	\$104,517,676	\$26,129,419	\$130,647,095
4.5851	Cape Cod	\$11,153,278	\$2,788,319	\$13,941,597
8.6901	Central Mass	\$21,138,710	\$5,284,677	\$26,423,387
2.5397	Franklin Region	\$6,177,832	\$1,544,458	\$7,722,290
0.3100	Martha's Vineyard	\$754,076	\$188,519	\$942,596
4.4296	Merrimack Valley	\$10,775,023	\$2,693,756	\$13,468,779
4.4596	Montachusett	\$10,847,998	\$2,712,000	\$13,559,998
0.2200	Nantucket	\$535,151	\$133,788	\$668,939
3.9096	Northern Middlesex	\$9,510,121	\$2,377,530	\$11,887,651
4.5595	Old Colony	\$11,091,006	\$2,772,751	\$13,863,757
10.8100	Pioneer Valley	\$26,295,377	\$6,573,844	\$32,869,221
8.9601	Southeastern Mass	\$21,795,486	\$5,448,872	\$27,244,358
Highway		\$387,540,156	\$86,666,496	\$474,206,651
Reliability		\$273,554,916	\$61,295,185	\$334,850,101
	Interstate Pavement	\$38,473,514	\$4,274,835	\$42,748,349
	Non-Interstate Pavement	\$58,162,826	\$14,540,707	\$72,703,533
	Roadway Improvements	\$1,200,000	\$300,000	\$1,500,000
	Safety Improvements	\$17,400,000	\$2,600,000	\$20,000,000
	Resiliency Improvements	\$11,200,000	\$2,800,000	\$14,000,000
	Bridge	\$147,118,575	\$36,779,644	\$183,898,219
	Bridge Inspections	\$14,320,000	\$3,580,000	\$17,900,000
	Bridge Systematic Maintenance	\$0	\$0	\$0
	Bridge On-system NHS	\$94,856,125	\$23,714,031	\$118,570,156
	Bridge Off-system	\$37,942,450	\$9,485,613	\$47,428,063
Modernization		\$73,985,240	\$15,371,311	\$89,356,551
	ADA Retrofits	\$1,200,000	\$300,000	\$1,500,000
	Intersection Improvements	\$22,500,000	\$2,500,000	\$25,000,000
	Intelligent Transportation Systems	\$8,247,894	\$2,061,974	\$10,309,868
	Roadway Reconstruction	\$29,748,912	\$7,437,228	\$37,186,140
	Safe Routes To School**	\$12,288,434	\$3,072,109	\$15,360,543
Expansion		\$40,000,000	\$10,000,000	\$50,000,000
	Bicycle and Pedestrian	\$40,000,000	\$10,000,000	\$50,000,000
	Capacity	\$0	\$0	\$0
Grand Total Formula Funds		\$803,409,685	\$166,262,753	\$969,672,438
Difference from Funds Available		\$0	\$101,540,475	\$107,521,016

*The program sizes above are only for highway funding programs subject to Obligation Authority. The Bipartisan Infrastructure Law (BIL) includes non-core formula funding for a few additional program through from FFY 2022 through FFY 2026. This includes an estimated \$242.5M federal aid annually for Bridge Formula Program funds; \$13.5M federal aid annually for National Electric Vehicle Infrastructure (NEVI) funds; and \$1.4M federal aid annually for Ferry Boat Program funds. MassDOT is conservatively estimating no additional federal apportionment of non-core formula funding beginning in FFY 2027.

**Safe Routes to School (SRTS) projects have historically been listed under Roadway Reconstruction. This will now be reflected as its own program in the STIP & CIP, and sized to the estimated annual award amounts.

Federal Fiscal Year 2025 **Development STIP: FFY 2024 - 2028**

	Federal Aid Funds	Matching Funds	FFY 2025 (Proposed) (Fed Aid + Match)
Balance Obligation Authority	\$768,478,798		
Planned Redistribution Request	\$50,000,000		
Total Non-earmarked Funding Available	\$818,478,798	\$272,826,266	\$1,091,305,064

Planning/Adjustments/Pass-throughs	\$201,297,944	\$18,903,361	\$220,201,305
GANS Repayment	\$122,185,000	\$0	\$122,185,000
Award Adjustments, Change Orders, etc.	\$22,225,500	\$5,274,500	\$27,500,000
Metropolitan Planning	\$11,325,805	\$2,831,451	\$14,157,256
State Planning & Research	\$22,853,908	\$5,713,477	\$28,567,385
Recreational Trails	\$1,186,729	\$296,682	\$1,483,411
SRTS Education	\$1,951,346	\$487,837	\$2,439,183
Railroad Crossings	\$2,371,999	\$0	\$2,371,999
Carbon Reduction	\$17,197,657	\$4,299,414	\$21,497,071

Regional Priorities				
Regional Share (%)	MPO	\$239,118,188	\$59,779,547	\$298,897,735
3.5596	Berkshire Region	\$8,511,651	\$2,127,913	\$10,639,564
42.9671	Boston Region	\$102,742,151	\$25,685,538	\$128,427,689
4.5851	Cape Cod	\$10,963,808	\$2,740,952	\$13,704,760
8.6901	Central Mass	\$20,779,610	\$5,194,902	\$25,974,512
2.5397	Franklin Region	\$6,072,885	\$1,518,221	\$7,591,106
0.3100	Martha's Vineyard	\$741,266	\$185,317	\$926,583
4.4296	Merrimack Valley	\$10,591,979	\$2,647,995	\$13,239,974
4.4596	Montachusett	\$10,663,715	\$2,665,929	\$13,329,643
0.2200	Nantucket	\$526,060	\$131,515	\$657,575
3.9096	Northern Middlesex	\$9,348,565	\$2,337,141	\$11,685,706
4.5595	Old Colony	\$10,902,594	\$2,725,648	\$13,628,242
10.8100	Pioneer Valley	\$25,848,676	\$6,462,169	\$32,310,845
8.9601	Southeastern Mass	\$21,425,229	\$5,356,307	\$26,781,536

Highway		\$378,062,666	\$83,859,623	\$461,922,289
Reliability		\$273,680,691	\$60,889,129	\$334,569,820
	Interstate Pavement	\$38,473,514	\$4,274,835	\$42,748,349
	Non-Interstate Pavement	\$58,162,826	\$14,540,707	\$72,703,533
	Roadway Improvements	\$1,200,000	\$300,000	\$1,500,000
	Safety Improvements	\$21,750,000	\$3,250,000	\$25,000,000
	Resiliency Improvements	\$12,800,000	\$3,200,000	\$16,000,000
	Bridge	\$141,294,350	\$35,323,588	\$176,617,938
	Bridge Inspections	\$8,495,775	\$2,123,944	\$10,619,719
	Bridge Systematic Maintenance	\$0	\$0	\$0
	Bridge On-system NHS	\$94,856,125	\$23,714,031	\$118,570,156
	Bridge Off-system	\$37,942,450	\$9,485,613	\$47,428,063
Modernization		\$76,381,975	\$15,970,494	\$92,352,469
	ADA Retrofits	\$1,200,000	\$300,000	\$1,500,000
	Intersection Improvements	\$22,500,000	\$2,500,000	\$25,000,000
	Intelligent Transportation Systems	\$8,247,894	\$2,061,974	\$10,309,868
	Roadway Reconstruction	\$39,173,843	\$9,793,461	\$48,967,304
	Safe Routes To School**	\$5,260,238	\$1,315,060	\$6,575,298
Expansion		\$28,000,000	\$7,000,000	\$35,000,000
	Bicycle and Pedestrian	\$28,000,000	\$7,000,000	\$35,000,000
	Capacity	\$0	\$0	\$0

Grand Total Formula Funds	\$818,478,798	\$162,542,532	\$981,021,330
Difference from Funds Available	\$0	\$110,283,734	\$110,283,734

*The program sizes above are only for highway funding programs subject to Obligation Authority. The Bipartisan Infrastructure Law (BIL) includes non-core formula funding for a few additional program through from FFY 2022 through FFY 2026. This includes an estimated \$242.5M federal aid annually for Bridge Formula Program funds; \$13.5M federal aid annually for National Electric Vehicle Infrastructure (NEVI) funds; and \$1.4M federal aid annually for Ferry Boat Program funds. MassDOT is conservatively estimating no additional federal apportionment of non-core formula funding beginning in FFY 2027.

**Safe Routes to School (SRTS) projects have historically been listed under Roadway Reconstruction. This will now be reflected as its own program in the STIP & CIP, and sized to the estimated annual award amounts.

Federal Fiscal Year 2026 **Development STIP: FFY 2024 - 2028**

	Federal Aid Funds	Matching Funds	FFY 2026 (Proposed) (Fed Aid + Match)
Balance Obligation Authority	\$783,849,292		
Planned Redistribution Request	\$50,000,000		
Total Non-earmarked Funding Available	\$833,849,292	\$277,949,764	\$1,111,799,056

Planning/Adjustments/Pass-throughs	\$213,303,413	\$19,045,979	\$232,349,392
GANS Repayment	\$133,620,000	\$0	\$133,620,000
Award Adjustments, Change Orders, etc.	\$22,225,500	\$5,274,500	\$27,500,000
Metropolitan Planning	\$11,552,321	\$2,888,080	\$14,440,401
State Planning & Research	\$22,853,908	\$5,713,477	\$28,567,385
Recreational Trails	\$1,186,729	\$296,682	\$1,483,411
SRTS Education	\$1,951,346	\$487,837	\$2,439,183
Railroad Crossings	\$2,371,999	\$0	\$2,371,999
Carbon Reduction	\$17,541,610	\$4,385,403	\$21,927,013

Regional Priorities				
Regional Share (%)	MPO	\$233,268,128	\$58,317,032	\$291,585,160
3.5596	Berkshire Region	\$8,303,412	\$2,075,853	\$10,379,265
42.9671	Boston Region	\$100,228,550	\$25,057,137	\$125,285,687
4.5851	Cape Cod	\$10,695,577	\$2,673,894	\$13,369,471
8.6901	Central Mass	\$20,271,234	\$5,067,808	\$25,339,042
2.5397	Franklin Region	\$5,924,311	\$1,481,078	\$7,405,388
0.3100	Martha's Vineyard	\$723,131	\$180,783	\$903,914
4.4296	Merrimack Valley	\$10,332,845	\$2,583,211	\$12,916,056
4.4596	Montachusett	\$10,402,825	\$2,600,706	\$13,003,532
0.2200	Nantucket	\$513,190	\$128,297	\$641,487
3.9096	Northern Middlesex	\$9,119,851	\$2,279,963	\$11,399,813
4.5595	Old Colony	\$10,635,860	\$2,658,965	\$13,294,825
10.8100	Pioneer Valley	\$25,216,285	\$6,304,071	\$31,520,356
8.9601	Southeastern Mass	\$20,901,058	\$5,225,264	\$26,126,322

Highway **\$387,277,751** **\$86,163,394** **\$473,441,145**

Reliability		\$273,742,089	\$60,904,479	\$334,646,568
	Interstate Pavement	\$38,473,514	\$4,274,835	\$42,748,349
	Non-Interstate Pavement	\$52,000,000	\$13,000,000	\$65,000,000
	Roadway Improvements	\$2,400,000	\$600,000	\$3,000,000
	Safety Improvements	\$21,750,000	\$3,250,000	\$25,000,000
	Resiliency Improvements	\$12,000,000	\$3,000,000	\$15,000,000
	Bridge	\$147,118,575	\$36,779,644	\$183,898,219
	Bridge Inspections	\$14,320,000	\$3,580,000	\$17,900,000
	Bridge Systematic Maintenance	\$0	\$0	\$0
	Bridge On-system NHS	\$94,856,125	\$23,714,031	\$118,570,156
	Bridge Off-system	\$37,942,450	\$9,485,613	\$47,428,063

Modernization		\$85,535,662	\$18,258,916	\$103,794,578
	ADA Retrofits	\$2,000,000	\$500,000	\$2,500,000
	Intersection Improvements	\$22,500,000	\$2,500,000	\$25,000,000
	Intelligent Transportation Systems	\$8,247,894	\$2,061,974	\$10,309,868
	Roadway Reconstruction	\$41,380,332	\$10,345,083	\$51,725,415
	Safe Routes To School**	\$11,407,436	\$2,851,859	\$14,259,295

Expansion		\$28,000,000	\$7,000,000	\$35,000,000
	Bicycle and Pedestrian	\$28,000,000	\$7,000,000	\$35,000,000
	Capacity	\$0	\$0	\$0

Grand Total Formula Funds	\$833,849,292	\$163,526,405	\$997,375,697
Difference from Funds Available	\$0	\$114,423,359	\$114,423,359

*The program sizes above are only for highway funding programs subject to Obligation Authority. The Bipartisan Infrastructure Law (BIL) includes non-core formula funding for a few additional program through from FFY 2022 through FFY 2026. This includes an estimated \$242.5M federal aid annually for Bridge Formula Program funds; \$13.5M federal aid annually for National Electric Vehicle Infrastructure (NEVI) funds; and \$1.4M federal aid annually for Ferry Boat Program funds. MassDOT is conservatively estimating no additional federal apportionment of non-core formula funding beginning in FFY 2027.

**Safe Routes to School (SRTS) projects have historically been listed under Roadway Reconstruction. This will now be reflected as its own program in the STIP & CIP, and sized to the estimated annual award amounts.

Federal Fiscal Year 2027 **Development STIP: FFY 2024 - 2028**

	Federal Aid Funds	Matching Funds	FFY 2027 (Proposed) (Fed Aid + Match)
Balance Obligation Authority	\$799,526,278		
Planned Redistribution Request	\$50,000,000		
Total Non-earmarked Funding Available	\$849,526,278	\$283,175,748	\$1,132,702,026

Planning/Adjustments/Pass-throughs	\$80,726,588	\$19,306,772	\$100,033,361
GANS Repayment	\$0	\$0	\$0
Award Adjustments, Change Orders, etc.	\$22,225,500	\$5,274,500	\$27,500,000
Metropolitan Planning	\$11,783,367	\$2,945,842	\$14,729,209
State Planning & Research	\$23,315,205	\$5,828,801	\$29,144,006
Recreational Trails	\$1,186,729	\$296,682	\$1,483,411
SRTS Education	\$1,951,346	\$487,837	\$2,439,183
Railroad Crossings	\$2,371,999	\$0	\$2,371,999
Carbon Reduction	\$17,892,442	\$4,473,111	\$22,365,553

Regional Priorities

Regional Share (%)	MPO	\$288,838,935	\$72,209,734	\$361,048,668
3.5596	Berkshire Region	\$10,281,511	\$2,570,378	\$12,851,888
42.9671	Boston Region	\$124,105,714	\$31,026,428	\$155,132,142
4.5851	Cape Cod	\$13,243,554	\$3,310,888	\$16,554,442
8.6901	Central Mass	\$25,100,392	\$6,275,098	\$31,375,490
2.5397	Franklin Region	\$7,335,642	\$1,833,911	\$9,169,553
0.3100	Martha's Vineyard	\$895,401	\$223,850	\$1,119,251
4.4296	Merrimack Valley	\$12,794,409	\$3,198,602	\$15,993,012
4.4596	Montachusett	\$12,881,061	\$3,220,265	\$16,101,326
0.2200	Nantucket	\$635,446	\$158,861	\$794,307
3.9096	Northern Middlesex	\$11,292,447	\$2,823,112	\$14,115,559
4.5595	Old Colony	\$13,169,611	\$3,292,403	\$16,462,014
10.8100	Pioneer Valley	\$31,223,489	\$7,805,872	\$39,029,361
8.9601	Southeastern Mass	\$25,880,257	\$6,470,064	\$32,350,322

Highway **\$479,960,755** **\$108,896,645** **\$588,857,401**

Reliability **\$342,010,687** **\$77,534,128** **\$419,544,815**

Interstate Pavement	\$38,473,514	\$4,274,835	\$42,748,349
Non-Interstate Pavement	\$58,162,826	\$14,540,707	\$72,703,533
Roadway Improvements	\$1,600,000	\$400,000	\$2,000,000
Safety Improvements	\$26,100,000	\$3,900,000	\$30,000,000
Resiliency Improvements	\$13,200,000	\$3,300,000	\$16,500,000
Bridge	\$204,474,346	\$51,118,587	\$255,592,933
Bridge Inspections	\$8,838,012	\$2,209,503	\$11,047,515
Bridge Systematic Maintenance	\$16,000,000	\$4,000,000	\$20,000,000
Bridge On-system NHS	\$141,693,884	\$35,423,471	\$177,117,355
Bridge Off-system	\$37,942,450	\$9,485,613	\$47,428,063

Modernization **\$103,550,069** **\$22,762,517** **\$126,312,586**

ADA Retrofits	\$2,000,000	\$500,000	\$2,500,000
Intersection Improvements	\$22,500,000	\$2,500,000	\$25,000,000
Intelligent Transportation Systems	\$8,247,894	\$2,061,974	\$10,309,868
Roadway Reconstruction	\$58,802,175	\$14,700,544	\$73,502,719
Safe Routes To School**	\$12,000,000	\$3,000,000	\$15,000,000

Expansion **\$34,400,000** **\$8,600,000** **\$43,000,000**

Bicycle and Pedestrian	\$34,400,000	\$8,600,000	\$43,000,000
Capacity	\$0	\$0	\$0

Grand Total Formula Funds **\$849,526,278** **\$200,413,151** **\$1,049,939,429**

Difference from Funds Available **\$0** **\$82,762,597** **\$82,762,597**

*The program sizes above are only for highway funding programs subject to Obligation Authority. The Bipartisan Infrastructure Law (BIL) includes non-core formula funding for a few additional program through from FFY 2022 through FFY 2026. This includes an estimated \$242.5M federal aid annually for Bridge Formula Program funds; \$13.5M federal aid annually for National Electric Vehicle Infrastructure (NEVI) funds; and \$1.4M federal aid annually for Ferry Boat Program funds. MassDOT is conservatively estimating no additional federal apportionment of non-core formula funding beginning in FFY 2027.

**Safe Routes to School (SRTS) projects have historically been listed under Roadway Reconstruction. This will now be reflected as its own program in the STIP & CIP, and sized to the estimated annual award amounts.

Federal Fiscal Year 2028		Development STIP: FFY 2024 - 2028		
		Federal Aid Funds	Matching Funds	FFY 2028 (Proposed) (Fed Aid + Match)
Balance Obligation Authority		\$815,516,804		
Planned Redistribution Request		\$50,000,000		
Total Non-earmarked Funding Available		\$865,516,804	\$288,505,929	\$1,154,022,733
Planning/Adjustments/Pass-throughs		\$63,536,118	\$15,009,155	\$78,545,273
GANS Repayment		\$0	\$0	\$0
Award Adjustments, Change Orders, etc.		\$22,225,500	\$5,274,500	\$27,500,000
Metropolitan Planning		\$12,019,035	\$3,004,759	\$15,023,794
State Planning & Research		\$23,781,509	\$5,945,377	\$29,726,886
Recreational Trails		\$1,186,729	\$296,682	\$1,483,411
SRTS Education		\$1,951,346	\$487,837	\$2,439,183
Railroad Crossings		\$2,371,999	\$0	\$2,371,999
Carbon Reduction		\$18,250,291	\$4,562,573	\$22,812,864
Regional Priorities				
Regional Share (%)	MPO	\$294,275,713	\$73,568,928	\$367,844,642
3.5596	Berkshire Region	\$10,475,038	\$2,618,760	\$13,093,798
42.9671	Boston Region	\$126,441,740	\$31,610,435	\$158,052,175
4.5851	Cape Cod	\$13,492,836	\$3,373,209	\$16,866,045
8.6901	Central Mass	\$25,572,854	\$6,393,213	\$31,966,067
2.5397	Franklin Region	\$7,473,720	\$1,868,430	\$9,342,150
0.3100	Martha's Vineyard	\$912,255	\$228,064	\$1,140,318
4.4296	Merrimack Valley	\$13,035,237	\$3,258,809	\$16,294,046
4.4596	Montachusett	\$13,123,520	\$3,280,880	\$16,404,400
0.2200	Nantucket	\$647,407	\$161,852	\$809,258
3.9096	Northern Middlesex	\$11,505,003	\$2,876,251	\$14,381,254
4.5595	Old Colony	\$13,417,501	\$3,354,375	\$16,771,876
10.8100	Pioneer Valley	\$31,811,205	\$7,952,801	\$39,764,006
8.9601	Southeastern Mass	\$26,367,398	\$6,591,850	\$32,959,248
Highway		\$507,704,973	\$114,832,700	\$618,537,673
Reliability		\$364,917,461	\$83,260,822	\$448,178,283
	Interstate Pavement	\$38,473,514	\$4,274,835	\$42,748,349
	Non-Interstate Pavement	\$58,162,826	\$14,540,707	\$72,703,533
	Roadway Improvements	\$1,600,000	\$400,000	\$2,000,000
	Safety Improvements	\$26,100,000	\$3,900,000	\$30,000,000
	Resiliency Improvements	\$14,400,000	\$3,600,000	\$18,000,000
	Bridge	\$226,181,120	\$56,545,280	\$282,726,401
	Bridge Inspections	\$14,320,000	\$3,580,000	\$17,900,000
	Bridge Systematic Maintenance	\$16,000,000	\$4,000,000	\$20,000,000
	Bridge On-system NHS	\$157,918,670	\$39,479,668	\$197,398,338
	Bridge Off-system	\$37,942,450	\$9,485,613	\$47,428,063
Modernization		\$102,787,512	\$22,571,878	\$125,359,390
	ADA Retrofits	\$2,000,000	\$500,000	\$2,500,000
	Intersection Improvements	\$22,500,000	\$2,500,000	\$25,000,000
	Intelligent Transportation Systems	\$8,247,894	\$2,061,974	\$10,309,868
	Roadway Reconstruction	\$58,039,618	\$14,509,905	\$72,549,523
	Safe Routes To School	\$12,000,000	\$3,000,000	\$15,000,000
Expansion		\$40,000,000	\$9,000,000	\$45,000,000
	Bicycle and Pedestrian	\$40,000,000	\$9,000,000	\$45,000,000
	Capacity	\$0	\$0	\$0
Grand Total Formula Funds		\$865,516,804	\$203,410,783	\$1,064,927,587
Difference from Funds Available		\$0	\$85,095,147	\$89,095,146

Appendix B: Additional Project Information

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	MPO Project Score	Entity Receiving Transfer	PSAC Score	Earmark Details	Proponent	Other Information		
Federal Fiscal Year 2023								\$71,461,984	\$58,660,165	\$12,801,819								
Section 1A / Regionally Prioritized Projects								\$32,129,129	\$25,874,495	\$6,254,635								
Non-Interstate Pavement								\$3,345,852	\$2,676,682	\$669,170								
2023	604209	Pioneer Valley	Multiple	HOLYOKE- WEST SPRINGFIELD- REHABILITATION OF ROUTE 5 (RIVERDALE ROAD), FROM I-91 (INTERCHANGE 13) TO MAIN STREET IN HOLYOKE & FROM ELM STREET TO NORTH ELM STREET IN WEST SPRINGFIELD (3.2 MILES)	2	CMAQ	\$26,676,736	\$3,345,852	\$2,676,682	\$669,170								
Roadway Reconstruction								\$16,086,512	\$12,869,210	\$3,217,302								
2023	606797	Pioneer Valley	Cummington	CUMMINGTON- RETAINING WALL REPLACEMENT ON ROUTE 9 ADJACENT TO SWIFT RIVER	1	STBG	\$5,224,623	\$4,504,910	\$3,603,928	\$900,982	3		34			Construction / (YOE \$4,500,000 / 8 TEC / Pre 25% / STBG / 25% due Spring 2022		
2023	608374	Pioneer Valley	West Springfield	WEST SPRINGFIELD- RECONSTRUCTION OF MEMORIAL AVENUE (ROUTE 147), FROM COLONY ROAD TO THE MEMORIAL AVENUE ROTARY (1.4 MILES)	2	STBG	\$22,027,963	\$11,081,364	\$8,865,091	\$2,216,273	72.5		69		West Springfield	Construction / (YOE \$21,692,328) 3 years of AC funding FFY 2022 \$1, 125,167 FFY2023 \$18,169,736 FFY2024 \$2,397,425 / 72.5 TEC / 75% / STBG 100% due June 21		
2023	608374	Pioneer Valley	West Springfield	WEST SPRINGFIELD- RECONSTRUCTION OF MEMORIAL AVENUE (ROUTE 147), FROM COLONY ROAD TO THE MEMORIAL AVENUE ROTARY (1.4 MILES)	2	TAP	\$22,027,963	\$500,238	\$400,190	\$100,048	72.5		69		West Springfield	Construction / (YOE \$21,692,328) 3 years of AC funding FFY 2022 \$1, 125,167 FFY2023 \$18,169,736 FFY2024 \$2,397,425 / 72.5 TEC / 75% / STBG 100% due June 21		
Intersection Improvements								\$4,552,959	\$3,813,559	\$739,401								
2023	606895	Pioneer Valley	Granby	GRANBY- IMPROVEMENTS AT 2 LOCATIONS ON ROUTE 202: SCHOOL STREET & FIVE CORNERS	2	HSIP	\$4,645,039	\$1,711,913	\$1,540,722	\$171,191	43		62.5			Construction / (YOE \$3,382,672) / 43 TEC / 75% STBG, HSIP		
2023	606895	Pioneer Valley	Granby	GRANBY- IMPROVEMENTS AT 2 LOCATIONS ON ROUTE 202: SCHOOL STREET & FIVE CORNERS	2	STBG	\$4,645,039	\$2,841,046	\$2,272,837	\$568,209	43		62.5			Construction / (YOE \$3,382,672) / 43 TEC / 75% STBG, HSIP		
Bicycle and Pedestrian								\$6,643,806	\$5,315,045	\$1,328,761								
2023	608073	Pioneer Valley	Westfield	WESTFIELD- WESTFIELD RIVER LEVEE MULTI-USE PATH CONSTRUCTION, FROM ELLSWORTH STREET TO WILLIAMS RIDING WAY (NEAR MEADOW STREET) (2 MILES)	2	CMAQ	\$5,134,193	\$5,185,122	\$4,148,098	\$1,037,024					Municipality			
2023	S12686	Pioneer Valley	Multiple	Valley Bike Share Expansion (Phase 3)	2	CMAQ	\$1,458,684	\$1,458,684	\$1,166,947	\$291,737	40.5				Northampton	ValleyBike Share- serving 11 communities		
Flex to FTA								\$1,500,000	\$1,200,000	\$300,000								
2023	S12718	Pioneer Valley		PVTA - Purchase of Electric bus and support training		STBG	\$1,500,000	\$1,500,000	\$1,200,000	\$300,000								
Section 2A / State Prioritized Reliability Projects								\$25,815,172	\$20,652,138	\$5,163,034								
Non-Interstate Pavement								\$23,330,884	\$18,664,707	\$4,666,177								
2023	604209	Pioneer Valley	Multiple	HOLYOKE- WEST SPRINGFIELD- REHABILITATION OF ROUTE 5 (RIVERDALE ROAD), FROM I-91 (INTERCHANGE 13) TO MAIN STREET IN HOLYOKE & FROM ELM STREET TO NORTH ELM STREET IN WEST SPRINGFIELD (3.2 MILES)	2	NHPP	\$26,676,736	\$23,330,884	\$18,664,707	\$4,666,177								
Bridge Off-system								\$2,484,288	\$1,987,430	\$496,858								
2023	608847	Pioneer Valley	Wales	WALES- BRIDGE REPLACEMENT, W-02-002, HOLLAND ROAD OVER WALES BROOK	2	STBG-BR-Off	\$3,030,267	\$2,484,288	\$1,987,430	\$496,858								
Section 2B / State Prioritized Modernization Projects								\$13,517,683	\$12,133,533	\$1,384,150								
Intersection Improvements								\$13,193,862	\$11,874,476	\$1,319,386								
2023	608560	Pioneer Valley	Springfield	SPRINGFIELD- IMPROVEMENTS ON ST. JAMES AVENUE AT TAPLEY STREET	2	HSIP	\$6,047,817	\$4,107,816	\$3,697,034	\$410,782								
2023	608565	Pioneer Valley	Springfield	SPRINGFIELD- IMPROVEMENTS ON ST. JAMES AVENUE AT ST. JAMES BOULEVARD AND CAREW STREET	2	HSIP	\$9,353,322	\$9,086,046	\$8,177,441	\$908,605								
Roadway Reconstruction								\$323,821	\$259,057	\$64,764								
2023	609517	Pioneer Valley	Longmeadow	LONGMEADOW- BLUEBERRY HILL ELEMENTARY SCHOOL IMPROVEMENTS (SRTS)	2	TAP	\$438,792	\$323,821	\$259,057	\$64,764								

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	MPO Project Score	Entity Receiving Transfer	PSAC Score	Earmark Details	Proponent	Other Information
Federal Fiscal Year 2024								\$84,505,781	\$37,854,492	\$46,651,289						
Section 1A / Regionally Prioritized Projects								\$32,183,914	\$25,847,131	\$6,336,783						
Roadway Reconstruction								\$32,183,914	\$25,847,131	\$6,336,783						
2024	608163	Pioneer Valley	Wales	WALES- RECONSTRUCTION & IMPROVEMENTS ON MONSON ROAD, FROM THE MONSON T.L. TO REED HILL ROAD (1.5 MILES)	2	STBG	\$5,656,106	\$5,656,106	\$4,524,885	\$1,131,221	36				Wales	Construction / YOE \$5,656,106 / 39.5 TEC / 75% STBG
2024	608374	Pioneer Valley	West Springfield	WEST SPRINGFIELD- RECONSTRUCTION OF MEMORIAL AVENUE (ROUTE 147), FROM COLONY ROAD TO THE MEMORIAL AVENUE ROTARY (1.4 MILES)	2	STBG	\$22,027,963	\$0	\$0	\$0	72.5		69		West Springfield	Construction / (YOE \$21,692,328) 3 years of AC funding FFY 2022 \$1, 125,167 FFY2023 \$18,169,736 FFY2024 \$2,397,425 / 72.5 TEC / 75% / STBG 100% due June 21
2024	608717	Pioneer Valley	Springfield	SPRINGFIELD- RECONSTRUCTION OF SUMNER AVENUE AT DICKINSON STREET AND BELMONT AVENUE (THE "X")	2	HSIP	\$13,485,542	\$1,000,000	\$900,000	\$100,000	70.5		77.5			Construction / YOE \$11,990,903) 70.5 TEC / 75% STBG, HSIP, TAP
2024	608717	Pioneer Valley	Springfield	SPRINGFIELD- RECONSTRUCTION OF SUMNER AVENUE AT DICKINSON STREET AND BELMONT AVENUE (THE "X")	2	STBG	\$13,485,542	\$10,970,539	\$8,776,431	\$2,194,108	70.5		77.5			Construction / YOE \$11,990,903) 70.5 TEC / 75% STBG, HSIP, TAP
2024	608717	Pioneer Valley	Springfield	SPRINGFIELD- RECONSTRUCTION OF SUMNER AVENUE AT DICKINSON STREET AND BELMONT AVENUE (THE "X")	2	TAP	\$13,485,542	\$500,000	\$400,000	\$100,000	70.5		77.5			Construction / YOE \$11,990,903) 70.5 TEC / 75% STBG, HSIP, TAP
2024	609286	Pioneer Valley	Northampton	NORTHAMPTON- DOWNTOWN COMPLETE STREETS CORRIDOR AND INTERSECTION IMPROVEMENTS ON MAIN STREET (ROUTE 9)	2	STBG	\$20,417,921	\$0	\$0	\$0	80.5		71.5			Construction (YOE \$15,485,967) 80.5 TEC / 25% / STBG
2024	609287	Pioneer Valley	Worthington	WORTHINGTON- RECONSTRUCTION & RELATED WORK ON ROUTE 143 (PHASE II), FROM PERU T.L. TO COLD STREET	1	STBG	\$14,057,269	\$14,057,269	\$11,245,815	\$2,811,454	38		26.5			Construction / (YOE \$14,597,933) / 38 TEC / 75% Project Phase I funded in FFY 2019 / STBG
Section 2A / State Prioritized Reliability Projects								\$30,920,500	\$10,011,334	\$20,909,166						
Bridge On-system Non-NHS								\$18,906,333	\$0	\$18,906,333						
2024	600935	Pioneer Valley	Holyoke	HOLYOKE- BRIDGE REPLACEMENTS, H-21-014, ROUTE 141 (APPLETON STREET) OVER SECOND LEVEL CANAL & H-21-020 OVER FIRST LEVEL CANAL	2	NGBP	\$0	\$9,926,800	\$0	\$9,926,800						
2024	607675	Pioneer Valley	Williamsburg	WILLIAMSBURG- BRIDGE REPLACEMENT, W-36-011 & W-36-017, BRIDGE STREET OVER THE MILL RIVER AND SOUTH MAIN STREET OVER THE MILL RIVER	1	NGBP	\$10,739,522	\$8,979,533	\$0	\$8,979,533						
Bridge Off-system								\$8,014,167	\$6,411,334	\$1,602,833						
2024	608846	Pioneer Valley	Monson	MONSON- BRIDGE REPLACEMENT, M-27-015, OLD WALES ROAD OVER CONANT BROOK	2	STBG-BR-Off	\$4,033,869	\$3,071,193	\$2,456,954	\$614,239						
2024	609120	Pioneer Valley	Ludlow	LUDLOW- BRIDGE REPLACEMENT, L-16-026, PINEY LANE OVER BROAD BROOK	2	STBG-BR-Off	\$3,463,893	\$3,463,893	\$2,771,114	\$692,779						
2024	610779	Pioneer Valley	Hampden	HAMPDEN- BRIDGE REPLACEMENT, H-04-004, ROCKADUNDEE BRIDGE OVER SCANTIC RIVER	2	STBG-BR-Off	\$1,592,637	\$1,479,081	\$1,183,265	\$295,816						
Safety Improvements								\$4,000,000	\$3,600,000	\$400,000						
2024	S12637	Pioneer Valley		SPRINGFIELD- SYSTEMIC COUNTERMEASURES/SAFE SYSTEMS IMPLEMENTATION CITY-WIDE		HSIP	\$4,000,000	\$4,000,000	\$3,600,000	\$400,000						
Section 2B / State Prioritized Modernization Projects								\$2,495,034	\$1,996,027	\$499,007						
Roadway Reconstruction								\$2,495,034	\$1,996,027	\$499,007						
2024	610652	Pioneer Valley	Agawam	AGAWAM- ROBINSON PARK ELEMENTARY SCHOOL IMPROVEMENTS (SRTS)	2	TAP	\$3,131,918	\$2,495,034	\$1,996,027	\$499,007						
Section 2C / State Prioritized Expansion Projects								\$0	\$0	\$0						
Bicycle and Pedestrian								\$0	\$0	\$0						
2024	610657	Pioneer Valley	Multiple	EASTHAMPTON- NORTHAMPTON- INSTALLATION OF A SHARED-USE PATH ALONG MOUNT TOM ROAD FROM THE MANHAN TRAIL TO ATWOOD DRIVE	2	STBG	\$6,296,444	\$0	\$0	\$0						
Section 3B / Non-Federal Aid Funded								\$18,906,333	\$0	\$18,906,333						
Bridge On-system Non-NHS								\$18,906,333	\$0	\$18,906,333						
2024	600935	Pioneer Valley	Holyoke	HOLYOKE- BRIDGE REPLACEMENTS, H-21-014, ROUTE 141 (APPLETON STREET) OVER SECOND LEVEL CANAL & H-21-020 OVER FIRST LEVEL CANAL	2	NGBP	\$0	\$9,926,800	\$0	\$9,926,800						
2024	607675	Pioneer Valley	Williamsburg	WILLIAMSBURG- BRIDGE REPLACEMENT, W-36-011 & W-36-017, BRIDGE STREET OVER THE MILL RIVER AND SOUTH MAIN STREET OVER THE MILL RIVER	1	NGBP	\$10,739,522	\$8,979,533	\$0	\$8,979,533						

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	MPO Project Score	Entity Receiving Transfer	PSAC Score	Earmark Details	Proponent	Other Information		
Federal Fiscal Year 2025								\$218,451,957	\$91,351,057	\$127,100,900								
Section 1A / Regionally Prioritized Projects								\$32,310,845	\$25,848,676	\$6,462,169								
Roadway Reconstruction								\$32,310,845	\$25,848,676	\$6,462,169								
2025	608881	Pioneer Valley	Longmeadow	LONGMEADOW- SPRINGFIELD- RESURFACING AND INTERSECTION IMPROVEMENTS ON LONGMEADOW STREET (ROUTE 5) AND CONVERSE STREET (0.84 MILES)	2	STBG	\$7,641,744	\$7,641,744	\$6,113,395	\$1,528,349	59.5		57.5			Construction (YOE \$7,641,744 / 59.5 TEC / 75% / STBG		
2025	609065	Pioneer Valley	Holyoke	HOLYOKE- RESURFACING AND RELATED WORK ON CABOT STREET AND RACE STREET (CENTER CITY CONNECTOR)	2	STBG	\$5,512,458	\$5,512,458	\$4,409,966	\$1,102,492	56.5		68			Construction (YOE \$5,512,458) TEC 56.5 / 25%		
2025	609286	Pioneer Valley	Northampton	NORTHAMPTON- DOWNTOWN COMPLETE STREETS CORRIDOR AND INTERSECTION IMPROVEMENTS ON MAIN STREET (ROUTE 9)	2	STBG	\$20,417,921	\$19,156,643	\$15,325,314	\$3,831,329	80.5		71.5			Construction (YOE \$15,485,967) 80.5 TEC / 25% / STBG		
Section 1B / Earmark or Discretionary Grant Funded Projects								\$51,743,268	\$41,394,614	\$10,348,654								
Bridge On-system Non-NHS NB								\$11,894,148	\$9,515,318	\$2,378,830								
2025	604136	Pioneer Valley	Multiple	MONSON- PALMER- BRIDGE REPLACEMENT, M-27-007=P-01-007, STATE AVENUE OVER THE QUABOAG RIVER	2	HIP-BR	\$11,894,148	\$11,894,148	\$9,515,318	\$2,378,830								
Bridge On-System NHS NB								\$39,849,120	\$31,879,296	\$7,969,824								
2025	609409	Pioneer Valley	Springfield	SPRINGFIELD- BRIDGE REPLACEMENT, S-24-016, ARMORY STREET OVER CSX MAINLINE & S-24-026, ARMORY STREET OVER ABANDONED CSX	2	HIP-BR	\$39,849,120	\$39,849,120	\$31,879,296	\$7,969,824								
Section 2A / State Prioritized Reliability Projects								\$72,370,147	\$16,190,863	\$56,179,284								
Bridge On-system NHS								\$56,434,619	\$4,923,732	\$51,510,887								
2025	608460	Pioneer Valley	Hadley	HADLEY- BRIDGE REPLACEMENT, H-01-005, BAY ROAD (ROUTE 47) OVER THE FORT RIVER	2	NHPP-PEN	\$6,154,665	\$6,154,665	\$4,923,732	\$1,230,933								
2025	612160	Pioneer Valley	Multiple	MONSON- PALMER- BRIDGE REPLACEMENT, M-27-008=P-01-008, ROUTE 32 OVER QUABOAG RIVER	2	NGBP	\$7,362,874	\$7,079,698	\$0	\$7,079,698								
2025	612176	Pioneer Valley	Huntington	HUNTINGTON- BRIDGE REPLACEMENT, H-27-008, ST 112 WORTHINGTON ROAD OVER WATER POND BROOK	1	NGBP	\$5,506,582	\$5,097,856	\$0	\$5,097,856								
2025	612187	Pioneer Valley	Chicopee	CHICOPEE- BRIDGE PRESERVATION, C-13-038, I-391 OVER (ST 116) CHICOPEE STREET	2	NGBP	\$39,614,400	\$38,102,400	\$0	\$38,102,400								
Bridge Off-system								\$7,804,861	\$6,243,889	\$1,560,972								
2025	608869	Pioneer Valley	Northampton	NORTHAMPTON- BRIDGE REPLACEMENT, N-19-068, OLD SPRINGFIELD ROAD OVER THE MILL RIVER	2	STBG-BR-Off	\$5,937,066	\$5,937,066	\$4,749,653	\$1,187,413								
2025	610768	Pioneer Valley	Westhampton	WESTHAMPTON- BRIDGE REPLACEMENT, W-27-028, PERRY HILL ROAD OVER NORTH BROOK OF MANHAN RIVER	2	STBG-BR-Off	\$1,010,208	\$1,867,795	\$1,494,236	\$373,559								
Non-Interstate Pavement								\$6,279,053	\$5,023,242	\$1,255,811								
2025	612031	Pioneer Valley	Worthington	WORTHINGTON- RESURFACING AND RELATED WORK ON ROUTE 112	1	NHPP	\$6,515,168	\$6,279,053	\$5,023,242	\$1,255,811								
Bridge On-system Non-NHS								\$1,851,614	\$0	\$1,851,614								
2025	612175	Pioneer Valley	Russell	RUSSELL- BRIDGE REPLACEMENT, R-13-004, BLANDFORD STAGE RD OVER STAGE BROOK	1	NGBP	\$2,356,776	\$1,851,614	\$0	\$1,851,614								

Section 2B / State Prioritized Modernization Projects							\$1,922,941	\$1,538,353	\$384,588							
Roadway Reconstruction							\$1,922,941	\$1,538,353	\$384,588							
2025	612079	Pioneer Valley	Chicopee	CHICOPEE- HUGH SCOTT STREIBER ELEMENTARY SCHOOL IMPROVEMENTS (SRTS)	2	TAP	\$1,386,145	\$1,334,305	\$1,067,444	\$266,861						
2025	612080	Pioneer Valley	Springfield	SPRINGFIELD- REBECCA M. JOHNSON ELEMENTARY SCHOOL IMPROVEMENTS (SRTS)	2	TAP	\$611,316	\$588,636	\$470,909	\$117,727						
Section 2C / State Prioritized Expansion Projects							\$7,973,188	\$6,378,550	\$1,594,638							
Bicycle and Pedestrian							\$7,973,188	\$6,378,550	\$1,594,638							
2025	608413	Pioneer Valley	Northampton	NORTHAMPTON- ROCKY HILL GREENWAY MULTI-USE TRAIL, FROM THE MANHAN RAIL TRAIL TO ROCKY HILL ROAD (0.4 MILES)	2	CMAQ	\$2,366,182	\$1,850,176	\$1,480,141	\$370,035						
2025	610657	Pioneer Valley	Multiple	EASTHAMPTON- NORTHAMPTON- INSTALLATION OF A SHARED-USE PATH ALONG MOUNT TOM ROAD FROM THE MANHAN TRAIL TO ATWOOD DRIVE	2	STBG	\$6,296,444	\$6,123,012	\$4,898,410	\$1,224,602						
Section 3B / Non-Federal Aid Funded							\$52,131,568	\$0	\$52,131,568							
Bridge On-system NHS							\$50,279,954	\$0	\$50,279,954							
2025	612160	Pioneer Valley	Multiple	MONSON- PALMER- BRIDGE REPLACEMENT, M-27-008=P-01-008, ROUTE 32 OVER QUABOAG RIVER	2	NGBP	\$7,362,874	\$7,079,698	\$0	\$7,079,698						
2025	612176	Pioneer Valley	Huntington	HUNTINGTON- BRIDGE REPLACEMENT, H-27-008, ST 112 WORTHINGTON ROAD OVER WATER POND BROOK	1	NGBP	\$5,506,582	\$5,097,856	\$0	\$5,097,856						
2025	612187	Pioneer Valley	Chicopee	CHICOPEE- BRIDGE PRESERVATION, C-13-038, I-391 OVER (ST 116) CHICOPEE STREET	2	NGBP	\$39,614,400	\$38,102,400	\$0	\$38,102,400						
Bridge On-system Non-NHS							\$1,851,614	\$0	\$1,851,614							
2025	612175	Pioneer Valley	Russell	RUSSELL- BRIDGE REPLACEMENT, R-13-004, BLANDFORD STAGE RD OVER STAGE BROOK	1	NGBP	\$2,356,776	\$1,851,614	\$0	\$1,851,614						

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	MPO Project Score	Entity Receiving Transfer	PSAC Score	Earmark Details	Proponent	Other Information		
Federal Fiscal Year 2026								\$66,490,041	\$53,911,777	\$12,578,264								
Section 1A / Regionally Prioritized Projects								\$30,625,634	\$24,500,507	\$6,125,127								
Roadway Reconstruction								\$30,625,634	\$24,500,507	\$6,125,127								
2026	607231	Pioneer Valley	Williamsburg	WILLIAMSBURG- RECONSTRUCTION OF MOUNTAIN STREET	1	STBG	\$14,630,100	\$14,630,100	\$11,704,080	\$2,926,020	33					Construction (YOE \$13,997,241) TEC 33 / 25%		
2026	608785	Pioneer Valley	South Hadley	SOUTH HADLEY- RECONSTRUCTION OF MAIN STREET FROM THE CHICOPEE CITY LINE TO CANAL STREET (0.67 MILES)	2	STBG	\$6,084,772	\$6,084,772	\$4,867,818	\$1,216,954	39		45.5			Construction (YOE \$6,084,772) TEC 39 / 25%		
2026	609061	Pioneer Valley	Chicopee	CHICOPEE- INTERSECTION IMPROVEMENTS AT MONTGOMERY STREET, GRANBY ROAD, AND MCKINSTRY AVENUE	2	STBG	\$9,910,762	\$9,910,762	\$7,928,610	\$1,982,152	54.5		56			Construction (YOE \$9,910,762) TEC 54.5 / 25%		
Section 2A / State Prioritized Reliability Projects								\$24,070,245	\$19,975,941	\$4,094,305								
Bridge Off-system								\$0	\$0	\$0								
2026	608869	Pioneer Valley	Northampton	NORTHAMPTON- BRIDGE REPLACEMENT, N-19-068, OLD SPRINGFIELD ROAD OVER THE MILL RIVER	2	STBG-BR-Off	\$5,937,066	\$0	\$0	\$0								
Safety Improvements								\$746,245	\$671,621	\$74,625								
2026	611953	Pioneer Valley	Multiple	SPRINGFIELD- CHICOPEE- GUIDE AND TRAFFIC SIGN REPLACEMENT ON A SECTION OF INTERSTATE 291	2	HSIP	\$746,245	\$746,245	\$671,621	\$74,625								
Non-Interstate Pavement								\$16,872,800	\$13,498,240	\$3,374,560								
2026	612065	Pioneer Valley	Agawam	AGAWAM- RESURFACING AND RELATED WORK ON ROUTE 57	2	NHPP	\$9,660,000	\$9,660,000	\$7,728,000	\$1,932,000								
2026	612109	Pioneer Valley	Chicopee	CHICOPEE- RESURFACING AND RELATED WORK ON ROUTE 33	2	NHPP	\$7,212,800	\$7,212,800	\$5,770,240	\$1,442,560								
Interstate Pavement								\$6,451,200	\$5,806,080	\$645,120								
2026	612097	Pioneer Valley	West Springfield	WEST SPRINGFIELD- INTERSTATE MAINTENANCE AND RELATED WORK ON I-91	2	NHPP-I	\$6,451,200	\$6,451,200	\$5,806,080	\$645,120								
Section 2B / State Prioritized Modernization Projects								\$1,619,180	\$1,295,344	\$323,836								
Roadway Reconstruction								\$1,619,180	\$1,295,344	\$323,836								
2026	612772	Pioneer Valley	Easthampton	EASTHAMPTON- MOUNTAIN VIEW SCHOOL IMPROVEMENTS (SRTS)	2	TAP	\$1,619,180	\$1,619,180	\$1,295,344	\$323,836								
Section 2C / State Prioritized Expansion Projects								\$10,174,982	\$8,139,986	\$2,034,996								
Bicycle and Pedestrian								\$10,174,982	\$8,139,986	\$2,034,996								
2026	608157	Pioneer Valley	Springfield	SPRINGFIELD- MCKNIGHT COMMUNITY TRAIL CONSTRUCTION, FROM ARMORY STREET TO HAYDEN AVENUE (1.5 MILES)	2	CMAQ	\$12,076,064	\$10,174,982	\$8,139,986	\$2,034,996								

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	MPO Project Score	Entity Receiving Transfer	PSAC Score	Earmark Details	Proponent	Other Information		
Federal Fiscal Year 2027								\$444,989,522	\$48,482,845	\$396,506,677								
Section 1A / Regionally Prioritized Projects								\$31,480,980	\$25,184,784	\$6,296,196								
Non-Interstate Pavement								\$24,605,757	\$19,684,606	\$4,921,151								
2027	608466	Pioneer Valley	Granby	GRANBY- RESURFACING AND RELATED WORK ON ROUTE 202 FROM KENDALL STREET TO SCHOOL STREET	2	STBG	\$4,552,146	\$4,552,146	\$3,641,717	\$910,429	30					Construction - (YOE \$4,552,146) 30 TEC / 25%		
2027	608487	Pioneer Valley	Westfield	WESTFIELD- RESURFACING AND RELATED WORK ON ROUTE 10 AND 202	2	STBG	\$10,010,041	\$10,010,041	\$8,008,033	\$2,002,008	31.5					Construction - (YOE \$9,831,126) 31.5 TEC / 25%		
2027	612265	Pioneer Valley	East Longmeadow	EAST LONGMEADOW- RESURFACING AND RELATED WORK ON NORTH MAIN STREET (ROUTE 83)	2	STBG	\$10,043,570	\$10,043,570	\$8,034,856	\$2,008,714								
Roadway Reconstruction								\$6,875,223	\$5,500,178	\$1,375,045								
2027	608886	Pioneer Valley	Chesterfield	CHESTERFIELD- RECONSTRUCTION OF NORTH ROAD AND DAMON POND ROAD	1	STBG	\$6,875,223	\$6,875,223	\$5,500,178	\$1,375,045	18					Construction - (YOE \$6,875,221) 18 TEC / 25%		
Section 1B / Earmark or Discretionary Grant Funded Projects								\$7,392,188	\$5,913,750	\$1,478,438								
Bridge On-System NHS NB								\$7,392,188	\$5,913,750	\$1,478,438								
2027	612514	Pioneer Valley	Cummington	CUMMINGTON- BRIDGE REHABILITATION, C-21-002, ROUTE 9 OVER WESTFIELD RIVER	1	HIP-BR	\$7,392,188	\$7,392,188	\$5,913,750	\$1,478,438								
Section 2A / State Prioritized Reliability Projects								\$192,508,358	\$0	\$192,508,358								
Bridge On-system Non-NHS								\$87,734,731	\$0	\$87,734,731								
2027	605340	Pioneer Valley	Springfield	SPRINGFIELD- BRIDGE RECONSTRUCTION/REHAB, S-24-028, ST. JAMES AVENUE OVER CONRAIL RAILROAD (ABANDONED)	2	NGBP	\$4,454,400	\$4,454,400	\$0	\$4,454,400								
2027	612167	Pioneer Valley	Springfield	SPRINGFIELD- BRIDGE REPLACEMENT, S-24-017, ST. JAMES AVENUE OVER CSX & S-24-071, ST. JAMES AVENUE OVER I-291	2	NGBP	\$83,280,331	\$83,280,331	\$0	\$83,280,331								
Bridge On-system NHS								\$104,773,627	\$0	\$104,773,627								
2027	612494	Pioneer Valley	Multiple	SPRINGFIELD- WEST SPRINGFIELD- BRIDGE REPLACEMENT, S-24-003=W-21-002, (US-20) PARK AVENUE OVER CONNECTICUT RIVER	2	NGBP	\$104,773,627	\$104,773,627	\$0	\$104,773,627								
Section 2B / State Prioritized Modernization Projects								\$5,046,000	\$4,541,400	\$504,600								
Intersection Improvements								\$5,046,000	\$4,541,400	\$504,600								
2027	611965	Pioneer Valley	Holyoke	HOLYOKE- INTERSECTION IMPROVEMENTS AT BEECH STREET, RESNIC BOULEVARD, AND WEST FRANKLIN STREET	2	HSIP	\$6,391,600	\$5,046,000	\$4,541,400	\$504,600								
Section 2C / State Prioritized Expansion Projects								\$16,053,638	\$12,842,910	\$3,210,728								
Bicycle and Pedestrian								\$16,053,638	\$12,842,910	\$3,210,728								
2027	607823	Pioneer Valley	Southampton	SOUTHAMPTON- GREENWAY RAIL TRAIL CONSTRUCTION, FROM COLEMAN ROAD TO ROUTE 10 (3.5 MILES)	2	CMAQ	\$7,053,638	\$7,053,638	\$5,642,910	\$1,410,728								
2027	608787	Pioneer Valley	Williamsburg	WILLIAMSBURG- CONSTRUCTION OF THE "MILL RIVER GREENWAY" SHARED USE PATH	1	CMAQ	\$44,010,400	\$9,000,000	\$7,200,000	\$1,800,000								
Section 3B / Non-Federal Aid Funded								\$192,508,358	\$0	\$192,508,358								
Bridge On-system Non-NHS								\$87,734,731	\$0	\$87,734,731								
2027	605340	Pioneer Valley	Springfield	SPRINGFIELD- BRIDGE RECONSTRUCTION/REHAB, S-24-028, ST. JAMES AVENUE OVER CONRAIL RAILROAD (ABANDONED)	2	NGBP	\$4,454,400	\$4,454,400	\$0	\$4,454,400								
2027	612167	Pioneer Valley	Springfield	SPRINGFIELD- BRIDGE REPLACEMENT, S-24-017, ST. JAMES AVENUE OVER CSX & S-24-071, ST. JAMES AVENUE OVER I-291	2	NGBP	\$83,280,331	\$83,280,331	\$0	\$83,280,331								
Bridge On-system NHS								\$104,773,627	\$0	\$104,773,627								
2027	612494	Pioneer Valley	Multiple	SPRINGFIELD- WEST SPRINGFIELD- BRIDGE REPLACEMENT, S-24-003=W-21-002, (US-20) PARK AVENUE OVER CONNECTICUT RIVER	2	NGBP	\$104,773,627	\$104,773,627	\$0	\$104,773,627								

APPENDIX C: Operating and Maintenance Expenditures 2024-2028

Operating and Maintenance Expenditures as of March 2023					
Statewide and District Contracts plus Expenditures within MPO boundaries					
Program Group/Sub Group	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 Spending
Part 1: Non-Federal Aid					
Section I - Non Federal Aid Maintenance Projects - State Bondfunds					
01 - ADA Retrofits					
Sidewalk Construction and Repairs	\$ 578,675	\$ 1,835,065	\$ 1,712,292	\$ 210,024	\$ -
02 - Bicycles and pedestrians program					
Bikeway/Bike Path Construction	\$ -	\$ -	\$ -	\$ -	\$ -
03 - Bridge					
Bridge Inspections	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Maintenance	\$ 47,059,926	\$ 32,973,019	\$ 12,653,389	\$ 294,446	\$ -
Bridge Maintenance - Deck Repairs	\$ 17,822,818	\$ 6,025,391	\$ 4,129,146	\$ 750,679	\$ -
Bridge Maintenance - Joints	\$ 4,538,192	\$ 1,497,000	\$ -	\$ -	\$ -
Bridge Preservation	\$ 13,690,335	\$ 6,945,387	\$ 2,808,182	\$ 1,069,091	\$ -
Draw bridge Maintenance	\$ 11,208,941	\$ 6,926,247	\$ 5,616,282	\$ 1,517,600	\$ -
Painting - Structural	\$ 2,342,316	\$ 492,945	\$ 415,475	\$ -	\$ -
Structures Maintenance	\$ 384,173	\$ -	\$ -	\$ -	\$ -
04 - Capacity					
Highway Relocation	\$ -	\$ -	\$ -	\$ -	\$ -
Highway Reconstr - Added Capacity	\$ -	\$ -	\$ -	\$ -	\$ -
Highway Reconstr - Major Widening	\$ -	\$ -	\$ -	\$ -	\$ -
05 - Facilities					
Vertical Construction (Ch 149)	\$ 12,240,086	\$ 15,061,146	\$ 2,483,199	\$ 963,458	\$ -
07 - Intersection Improvements					
Traffic Signals	\$ 3,372,014	\$ 1,802,864	\$ -	\$ -	\$ -
08 - Interstate Pavement					
Resurfacing Interstate	\$ -	\$ -	\$ -	\$ -	\$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation System	\$ -	\$ -	\$ -	\$ -	\$ -
10 - Non-interstate DOT Pavement Program					
Milling and Cold Planing	\$ 1,696,450	\$ 65,316	\$ -	\$ -	\$ -
Resurfacing	\$ 8,580,527	\$ 15,675,205	\$ 14,333,540	\$ 3,186,441	\$ -
Resurfacing DOT Owned Non-Interstate	\$ 9,480,716	\$ 3,277,740	\$ 556,452	\$ 140,348	\$ -
11 - Roadway Improvements					
Asbestos Removal	\$ -	\$ -	\$ -	\$ -	\$ -
Catch Basin Cleaning	\$ 2,770,846	\$ 1,397,444	\$ 1,080,147	\$ 222,198	\$ -
Contract Highway Maintenance	\$ 5,924,953	\$ 3,360,014	\$ 1,483,986	\$ -	\$ -
Crack Sealing	\$ 1,678,385	\$ 997,442	\$ -	\$ -	\$ -
Culvert Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Culvert Reconstruction/Rehab	\$ -	\$ -	\$ -	\$ -	\$ -
Drainage	\$ 9,006,958	\$ 5,897,263	\$ 3,395,005	\$ 662,851	\$ -
Dredging	\$ -	\$ -	\$ -	\$ -	\$ -
Guard Rail & Fencing	\$ 7,013,409	\$ 4,913,810	\$ 1,918,876	\$ 89,739	\$ -
Highway Sweeping	\$ 2,158,651	\$ 882,245	\$ 613,047	\$ -	\$ -
Landscaping	\$ 800,000	\$ 244,014	\$ -	\$ -	\$ -
Mowing and Spraying	\$ 3,124,482	\$ 2,989,678	\$ 1,721,246	\$ 374,034	\$ -
Sewer and Water	\$ 136,525	\$ 261,650	\$ -	\$ -	\$ -
Tree Trimming	\$ 5,497,656	\$ 3,072,476	\$ 1,481,148	\$ -	\$ -
12 - Roadway Reconstruction					
Highway Reconstr - No Added Capacity	\$ 2,000	\$ -	\$ -	\$ -	\$ -
Highway Reconstr - Restr and Rehab	\$ 689,151	\$ 369,739	\$ 496,749	\$ 165,565	\$ -
Roadway - Reconstr - Sidewalks and Curbing	\$ 1,616,313	\$ -	\$ -	\$ -	\$ -

13 - Safety Improvements						
Electrical	\$ 250,085	\$ -	\$ -	\$ -	\$ -	\$ -
Impact Attenuators	\$ 1,861,793	\$ 765,000	\$ 134,201	\$ -	\$ -	\$ -
Lighting	\$ 3,584,140	\$ 2,093,264	\$ 1,172,202	\$ 683,784	\$ -	\$ -
Pavement Marking	\$ 5,217,164	\$ 3,914,558	\$ 1,484,295	\$ 75,006	\$ -	\$ -
Safety Improvements	\$ 22,691	\$ -	\$ -	\$ -	\$ -	\$ -
Sign Installation/Upgrading	\$ 1,530,285	\$ 1,201,730	\$ 290,837	\$ -	\$ -	\$ -
Structural Signing	\$ 213,951	\$ 320,000	\$ 98,584	\$ -	\$ -	\$ -
Section I Total:	\$ 186,094,609	\$ 125,257,651	\$ 60,078,278	\$ 10,405,265	\$ -	\$ -
Section II - Non Federal Aid Highway Operations - State Operating Budget Funding						
Snow and Ice Operations & Materials						
	\$ 86,100,000	\$ 95,000,000	\$ 95,000,000	\$ 95,000,000	\$ 95,000,000	\$ 95,000,000
District Maintenance Payroll						
Mow ing, Litter Mgmt, Sight Distance Clearing, Etc.	\$ 35,000,000	\$ 36,050,000	\$ 37,140,000	\$ 38,260,000	\$ 39,410,000	\$ 39,410,000
Section II Total:	\$ 121,100,000	\$ 131,050,000	\$ 132,140,000	\$ 133,260,000	\$ 134,410,000	\$ 134,410,000
Grand Total NFA:	\$ 307,194,609	\$ 256,307,651	\$ 192,218,278	\$ 143,665,265	\$ -	\$ 134,410,000
Operating and Maintenance Expenditures as of March 2023						

Statewide and District Contracts plus Expenditures within MPO boundaries

Program Group/Sub Group	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 Spending
Part 2: Federal Aid					
Section I - Federal Aid Maintenance Projects					
01 - ADA Retrofits					
Sidewalk Construction and Repairs	\$ -	\$ -	\$ -	\$ -	\$ -
02 - Bicycles and pedestrians program					
Bikeway/Bike Path Construction	\$ -	\$ -	\$ -	\$ -	\$ -
03 - Bridge					
Bridge Maintenance	\$ 1,702,831	\$ -	\$ -	\$ -	\$ -
Bridge Maintenance - Deck Repairs	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Maintenance - Joints	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Preservation	\$ 510,000	\$ 1,260,000	\$ 747,097	\$ -	\$ -
Bridge Reconstruction/Rehab	\$ -	\$ -	\$ -	\$ -	\$ -
Drawbridge Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Painting - Structural	\$ 1,068,387	\$ 1,640,000	\$ 213,917	\$ -	\$ -
Structures Maintenance	\$ 5,046,803	\$ 754,257	\$ -	\$ -	\$ -
04 - Capacity					
Hwy Reconstr - Added Capacity	\$ -	\$ -	\$ -	\$ -	\$ -
05 - Facilities					
Vertical Construction (Ch 149)	\$ -	\$ -	\$ -	\$ -	\$ -
07 - Intersection Improvements					
Traffic Signals	\$ -	\$ -	\$ -	\$ -	\$ -
08 - Interstate Pavement					
Resurfacing Interstate	\$ -	\$ -	\$ -	\$ -	\$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation System	\$ -	\$ -	\$ -	\$ -	\$ -
10 - Non-interstate DOT Pavement Program					
Milling and Cold Planing	\$ -	\$ -	\$ -	\$ -	\$ -
Resurfacing	\$ -	\$ -	\$ -	\$ -	\$ -
Resurfacing DOT Owned Non-Interstate	\$ -	\$ -	\$ -	\$ -	\$ -

11 - Roadway Improvements						
Asbestos Removal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Catch Basin Cleaning	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contract Highway Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Crack Sealing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Culvert Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Culvert Reconstruction/Rehab	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Drainage	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Guard Rail & Fencing	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Highway Sweeping	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Landscaping	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mowing and Spraying	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sewer and Water	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Tree Trimming	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
12 - Roadway Reconstruction						
Hwy Reconstr - Restr and Rehab	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
13 - Safety Improvements						
Electrical	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Impact Attenuators	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Lighting	\$ 451,357	\$ 1,213,925	\$ -	\$ -	\$ -	\$ -
Pavement Marking	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Safety Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sign Installation/Upgrading	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Structural Signing	\$ 423,744	\$ -	\$ -	\$ -	\$ -	\$ -
Section I Total:	\$ 9,203,122	\$ 4,868,181	\$ 961,014	\$ -	\$ -	\$ -
<hr/>						
Grand Total Federal Aid:	\$ 9,203,122	\$ 4,868,181	\$ 961,014	\$ -	\$ -	\$ -

Figure 2 FFY 2024-2028 Estimated Transit Operations and Maintenance Expenditures

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 25 list agencies with transportation interest in the Metropolitan Planning Area (MPA) that were contacted for the purpose of consultation while developing the TIP. Table 31 lists the agencies from table 30 which responded and coordinated meetings were held during TIP development.

Table 30 Agencies Contacted

Agency	Agency Location
US Fish and Wildlife Service	Hadley
MassDOT - Office of Transportation Planning	Boston
FEDERAL HIGHWAY ADMIN	Cambridge
US EPA	Boston
US Army Corp of Engineers	Concord
Westfield River Wild and Scenic Advisory Committee	Haydenville
AIR QUALITY CONTROL (DEP)	Boston
FEDERAL TRANSIT ADMIN	Cambridge
MassDOT Highway Division District 1 & 2	Northampton/Lenox
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)	Boston
UMASS Transit	Amherst
Columbia Greenway Rail Trail Committee	Westfield
Stockbridge Munsee Community	Williamstown
New Haven to Northampton Canal Greenway Committee	Multiple

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 31 Agencies Providing Consultation

Agency	Agency Location

APPENDIX D: FAST Act Performance Management Information

The FHWA and FTA are jointly issuing this final rule to update the regulations governing the development of metropolitan transportation plans (MTP) and programs for urbanized areas, long-range statewide transportation plans and programs, and the congestion management process as well as revisions related to the use of and reliance on planning products developed during the planning process for project development and the environmental review process. The changes reflect the passage of the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act. The MAP-21 continues many provisions related to transportation planning from prior laws; however, it introduces transformational changes and adds some new provisions. The FAST Act makes minor edits to existing provisions. The changes make the regulations consistent with current statutory requirements and implement the following: A new mandate for State departments of transportation (hereafter referred to simply as "States") and metropolitan planning organizations (MPO) to take a performance-based approach to planning and programming; a new emphasis on the nonmetropolitan transportation planning process, by requiring States to have a higher level of involvement with nonmetropolitan local officials and providing a process for the creation of regional transportation planning organizations (RTPO); a structural change to the membership of the larger MPOs; a new framework for voluntary scenario planning; new authority for the integration of the planning and environmental review processes; and a process for programmatic mitigation plans.²

PVPC accomplished the MTP requirements of FAST Act through the recent update to the Transportation Evaluation Criteria (TEC) for the Pioneer Valley MPO. The table below shows the relationship between FAST act planning factors and our TEC.

Fast Act Planning Factors Relationship to the Transportation Evaluation Criteria (TEC)

Factor	Fast Act 10 Planning Factors Description	TEC Scoring Criteria
1	Support the economic vitality of the metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency.	Smart Growth and Economic Development, System Preservation, Modernization and Efficiency
2	Increase the safety of the transportation system for motorized and non-motorized users.	Safety and Security, Quality of Life
3	Increase the security of the transportation system for motorized and non-motorized users.	Safety and Security, Quality of Life
4	Increase the accessibility and mobility of people and for freight.	Mobility, Smart Growth and Economic Development
5	Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.	Environment and Climate Change, Quality of Life, Livability, Smart Growth and Economic Development
6	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.	Smart Growth and Economic Development, Mobility
7	Promote efficient system management and operation.	System Preservation, Modernization and Efficiency, Mobility

²<https://www.federalregister.gov/articles/2016/05/27/2016-11964/statewide-and-nonmetropolitan-transportation-planning-metropolitan-transportation-planning#h-9>

8	Emphasize the preservation of the existing transportation system.	System Preservation, Modernization and Efficiency
9	Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.	Environment and Climate Change
10	Enhancing travel and tourism.	Mobility, Quality of Life

APPENDIX E: Planning Acronyms

3C - Continuing, Comprehensive, and Cooperative Planning Process
AADT - Average Annual Daily Traffic
AASHTO - American Association of State Highway and Transportation Officials
ADA - Americans with Disabilities Act (1990)
ADT - Average Daily Traffic
AFV - Alternative Fuel Vehicles
ATR - Automatic Traffic Recorder
AVR - Average Vehicle Ridership
BAPAC - Barnes Aquifer Protection Advisory Committee
BID - Business Improvement District
BLOS - Bicycle Level of Service
BMP - Best Management Practice
BMS - Bridge Management System
CAAA - Clean Air Act Amendments of 1990
CBD - Central Business District
CDBG - Community Development Block Grant
CDC - Centers for Disease Control
CEDS - Comprehensive Economic Development Strategy
CIP - Capital Improvements Plan (or Program)
CMAQ - Congestion Mitigation and Air Quality Improvement Program
CMP - Congestion Management Process
CNG - Compressed Natural Gas
CO - Carbon Monoxide
COG - Council of Governments
CommPASS - Commonwealth Procurement Access and Solicitation System
CPA - Community Preservation Act
CPTC - Citizen Planner Training Collaborative
CRCOG - Capitol Region Council of Governments
CSO - Combined Sewer Overflow
DCR - Department of Conservation and Recreation
DEP - Department of Environmental Protection
DHCD - Department of Housing and Community Development
DLTA - Direct Local Technical Assistance
DOT - Department of Transportation
DPW - Department of Public Works
E.O. - Executive Order
EDC - Economic Development Council
EIR - Environmental Impact Report
EIS - Environmental Impact Statement
EJ - Environmental Justice
ENF - Environmental Notification Form
EOA - Economic Opportunity Area
EOEEA - Executive Office of Energy and Environmental Affairs
EPA - Environmental Protection Agency
FA - Federal Aid
FAST – Fixing America’s Surface Transportation Act
FC - Functional Classification (of roadways)
FHA - Federal Housing Administration
FHWA - Federal Highway Administration
FRCOG - Franklin Regional Council of Governments
FRTA – Franklin Regional Transit Authority
FTA - Federal Transit Administration
GHG - Greenhouse Gas
GIS - Geographic Information System
GPS - Global Positioning System
HOV - High Occupancy Vehicle

HUD - U.S. Department of Housing and Urban Development
ISTEA - Intermodal Surface Transportation Efficiency Act of 1991
ITS - Intelligent Transportation Systems
JARC - Job Access and Reverse Commute
JLSB - Jacob's Ladder Scenic Byway
JLT - Jacob's Ladder Trail
JTC - Joint Transportation Committee
LEP - Limited English Proficiency
LOS - Level of Service
LPMS - Local Pavement Management System
LRV - Light Rail Vehicle
LTA - Local Technical Assistance
M.G.L. - Massachusetts General Laws
MAP 21 - Moving Ahead for Progress in the 21st Century
MARPA - Massachusetts Association of Regional Planning Agencies
MassDOT - Massachusetts Department of Transportation
MassGIS - Massachusetts Geographic Information System
MEPA - Massachusetts Environmental Policy Act
MMA - Massachusetts Municipal Association
MOA - Memorandum of Agreement
MOU - Memorandum of Understanding
MPO - Metropolitan Planning Organization
MUTCD - Manual of Uniform Traffic Control Devices
NFA - Non-Federal Aid
NHS - National Highway System
NHTSA - National Highway Traffic Safety Administration
NOx - Nitrogen Oxide
NTSB - National Transportation Safety Board
OCI - Overall Condition Index (Pavement)
PCI - Pavement Condition Index
PL - [Metropolitan] Planning Funds
PMS - Pavement Management System
PMUG - Pavement Management Users Group
PPP - Public Participation Process
PVTA - Pioneer Valley Transit Authority
QVCDC - Quabog Valley Community Development Corp.
REB - Regional Employment Board
RIF - Roadway Inventory Files
RPA - Regional Planning Agency
RTA - Regional Transit Authority
RTP - Regional Transportation Plan
SAFETEA-LU - Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SBA - Small Business Administration
SIP - State Implementation Plan (for air quality)
SKC - Sustainable Knowledge Corridor
SOV - Single Occupancy Vehicle
SPR - Statewide Planning and Research Funds
STIP - Statewide Transportation Improvement Program
STP - Surface Transportation Program
TCSP - Transportation and Community System Preservation [Pilot Program]
TDM - Transportation Demand Management
TEA-21 - Transportation Equity Act for the 21st Century
TIP - Transportation Improvement Program
TMC - Turning Movement Count
TND - Traditional Neighborhood District
TOD - Transit Oriented Design (or Development)

TRB - Transportation Research Board
TRO - Trip Reduction Ordinance
TSM - Transportation Systems Management
UMass - University of Massachusetts
UPWP - Unified Planning Work Program
VMT - Vehicle Miles Traveled
VOC - Volatile Organic Compound
VOR - Vehicle Occupancy Rate
WBE - Women-owned Business Enterprises
WRWA - Westfield River Watershed Association
WRWSAC - Westfield River Wild & Scenic Advisory Committee
ZBA - Zoning Board of Adjustment (or Appeals)