




Transportation Improvement Program

FY 2027-2031 Metropolitan Planning Organization
Pioneer Valley Region, Massachusetts

April 2026

TIP

DRAFT



**Pioneer Valley
Metropolitan Planning Organization**



**Pioneer Valley
Planning Commission**

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

2027 - 2031

FOR THE
METROPOLITAN PLANNING ORGANIZATION
PIONEER VALLEY REGION,
MASSACHUSETTS

April 2026



**Pioneer Valley
Planning Commission**

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

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: pvmvocivilrights@pvpc.org
U.S. Department of Transportation
Office of Civil Rights
1200 New Jersey Avenue, SE
Washington, DC 20590
Website: civilrights.justice.gov/

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
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): 如果需要使用其它語言了解信息，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.

French: Si vous avez besoin d'obtenir une copie de la présente dans une autre langue, veuillez contacter le spécialiste du Titre VI de PVPC en composant le 413-781-6045.

Italian: Se ha bisogno di ricevere queste informazioni in un'altra lingua si prega di contattare lo Specialista PVPC del Titolo VI al numero 413-781-6045.

Khmer: របស់វី ៩ ៩ ើរើបណក-អកតវការបកករបពតមាើ៩៩៩:

សមទាកទកអកដើកទើសលើ ពំ ក៩៦ របសPVPC តាមរយៈើ លខ៩ រសព ៩413-781-6045

Programs to Support Civil Rights

The MPO administers several programs to ensure that protected populations have equal access to the benefits of, and participation in, the MPO's transportation-planning process, free from discrimination.

MPO Title VI Program: Develops strategies, actions, and analyses needed to comply with FTA Title VI and FHWA Title VI/nondiscrimination requirements. The MPO reports its actions to comply with FTA requirements every three years; while FHWA requires compliance updates annually. The most recent triennial report can be found [here](#).

Public Participation Program: Provides avenues through which all residents, including protected populations, can participate in the MPO's transportation-planning and decision-making process.

:

Table of Contents

PREFACE 5

I. GENERAL SUPPORT INFORMATION 9

FEDERAL AUTHORIZATION 9

 THE TEN PLANNING FACTORS ARE AS FOLLOWS 9

CONFORMITY WITH THE REGIONAL TRANSPORTATION PLAN 17

METROPOLITAN PLANNING ORGANIZATION 17

DEVELOPMENT OF THE TIP 19

PROJECT SELECTION AND PROGRAMMING 22

AMENDMENT/ADJUSTMENT OF THE TIP 23

DESCRIPTION OF FUNDING SOURCES 25

TRANSPORTATION SYSTEM OPERATING AND MAINTENANCE COSTS 27

II. PUBLIC PARTICIPATION SUMMARY AND CHANGES 31

III. FEDERAL COMPONENT 33

PIONEER VALLEY MPO ENDORSEMENT 35

CERTIFICATION OF THE 3-C PLANNING PROCESS 36

FUNDING INFORMATION 38

THE GEOGRAPHIC DISTRIBUTION OF FEDERAL TARGET FUNDS 40

 A detailed map can be viewed [HERE](#)

IV. FEDERAL AID REGIONAL PROJECT LISTINGS 43

ORGANIZATION OF PROJECT LISTINGS 44

V. TRANSIT PROJECT LISTING FOR FFY 2027-2031 67

VI. PROJECT IMPLEMENTATION 87

VII. AIR QUALITY CONFORMITY INFORMATION FFY 2027-2031 93

VIII. GREENHOUSE GAS MONITORING AND EVALUATION 99

APPENDICES 115

Appendix A MassDOT Targets 117

Appendix B.1 Additional Project Information (Highway) 129

Appendix B.2 Additional Project Information (Transit) 138

Appendix C Operating and Maintenance Expenditures 2027-2031 164

| | |
|---|------------|
| Appendix D Performance Linked Investments 2027-2031 | 172 |
| Appendix D Performance Linked Investments 2027-2031 | 173 |
| Appendix E Metropolitan Planning Area (MPA) State and Local Consulted Agencies | 190 |
| Appendix F FAST Act Performance Management Information | 193 |
| Appendix G Planning Acronyms | 195 |

List of Tables and Figures

| | |
|--|----|
| TABLE 1 REGIONAL PERFORMANCE TARGET STATUS..... | 11 |
| FIGURE 2 HIGHWAY PERFORMANCE MEASURES (ALL FUNDING)..... | 12 |
| FIGURE 1 HIGHWAY PERFORMANCE MEASURES (TARGET PROJECTS)..... | 12 |
| TABLE 2 PERFORMANCE TARGETS FOR THE PIONEER VALLEY MPO..... | 12 |
| TABLE 3 PERFORMANCE MEASURE INVESTMENTS..... | 13 |
| TABLE 4 TAM AND PTASP INVESTMENTS..... | 14 |
| FIGURE 3 TRANSIT PERFORMANCE MEASURES..... | 15 |
| TABLE 5 CURRENT MPO MEMBERSHIP..... | 17 |
| SUMMARY OF TIP REVISIONS..... | 23 |
| TABLE 6 TRANSPORTATION OPERATING AND MAINTENANCE EXPENDITURES..... | 28 |
| TABLE 7 TRANSIT OPERATING EXPENDITURES..... | 28 |
| TABLE 8 TRANSIT MAINTENANCE EXPENDITURES..... | 29 |
| TABLE 9 COMMENTS RECEIVED DURING PUBLIC REVIEW..... | 32 |
| TABLE 10 FEDERAL HIGHWAY FINANCIAL PLAN..... | 38 |
| TABLE 11 FEDERAL TRANSIT FINANCIAL PLAN..... | 39 |
| TABLE 12 PROJECTS PROPOSED TO BE COMPLETED IN THE 2027-2031 TIP BY SUB-REGION..... | 40 |
| TABLE 13 PROJECTS PROPOSED TO BE COMPLETED IN THE 2027-2031 TIP BY MUNICIPALITY..... | 41 |
| TABLE 14 DISTRIBUTION OF PROJECTS IN THE TIP TO LOW INCOME POPULATIONS..... | 43 |
| TABLE 15 DISTRIBUTION OF PROJECTS IN THE TIP TO MINORITY POPULATIONS..... | 43 |
| TABLE 16 SUMMARY OF PROGRAMMED PROJECTS SECTION 1A FEDERAL AID TARGET PROJECTS..... | 45 |
| TABLE 17 FEDERALLY FUNDED PROJECTS YEAR 2027..... | 49 |
| TABLE 18 FEDERALLY FUNDED PROJECTS YEAR 2028..... | 52 |
| TABLE 19 FEDERALLY FUNDED PROJECTS YEAR 2029..... | 54 |
| TABLE 20 FEDERALLY FUNDED PROJECTS YEAR 2030..... | 56 |
| TABLE 21 FEDERALLY FUNDED PROJECTS YEAR 2031..... | 58 |
| TABLE 22: UNIVERSE OF PROJECTS AND TEC SCORES..... | 61 |
| TABLE 23 FFY 2027 TRANSIT PROJECT INFORMATION..... | 68 |
| TABLE 24 FFY 2028 TRANSIT PROJECT INFORMATION..... | 72 |
| TABLE 25 FFY 2029 TRANSIT PROJECT INFORMATION..... | 76 |

TABLE 26 FFY 2030 TRANSIT PROJECT INFORMATION 80

TABLE 27 FFY 2031 TRANSIT PROJECT INFORMATION 83

TABLE 28 PROJECT IMPLEMENTATION 88

TABLE 29 HIGHWAY GREENHOUSE GAS SUMMARY TABLES FFY 2027-2031 103

TABLE 30 TRANSIT GREENHOUSE GAS SUMMARY TABLES FFY 2027-2031 108

FIGURE 1 FFY 2027-2031 ESTIMATED TRANSIT OPERATIONS AND MAINTENANCE EXPENDITURES 171

TABLE 32 AGENCIES CONTACTED 190

TABLE 33 AGENCIES PROVIDING CONSULTATION 191

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 628,000 residents, the Pioneer Valley is the fourth largest metropolitan area in New England. The map on the following page references the Pioneer Valley Region.

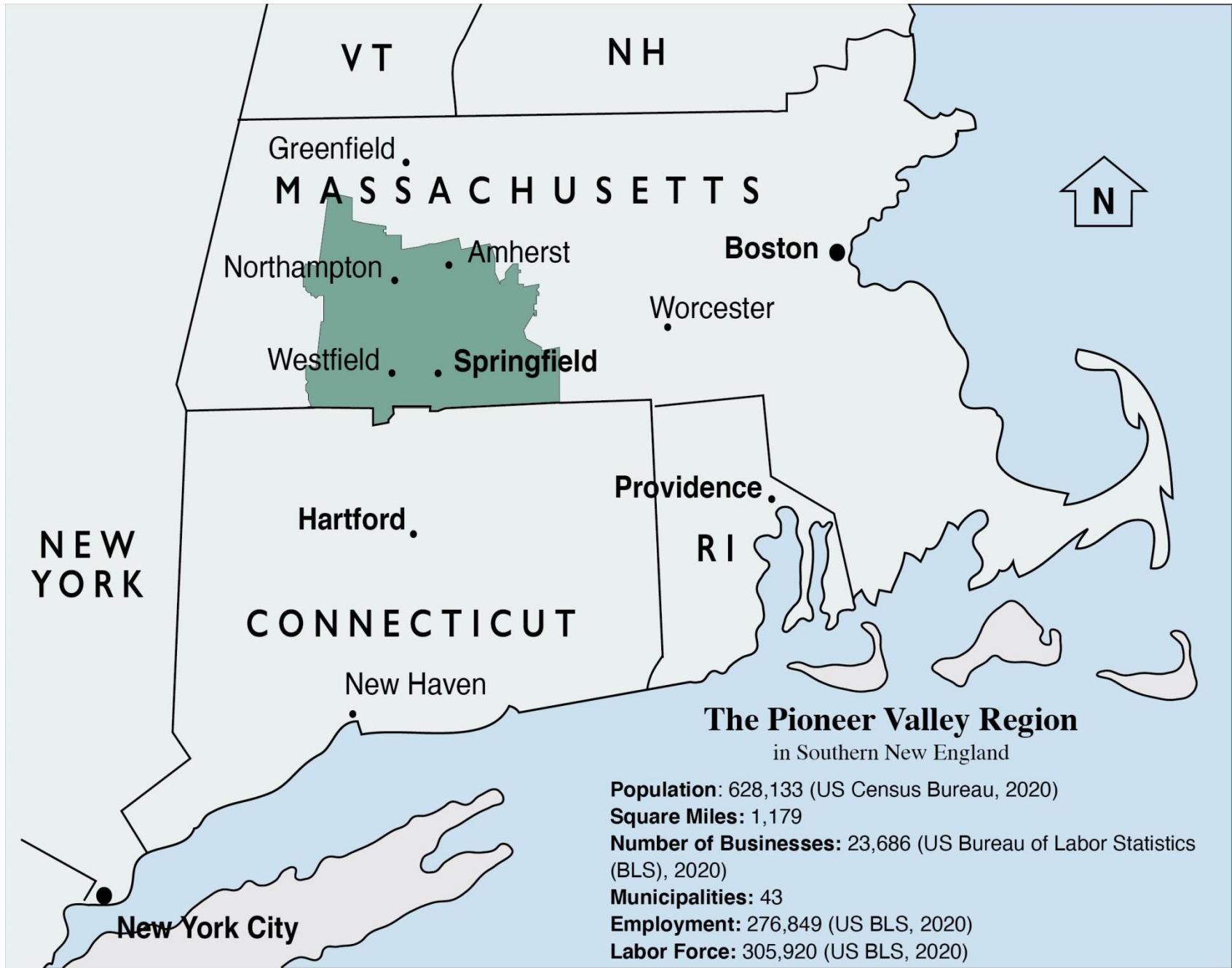
TIP Format and MPO Endorsement

The FFY 2027 - 2031 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 2027-2031 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 Funding Commitment

This eligibility determination made by the Project Review Committee (PRC) is not a commitment of state or federal funding to the project, nor is the decision to commit funding solely MassDOT's. The decision to program funding for this project is made by the Pioneer Valley Metropolitan Planning Organization (MPO) as part of their annual TIP development process. MassDOT has committed to providing matching funds for all regional discretionary funded (section 1A) transportation improvement projects that will be ready for advertisement in FFY 2027 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 2027 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). Below are the planning factors in US DOT regulations, which were introduced in the FAST Act.

THE TEN PLANNING FACTORS ARE AS FOLLOWS

Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

Increase the safety of the transportation system for motorized and non-motorized users.

Increase the security of the transportation system for motorized and non-motorized users.

Increase the accessibility and mobility of people and for freight.

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.

Enhance the integration and connectivity of the transportation system, across and between modes, people and freight.

Promote efficient system management and operation.

Emphasize the preservation of the existing transportation system.

Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.

Enhancing travel and tourism.

PERFORMANCE BASED PLANNING AND PROGRAMMING

A continuation of previous laws, the BIL 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 BIL to achieve desired outcomes for the multimodal transportation system. It is intended to advance transportation investments based on their ability to meet established goals. This includes setting targets for the performance measures identified in the BIL.

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 most recent update of the Transportation Evaluation Criteria (TEC), the TEC is the tool used by the MPO to program projects as part of the TIP for many years.

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 and continued in the BIL. 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 PTASP was most recently reviewed and approved by the MPO January 27, 2026.

Table 1 Regional Performance Target Status

| Final Rule | Effective Date | Status | Updated |
|--|----------------|---|------------------------------|
| Safety Performance Measures (PM1) | 14-Apr-16 | MPO adopted state targets on January 27, 2026 | Annually |
| Pavement/Bridge Performance Measures (PM2) | 20-May-17 | MPO adopted state targets on February 28, 2023 / Mid - Performance Period Update 10/22/24 | Every Two Years / Four Years |
| System Performance Measures (PM3) | 20-May-17 | MPO adopted state targets on February 28, 2023 / Mid - Performance Period Update 10/22/24 | Every Two Years / Four Years |
| Transit Asset Management Plan (TAM) | 26-Jul-16 | MPO adopted PVTA TAM Plan Targets on February 25, 2022 (plan annually) | Every Four Years |
| Public Transportation Agency Safety Plan (PTASP) | 18-Nov-20 | MPO adopted PVTA – PTASP on January 27, 2026 | Annually |

As can be seen in table 1, the Pioneer Valley MPO has elected to adopt the State performance targets for PM1, PM2 and PM3. PVTA has established TAM and PTASP performance targets into which are shown in table 1 as well. The UPWP includes specific tasks to support the performance based planning and programming for the Pioneer Valley MPO. Figure 1 and figures 2 displays how TIP funding is being spent to help meet the goals displayed in table 1. Figure 1 displays projects funded with regional discretionary funds while figure 2 shows all funding.

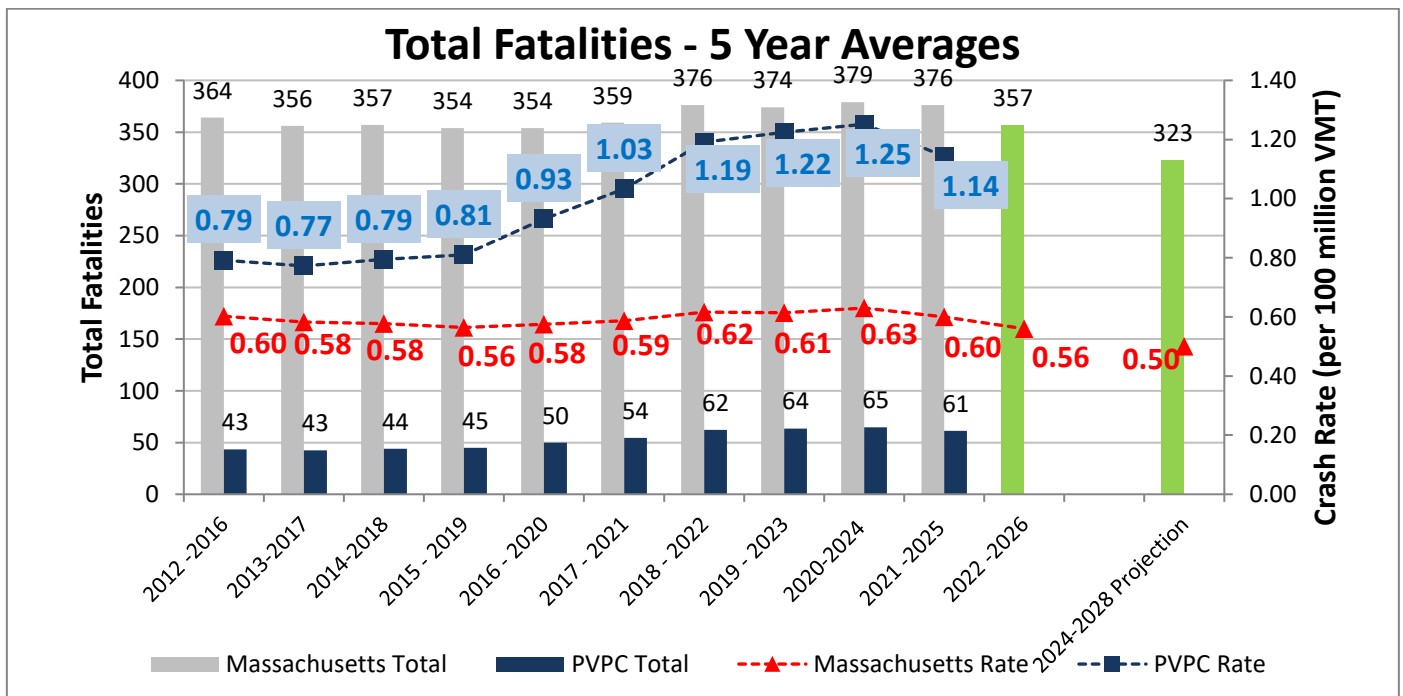


Figure 1 Highway Performance Measures (Target Projects)

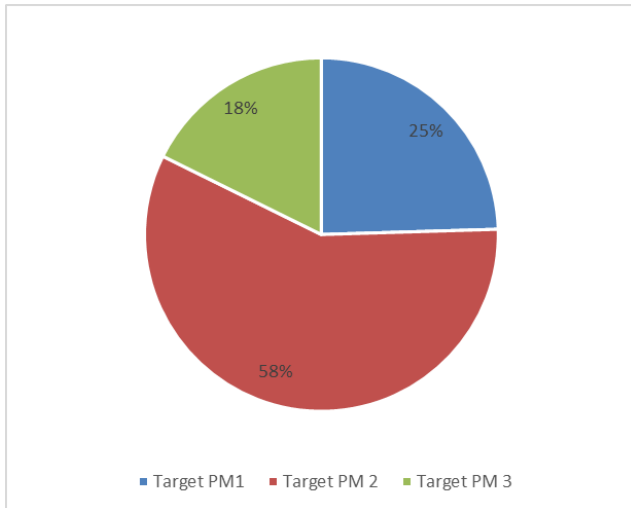


Figure 2 Highway Performance Measures (All Funding)

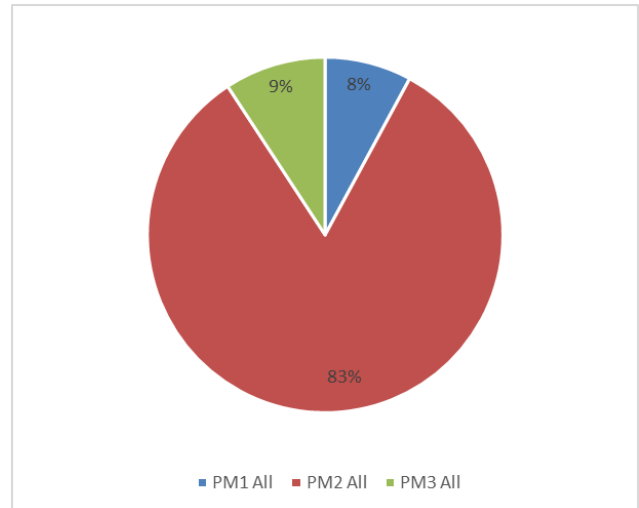


Table 2 Performance Targets for the Pioneer Valley MPO

| Rule | Performance Measure | State Target 2026 |
|------|--|--|
| PM1 | Total Number of Fatalities | Reduce the 5-year average fatalities to 357 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 0.56/100 million VMT or less statewide with an overarching goal of zero fatalities/100 million VMT. |
| PM1 | Total Number of Serious Injuries | Reduce the 5-year average of the total number of Serious Injuries to 2562 or less statewide |
| PM1 | Rate of Serious Injuries per 100 Million VMT | Reduce the Rate of Serious Injuries to 4.03/100 million VMT or less statewide |
| PM1 | Total Number of Non-Motorized Fatalities and Serious Injuries | Decrease the 5-year average of non-motorist fatalities and serious injuries to 512 (2022-2026) or less, a 5% reduction |
| 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 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 | Percent of Non-Single Occupancy Vehicles (SOV) Travel - Springfield | Maintain a condition of 22.7% non-SOV or better for 2025 |
| PM3 | Percentage of Non Single Occupant Vehicle (SOV) Travel | Maintain at least 22.2% for Non-SOV Travel in the Springfield Urbanized Area for 2023 and 22.2% 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. |
| PM3 | Percent change in tailpipe CO2 emissions on the NHS relative to 2022. Emissions relative to the calendar year (CY) 2022 reference year, NHS GHG emissions were 13.82 MMTCO2e. | MassDOT established a 2025 NHS GHG emissions target of 12.72 million metric tons CO2 equivalent (MMTCO2e), which represents a 7.9% reduction in NHS GHG |

Table 3 Performance Measure Investments

| | All Project | Target Projects | PM | Investment |
|------|---------------|-----------------|---------------|--------------|
| PM 1 | \$89,016,789 | \$38,073,224 | Maintenance | \$36,957,331 |
| PM 2 | \$934,191,057 | \$89,717,387 | Modernization | \$19,612,549 |
| PM 3 | \$104,191,848 | \$27,468,199 | Vehicles | \$65,971,561 |

As can be seen in Table 3 and illustrated in figures 1 and 2, the PVMPO anticipates investing \$155 million over the next 5 years on projects that will aid the PVMPO in meeting the Performance Measure targets. PVPC staff 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 25% (\$38,073,224) will help achieve PM1, 58% (\$89,717,387) will help achieve PM2, and 18% (\$27,468,199) will help achieve PM3. As more data because available it is anticipated that corresponding PM trends will show that our region is meeting or exceeding our PM Rules. A full listing of projects can be found in Appendix D.

Table 4 TAM and PTASP Investments

| Rule | Performance Measure | CY 2026 Target |
|------|---|--|
| TAM | Percent of revenue vehicles by asset class that have met or exceeded their Useful Life Benchmark (ULB) | All Revenue Vehicles = 77%, Bus = 40%, Cutaway Bus = 100%, |
| TAM | Percent of vehicles that have met or exceeded their Useful Life Benchmark (ULB) | Automobiles = 50% Trucks and other Rubber Tire Vehicles = 50% |
| TAM | Percent of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale | Administrative and Maintenance = 50% |

| Safety Performance Measures Fixed Route | | | |
|---|-----------------------------|----------------|---------------------------------|
| Rule | Performance Measure | CY 2026 Target | CY 2026 Target Rate per 10K VRM |
| PTASP | Major Events | 5 | 0.01 |
| PTASP | Pedestrian Collisions | 1 | 0.02 |
| PTASP | Vehicular Collisions | 64 | 1.29 |
| PTASP | Total Collisions | 65 | 1.3 |
| PTASP | Fatalities | 0 | 0 |
| PTASP | Transit worker Fatalities | 0 | 0 |
| PTASP | Injuries | 50 | 1 |
| PTASP | Transit Worker Injuries | 5 | 0.01 |
| PTASP | Assaults on Transit Workers | 115 | 2.32 |
| PTASP | System Reliability | | |
| PTASP | Preventable Crashes | n/a | 2.15 |
| PTASP | Miles Between Breakdowns | 20,500 | n/a |

| Safety Performance Measures Paratransit | | | |
|---|-----------------------------|----------------|---------------------------------|
| PTASP | Performance Measure | CY 2026 Target | CY 2026 Target Rate per 10K VRM |
| PTASP | Major Events | 1 | 0.03 |
| PTASP | Pedestrian Collisions | 0 | 0 |
| PTASP | Vehicular Collisions | 20 | 0.67 |
| PTASP | Total Collisions | 20 | 0.67 |
| PTASP | Fatalities | 0 | 0 |
| PTASP | Transit worker Fatalities | 0 | 0 |
| PTASP | Injuries | 1 | 0.03 |
| PTASP | Transit Worker Injuries | 1 | 0.03 |
| PTASP | Assaults on Transit Workers | 1 | 0.03 |
| PTASP | System Reliability | | |
| PTASP | Preventable Crashes | n/a | 1 |
| PTASP | Miles Between Breakdowns | 40,000 | N/A |

Figure 3 Transit Performance Measures

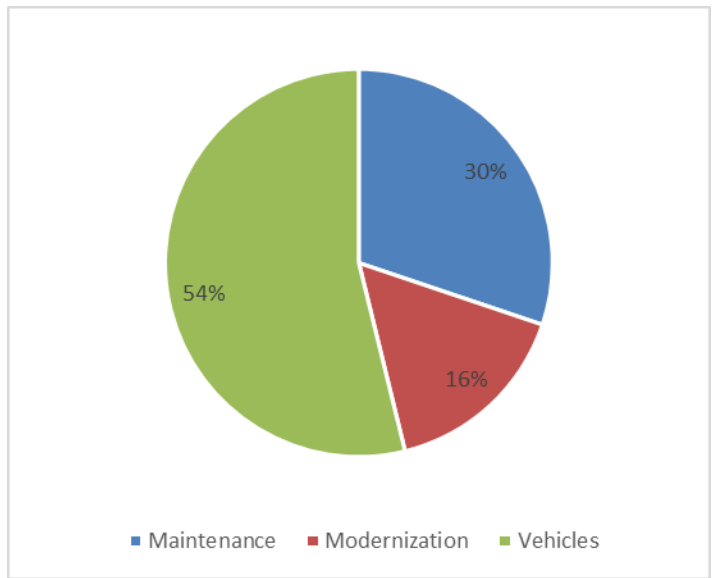


Table 3 shows PVTA capital investment that are anticipated to help our region meet the TAM rule (illustrated in Figure 3). Over the next 5 years PVTA anticipates spending \$123 million on buses, vans, mini buses, and facility maintenance. PVTA spends roughly 54% (\$65,971,561) of their capital budget on fleet replacement in order to meet the TAM rule. PVTA spends 30%

(\$36,957,331) on maintenance of the existing facilities and 16% (\$19,612,549) on system modernization. PTASP targets were approved by the MPO in May of 2022 and are reviewed yearly, projects will be evaluated as more data becomes available to measure PTASP effectiveness. A full listing of projects can be found in Appendix D.

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 2026 through 2030 (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 2026-2030 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](#)).

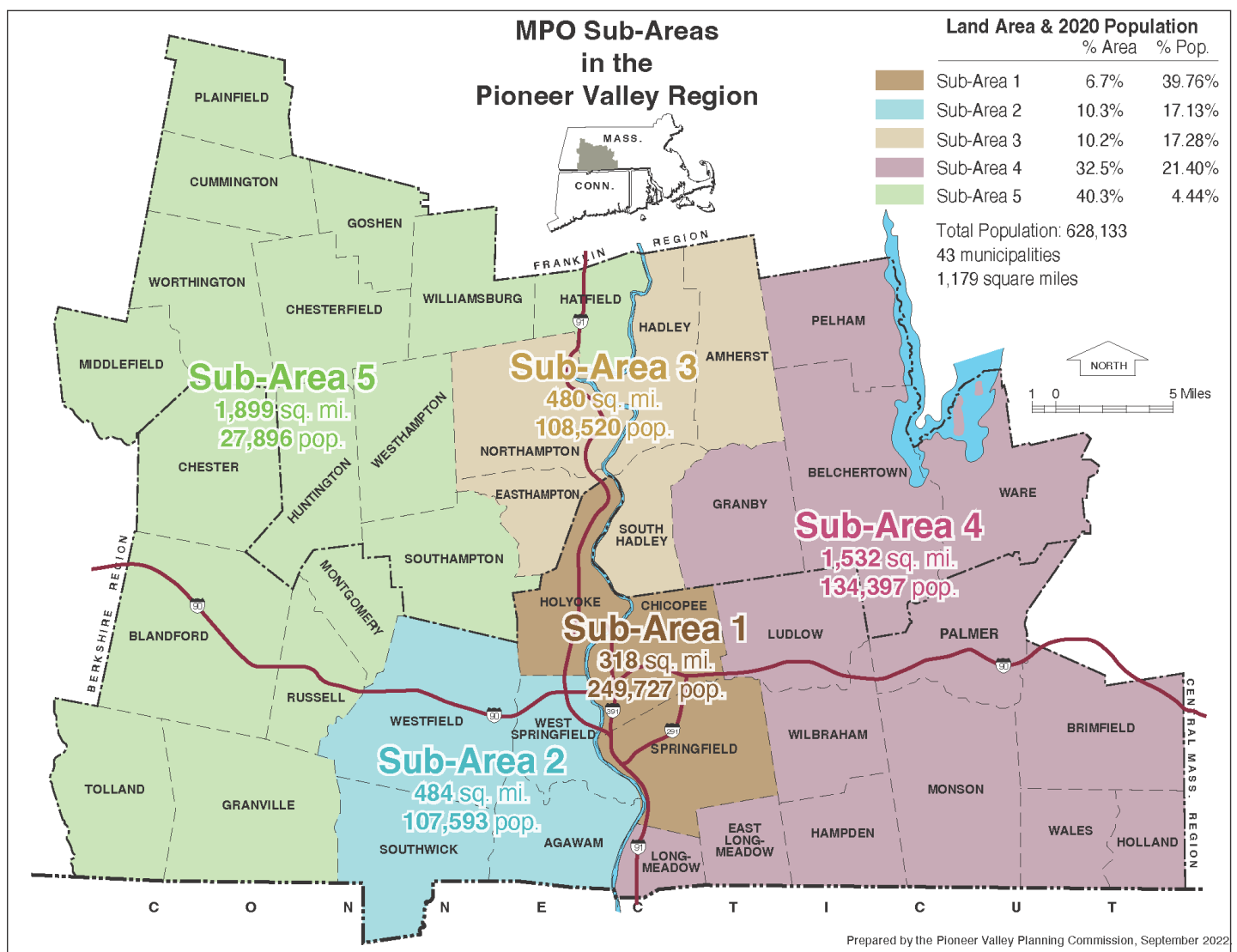
METROPOLITAN PLANNING ORGANIZATION

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:

Table 5 Current MPO Membership

| Name | Title |
|----------------------|---|
| Phil Eng | Interim Secretary and CEO of the Massachusetts Department of Transportation (MassDOT) |
| Jonathan L. Gulliver | Administrator of the MassDOT Highway Division |
| William Dwyer | Chair of the Pioneer Valley Executive Committee |
| JM Sorrell | Chair of the Pioneer Valley Transit Authority Advisory Board |
| Domenic Sarno | Mayor of Springfield (Sub-Region 1) |
| Joshua Garcia | Mayor of Holyoke (Sub-Region 1) |
| Michael McCabe | Mayor of Westfield (Sub-Region 2) |
| Gina-Louise Sciarra | Mayor of Northampton (Sub-Region 3) |
| James Whalen | Holland Selectboard (Sub-Region 4) |
| Roger Fuller | Chesterfield Selectboard (Sub-Region 5) |
| Aaron Vega | Economic Development Council of Western Massachusetts |
| Alternates | |
| John Vieau | Mayor of Chicopee (Sub-Region 1) |
| William Reichelt | Mayor of West Springfield (Sub-Region 2) |
| Salem Derby | Mayor of Easthampton (Sub-Region 3) |
| Vacant | Sub-Region 4 |

| | |
|-------------------------|---|
| Stephen Thor Johnson | Southampton Selectboard (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 |
| Carmen Rosado | Chair – Pioneer Valley Joint Transportation Committee |



NOMINATION AND ELECTION PROCESS FOR THE SIX LOCALLY ELECTED MPO MEMBERS

MPO staff will perform outreach to gauge the number of interested locally elected officials in each MPO tier. In the event that multiple municipalities are interested in serving on the MPO, the electoral process shall be conducted using an email ballot for tier 2 and tier 3. For tier 4 and tier 5 if three or more locally officials are interested in serving on the MPO, a regional caucus approach will be used to determine membership. The term of office for each community representative to the Pioneer Valley MPO shall be for two years, beginning January 1st.

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 MPO.

The above-cited community officials shall be approved by the MPO at a regularly scheduled MPO meeting.

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: <https://www.mass.gov/road-flaggers-and-police-detail>

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. The most recent changes to the TEC took place in the fall of 2025, this was to ensure that the TEC was in compliance with the most recent federal requirements. Those changes have been update in the TEC Scoring Summary found on the [PVPC website](#). 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. [Click Here](#) to **view current TEC summary sheet**

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 . <https://geodot.mass.gov/pages/mapit/> .

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 <https://pvpc.org/about-us/mpo/>.

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

National Highway Freight Program (NHFP) – This program purpose is to improve the efficient movement of freight on the National Highway Freight Network (NHFN). Two percent of this program is set aside for State Planning and Research. BIL allows States to use ≤30% (vs. 10% under previous law) of NHFP funding on freight intermodal or rail projects, subject to certain restrictions. BIL also adds eligibility for modernization/rehabilitation of a lock and dam or a marine highway corridor, connector, or crossing (including an inland waterway corridor, connector, or crossing) that are functionally connected to the National Highway Freight Network AND are likely to reduce on-road mobile source emissions. Funding: federal – 90% on interstate and 80% on all other projects, state/local – 10% on interstate and 20% on all other projects.

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 – 90% on interstate and 80% on all other projects, state/local – 10% on interstate and 20% on all other projects.

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 – 90% on interstate and 80% on all other projects, state/local – 10% on interstate and 20% on all other projects.

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 – 90% on interstate and 80% on all other projects, state/local – 10% on interstate and 20% on all other projects.

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%.

Recreational Trails Program (RTP) - provides funds to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses (set-aside from Transportation Alternatives). Funding: federal -80%, state/local – 20%.

Bridge Formula Program (BFP) - The purpose of this program is to replace, rehabilitate, preserve, protect, and construct bridges on public roads. Fifteen percent of BFP funds are reserved for off-system bridges. This is a non-core formula program and not subject to obligation limitation. Projects on the STIP using these funds may have a program line ending in NB, indicating New Bridge Program (now known as BFP). Funding federal – 90% on interstate and 80% on all other projects, state/local – 10% on interstate and 20% on all other projects or for off-system bridges not owned by a local agency; no match required for locally owned off-system bridges.

Next Generation Bridge Program (NGBP) Massachusetts' Next Generation Bridge Program focuses on funding bridge preservation and the bundling of smaller MassDOT bridge projects. These projects will be advertised for construction during the 5-year STIP period and are initially funded with non-federal aid funding (i.e. state funds), and will be repaid in the future with debt repayments using federal aid. This is reflected in the Highway Funding Program as Grant Anticipation Notes (GANS).

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 – 90% on interstate and 80% on all other projects, state/local – 10% on interstate and 20% on all other projects.

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%.

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 purchase buses and related equipment and to construct bus related facilities. Funding: Federal - 80%, State - 20%.

Section 5307 Capital- This program provides grants to Urbanized Areas (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. Funding: 10% for the cost of vehicle-related equipment attributable to compliance with the Americans with Disabilities Act and the Clean Air Act; 50% for the net project cost of operating assistance; 20% for all other projects.

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 (PVTA) to provide van service to elderly and/or disabled persons. Funding: state/local match - 50% for operating assistance; no match required for program administrative costs; 20% for other projects.

Section 5311 - These funds are used to enhance access for people in nonurbanized areas to health care, shopping, education, employment, public services, and recreation. It is also used to assist in the maintenance, development, improvement, and use of public transportation systems in nonurbanized areas. Funding: state/local match - 20% for capital projects and American with Disabilities Act (ADA) non-fixed route paratransit service; 50% for operating assistance.

Regional Transit Authority Capital Assistance (RTACAP) - RTACAP involves state funding primarily used for RTA capital projects, including matching funds for federally-funded projects.

Mobility Assistance Program (MAP) - funds are state capital dollars provided to transit agencies, Councils on Aging, and private nonprofits for the purchase of vehicles to be used in the provision of transportation services to the elderly and persons with disabilities. MAP is administered by MassDOT under the Section 5310 program through an application process.

State Contract Assistance (SCA) - SCA funds are state operating assistance for transit, provided through the Commonwealth Transportation Fund (CTF) and the Massachusetts Transportation Trust Fund (MTTF). These funds are used for operating expenditures through contracts between the RTAs and MassDOT's Rail and Transit Division.

Transportation Development Credits (TDC) - FHWA and FTA allow states to substitute certain previously financed toll investments for state matching funds that are required for federal projects. This permits states to use TDCs, commonly known as Toll Credits, to match federal funds.

TRANSPORTATION SYSTEM OPERATING AND MAINTENANCE COSTS

The FFY 2027- 2031 TIP is consistent with the Regional Transportation Plan (RTP) for the Pioneer Valley Region. Tables 3,4 and 5 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. [Click Here](#) for additional funding information.

Table 6 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 7 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 8 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 2024

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 2027-2031 TIP underwent a public review and comment period consistent with the Pioneer Valley Metropolitan Planning Organizations Public Participation Process. This began April 30, 2026 and continued until May 21, 2026. During this time, comments were received from (insert number of comments). A public hearing was held on May 13, 2026 as part of the JTC meeting. Below is a summary of the comments received during the public review and comment period.

Table 9 Comments Received During Public Review

Comments to be added upon completion of public review period.

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

The signature below signifies that all members of the Pioneer Valley Region's Metropolitan Planning Organization, or their designees, have met on May 26, 2026 and discussed the following item for endorsement: The Pioneer Valley Region's 2027-2031 Transportation Improvement Program (TIP)

CERTIFICATION OF THE 3-C PLANNING PROCESS

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 11101(e) of the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58) 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 CFR 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.

May 26, 2026

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 2024 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
11. 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.

May 26, 2026

Date

FUNDING INFORMATION

FEDERAL AID TARGETS

The MassDOT provided the revised PVPC federal aid highway funding targets for the region On January 27, 2026. The targets are provided for FFYs 2027 through 2031 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 FFY2028 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 10 (highway) and Table 11 (transit) shows both these target amounts and the amounts programmed for highway and transit projects during fiscal years 2027 – 2031, 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 10 Federal Highway Financial Plan

| Highway | 2027 | 2028 | 2029 | 2030 | 2031 | GRAND TOTAL |
|------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|
| All Other Programmed Funding | \$359,380,421 | \$134,494,434 | \$141,948,962 | \$170,791,015 | \$175,337,382 | \$981,952,214 |
| Total Target Funds | \$38,506,451 | \$39,102,948 | \$39,711,373 | \$39,183,404 | \$40,046,123 | \$196,550,299 |
| Total of Programmed | \$29,424,484 | \$39,054,190 | \$39,617,345 | \$34,529,006 | \$8,800,049 | \$151,425,074 |
| Programmed STBG | \$29,424,484 | \$39,054,190 | \$39,617,345 | \$34,529,006 | \$8,800,049 | \$151,425,074 |
| Programmed HSIP | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Programmed CMAQ | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Programmed TAP | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Programmed VUS | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Difference | \$9,081,967 | \$48,758 | \$94,028 | \$4,654,398 | \$31,246,074 | \$45,125,225 |

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 11 Federal Transit Financial Plan

| Transit | 2027 | 2028 | 2029 | 2030 | 2031 | GRAND TOTAL |
|-----------------------------------|--------------|---------------|---------------|---------------|---------------|----------------------|
| Available Funds | \$99,945,462 | \$106,956,654 | \$104,419,397 | \$101,583,785 | \$104,248,461 | \$517,153,759 |
| Transit Capital Investment | \$27,125,707 | \$26,189,969 | \$26,116,871 | \$22,174,577 | \$25,369,317 | \$126,976,441 |
| 5307 | \$16,431,084 | \$12,553,795 | \$15,403,100 | \$16,565,876 | \$19,092,592 | \$80,046,447 |
| 5307 CR | \$0 | \$0 | \$4,320,000 | \$0 | \$0 | \$4,320,000 |
| 5339 | \$691,462 | \$705,292 | \$719,397 | \$733,785 | \$748,461 | \$3,598,397 |
| 5339D | \$1,400,000 | \$3,075,000 | \$0 | \$0 | \$0 | \$4,475,000 |
| 5320 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| DOF | \$0 | \$4,480,000 | \$0 | \$0 | \$0 | \$4,480,000 |
| Other Federal | \$504,000 | \$294,000 | \$400,000 | \$450,000 | \$416,000 | \$2,064,000 |
| Other Non-Federal | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| RTACAP Program | \$8,045,161 | \$5,027,882 | \$5,219,374 | \$4,367,916 | \$3,899,134 | \$26,559,467 |
| SCA Program | \$54,000 | \$54,000 | \$55,000 | \$57,000 | \$1,213,130 | \$1,433,130 |
| Difference | \$72,819,755 | \$80,766,685 | \$78,302,526 | \$79,409,208 | \$78,879,144 | \$390,177,318 |

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

THE GEOGRAPHIC DISTRIBUTION OF FEDERAL TARGET FUNDS

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 (2027 through 2031) TIP. Table 12 provides the results of this analysis broken out by MPO sub-region while Table 13 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 12 and 13 the PVMPO has successfully programmed 12 projects in 10 communities over the next 5 years. The total funding commitment for these projects is \$151 million. The average investment per project is \$15.1 million (increase from \$10.1 million in FFY 2026 and \$10.55 million in FFY 2025) or 2 projects per year on average (average of 3.4 in FFY 2026).

Table 12 Projects Proposed to be Completed in the 2027-2031 TIP by Sub-Region

| MPO Sub Region | 2027 | 2028 | 2029 | 2030 | 2031 | Total Projects | Total Funds | % Funds | % Pop | Median Household Income | Below Poverty Level | Population |
|-----------------|------|------|------|------|------|----------------|---------------|---------|-------|-------------------------|---------------------|------------|
| Sub Region 1 | 0 | 0 | 1 | 0 | 0 | 1 | \$16,045,830 | 11% | 40% | \$39,186 | 24.37% | 248,238 |
| ↳Active funding | 1 | 0 | 1 | 1 | 1 | | | | | | | |
| Sub Region 2 | 2 | 0 | 0 | 0 | 0 | 2 | \$12,408,858 | 8% | 17% | \$64,795 | 8.53% | 107,425 |
| ↳Active funding | 1 | 0 | 0 | 0 | 0 | | | | | | | |
| Sub Region 3 | 1 | 2 | 1 | 0 | 0 | 4 | \$60,488,376 | 40% | 17% | \$61,037 | 14.68% | 105,185 |
| ↳Active funding | 1 | 3 | 2 | 2 | 0 | | | | | | | |
| Sub Region 4 | 0 | 1 | 2 | 0 | 0 | 3 | \$37,172,071 | 25% | 21% | \$73,499 | 6.84% | 132,675 |
| ↳Active funding | 0 | 1 | 2 | 1 | 1 | | | | | | | |
| Sub Region 5 | 1 | 0 | 1 | 0 | 0 | 2 | \$25,309,939 | 17% | 4% | \$68,342 | 6.52% | 28,047 |
| ↳Active funding | 1 | 0 | 1 | 1 | 0 | | | | | | | |
| Grand Total | 4 | 3 | 5 | 0 | 0 | 12 | \$151,425,074 | | | \$61,372 | 12.19% | 621,570 |

Source: PVPC TIP

As can be seen in Table 12, sub-region 1 (40% of PV population) will see 4 projects worth \$16 million (11% of the programmed funding) over the next 5 years. Sub-region 5 which makes up 4% on the regional population is anticipated to receive 17% (\$25.4 million) of the programmed funding over the next 5 years. This is due in large to the complexity and cost of bringing rural roads up to current state and federal standards. Sub-region 2 (17% of PV populations) has 8% (2 project worth \$12.4 million) programmed over the next 5 years, this is due in large part to several large projects recently being completed in Sub-region 2. Sub Region 3 (17% of the population) has 4 project valued at \$60.5 million(40% of programmed funding) over the next five year. The significant investment in sub-are 3 is in large part the result of major reconstruction / complete street projects in Northampton and Easthampton. The PVMPO is committed to funding transportation improvement projects across the entire region. The community data provided in Table 13 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 13 Projects Proposed to be Completed in the 2027-2031 TIP by Municipality

| | 2027 | 2028 | 2029 | 2030 | 2031 | Total | Total Funds | % Funds | % Pop | Median Household Income | Below Poverty Level | Population |
|---------------------|------|------|------|------|------|-------|--------------|---------|-------|-------------------------|---------------------|------------|
| Agawam | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 0% | 4.6% | \$63,561 | 9.3% | 28,705 |
| Amherst | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 0% | 6.2% | \$52,537 | 33.8% | 38,919 |
| Belchertown | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 0% | 2.4% | \$74,221 | 7.8% | 14,735 |
| Blandford | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 0% | 0.2% | \$72,361 | 5.6% | 1,246 |
| Brimfield | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 0% | 0.6% | \$82,365 | 3.0% | 3,708 |
| Chester | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 0% | 0.2% | \$65,648 | 9.2% | 1,360 |
| Chesterfield | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 0% | 0.2% | \$63,594 | 7.3% | 1,239 |
| Chicopee | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 0% | 8.9% | \$47,276 | 12.9% | 55,717 |
| Cummington | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 0% | 0.1% | \$50,521 | 6.4% | 867 |
| East Longmeadow | 0 | 0 | 1 | 0 | 0 | 1 | \$9,541,098 | 6% | 2.6% | \$84,173 | 5.1% | 16,022 |
| ↳Active funding | 0 | 0 | 1 | 0 | 0 | | | | | | | |
| Easthampton | 0 | 1 | 1 | 0 | 0 | 2 | \$22,908,337 | 15% | 2.5% | \$56,927 | 8.3% | 15,971 |
| ↳Active funding | 0 | 1 | 1 | 1 | 0 | | | | | | | |
| Goshen | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 0% | 0.2% | \$69,219 | 2.8% | 1,058 |
| Granby | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 0% | 1.0% | \$78,261 | 5.8% | 6,290 |
| Granville | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 0% | 0.3% | \$75,208 | 7.1% | 1,612 |
| Hadley | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 0% | 0.8% | \$74,737 | 7.5% | 5,271 |
| Hampden | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 0% | 0.8% | \$78,722 | 4.2% | 5,179 |
| Hatfield | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 0% | 0.5% | \$60,033 | 11.1% | 3,282 |
| Holland | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 0% | 0.4% | \$64,868 | 9.4% | 2,495 |
| Holyoke | 0 | 0 | 1 | 0 | 0 | 1 | \$16,045,830 | 11% | 6.4% | \$35,550 | 30.1% | 40,249 |
| ↳Active funding | 0 | 0 | 1 | 1 | 1 | | | | | | | |
| Holyoke-West Spfld. | 1 | 0 | 0 | 0 | 0 | 1 | \$3,970,804 | 3% | | | | |
| ↳Active funding | 1 | 0 | 0 | 0 | 0 | | | | | | | |
| Huntington | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 0% | 0.3% | \$52,275 | 9.8% | 2,168 |
| Longmeadow | 0 | 1 | 0 | 0 | 0 | 1 | \$11,364,057 | 8% | 2.5% | \$108,835 | 5.3% | 15,882 |
| ↳Active funding | 0 | 1 | 0 | 0 | 0 | | | | | | | |
| Ludlow | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 0% | 3.4% | \$61,410 | 5.9% | 21,451 |
| Middlefield | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 0% | 0.1% | \$78,214 | 5.3% | 528 |
| Monson | 0 | 0 | 1 | 0 | 0 | 1 | \$16,266,916 | 11% | 1.4% | \$66,389 | 8.2% | 8,722 |
| ↳Active funding | 0 | 0 | 1 | 1 | 1 | | | | | | | |
| Montgomery | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 0% | 0.1% | \$78,333 | 2.0% | 862 |
| Northampton | 1 | 0 | 0 | 0 | 0 | 1 | \$27,379,006 | 18% | 4.5% | \$58,179 | 14.6% | 28,495 |
| ↳Active funding | 1 | 1 | 1 | 1 | 0 | | | | | | | |
| Palmer | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 0% | 1.9% | \$51,846 | 10.3% | 12,157 |
| Pelham | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 0% | 0.2% | \$88,462 | 5.7% | 1,319 |
| Plainfield | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 0% | 0.1% | \$57,188 | 9.3% | 650 |
| Russell | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 0% | 0.3% | \$68,750 | 2.1% | 1,789 |
| South Hadley | 0 | 1 | 0 | 0 | 0 | 1 | \$10,201,033 | 7% | 2.8% | \$62,803 | 9.2% | 17,740 |
| ↳Active funding | 0 | 1 | 0 | 0 | 0 | | | | | | | |
| Southampton | 0 | 0 | 1 | 0 | 0 | 1 | \$12,544,313 | 8% | 1.0% | \$68,693 | 4.9% | 5,984 |
| ↳Active funding | 0 | 0 | 1 | 1 | 0 | | | | | | | |
| Southwick | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 0% | 1.5% | \$81,967 | 2.9% | 9,634 |
| Springfield | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 0% | 24.5% | \$34,731 | 30.1% | 153,703 |
| Tolland | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 0% | 0.1% | \$85,750 | 7.9% | 483 |
| Wales | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 0% | 0.3% | \$52,500 | 5.3% | 1,875 |
| Ware | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 0% | 1.6% | \$49,630 | 14.9% | 9,844 |
| West Springfield | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 0% | 4.6% | \$52,806 | 11.0% | 28,684 |

Table 13 Projects Proposed to be Completed in the 2027-2031 TIP by Municipality (Continued)

| | | | | | | | | | | | | |
|------------------|---|---|---|---|---|----|---------------|------|--------|-----------|-------|---------|
| Westfield | 1 | 0 | 0 | 0 | 0 | 1 | \$8,438,054 | 6% | 6.6% | \$60,845 | 10.9% | 41,301 |
| ↳Active funding | 1 | 0 | 0 | 0 | 0 | | | | | | | |
| Westhampton | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 0% | 0.3% | \$79,583 | 5.2% | 1,603 |
| Wilbraham | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 0% | 2.3% | \$87,303 | 4.8% | 14,477 |
| Williamsburg | 1 | 0 | 0 | 0 | 0 | 1 | \$12,765,626 | 8% | 0.4% | \$65,147 | 10.2% | 2,466 |
| ↳Active funding | 1 | 0 | 0 | 0 | 0 | | | | | | | |
| Worthington | 0 | 0 | 0 | 0 | 0 | 0 | \$0 | 0% | 0.2% | \$71,300 | 4.6% | 1,167 |
| Hampden County | 2 | 1 | 3 | 0 | 0 | 6 | \$65,626,759 | 43% | 74.5% | \$50,036 | 17.7% | 467,313 |
| Hampshire County | 2 | 2 | 2 | 0 | 0 | 6 | \$85,798,315 | 57% | 25.5% | \$61,460 | 13.9% | 159,596 |
| PVMPO Region | 4 | 3 | 5 | 0 | 0 | 12 | \$151,425,074 | 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

DEMOGRAPHIC AND ECONOMIC ANALYSIS

ASSESSMENT STRATEGIES

PVPC performed a demographic and economic analysis in order to 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.

DISTRIBUTION ANALYSIS

PVPC conducted a distribution analysis on the transportation improvement project anticipated to be funded as part of 2027-2031 TIP this assessment process identifies how regional transportation improvement projects have the potential impact on defined minority and low-income block groups in the region. The following tables (14 and 15) and [linked map](#) displays an overlay of federally funded projects from the Transportation Improvement Program (TIP) to minority and low income census block groups. 2027 to 2031 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 14 and 15.

Table 14 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) | 444 | 125 | 319 | 28.15% | 71.85% |
| Population | 628075 | 156165 | 471910 | 24.86% | 75.14% |
| Minority Population | 210365 | 115887 | 94478 | 55.09% | 44.91% |
| Number of Projects | 95 | 34 | 61 | 35.79% | 64.21% |
| Projects not Funded | 0 | 0 | 0 | | |
| Projects | \$1,149,143,137 | \$740,389,514 | \$408,753,623 | 64.43% | 35.57% |
| Total Project Dollars per Capita | \$1,830 | \$4,741 | \$866 | | |

Table 15 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) | 444 | 185 | 259 | 41.67% | 58.33% |
| Population | 628075 | 245037 | 383038 | 39.01% | 60.99% |
| Minority Population | 210365 | 161317 | 49048 | 76.68% | 23.32% |
| Number of Projects | 95 | 48 | 47 | 50.53% | 49.47% |
| Projects not Funded | 0 | 0 | 0 | | |
| Projects | \$1,149,143,137 | \$812,121,225 | \$337,021,912 | 70.67% | 29.33% |
| Total Project Dollars per Capita | \$1,830 | \$3,314 | \$880 | | |

A detailed 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 2027-2031. The Appendix also contains a complete project listing with the "Additional Information" field

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 significant of each eligible TIP project

Table 16 Summary of Programmed Projects Section 1A Federal Aid Target Projects

Projects in Table 16 are listed to provide a quick summary of those projects that the MPO selected to be funded with Regional Target Funds. The complete listing of approved projects funded in FFY 2027 – 2031 can be found in Tables 17 through 21.

| 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 | | | | | | | \$29,424,484 | \$23,539,587 | \$5,884,897 |
| Roadway Reconstruction | 607231 | Pioneer Valley | Williamsburg | WILLIAMSBURG- RECONSTRUCTION OF MOUNTAIN STREET | 1 | STBG | \$12,765,626 | \$10,212,501 | \$2,553,125 |
| Roadway Reconstruction | 609286 | Pioneer Valley | Northampton | NORTHAMPTON- DOWNTOWN COMPLETE STREETS CORRIDOR AND INTERSECTION IMPROVEMENTS ON MAIN STREET (ROUTE 9) | 2 | STBG | \$4,250,000 | \$3,400,000 | \$850,000 |
| Intersection Improvements | 612600 | Pioneer Valley | Westfield | WESTFIELD- INTERSECTION IMPROVEMENTS AT SOUTHAMPTON ROAD (ROUTE 10/202), SERVISTAR INDUSTRIAL WAY AND BARNES AIRPORT DRIVE | 2 | STBG | \$8,438,054 | \$6,750,443 | \$1,687,611 |
| Interstate Pavement | 613314 | Pioneer Valley | Multiple | HOLYOKE- WEST SPRINGFIELD- INTERSTATE PAVEMENT PRESERVATION AND RELATED WORK ON I-91 | 2 | STBG | \$3,970,804 | \$3,176,643 | \$794,161 |
| STBG Programmed | | | | | | | \$29,424,484 | \$23,539,587 | \$5,884,897 |
| Total Programmed for Pioneer Valley Region Projects* | | | | | | | \$29,424,484 | \$23,539,587 | \$5,884,897 |
| Program Target for Pioneer Valley Region Projects | | | | | | | \$38,506,451 | \$30,805,161 | \$7,701,290 |
| Target Funds Available for Pioneer Valley Region Projects | | | | | | | \$9,081,967 | \$7,265,574 | \$1,816,393 |

Table 16 Summary of Programmed Projects Section 1 A Federal Aid Target Projects (Continued)

| 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 | | | | | | | \$39,054,190 | \$31,243,352 | \$7,810,838 |
| Roadway Reconstruction | 608423 | Pioneer Valley | Easthampton | EASTHAMPTON- IMPROVEMENTS AND RELATED WORK ON ROUTE 10, FROM WEST STREET TO THE NORTHAMPTON TOWN LINE | 2 | STBG | \$5,989,100 | \$4,791,280 | \$1,197,820 |
| 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 | \$10,201,033 | \$8,160,826 | \$2,040,207 |
| Roadway Reconstruction | 609286 | Pioneer Valley | Northampton | NORTHAMPTON- DOWNTOWN COMPLETE STREETS CORRIDOR AND INTERSECTION IMPROVEMENTS ON MAIN STREET (ROUTE 9) | 2 | STBG | \$11,500,000 | \$9,200,000 | \$2,300,000 |
| Non-Interstate Pavement | 612257 | Pioneer Valley | Longmeadow | LONGMEADOW- RESURFACING AND RELATED WORK ON LONGMEADOW STREET (ROUTE 5) (PHASE 1) | 2 | STBG | \$11,364,057 | \$9,091,246 | \$2,272,811 |
| STBG Programmed | | | | | | | \$39,054,190 | \$31,243,352 | \$7,810,838 |
| Total Programmed for Pioneer Valley Region Projects* | | | | | | | \$39,054,190 | \$31,243,352 | \$7,810,838 |
| Program Target for Pioneer Valley Region Projects | | | | | | | \$39,102,948 | \$31,282,358 | \$7,820,590 |
| Target Funds Available for Pioneer Valley Region Projects | | | | | | | \$48,758 | \$39,006 | \$9,752 |

Table 16 Summary of Programmed Projects Section 1 A Federal Aid Target Projects (Continued)

| Program | MassDOT Project ID | MPO | Municipality | MassDOT Project Description | District | Funding Source | Total Programmed Funds | Federal Funds | Non-Federal Funds | |
|--|--------------------|----------------|-----------------|---|----------|----------------|---|---------------|-------------------|-------------|
| Federal Fiscal Year 2029 | | | | | | | | | | |
| Section 1A / Regionally Prioritized Projects | | | | | | | \$39,617,345 | \$31,693,876 | \$7,923,469 | |
| Roadway Reconstruction | 609286 | Pioneer Valley | Northampton | NORTHAMPTON- DOWNTOWN COMPLETE STREETS CORRIDOR AND INTERSECTION IMPROVEMENTS ON MAIN STREET (ROUTE 9) | 2 | STBG | \$4,500,000 | \$3,600,000 | \$900,000 | |
| Roadway Reconstruction | 612258 | Pioneer Valley | Easthampton | EASTHAMPTON- DOWNTOWN COMPLETE STREETS IMPROVEMENTS ON MAIN AND NORTHAMPTON STREETS (ROUTE 10) | 2 | STBG | \$7,519,237 | \$6,015,390 | \$1,503,847 | |
| Non-Interstate Pavement | 612265 | Pioneer Valley | East Longmeadow | EAST LONGMEADOW- RESURFACING AND RELATED WORK ON NORTH MAIN STREET (ROUTE 83) | 2 | STBG | \$9,541,098 | \$7,632,878 | \$1,908,220 | |
| 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 | \$4,544,313 | \$3,635,450 | \$908,863 | |
| Roadway Reconstruction | 612984 | Pioneer Valley | Monson | MONSON- RESURFACING AND RELATED WORK ON MAIN STREET (ROUTE 32) | 2 | STBG | \$7,466,916 | \$5,973,533 | \$1,493,383 | |
| Safety Improvements | 613320 | Pioneer Valley | Holyoke | HOLYOKE- CORRIDOR IMPROVEMENTS ON HIGH AND MAPLE STREETS | 2 | STBG | \$6,045,781 | \$4,836,625 | \$1,209,156 | |
| | | | | | | | STBG Programmed | \$39,617,345 | \$31,693,876 | \$7,923,469 |
| | | | | | | | Total Programmed for Pioneer Valley Region Projects* | \$39,617,345 | \$31,693,876 | \$7,923,469 |
| | | | | | | | Program Target for Pioneer Valley Region Projects | \$39,711,373 | \$31,769,098 | \$7,942,275 |
| | | | | | | | Target Funds Available for Pioneer Valley Region Projects | \$94,028 | \$75,222 | \$18,806 |

Table 16 Summary of Programmed Projects Section 1 A Federal Aid Target Projects (Continued)

| Program | MassDOT Project ID | MPO | Municipality | MassDOT Project Description | District | Funding Source | Total Programmed Funds | Federal Funds | Non-Federal Funds | |
|--|--------------------|----------------|--------------|---|----------|----------------|---|---------------|-------------------|-------------|
| Federal Fiscal Year 2030 | | | | | | | | | | |
| Section 1A / Regionally Prioritized Projects | | | | | | | \$34,529,006 | \$27,623,205 | \$6,905,801 | |
| Roadway Reconstruction | 609286 | Pioneer Valley | Northampton | NORTHAMPTON- DOWNTOWN COMPLETE STREETS CORRIDOR AND INTERSECTION IMPROVEMENTS ON MAIN STREET (ROUTE 9) | 2 | STBG | \$7,129,006 | \$5,703,205 | \$1,425,801 | |
| Roadway Reconstruction | 612258 | Pioneer Valley | Easthampton | EASTHAMPTON- DOWNTOWN COMPLETE STREETS IMPROVEMENTS ON MAIN AND NORTHAMPTON STREETS (ROUTE 10) | 2 | STBG | \$9,400,000 | \$7,520,000 | \$1,880,000 | |
| 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 | \$8,000,000 | \$6,400,000 | \$1,600,000 | |
| Roadway Reconstruction | 612984 | Pioneer Valley | Monson | MONSON- RESURFACING AND RELATED WORK ON MAIN STREET (ROUTE 32) | 2 | STBG | \$4,000,000 | \$3,200,000 | \$800,000 | |
| Safety Improvements | 613320 | Pioneer Valley | Holyoke | HOLYOKE- CORRIDOR IMPROVEMENTS ON HIGH AND MAPLE STREETS | 2 | STBG | \$6,000,000 | \$4,800,000 | \$1,200,000 | |
| | | | | | | | STBG Programmed | \$34,529,006 | \$27,623,205 | \$6,905,801 |
| | | | | | | | Total Programmed for Pioneer Valley Region Projects* | \$34,529,006 | \$27,623,205 | \$6,905,801 |
| | | | | | | | Program Target for Pioneer Valley Region Projects | \$39,183,404 | \$31,346,723 | \$7,836,681 |
| | | | | | | | Target Funds Available for Pioneer Valley Region Projects | \$4,654,398 | \$3,723,518 | \$930,880 |
| Federal Fiscal Year 2031 | | | | | | | | | | |
| Section 1A / Regionally Prioritized Projects | | | | | | | \$8,800,049 | \$7,040,039 | \$1,760,010 | |
| Roadway Reconstruction | 612984 | Pioneer Valley | Monson | MONSON- RESURFACING AND RELATED WORK ON MAIN STREET (ROUTE 32) | 2 | STBG | \$4,800,000 | \$3,840,000 | \$960,000 | |
| Safety Improvements | 613320 | Pioneer Valley | Holyoke | HOLYOKE- CORRIDOR IMPROVEMENTS ON HIGH AND MAPLE STREETS | 2 | STBG | \$4,000,049 | \$3,200,039 | \$800,010 | |
| | | | | | | | STBG Programmed | \$8,800,049 | \$7,040,039 | \$1,760,010 |
| | | | | | | | Total Programmed for Pioneer Valley Region Projects* | \$8,800,049 | \$7,040,039 | \$1,760,010 |
| | | | | | | | Program Target for Pioneer Valley Region Projects | \$40,046,123 | \$32,036,898 | \$8,009,225 |
| | | | | | | | Target Funds Available for Pioneer Valley Region Projects | \$31,246,074 | \$24,996,859 | \$6,249,215 |

Table 17 Federally Funded Projects Year 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 | | | | | | | \$29,424,484 | \$23,539,587 | \$5,884,897 |
| Roadway Reconstruction | 607231 | Pioneer Valley | Williamsburg | WILLIAMSBURG- RECONSTRUCTION OF MOUNTAIN STREET | 1 | STBG | \$12,765,626 | \$10,212,501 | \$2,553,125 |
| Roadway Reconstruction | 609286 | Pioneer Valley | Northampton | NORTHAMPTON- DOWNTOWN COMPLETE STREETS CORRIDOR AND INTERSECTION IMPROVEMENTS ON MAIN STREET (ROUTE 9) | 2 | STBG | \$4,250,000 | \$3,400,000 | \$850,000 |
| Intersection Improvements | 612600 | Pioneer Valley | Westfield | WESTFIELD- INTERSECTION IMPROVEMENTS AT SOUTHAMPTON ROAD (ROUTE 10/202), SERVISTAR INDUSTRIAL WAY AND BARNES AIRPORT DRIVE | 2 | STBG | \$8,438,054 | \$6,750,443 | \$1,687,611 |
| Interstate Pavement | 613314 | Pioneer Valley | Multiple | HOLYOKE- WEST SPRINGFIELD- INTERSTATE PAVEMENT PRESERVATION AND RELATED WORK ON I-91 | 2 | STBG | \$3,970,804 | \$3,176,643 | \$794,161 |
| STBG Programmed | | | | | | | \$29,424,484 | \$23,539,587 | \$5,884,897 |
| Total Programmed for Pioneer Valley Region Projects* | | | | | | | \$29,424,484 | \$23,539,587 | \$5,884,897 |
| Program Target for Pioneer Valley Region Projects | | | | | | | \$38,506,451 | \$30,805,161 | \$7,701,290 |
| Target Funds Available for Pioneer Valley Region Projects | | | | | | | \$9,081,967 | \$7,265,574 | \$1,816,393 |

Table 17: Federally Funded Projects Year 2027 (Continued)

| Program | MassDOT Project ID | MPO | Municipality | MassDOT Project Description | District | Funding Source | Total Programmed Funds | Federal Funds | Non-Federal Funds |
|--|--------------------|----------------|--------------|--|----------|----------------|------------------------|----------------------|---------------------|
| Section 1B / Earmark or Discretionary Grant Funded Projects | | | | | | | \$271,460,014 | \$217,168,011 | \$54,292,003 |
| Earmark Discretionary | 607231 | Pioneer Valley | Williamsburg | WILLIAMSBURG- RECONSTRUCTION OF MOUNTAIN STREET | 1 | HPP | \$646,999 | \$517,599 | \$129,400 |
| Bridge On-System (BFP) | 612167 | Pioneer Valley | Springfield | SPRINGFIELD- 3 BRIDGE REPLACEMENTS, S-24-017, ST. JAMES AVENUE OVER CSX, S-24-070, TAPLEY STREET OVER I-291 AND CSX, S-24-071, ST. JAMES AVENUE OVER I-291 | 2 | HIP-BR | \$270,000,000 | \$216,000,000 | \$54,000,000 |
| Earmark Discretionary | 611965 | Pioneer Valley | Holyoke | HOLYOKE- INTERSECTION IMPROVEMENTS AT BEECH STREET, RESNIC BOULEVARD, AND WEST FRANKLIN STREET | 2 | HPP | \$297,925 | \$238,340 | \$59,585 |
| Earmark Discretionary | 612600 | Pioneer Valley | Westfield | WESTFIELD- INTERSECTION IMPROVEMENTS AT SOUTHAMPTON ROAD (ROUTE 10/202), SERVISTAR INDUSTRIAL WAY AND BARNES AIRPORT DRIVE | 2 | HPP | \$515,090 | \$412,072 | \$103,018 |
| Section 2A / State Prioritized Reliability Projects | | | | | | | \$31,833,940 | \$26,156,282 | \$5,677,659 |
| 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 | NHPP-PEN | \$15,675,432 | \$12,540,346 | \$3,135,086 |
| Safety Improvements | 612649 | Pioneer Valley | Multiple | WEST SPRINGFIELD- AGAWAM- GUIDE AND TRAFFIC SIGN REPLACEMENT ON A SECTION OF US 5 AND ROUTE 57 | 2 | HSIP | \$518,750 | \$466,875 | \$51,875 |
| Safety Improvements | 614026 | Multiple | | DISTRICT 2- WRONG-WAY COUNTERMEASURES AT OFF-RAMPS AT MULTIPLE LOCATIONS | 2 | HSIP | \$3,106,722 | \$2,796,050 | \$310,672 |
| Non-Interstate Pavement | 614256 | Pioneer Valley | Huntington | HUNTINGTON- RESURFACING AND RELATED WORK ON ROUTE 112 | 1 | NHPP | \$9,267,213 | \$7,413,770 | \$1,853,443 |
| Safety Improvements | 616304 | Multiple | | DISTRICT 2- DISTRICT 3- VRU CROSSWALK INSTALLATION AT STATE SIGNALS AT MULTIPLE LOCATIONS | 2 | VUS | \$3,265,823 | \$2,939,241 | \$326,582 |

Table 17: Federally Funded Projects Year 2027 (Continued)

| Program | MassDOT Project ID | MPO | Municipality | MassDOT Project Description | District | Funding Source | Total Programmed Funds | Federal Funds | Non-Federal Funds |
|---|--------------------|----------------|--------------|---|----------|----------------|------------------------|---------------------|---------------------|
| Section 2B / State Prioritized Modernization Projects | | | | | | | \$19,945,784 | \$16,628,977 | \$3,316,807 |
| Freight | 612494 | Pioneer Valley | Multiple | SPRINGFIELD- WEST SPRINGFIELD- BRIDGE REPLACEMENT, S-24-003=W-21-002, (US-20) PARK AVENUE OVER CONNECTICUT RIVER | 2 | NFP | \$13,222,284 | \$10,577,827 | \$2,644,457 |
| Intersection Improvements | 611965 | Pioneer Valley | Holyoke | HOLYOKE- INTERSECTION IMPROVEMENTS AT BEECH STREET, RESNIC BOULEVARD, AND WEST FRANKLIN STREET | 2 | HSIP | \$6,723,500 | \$6,051,150 | \$672,350 |
| Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs | | | | | | | \$4,281,901 | \$3,944,287 | \$337,614 |
| Railroad Crossings | S12988 | Pioneer Valley | Multiple | WEST SPRINGFIELD- RAILROAD CROSSING ELIMINATION ON FRONT STREET (CROSSING NO. DOT525901A) | 2 | RRHE | \$2,593,832 | \$2,593,832 | \$0 |
| Flex to FTA | S12996 | Pioneer Valley | | PVTA - Buy Replacement 35-ft Electric Buses (Carbon Reduction Program Funding) | | CRP | \$1,688,069 | \$1,350,455 | \$337,614 |
| Section 3A / Non-Federal Aid Funded | | | | | | | \$31,858,782 | \$0 | \$31,858,782 |
| Bridge On-System (NGB) | 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 | \$31,858,782 | \$0 | \$31,858,782 |

Table 18 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 | | | | | | | \$39,054,190 | \$31,243,352 | \$7,810,838 | |
| Roadway Reconstruction | 608423 | Pioneer Valley | Easthampton | EASTHAMPTON- IMPROVEMENTS AND RELATED WORK ON ROUTE 10, FROM WEST STREET TO THE NORTHAMPTON TOWN LINE | 2 | STBG | \$5,989,100 | \$4,791,280 | \$1,197,820 | |
| 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 | \$10,201,033 | \$8,160,826 | \$2,040,207 | |
| Roadway Reconstruction | 609286 | Pioneer Valley | Northampton | NORTHAMPTON- DOWNTOWN COMPLETE STREETS CORRIDOR AND INTERSECTION IMPROVEMENTS ON MAIN STREET (ROUTE 9) | 2 | STBG | \$11,500,000 | \$9,200,000 | \$2,300,000 | |
| Non-Interstate Pavement | 612257 | Pioneer Valley | Longmeadow | LONGMEADOW- RESURFACING AND RELATED WORK ON LONGMEADOW STREET (ROUTE 5) (PHASE 1) | 2 | STBG | \$11,364,057 | \$9,091,246 | \$2,272,811 | |
| | | | | | | | STBG Programmed | \$39,054,190 | \$31,243,352 | \$7,810,838 |
| | | | | | | | Total Programmed for Pioneer Valley Region Projects* | \$39,054,190 | \$31,243,352 | \$7,810,838 |
| | | | | | | | Program Target for Pioneer Valley Region Projects | \$39,102,948 | \$31,282,358 | \$7,820,590 |
| | | | | | | | Target Funds Available for Pioneer Valley Region Projects | \$48,758 | \$39,006 | \$9,752 |
| Section 1B / Earmark or Discretionary Grant Funded Projects | | | | | | | \$32,137,700 | \$26,553,288 | \$5,584,412 | |
| Earmark Discretionary | 609286 | Pioneer Valley | Northampton | NORTHAMPTON- DOWNTOWN COMPLETE STREETS CORRIDOR AND INTERSECTION IMPROVEMENTS ON MAIN STREET (ROUTE 9) | 2 | HPP | \$1,357,973 | \$1,086,378 | \$271,595 | |
| Bridge Off-system (BFP) | 610779 | Pioneer Valley | Hampden | HAMPDEN- BRIDGE REPLACEMENT, H-04-004, ROCKADUNDEE BRIDGE OVER SCANTIC RIVER | 2 | BROFF | \$4,215,640 | \$4,215,640 | \$0 | |
| Bridge On-System (BFP) | 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 | HIP-BR | \$15,554,468 | \$12,443,574 | \$3,110,894 | |
| Bridge On-System (BFP) | 605340 | Pioneer Valley | Springfield | SPRINGFIELD- BRIDGE REPLACEMENT, S-24-028, ST. JAMES AVENUE OVER CONRAIL RAILROAD (ABANDONED) | 2 | HIP-BR | \$9,993,870 | \$7,995,096 | \$1,998,774 | |
| Earmark Discretionary | 608466 | Pioneer Valley | Granby | GRANBY- RESURFACING AND RELATED WORK ON ROUTE 202, FROM AMHERST STREET TO SCHOOL STREET | 2 | HPP | \$406,299 | \$325,039 | \$81,260 | |
| Earmark Discretionary | 608785 | Pioneer Valley | South Hadley | SOUTH HADLEY- RECONSTRUCTION OF MAIN STREET, FROM THE CHICOPEE CITY LINE TO CANAL STREET (0.67 MILES) | 2 | HPP | \$609,450 | \$487,560 | \$121,890 | |

Table 18: Federally Funded Projects Year 2028 (Continued)

| Program | MassDOT Project ID | MPO | Municipality | MassDOT Project Description | District | Funding Source | Total Programmed Funds | Federal Funds | Non-Federal Funds |
|---|--------------------|----------------|--------------|---|----------|----------------|------------------------|---------------------|---------------------|
| Section 2A / State Prioritized Reliability Projects | | | | | | | \$61,874,898 | \$49,915,242 | \$11,959,657 |
| 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 | NHPP-PEN | \$45,078,000 | \$36,062,400 | \$9,015,600 |
| Bridge Off-system | 613139 | Pioneer Valley | Monson | MONSON- BRIDGE REPLACEMENT, M-27-026, STAFFORD HOLLOW ROAD OVER NECRR | 2 | STBG-BR-Off | \$5,099,349 | \$4,079,479 | \$1,019,870 |
| Safety Improvements | 614273 | Multiple | | STATEWIDE- SYSTEMIC SAFETY IMPROVEMENTS WITH RRFBS AT MULTIPLE LOCATIONS | 2 | HSIP | \$4,153,231 | \$3,737,908 | \$415,323 |
| Non-Interstate Pavement | 616351 | Pioneer Valley | Agawam | AGAWAM- PAVEMENT PRESERVATION ON ROUTE 5 (MM 4.2-7.9) | 2 | NHPP | \$7,544,318 | \$6,035,454 | \$1,508,864 |
| Section 2B / State Prioritized Modernization Projects | | | | | | | \$14,142,594 | \$11,314,075 | \$2,828,519 |
| Freight | 612494 | Pioneer Valley | Multiple | SPRINGFIELD- WEST SPRINGFIELD-BRIDGE REPLACEMENT, S-24-003=W-21-002, (US-20) PARK AVENUE OVER CONNECTICUT RIVER | 2 | NFP | \$4,824,174 | \$3,859,339 | \$964,835 |
| Safe Routes to School | 612772 | Pioneer Valley | Easthampton | EASTHAMPTON- MOUNTAIN VIEW SCHOOL IMPROVEMENTS (SRTS) | 2 | TAP | \$2,028,038 | \$1,622,430 | \$405,608 |
| Safe Routes to School | 613397 | Pioneer Valley | Southampton | SOUTHAMPTON- WILLIAM E. NORRIS ELEMENTARY SCHOOL IMPROVEMENTS (SRTS) | 2 | TAP | \$1,759,850 | \$1,407,880 | \$351,970 |
| Roadway Reconstruction | 608466 | Pioneer Valley | Granby | GRANBY- RESURFACING AND RELATED WORK ON ROUTE 202, FROM AMHERST STREET TO SCHOOL STREET | 2 | NHPP | \$5,530,532 | \$4,424,426 | \$1,106,106 |
| Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs | | | | | | | \$5,573,677 | \$4,977,708 | \$595,969 |
| Railroad Crossings | S12988 | Pioneer Valley | Multiple | WEST SPRINGFIELD- RAILROAD CROSSING ELIMINATION ON FRONT STREET (CROSSING NO. DOT525901A) | 2 | RRHE | \$2,593,832 | \$2,593,832 | \$0 |
| Flex to FTA | S12996 | Pioneer Valley | | PVTA - Buy Replacement 35-ft Electric Buses (Carbon Reduction Program Funding) | | CRP | \$2,979,845 | \$2,383,876 | \$595,969 |
| Section 3A / Non-Federal Aid Funded | | | | | | | \$20,765,565 | \$0 | \$20,765,565 |
| Bridge On-System (NGB) | 612175 | Pioneer Valley | Russell | RUSSELL- BRIDGE REPLACEMENT, R-13-004, BLANDFORD STAGE ROAD OVER STAGE BROOK | 1 | NGBP | \$11,595,897 | \$0 | \$11,595,897 |
| Bridge On-System (NGB) | 612176 | Pioneer Valley | Huntington | HUNTINGTON- BRIDGE REPLACEMENT, H-27-008, ST 112 WORTHINGTON ROAD OVER WATER POND BROOK | 1 | NGBP | \$9,169,668 | \$0 | \$9,169,668 |

Table 19 Federally Funded Projects Year 2029

| Program | MassDOT Project ID | MPO | Municipality | MassDOT Project Description | District | Funding Source | Total Programmed Funds | Federal Funds | Non-Federal Funds | |
|---|--------------------|----------------|-----------------|---|----------|----------------|---|---------------|-------------------|-------------|
| Federal Fiscal Year 2029 | | | | | | | | | | |
| Section 1A / Regionally Prioritized Projects | | | | | | | \$39,617,345 | \$31,693,876 | \$7,923,469 | |
| Roadway Reconstruction | 609286 | Pioneer Valley | Northampton | NORTHAMPTON- DOWNTOWN COMPLETE STREETS CORRIDOR AND INTERSECTION IMPROVEMENTS ON MAIN STREET (ROUTE 9) | 2 | STBG | \$4,500,000 | \$3,600,000 | \$900,000 | |
| Roadway Reconstruction | 612258 | Pioneer Valley | Easthampton | EASTHAMPTON- DOWNTOWN COMPLETE STREETS IMPROVEMENTS ON MAIN AND NORTHAMPTON STREETS (ROUTE 10) | 2 | STBG | \$7,519,237 | \$6,015,390 | \$1,503,847 | |
| Non-Interstate Pavement | 612265 | Pioneer Valley | East Longmeadow | EAST LONGMEADOW- RESURFACING AND RELATED WORK ON NORTH MAIN STREET (ROUTE 83) | 2 | STBG | \$9,541,098 | \$7,632,878 | \$1,908,220 | |
| 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 | \$4,544,313 | \$3,635,450 | \$908,863 | |
| Roadway Reconstruction | 612984 | Pioneer Valley | Monson | MONSON- RESURFACING AND RELATED WORK ON MAIN STREET (ROUTE 32) | 2 | STBG | \$7,466,916 | \$5,973,533 | \$1,493,383 | |
| Safety Improvements | 613320 | Pioneer Valley | Holyoke | HOLYOKE- CORRIDOR IMPROVEMENTS ON HIGH AND MAPLE STREETS | 2 | STBG | \$6,045,781 | \$4,836,625 | \$1,209,156 | |
| | | | | | | | STBG Programmed | \$39,617,345 | \$31,693,876 | \$7,923,469 |
| | | | | | | | Total Programmed for Pioneer Valley Region Projects* | \$39,617,345 | \$31,693,876 | \$7,923,469 |
| | | | | | | | Program Target for Pioneer Valley Region Projects | \$39,711,373 | \$31,769,098 | \$7,942,275 |
| | | | | | | | Target Funds Available for Pioneer Valley Region Projects | \$94,028 | \$75,222 | \$18,806 |
| Section 1B / Earmark or Discretionary Grant Funded Projects | | | | | | | \$45,026,403 | \$38,016,010 | \$7,010,393 | |
| Bridge On-System (BFP) | 613135 | Pioneer Valley | Chicopee | CHICOPEE- SUPERSTRUCTURE REPLACEMENT OF C-13-003, ROUTE 116 OVER BMRR | 2 | HIP-BR | \$20,051,966 | \$16,041,573 | \$4,010,393 | |
| Bridge Off-system (BFP) | 613302 | Pioneer Valley | Belchertown | BELCHERTOWN- BRIDGE REPLACEMENT, B-05-006 (OPE), BARDWELL STREET OVER JABISH BROOK | 2 | BROFF | \$9,974,437 | \$9,974,437 | \$0 | |
| Bridge On-System (BFP) | 612160 | Pioneer Valley | Multiple | MONSON- PALMER- BRIDGE REPLACEMENT, M-27-008=P-01-008, ROUTE 32 OVER QUABOAG RIVER | 2 | HIP-BR | \$15,000,000 | \$12,000,000 | \$3,000,000 | |

Table 19 Federally Funded Projects Year 2029 (Continued)

| Program | MassDOT Project ID | MPO | Municipality | MassDOT Project Description | District | Funding Source | Total Programmed Funds | Federal Funds | Non-Federal Funds |
|---|--------------------|----------------|--------------|---|----------|----------------|------------------------|---------------------|---------------------|
| Section 2A / State Prioritized Reliability Projects | | | | | | | \$65,652,581 | \$52,522,065 | \$13,130,516 |
| 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 | NHPP-PEN | \$40,071,564 | \$32,057,251 | \$8,014,313 |
| Bridge On-system NHS | 613119 | Pioneer Valley | Multiple | LUDLOW- SPRINGFIELD- BRIDGE REPLACEMENT, L-16-008=S-24-002, ST 21 (LUDLOW AVENUE) OVER CHICOPEE RIVER | 2 | NHPP-PEN | \$21,045,943 | \$16,836,754 | \$4,209,189 |
| Non-Interstate Pavement | 616329 | Pioneer Valley | Multiple | WALES- BRIMFIELD- PAVEMENT PRESERVATION OF SR19 (MM 1.5-6.7) | 2 | NHPP | \$4,535,074 | \$3,628,059 | \$907,015 |
| Section 2B / State Prioritized Modernization Projects | | | | | | | \$5,163,717 | \$4,130,974 | \$1,032,743 |
| Safe Routes to School | 612079 | Pioneer Valley | Chicopee | CHICOPEE- HUGH SCOTT STREIBER ELEMENTARY SCHOOL IMPROVEMENTS (SRTS) | 2 | TAP | \$2,712,005 | \$2,169,604 | \$542,401 |
| Safe Routes to School | 613515 | Pioneer Valley | Springfield | SPRINGFIELD- SAMUEL BOWLES ELEMENTARY SCHOOL IMPROVEMENTS (SRTS) | 2 | TAP | \$2,451,712 | \$1,961,370 | \$490,342 |
| Section 2C / State Prioritized Expansion Projects | | | | | | | \$17,265,679 | \$13,812,543 | \$3,453,136 |
| Bicycle and Pedestrian | 613484 | Pioneer Valley | Southampton | SOUTHAMPTON- GREENWAY RAIL TRAIL CONSTRUCTION, FROM COLEMAN ROAD TO ROUTE 10 | 2 | CMAQ | \$17,265,679 | \$13,812,543 | \$3,453,136 |
| Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs | | | | | | | \$8,840,582 | \$7,591,232 | \$1,249,350 |
| Railroad Crossings | S12988 | Pioneer Valley | Multiple | WEST SPRINGFIELD- RAILROAD CROSSING ELIMINATION ON FRONT STREET (CROSSING NO. DOT525901A) | 2 | RRHE | \$2,593,832 | \$2,593,832 | \$0 |
| Flex to FTA | S12996 | Pioneer Valley | | PVTA - Buy Replacement 35-ft Electric Buses (Carbon Reduction Program Funding) | | CRP | \$6,246,750 | \$4,997,400 | \$1,249,350 |

Table 20 Federally Funded Projects Year 2030

| Program | MassDOT Project ID | MPO | Municipality | MassDOT Project Description | District | Funding Source | Total Programmed Funds | Federal Funds | Non-Federal Funds | |
|---|--------------------|----------------|--------------|---|----------|----------------|---|---------------|-------------------|-------------|
| Federal Fiscal Year 2030 | | | | | | | | | | |
| Section 1A / Regionally Prioritized Projects | | | | | | | \$34,529,006 | \$27,623,205 | \$6,905,801 | |
| Roadway Reconstruction | 609286 | Pioneer Valley | Northampton | NORTHAMPTON- DOWNTOWN COMPLETE STREETS CORRIDOR AND INTERSECTION IMPROVEMENTS ON MAIN STREET (ROUTE 9) | 2 | STBG | \$7,129,006 | \$5,703,205 | \$1,425,801 | |
| Roadway Reconstruction | 612258 | Pioneer Valley | Easthampton | EASTHAMPTON- DOWNTOWN COMPLETE STREETS IMPROVEMENTS ON MAIN AND NORTHAMPTON STREETS (ROUTE 10) | 2 | STBG | \$9,400,000 | \$7,520,000 | \$1,880,000 | |
| 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 | \$8,000,000 | \$6,400,000 | \$1,600,000 | |
| Roadway Reconstruction | 612984 | Pioneer Valley | Monson | MONSON- RESURFACING AND RELATED WORK ON MAIN STREET (ROUTE 32) | 2 | STBG | \$4,000,000 | \$3,200,000 | \$800,000 | |
| Safety Improvements | 613320 | Pioneer Valley | Holyoke | HOLYOKE- CORRIDOR IMPROVEMENTS ON HIGH AND MAPLE STREETS | 2 | STBG | \$6,000,000 | \$4,800,000 | \$1,200,000 | |
| | | | | | | | STBG Programmed | \$34,529,006 | \$27,623,205 | \$6,905,801 |
| | | | | | | | Total Programmed for Pioneer Valley Region Projects* | \$34,529,006 | \$27,623,205 | \$6,905,801 |
| | | | | | | | Program Target for Pioneer Valley Region Projects | \$39,183,404 | \$31,346,723 | \$7,836,681 |
| | | | | | | | Target Funds Available for Pioneer Valley Region Projects | \$4,654,398 | \$3,723,518 | \$930,880 |
| Section 1B / Earmark or Discretionary Grant Funded Projects | | | | | | | \$20,000,000 | \$16,000,000 | \$4,000,000 | |
| Bridge On-System (BFP) | 612160 | Pioneer Valley | Multiple | MONSON- PALMER- BRIDGE REPLACEMENT, M-27-008=P-01-008, ROUTE 32 OVER QUABOAG RIVER | 2 | HIP-BR | \$20,000,000 | \$16,000,000 | \$4,000,000 | |
| Section 2A / State Prioritized Reliability Projects | | | | | | | \$136,911,696 | \$109,780,584 | \$27,131,112 | |
| 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 | NHPP | \$28,063,502 | \$22,450,802 | \$5,612,700 | |
| 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 | NHPP-PEN | \$78,570,156 | \$62,856,125 | \$15,714,031 | |
| Bridge On-system NHS | 613119 | Pioneer Valley | Multiple | LUDLOW- SPRINGFIELD- BRIDGE REPLACEMENT, L-16-008=S-24-002, ST 21 (LUDLOW AVENUE) OVER CHICOPEE RIVER | 2 | NHPP-PEN | \$20,000,000 | \$16,000,000 | \$4,000,000 | |
| Highway Resiliency Improvement Program | 613651 | Pioneer Valley | Blandford | BLANDFORD- CULVERT REPLACEMENT, B-14-028, ROUTE 23 OVER POND BROOK | 1 | PRCT90 | \$2,512,272 | \$2,261,045 | \$251,227 | |
| Non-Interstate Pavement | 616340 | Pioneer Valley | Holyoke | HOLYOKE- PAVEMENT PRESERVATION ON US5 (MM 16.04-20.20) | 2 | NHPP | \$7,765,766 | \$6,212,613 | \$1,553,153 | |

Table 20 Federally Funded Projects Year 2030 (Continued)

| Program | MassDOT Project ID | MPO | Municipality | MassDOT Project Description | District | Funding Source | Total Programmed Funds | Federal Funds | Non-Federal Funds |
|---|--------------------|----------------|--------------|--|----------|----------------|------------------------|--------------------|--------------------|
| Section 2B / State Prioritized Modernization Projects | | | | | | | \$11,285,487 | \$9,028,390 | \$2,257,097 |
| Freight | 612494 | Pioneer Valley | Multiple | SPRINGFIELD- WEST SPRINGFIELD- BRIDGE REPLACEMENT, S-24-003=W-21-002, (US-20) PARK AVENUE OVER CONNECTICUT RIVER | 2 | NFP | \$9,609,600 | \$7,687,680 | \$1,921,920 |
| Safe Routes to School | 613442 | Pioneer Valley | Holyoke | HOLYOKE- H.B. LAWRENCE ELEMENTARY SCHOOL IMPROVEMENTS (SRTS) | 2 | TAP | \$1,675,887 | \$1,340,710 | \$335,177 |
| Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs | | | | | | | \$2,593,832 | \$2,593,832 | \$0 |
| Railroad Crossings | S12988 | Pioneer Valley | Multiple | WEST SPRINGFIELD- RAILROAD CROSSING ELIMINATION ON FRONT STREET (CROSSING NO. DOT525901A) | 2 | RRHE | \$2,593,832 | \$2,593,832 | \$0 |

Table 21 Federally Funded Projects Year 2031

| Program | MassDOT Project ID | MPO | Municipality | MassDOT Project Description | District | Funding Source | Total Programmed Funds | Federal Funds | Non-Federal Funds | |
|---|--------------------|----------------|------------------|--|----------|----------------|---|---------------|-------------------|-------------|
| Federal Fiscal Year 2031 | | | | | | | | | | |
| Section 1A / Regionally Prioritized Projects | | | | | | | \$8,800,049 | \$7,040,039 | \$1,760,010 | |
| Roadway Reconstruction | 612984 | Pioneer Valley | Monson | MONSON- RESURFACING AND RELATED WORK ON MAIN STREET (ROUTE 32) | 2 | STBG | \$4,800,000 | \$3,840,000 | \$960,000 | |
| Safety Improvements | 613320 | Pioneer Valley | Holyoke | HOLYOKE- CORRIDOR IMPROVEMENTS ON HIGH AND MAPLE STREETS | 2 | STBG | \$4,000,049 | \$3,200,039 | \$800,010 | |
| | | | | | | | STBG Programmed | \$8,800,049 | \$7,040,039 | \$1,760,010 |
| | | | | | | | Total Programmed for Pioneer Valley Region Projects* | \$8,800,049 | \$7,040,039 | \$1,760,010 |
| | | | | | | | Program Target for Pioneer Valley Region Projects | \$40,046,123 | \$32,036,898 | \$8,009,225 |
| | | | | | | | Target Funds Available for Pioneer Valley Region Projects | \$31,246,074 | \$24,996,859 | \$6,249,215 |
| Section 1B / Earmark or Discretionary Grant Funded Projects | | | | | | | \$7,256,274 | \$5,805,019 | \$1,451,255 | |
| Bridge On-System (BFP) | 612160 | Pioneer Valley | Multiple | MONSON- PALMER- BRIDGE REPLACEMENT, M-27-008=P-01-008, ROUTE 32 OVER QUABOAG RIVER | 2 | HIP-BR | \$7,256,274 | \$5,805,019 | \$1,451,255 | |
| Section 2A / State Prioritized Reliability Projects | | | | | | | \$137,165,430 | \$109,732,344 | \$27,433,086 | |
| 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 | NHPP | \$32,862,366 | \$26,289,893 | \$6,572,473 | |
| 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 | NHPP-PEN | \$49,616,099 | \$39,692,879 | \$9,923,220 | |
| Bridge On-system NHS | 613119 | Pioneer Valley | Multiple | LUDLOW- SPRINGFIELD- BRIDGE REPLACEMENT, L-16-008=S-24-002, ST 21 (LUDLOW AVENUE) OVER CHICOPEE RIVER | 2 | NHPP-PEN | \$18,954,057 | \$15,163,246 | \$3,790,811 | |
| Highway Resiliency Improvement Program | 608787 | Pioneer Valley | Williamsburg | WILLIAMSBURG- CONSTRUCTION OF THE "MILL RIVER GREENWAY" SHARED USE PATH | 1 | PRCT | \$27,527,857 | \$22,022,286 | \$5,505,571 | |
| Non-Interstate Pavement | 616368 | Pioneer Valley | Blandford | BLANFORD- PAVEMENT PRESERVATION ON SR23 (MM 27.7-33.3) | 1 | NHPP | \$5,629,038 | \$4,503,230 | \$1,125,808 | |
| Non-Interstate Pavement | 616373 | Pioneer Valley | Palmer | PALMER- PAVEMENT PRESERVATION ON SR20 (MM 80.3-82.5) | 2 | NHPP | \$2,576,013 | \$2,060,810 | \$515,203 | |
| Section 2B / State Prioritized Modernization Projects | | | | | | | \$21,898,056 | \$18,126,342 | \$3,771,714 | |
| Intersection Improvements | 614045 | Pioneer Valley | West Springfield | WEST SPRINGFIELD- INTERSECTION IMPROVEMENTS AT ROUTE 20 AND SIBLEY AVENUE | 2 | HSIP | \$6,078,974 | \$5,471,077 | \$607,897 | |
| Roadway Reconstruction | 608787 | Pioneer Valley | Williamsburg | WILLIAMSBURG- CONSTRUCTION OF THE "MILL RIVER GREENWAY" SHARED USE PATH | 1 | NHPP | \$15,819,082 | \$12,655,266 | \$3,163,816 | |

Table 21 Federally Funded Projects Year 2031 (Continued)

| Program | MassDOT Project ID | MPO | Municipality | MassDOT Project Description | District | Funding Source | Total Programmed Funds | Federal Funds | Non-Federal Funds |
|--|--------------------|----------------|--------------|---|----------|----------------|------------------------|---------------|-------------------|
| Section 2C / State Prioritized Expansion Projects | | | | | | | \$6,423,790 | \$5,139,032 | \$1,284,758 |
| Bicycle and Pedestrian | 612245 | Pioneer Valley | Belchertown | BELCHERTOWN- MASS CENTRAL RAIL TRAIL (MCRT, SECTION 1C) | 2 | CMAQ | \$6,423,790 | \$5,139,032 | \$1,284,758 |
| Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs | | | | | | | \$2,593,832 | \$2,593,832 | \$0 |
| Railroad Crossings | S12988 | Pioneer Valley | Multiple | WEST SPRINGFIELD- RAILROAD CROSSING ELIMINATION ON FRONT STREET (CROSSING NO. DOT525901A) | 2 | RRHE | \$2,593,832 | \$2,593,832 | \$0 |
| Pioneer Valley Region Total Program Summary | | | | | | | \$1,133,377,288 | \$872,670,127 | \$260,707,161 |

Table 22: Universe of Projects and TEC Scores

| 2027 - 2031 | Municipality | SID | Project Name and Description | Design | TEC Score | Rank | Proposed Cost | Jurisdiction |
|----------------|------------------------|--------|---|--------|-----------|------|---------------|--------------|
| 2031 | BELCHERTOWN | 612245 | BELCHERTOWN- MASS CENTRAL RAIL TRAIL (MCRT, SECTION 1C) | 0 | 31.0 | 20 | \$ 5,537,750 | Municipal |
| | BELCHERTOWN | 612264 | BELCHERTOWN- RESURFACING AND RELATED WORK ON MAIN STREET AND NORTH MAIN STREET (ROUTE 202) | 0 | 24.0 | 25 | \$ 9,002,240 | Municipal |
| | CHICOPEE | 614232 | CHICOPEE- INTERSECTION IMPROVEMENTS ON CENTER STREET (ROUTE 116) AT HAMPDEN STREET, WEST STREET AND SOUTH STREET | 0 | 52 | 8 | \$ 12,200,000 | Municipal |
| 2029 | EAST LONGMEADOW | 612265 | EAST LONGMEADOW- RESURFACING AND RELATED WORK ON NORTH MAIN STREET (ROUTE 83) | 0 | 49.0 | 9 | \$ 8,834,350 | Municipal |
| | East Longmeadow | 613869 | EAST LONGMEADOW- RECONSTRUCTION ON NORTH MAIN STREET (ROUTE 83) (PHASE II) | 0 | 34 | 17 | \$ 14,861,450 | Municipal |
| Adv | EASTHAMPTON | 610657 | EASTHAMPTON- NORTHAMPTON- INSTALLATION OF A SHARED-USE PATH ALONG MOUNT TOM ROAD FROM THE MANHAN TRAIL TO ATWOOD DRIVE | Adv | 29 | 22 | \$ 7,213,072 | MassDOT |
| AC 2029 / 2030 | EASTHAMPTON | 612258 | EASTHAMPTON- DOWNTOWN COMPLETE STREETS IMPROVEMENTS ON MAIN AND NORTHAMPTON STREETS (ROUTE 10) | 25 | 55.0 | 5 | \$ 15,665,960 | Municipal |
| 2028 | EASTHAMPTON | 608423 | EASTHAMPTON- IMPROVEMENTS AND RELATED WORK ON ROUTE 10, FROM WEST STREET TO THE NORTHAMPTON TOWN LINE | 0 | 54.0 | 6 | \$ 5,758,750 | MassDOT |
| | GOSHEN | 613046 | GOSHEN - RECONSTRUCTION OF ROUTE 9 | 0 | 27.0 | 24 | \$ 9,705,000 | MassDOT D1 |
| 2028 | GRANBY | 608466 | GRANBY- RESURFACING AND RELATED WORK ON ROUTE 202 FROM KENDALL STREET TO SCHOOL STREET | 25 | 21.5 | 27 | \$ 5,708,491 | MassDOT |
| | Hatfield / Northampton | 613658 | HATFIELD- NORTHAMPTON- BICYCLE AND PEDESTRIAN IMPROVEMENTS ON ROUTE 5/10, INCLUDES BRIDGE REPLACEMENT, H-11-007, WEST STREET (ROUTE 5/10) OVER GUTTER BROOK | 0 | 37 | 12 | \$ 20,588,401 | MassDOT |

Table 22: Universe of Projects and TEC Scores (Continued)

| | | | | | | | | |
|------------------------------|----------------------------|--------|--|------|------|----|---------------|---------------------|
| 2027 | HOLYOKE | 611965 | HOLYOKE- INTERSECTION IMPROVEMENTS AT BEECH STREET, RESNIC BOULEVARD, AND WEST FRANKLIN STREET | 25 | 58.5 | 4 | \$ 7,021,425 | MassDOT |
| AC 2029 / 2030 / 2031 | HOLYOKE | 613320 | CORRIDOR IMPROVEMENTS ON HIGH AND MAPLE STREETS | 0 | 68.0 | 2 | \$ 14,857,250 | MassDOT / Municipal |
| 2027 | HOLYOKE / WEST SPRINGFIELD | 613314 | HOLYOKE- WEST SPRINGFIELD- INTERSTATE PAVEMENT PRESERVATION AND RELATED WORK ON I-91 | PS&E | NA | NA | \$ 12,506,978 | MassDOT |
| 2027 SW | HUNTINGTON | 614256 | HUNTINGTON- RESURFACING AND RELATED WORK ON ROUTE 112 | 0 | 12.5 | 29 | \$ 9,267,213 | MassDOT D1 |
| 2028 | LONGMEADOW | 612257 | LONGMEADOW- RESURFACING AND RELATED WORK ON LONGMEADOW STREET (ROUTE 5) (PHASE 1) | 25 | 46.0 | 10 | \$ 10,926,978 | Municipal |
| AC 2029 / 2030 / 2031 | MONSON | 612984 | RESURFACING AND RELATED WORK ON MAIN STREET (ROUTE 32) | 25 | 34.5 | 16 | \$ 15,061,959 | Municipal |
| AC 2027 / 2028 / 2029 / 2030 | NORTHAMPTON | 609286 | NORTHAMPTON- DOWNTOWN COMPLETE STREETS CORRIDOR AND INTERSECTION IMPROVEMENTS ON MAIN STREET (ROUTE 9) | 75 | 75.5 | 1 | \$ 37,097,464 | Municipal |
| 2028 | SOUTH HADLEY | 608785 | SOUTH HADLEY- RECONSTRUCTION OF MAIN STREET FROM THE CHICOPEE CITY LINE TO CANAL STREET (0.67 MILES) | 25 | 35.5 | 14 | \$ 10,394,695 | Municipal |
| AC 2029 / 2030 | SOUTHAMPTON | 612780 | SOUTHAMPTON- REHABILITATION/RECONSTRUCTION & RELATED WORK ON EAST STREET, FROM COLLEGE HIGHWAY (ROUTE 10) TO WHISPERING MEADOW LANE | 25 | 38.0 | 11 | \$ 11,615,105 | Municipal |
| 2029 | SOUTHAMPTON | 613484 | SOUTHAMPTON- GREENWAY RAIL TRAIL CONSTRUCTION, FROM COLEMAN ROAD TO ROUTE 10 (3.5 MILES) | 25 | 23.0 | 26 | \$ 15,986,740 | Municipal |
| 2030 Ad Date | SPRINGFIELD | 610664 | SPRINGFIELD- RECONSTRUCTION OF BIRNIE AVENUE AT GERENA SCHOOL PEDESTRIAN TUNNEL (Total Project Cost \$2+ million, City to cover remaining balance) | 25 | 36.0 | 13 | \$ 4,548,181 | Municipal |

Table 22: Universe of Projects and TEC Scores (Continued)

| | | | | | | | | |
|---------------------------------|------------------|--------|--|-----|------|----|-----------------------|-----------|
| | SPRINGFIELD | 614040 | SPRINGFIELD- INTERSECTION IMPROVEMENTS AT ROOSEVELT AVENUE AND ROOSEVELT TERRACE | 0 | NA | NA | \$ 2,327,143 | Municipal |
| 2031 | WEST SPRINGFIELD | 614045 | WEST SPRINGFIELD- INTERSECTION IMPROVEMENTS AT ROUTE 20 AND SIBLEY AVENUE | 0 | 28.5 | 23 | \$ 5,240,495 | MassDOT |
| 2027 | WESTFIELD | 612600 | WESTFIELD- INTERSECTION IMPROVEMENTS AT SOUTHAMPTON ROAD (ROUTE 10/202), SERVISTAR INDUSTRIAL WAY AND BARNES AIRPORT DRIVE | 25 | 43.0 | 10 | \$ 8,953,144 | MassDOT |
| | WESTFIELD | 610536 | WESTFIELD- PEDESTRIAN AND BICYCLE IMPROVEMENTS ON MAIN STREET (ROUTE 20) | 25 | 29.0 | 22 | \$ 3,305,811 | MassDOT |
| 2031 | WESTFIELD | 613879 | WESTFIELD- ROADWAY RECONSTRUCTION ON ROUTE 10/202 NEAR I-90 (INTERCHANGE 41) | 0 | 55 | 5 | \$ 20,800,150 | MassDOT |
| 2029 | WILBRAHAM | 608489 | WILBRAHAM- RESURFACING AND RELATED WORK ON ROUTE 20 | 75 | NA | NA | \$ 22,016,790 | MassDOT |
| 2027 | WILLIAMSBURG | 607231 | RECONSTRUCTION OF MOUNTAIN STREET | 100 | 33.5 | 18 | \$ 15,529,507 | Municipal |
| 2031 | WILLIAMSBURG | 608787 | WILLIAMSBURG- CONSTRUCTION OF THE "MILL RIVER GREENWAY" SHARED USE PATH | 0 | 30.5 | 21 | \$ 49,890,000 | Municipal |
| Total Cost (30 Projects) | | | | | | | \$ 392,422,492 | |

Table 22: Universe of Projects and TEC Scores –Transit Backlog

| FFY | CAPITAL PROJECT DESCRIPTION | Qty | Facilities |
|------|---|-----|------------|
| 2027 | Northampton Bus Maint. Facility | | |
| | Maintenance Building Renovation | | 1,400,000 |
| 2027 | Cottage Street Bus O&M Facility | | |
| | Phase II Electric Bus Chargers and Storage Bays Expansion | | 12,450,000 |
| 2029 | Northampton Bus Maint. Facility | | |
| | Maintenance Building Renovation | | 3,075,000 |
| 2029 | Cottage Street Bus O&M Facility | | |
| | Phase III & IV Electric Bus Charger Expansion | | 4,320,000 |
| 2030 | Cottage Street Bus O&M Facility | | |
| | Phase III & IV Electric Bus Charger Expansion | | 14,400,000 |
| 2301 | Main Street Paratransit O&M Facility | | |
| | Renovate an Reuse lower level | | 2,560,000 |
| | Renovate paratransit offices and operations areas | | 2,880,000 |
| 2031 | Cottage Street Bus O&M Facility | | |
| | Phase III & IV Electric Bus Charger Expansion | | 14,400,000 |

Total Project Backlog 55,485,000

Table 22: Universe of Projects and TEC Scores – Safe Routes To School Projects
SAFE ROUTES TO SCHOOL PROJECTS

| TIP Days | Municipality | SID | Project Name and Description | Design | TEC Score | Rank | Proposed Cost | Jurisdiction |
|-------------------------------------|--------------|--------|---|--------|-----------|------|-----------------------|--------------|
| 2028 | EASTHAMPTON | 612772 | EASTHAMPTON- MOUNTAIN VIEW SCHOOL IMPROVEMENTS (SRTS) | 0 | NA | NA | \$ 1,950,037 | Municipal |
| 2030 | HOLYOKE | 613442 | HOLYOKE- H.B. LAWRENCE ELEMENTARY SCHOOL IMPROVEMENTS (SRTS) | 0 | NA | NA | \$ 1,496,328 | Municipal |
| 2028 | SOUTHAMPTON | 613397 | SOUTHAMPTON- WILLIAM E. NORRIS ELEMENTARY SCHOOL IMPROVEMENTS (SRTS) | 0 | NA | NA | \$ 1,692,136 | Municipal |
| 2029 | CHICOPEE | 612079 | CHICOPEE- HUGH SCOTT STREIBER ELEMENTARY SCHOOL IMPROVEMENTS (SRTS) | 25 | NA | NA | \$ 1,283,468 | Municipal |
| | SPRINGFIELD | S12835 | SPRINGFIELD- ARMORY SAFE ROUTES TO NATIONAL PARKS IMPROVEMENTS (SRTS) | 0 | NA | NA | \$ 698,750 | Municipal |
| Total Cost SRTS (5 Projects) | | | | | | | \$ 712,892,132 | |

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 2027-2031

The following is a complete listing of programmed transit projects for FFY 2027-2031

Table 23 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 |
|-------------------------------------|--------------------|------|--------------|---|----------------|------------------------|---------------|-------------|-------------|
| Operating | RTD0010951 | PVTA | | Pioneer Valley Transit Authority - FACILITIES RENOVATION - CAPITAL State of Good Repair for all transit buildings including Admin and Maintenance | 5307 | \$0 | \$0 | | |
| Operating | RTD0010955 | PVTA | | Pioneer Valley Transit Authority - SHORT RANGE TRANSIT PLANNING | 5307 | \$216,000 | \$216,000 | | |
| | | | | | SCA | \$54,000 | | \$54,000 | |
| RTA Facility & System Modernization | PVTA011791 | PVTA | | Pioneer Valley Transit Authority - REHAB/RENOVATE - Admin Building OPERATIONS FACILITY - Main St Replace Rooftop HVAC and Systems Control; Replace interior sidewalk abutting building; repaint interior walls and replace ceiling tiles, replace building gutters and downspouts | 5307 | \$400,000 | \$400,000 | | |
| | | | | | RTACAP | \$100,000 | | \$100,000 | |
| RTA Facility & System Modernization | PVTA012169 | PVTA | | Northampton Maintenance Facility Rehab and Renovation including state of good repairs activities such as expansion of EV charging capabilities, facility expansion NEPA alternative analysis, carport for Service Vehicles | 5307 | \$312,000 | \$312,000 | | |
| | | | | | RTACAP | \$78,000 | | \$78,000 | |
| RTA Facility & System Modernization | RTD0010928 | PVTA | | Pioneer Valley Transit Authority - REHAB/RENOVATE - Main St. MAINTENANCE FACILITY - Main St Paratransit O&M Renovate Office | 5307 | \$1,232,000 | \$1,232,000 | | |
| | | | | | RTACAP | \$308,000 | | \$308,000 | |
| RTA Facility & System Modernization | RTD0010951 | PVTA | | Pioneer Valley Transit Authority - FACILITIES RENOVATION - CAPITAL State of Good Repair for all transit buildings including Admin and Maintenance | 5307 | \$20,000 | \$20,000 | | |
| | | | | | RTACAP | \$5,000 | | \$5,000 | |
| 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 Phase I and Phase II | RTACAP | \$2,100,000 | | \$2,100,000 | |

Table 23 FFY 2027 Transit Project Information (Continued)

| Program | MassDOT Project ID | RTA | Municipality | MassDOT Project Description | Funding Source | Total Programmed Funds | Federal Funds | State Funds | Other Funds |
|------------------------------------|--------------------|------|--------------|--|----------------|------------------------|---------------|-------------|-------------|
| RTA Facility & Vehicle Maintenance | PVTA011786 | PVTA | | Pioneer Valley Transit Authority - UMass Bus Maintenance Facility Upgrades - Replacement of hydraulic lift; replacement of RTU and controls; upgrade building walkway and LED lights to parking areas, upgrade facility electrical system to code; renovate administration space and upgrade facility restrooms and office space, expand EV charging capabilities, Prepare a facilities assessment capital study; upgrade fuel and storage bay doors, replace roof at UMTS buildings, window replacement at UMTS building. | 5307 | \$1,044,000 | \$1,044,000 | | |
| | | | | | RTACAP | \$261,000 | | \$261,000 | |
| RTA Facility & Vehicle Maintenance | RTD0009860 | PVTA | | Pioneer Valley Transit Authority - Environmental Compliance for all PVTA facilities. | 5307 | \$32,000 | \$32,000 | | |
| | | | | | RTACAP | \$8,000 | | \$8,000 | |
| RTA Facility & Vehicle Maintenance | RTD0010907 | PVTA | | Pioneer Valley Transit Authority - PURCHASE BUS SHELTERS INCLUDING PEDESTRIAN ACCESS | 5307 | \$40,000 | \$40,000 | | |
| | | | | | RTACAP | \$10,000 | | \$10,000 | |
| RTA Facility & Vehicle Maintenance | RTD0010908 | PVTA | | Pioneer Valley Transit Authority - Signage and Lighting at bus stop locations | 5307 | \$20,000 | \$20,000 | | |
| | | | | | RTACAP | \$5,000 | | \$5,000 | |
| RTA Facility & Vehicle Maintenance | RTD0010909 | PVTA | | Pioneer Valley Transit Authority - Bike access Equipment | 5307 | \$11,200 | \$11,200 | | |
| | | | | | RTACAP | \$2,800 | | \$2,800 | |
| RTA Facility & Vehicle Maintenance | RTD0010910 | PVTA | | Pioneer Valley Transit Authority - Information Technology Systems | 5307 | \$2,175,365 | \$2,175,365 | | |
| | | | | | RTACAP | \$2,175,365 | | \$2,175,365 | |

Table 23 FFY 2027 Transit Project Information (Continued)

| Program | MassDOT Project ID | RTA | Municipality | MassDOT Project Description | Funding Source | Total Programmed Funds | Federal Funds | State Funds | Other Funds |
|------------------------------------|--------------------|------|--------------|--|----------------|------------------------|---------------|-------------|-------------|
| RTA Facility & Vehicle Maintenance | RTD0010911 | PVTA | Northampton | Pioneer Valley Transit Authority - Rehab Northampton Maintenance Facility as per FTA's Section 5339 Award | 5339D | \$1,400,000 | \$1,400,000 | | |
| RTA Facility & Vehicle Maintenance | RTD0010912 | PVTA | Amherst | Pioneer Valley Transit Authority - UMass Bus Maintenance Facility - Workforce Development 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 | | |
| | | | | | RTACAP | \$40,000 | | \$40,000 | |
| RTA Fleet Upgrades | PVTA011781 | PVTA | Multiple | Pioneer Valley Transit Authority Replacement of Articulated 60' Transit Buses and the replacement of 60' with 60' buses and in 2028 and 2029 replacement of 40' with 60' | 5307 | \$1,917,891 | \$1,917,891 | | |
| | | | | | OF | \$84,000 | \$84,000 | | |
| | | | | | RTACAP | \$479,473 | | \$479,473 | |
| RTA Fleet Upgrades | RTD0011374 | PVTA | | Pioneer Valley Transit Authority BUY REPLACEMENT 40-FT Electric and Hybrid transit buses | 5307 | \$5,355,303 | \$5,355,303 | | |
| | | | | | 5339 | \$345,731 | \$345,731 | | |
| | | | | | OF | \$252,000 | \$252,000 | | |
| | | | | | RTACAP | \$1,425,258 | | \$1,425,258 | |
| RTA Fleet Upgrades | RTD0011375 | PVTA | | Pioneer Valley Transit Authority - BUY REPLACEMENT 35-FT buses with Electric and/or Hybrid BUS | 5307 | \$3,057,921 | \$3,057,921 | | |
| | | | | | 5339 | \$345,731 | \$345,731 | | |
| | | | | | OF | \$168,000 | \$168,000 | | |
| | | | | | RTACAP | \$892,913 | | \$892,913 | |

Table 23 FFY 2027 Transit Project Information (Continued)

| Program | MassDOT Project ID | RTA | Municipality | MassDOT Project Description | Funding Source | Total Programmed Funds | Federal Funds | State Funds | Other Funds |
|-------------------------|--------------------|------|--------------|---|-------------------|------------------------|---------------|-------------|-------------|
| RTA Vehicle Replacement | PVTA012170 | PVTA | | Pioneer Valley Transit Authority Replacement of Shuttle Transit buses less than 30' | 5307 | \$246,419 | \$246,419 | | |
| | | | | | RTACAP | \$61,605 | | \$61,605 | |
| RTA Vehicle Replacement | RTD0010949 | PVTA | | Pioneer Valley Transit Authority - ACQUIRE - SUPPORT Vehicles | 5307 | \$122,894 | \$122,894 | | |
| | | | | | RTACAP | \$30,724 | | \$30,724 | |
| RTA Vehicle Replacement | RTD0010959 | PVTA | | Pioneer Valley Transit Authority - ACQUIRE - Supervisory VEHICLES | 5307 | \$88,091 | \$88,091 | | |
| | | | | | RTACAP | \$22,023 | | \$22,023 | |
| | | | | | 5307 Programmed | \$16,451,084 | \$16,451,084 | | |
| | | | | | 5339 Programmed | \$691,462 | \$691,462 | | |
| | | | | | 5339D Programmed | \$1,400,000 | \$1,400,000 | | |
| | | | | | OF Programmed | \$504,000 | \$504,000 | | |
| | | | | | RTACAP Programmed | \$8,045,161 | | \$8,045,161 | |
| | | | | | SCA Programmed | \$54,000 | | \$54,000 | |

Table 24 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 |
|-------------------------------------|--------------------|------|--------------|---|----------------|------------------------|---------------|-------------|-------------|
| Operating | RTD0010951 | PVTA | | Pioneer Valley Transit Authority - FACILITIES RENOVATION - CAPITAL State of Good Repair for all transit buildings including Admin and Maintenance | 5307 | \$0 | \$0 | | |
| Operating | RTD0010955 | PVTA | | Pioneer Valley Transit Authority - SHORT RANGE TRANSIT PLANNING | 5307 | \$216,000 | \$216,000 | | |
| | | | | | SCA | \$54,000 | | \$54,000 | |
| RTA Facility & System Modernization | PVTA011791 | PVTA | | Pioneer Valley Transit Authority - REHAB/RENOVATE - Admin Building OPERATIONS FACILITY - Main St Replace Rooftop HVAC and Systems Control; Replace interior sidewalk abutting building; repaint interior walls and replace ceiling tiles, replace building gutters and downspouts | 5307 | \$54,400 | \$54,400 | | |
| | | | | | RTACAP | \$13,600 | | \$13,600 | |
| RTA Facility & System Modernization | PVTA012169 | PVTA | | Northampton Maintenance Facility Rehab and Renovation including state of good repairs activities such as expansion of EV charging capabilities, facility expansion NEPA alternative analysis, carport for Service Vehicles | 5307 | \$288,000 | \$288,000 | | |
| | | | | | RTACAP | \$72,000 | | \$72,000 | |
| RTA Facility & System Modernization | RTD0010928 | PVTA | | Pioneer Valley Transit Authority - REHAB/RENOVATE - Main St. MAINTENANCE FACILITY - Main St Paratransit O&M Renovate Office | 5307 | \$240,000 | \$240,000 | | |
| | | | | | RTACAP | \$60,000 | | \$60,000 | |
| RTA Facility & System Modernization | RTD0010951 | PVTA | | Pioneer Valley Transit Authority - FACILITIES RENOVATION - CAPITAL State of Good Repair for all transit buildings including Admin and Maintenance | 5307 | \$20,000 | \$20,000 | | |
| | | | | | RTACAP | \$5,000 | | \$5,000 | |
| 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 Phase I and Phase II | RTACAP | \$100,000 | | \$100,000 | |

Table 24 FFY 2028 Transit Project Information (Continued)

| Program | MassDOT Project ID | RTA | Municipality | MassDOT Project Description | Funding Source | Total Programmed Funds | Federal Funds | State Funds | Other Funds |
|------------------------------------|--------------------|------|--------------|--|----------------|------------------------|---------------|-------------|-------------|
| RTA Facility & Vehicle Maintenance | PVTA011786 | PVTA | | Pioneer Valley Transit Authority - UMass Bus Maintenance Facility Upgrades - Replacement of hydraulic lift; replacement of RTU and controls; upgrade building walkway and LED lights to parking areas, upgrade facility electrical system to code; renovate administration space and upgrade facility restrooms and office space, expand EV charging capabilities, Prepare a facilities assessment capital study; upgrade fuel and storage bay doors, replace roof at UMTS buildings, window replacement at UMTS building. | 5307 | \$1,604,000 | \$1,604,000 | | |
| | | | | | RTACAP | \$401,000 | | \$401,000 | |
| RTA Facility & Vehicle Maintenance | PVTA011793 | PVTA | | Pioneer Valley Transit Authority - Cottage St. MAINTENANCE FACILITY - Sealcoat Asphalt Parking lot, purchase FTA 11.44.03 and install bus simulator under FTA 11.42.20 | 5307 | \$448,000 | \$448,000 | | |
| | | | | | RTACAP | \$112,000 | | \$112,000 | |
| RTA Facility & Vehicle Maintenance | RTD0009860 | PVTA | | Pioneer Valley Transit Authority - Environmental Compliance for all PVTA facilities. | 5307 | \$32,000 | \$32,000 | | |
| | | | | | RTACAP | \$8,000 | | \$8,000 | |
| RTA Facility & Vehicle Maintenance | RTD0010907 | PVTA | | Pioneer Valley Transit Authority - PURCHASE BUS SHELTERS INCLUDING PEDESTRIAN ACCESS | 5307 | \$40,000 | \$40,000 | | |
| | | | | | RTACAP | \$10,000 | | \$10,000 | |
| RTA Facility & Vehicle Maintenance | RTD0010908 | PVTA | | Pioneer Valley Transit Authority - Signage and Lighting at bus stop locations | 5307 | \$20,000 | \$20,000 | | |
| | | | | | RTACAP | \$5,000 | | \$5,000 | |
| RTA Facility & Vehicle Maintenance | RTD0010909 | PVTA | | Pioneer Valley Transit Authority - Bike access Equipment | 5307 | \$11,200 | \$11,200 | | |
| | | | | | RTACAP | \$2,800 | | \$2,800 | |
| RTA Facility & Vehicle Maintenance | RTD0010910 | PVTA | | Pioneer Valley Transit Authority - Information Technology Systems | 5307 | \$2,169,480 | \$2,169,480 | | |
| | | | | | RTACAP | \$2,169,480 | | \$2,169,480 | |

Table 24 FFY 2028 Transit Project Information (Continued)

| Program | MassDOT Project ID | RTA | Municipality | MassDOT Project Description | Funding Source | Total Programmed Funds | Federal Funds | State Funds | Other Funds |
|------------------------------------|--------------------|------|--------------|--|----------------|------------------------|---------------|-------------|-------------|
| RTA Facility & Vehicle Maintenance | RTD0010911 | PVTA | Northampton | Pioneer Valley Transit Authority - Rehab Northampton Maintenance Facility as per FTA's Section 5339 Award | 5339D | \$3,075,000 | \$3,075,000 | | |
| RTA Facility & Vehicle Maintenance | RTD0010912 | PVTA | Amherst | Pioneer Valley Transit Authority - UMass Bus Maintenance Facility - Workforce Development 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 | | |
| | | | | | RTACAP | \$40,000 | | \$40,000 | |
| RTA Fleet Upgrades | PVTA011781 | PVTA | Multiple | Pioneer Valley Transit Authority Replacement of Articulated 60' Transit Buses and the replacement of 60' with 60' buses and in 2028 and 2029 replacement of 40' with 60' | 5307 | \$2,017,145 | \$2,017,145 | | |
| | | | Multiple | | OF | \$84,000 | \$84,000 | | |
| | | | Multiple | | RTACAP | \$504,286 | | \$504,286 | |
| RTA Fleet Upgrades | RTD0011374 | PVTA | | Pioneer Valley Transit Authority BUY REPLACEMENT 40-FT Electric and Hybrid transit buses | 5307 | \$5,078,836 | \$5,078,836 | | |
| | | | | | 5339 | \$705,292 | \$705,292 | | |
| | | | | | OF | \$210,000 | \$210,000 | | |
| | | | | | RTACAP | \$1,446,032 | | \$1,446,032 | |
| RTA Vehicle Replacement | RTD0010949 | PVTA | | Pioneer Valley Transit Authority - ACQUIRE - SUPPORT Vehicles | 5307 | \$64,000 | \$64,000 | | |
| | | | | | RTACAP | \$16,000 | | \$16,000 | |
| RTA Vehicle Replacement | RTD0010959 | PVTA | | Pioneer Valley Transit Authority - ACQUIRE - Supervisory VEHICLES | 5307 | \$90,734 | \$90,734 | | |
| | | | | | RTACAP | \$22,684 | | \$22,684 | |

Table 24 FFY 2028 Transit Project Information (Continued)

| | Funding Source | Total Programmed Funds | Federal Funds | State Funds | Other Funds |
|--|---|------------------------|---------------------|--------------------|-------------|
| | 5307 Programmed | \$12,553,795 | \$12,553,795 | | |
| | 5339 Programmed | \$705,292 | \$705,292 | | |
| | 5339D Programmed | \$3,075,000 | \$3,075,000 | | |
| | OF Programmed | \$294,000 | \$294,000 | | |
| | RTACAP Programmed | \$5,027,882 | | \$5,027,882 | |
| | SCA Programmed | \$54,000 | | \$54,000 | |
| | Total Programmed for Pioneer Valley Transit Authority Projects | \$21,709,969 | \$16,628,087 | \$5,081,882 | |

Table 25 FFY 2029 Transit Project Information

| Program | MassDOT Project ID | RTA | Municipality | MassDOT Project Description | Funding Source | Total Programmed Funds | Federal Funds | State Funds | Other Funds |
|-------------------------------------|--------------------|------|--------------|--|----------------|------------------------|---------------|-------------|-------------|
| Operating | RTD0010951 | PVTA | | Pioneer Valley Transit Authority - FACILITIES RENOVATION - CAPITAL State of Good Repair for all transit buildings including Admin and Maintenance | 5307 | \$0 | \$0 | | |
| Operating | RTD0010955 | PVTA | | Pioneer Valley Transit Authority - SHORT RANGE TRANSIT PLANNING | 5307 | \$225,000 | \$225,000 | | |
| | | | | | SCA | \$55,000 | | \$55,000 | |
| RTA Facility & System Modernization | PVTA011794 | PVTA | | Pioneer Valley Transit Authority - REHAB/RENOVATE - Cottage Street FACILITY - Phase III and IV Alternative Fuel | 5307CR | \$4,320,000 | \$4,320,000 | | |
| | | | | | RTACAP | \$1,080,000 | | \$1,080,000 | |
| RTA Facility & System Modernization | PVTA012169 | PVTA | | Northampton Maintenance Facility Rehab and Renovation including state of good repairs activities such as expansion of EV charging capabilities, facility expansion NEPA alternative analysis, carport for Service Vehicles | 5307 | \$384,000 | \$384,000 | | |
| | | | | | RTACAP | \$96,000 | | \$96,000 | |
| RTA Facility & System Modernization | RTD0010928 | PVTA | | Pioneer Valley Transit Authority - REHAB/RENOVATE - Main St. MAINTENANCE FACILITY - Main St Paratransit O&M Renovate Office | 5307 | \$1,440,000 | \$1,440,000 | | |
| | | | | | RTACAP | \$360,000 | | \$360,000 | |
| RTA Facility & System Modernization | RTD0010951 | PVTA | | Pioneer Valley Transit Authority - FACILITIES RENOVATION - CAPITAL State of Good Repair for all transit buildings including Admin and Maintenance | 5307 | \$20,000 | \$20,000 | | |
| | | | | | RTACAP | \$5,000 | | \$5,000 | |
| 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 Phase I and Phase II | RTACAP | \$100,000 | | \$100,000 | |

Table 25 FFY 2029 Transit Project Information (Continued)

| Program | MassDOT Project ID | RTA | Municipality | MassDOT Project Description | Funding Source | Total Programmed Funds | Federal Funds | State Funds | Other Funds |
|------------------------------------|--------------------|------|--------------|--|----------------|------------------------|---------------|-------------|-------------|
| RTA Facility & Vehicle Maintenance | PVTA011786 | PVTA | | Pioneer Valley Transit Authority - UMass Bus Maintenance Facility Upgrades - Replacement of hydraulic lift; replacement of RTU and controls; upgrade building walkway and LED lights to parking areas, upgrade facility electrical system to code; renovate administration space and upgrade facility restrooms and office space, expand EV charging capabilities, Prepare a facilities assessment capital study; upgrade fuel and storage bay doors, replace roof at UMTS buildings, window replacement at UMTS building. | 5307 | \$1,136,000 | \$1,136,000 | | |
| | | | | | RTACAP | \$284,000 | | \$284,000 | |
| RTA Facility & Vehicle Maintenance | RTD0009860 | PVTA | | Pioneer Valley Transit Authority - Environmental Compliance for all PVTA facilities. | 5307 | \$32,000 | \$32,000 | | |
| | | | | | RTACAP | \$8,000 | | \$8,000 | |
| RTA Facility & Vehicle Maintenance | RTD0010907 | PVTA | | Pioneer Valley Transit Authority - PURCHASE BUS SHELTERS INCLUDING PEDESTRIAN ACCESS | 5307 | \$40,000 | \$40,000 | | |
| | | | | | RTACAP | \$10,000 | | \$10,000 | |
| RTA Facility & Vehicle Maintenance | RTD0010908 | PVTA | | Pioneer Valley Transit Authority - Signage and Lighting at bus stop locations | 5307 | \$20,000 | \$20,000 | | |
| | | | | | RTACAP | \$5,000 | | \$5,000 | |
| RTA Facility & Vehicle Maintenance | RTD0010909 | PVTA | | Pioneer Valley Transit Authority - Bike access Equipment | 5307 | \$11,200 | \$11,200 | | |
| | | | | | RTACAP | \$2,800 | | \$2,800 | |
| RTA Facility & Vehicle Maintenance | RTD0010910 | PVTA | | Pioneer Valley Transit Authority - Information Technology Systems | 5307 | \$3,394,880 | \$3,394,880 | | |
| | | | | | RTACAP | \$848,720 | | \$848,720 | |

Table 25 FFY 2029 Transit Project Information (Continued)

| Program | MassDOT Project ID | RTA | Municipality | MassDOT Project Description | Funding Source | Total Programmed Funds | Federal Funds | State Funds | Other Funds |
|------------------------------------|--------------------|------|--------------|--|----------------|------------------------|---------------|-------------|-------------|
| RTA Facility & Vehicle Maintenance | RTD0010912 | PVTA | Amherst | Pioneer Valley Transit Authority - UMass Bus Maintenance Facility - Workforce Development 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 | \$180,000 | \$180,000 | | |
| | | | | | RTACAP | \$45,000 | | \$45,000 | |
| RTA Fleet Upgrades | PVTA011781 | PVTA | Multiple | Pioneer Valley Transit Authority Replacement of Articulated 60' Transit Buses and the replacement of 60' with 60' buses and in 2028 and 2029 replacement of 40' with 60' | 5307 | \$3,162,844 | \$3,162,844 | | |
| | | | Multiple | | OF | \$150,000 | \$150,000 | | |
| | | | Multiple | | RTACAP | \$790,711 | | \$790,711 | |
| RTA Fleet Upgrades | RTD0011374 | PVTA | | Pioneer Valley Transit Authority BUY REPLACEMENT 40-FT Electric and Hybrid transit buses | 5307 | \$2,910,444 | \$2,910,444 | | |
| | | | | | 5339 | \$719,397 | \$719,397 | | |
| | | | | | OF | \$150,000 | \$150,000 | | |
| | | | | | RTACAP | \$907,460 | | \$907,460 | |
| RTA Fleet Upgrades | RTD0011375 | PVTA | | Pioneer Valley Transit Authority - BUY REPLACEMENT 35-FT buses with Electric and/or Hybrid BUS | 5307 | \$2,285,276 | \$2,285,276 | | |
| | | | | | OF | \$100,000 | \$100,000 | | |
| | | | | | RTACAP | \$596,319 | | \$596,319 | |
| RTA Vehicle Replacement | RTD0010949 | PVTA | | Pioneer Valley Transit Authority - ACQUIRE - SUPPORT Vehicles | 5307 | \$68,000 | \$68,000 | | |
| | | | | | RTACAP | \$17,000 | | \$17,000 | |

Table 25 FFY 2029 Transit Project Information (Continued)

| Program | MassDOT Project ID | RTA | Municipality | MassDOT Project Description | Funding Source | Total Programmed Funds | Federal Funds | State Funds | Other Funds |
|-------------------------|--------------------|------|--------------|---|---|------------------------|---------------------|--------------------|-------------|
| RTA Vehicle Replacement | RTD0010959 | PVTA | | Pioneer Valley Transit Authority - ACQUIRE - Supervisory VEHICLES | 5307 | \$93,456 | \$93,456 | | |
| | | | | | RTACAP | \$23,364 | | \$23,364 | |
| | | | | | 5307 Programmed | \$15,403,100 | \$15,403,100 | | |
| | | | | | 5307CR Programmed | \$4,320,000 | \$4,320,000 | | |
| | | | | | 5339 Programmed | \$719,397 | \$719,397 | | |
| | | | | | OF Programmed | \$400,000 | \$400,000 | | |
| | | | | | RTACAP Programmed | \$5,219,374 | | \$5,219,374 | |
| | | | | | SCA Programmed | \$55,000 | | \$55,000 | |
| | | | | | Total Programmed for Pioneer Valley Transit Authority Projects | \$26,116,871 | \$20,842,497 | \$5,274,374 | |

Table 26 FFY 2030 Transit Project Information

| Program | MassDOT Project ID | RTA | Municipality | MassDOT Project Description | Funding Source | Total Programmed Funds | Federal Funds | State Funds | Other Funds |
|-------------------------------------|--------------------|------|--------------|--|----------------|------------------------|---------------|-------------|-------------|
| Operating | RTD0010951 | PVTA | | Pioneer Valley Transit Authority - FACILITIES RENOVATION - CAPITAL State of Good Repair for all transit buildings including Admin and Maintenance | 5307 | \$0 | \$0 | | |
| Operating | RTD0010955 | PVTA | | Pioneer Valley Transit Authority - SHORT RANGE TRANSIT PLANNING | 5307 | \$228,000 | \$228,000 | | |
| | | | | | SCA | \$57,000 | | \$57,000 | |
| RTA Facility & System Modernization | RTD0010928 | PVTA | | Pioneer Valley Transit Authority - REHAB/RENOVATE - Main St. MAINTENANCE FACILITY - Main St Paratransit O&M Renovate Office | 5307 | \$864,000 | \$864,000 | | |
| | | | | | RTACAP | \$216,000 | | \$216,000 | |
| RTA Facility & System Modernization | RTD0010951 | PVTA | | Pioneer Valley Transit Authority - FACILITIES RENOVATION - CAPITAL State of Good Repair for all transit buildings including Admin and Maintenance | 5307 | \$20,000 | \$20,000 | | |
| | | | | | RTACAP | \$5,000 | | \$5,000 | |
| 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 Phase I and Phase II | RTACAP | \$100,000 | | \$100,000 | |
| RTA Facility & Vehicle Maintenance | PVTA011786 | PVTA | | Pioneer Valley Transit Authority - UMass Bus Maintenance Facility Upgrades - Replacement of hydraulic lift; replacement of RTU and controls; upgrade building walkway and LED lights to parking areas, upgrade facility electrical system to code; renovate administration space and upgrade facility restrooms and office space, expand EV charging capabilities, Prepare a facilities assessment capital study; upgrade fuel and storage bay doors, replace roof at UMTS buildings, window replacement at UMTS building. | 5307 | \$888,000 | \$888,000 | | |
| | | | | | RTACAP | \$222,000 | | \$222,000 | |

Table 26 FFY 2030 Transit Project Information (Continued)

| Program | MassDOT Project ID | RTA | Municipality | MassDOT Project Description | Funding Source | Total Programmed Funds | Federal Funds | State Funds | Other Funds |
|------------------------------------|--------------------|------|--------------|--|----------------|------------------------|---------------|-------------|-------------|
| RTA Facility & Vehicle Maintenance | RTD0009860 | PVTA | | Pioneer Valley Transit Authority - Environmental Compliance for all PVTA facilities. | 5307 | \$32,000 | \$32,000 | | |
| | | | | | RTACAP | \$8,000 | | \$8,000 | |
| RTA Facility & Vehicle Maintenance | RTD0010907 | PVTA | | Pioneer Valley Transit Authority - PURCHASE BUS SHELTERS INCLUDING PEDESTRIAN ACCESS | 5307 | \$56,000 | \$56,000 | | |
| | | | | | RTACAP | \$14,000 | | \$14,000 | |
| RTA Facility & Vehicle Maintenance | RTD0010908 | PVTA | | Pioneer Valley Transit Authority - Signage and Lighting at bus stop locations | 5307 | \$20,000 | \$20,000 | | |
| | | | | | RTACAP | \$5,000 | | \$5,000 | |
| RTA Facility & Vehicle Maintenance | RTD0010909 | PVTA | | Pioneer Valley Transit Authority - Bike access Equipment | 5307 | \$11,200 | \$11,200 | | |
| | | | | | RTACAP | \$2,800 | | \$2,800 | |
| RTA Facility & Vehicle Maintenance | RTD0010910 | PVTA | | Pioneer Valley Transit Authority - Information Technology Systems | 5307 | \$3,496,726 | \$3,496,726 | | |
| | | | | | RTACAP | \$874,182 | | \$874,182 | |
| RTA Facility & Vehicle Maintenance | RTD0010914 | PVTA | | Pioneer Valley Transit Authority - Purchase Shop Equipment - All Garages | 5307 | \$180,000 | \$180,000 | | |
| | | | | | RTACAP | \$45,000 | | \$45,000 | |
| RTA Fleet Upgrades | RTD0011374 | PVTA | | Pioneer Valley Transit Authority BUY REPLACEMENT 40-FT Electric and Hybrid transit buses | 5307 | \$6,900,880 | \$6,900,880 | | |
| | | | | | 5339 | \$733,785 | \$733,785 | | |
| | | | | | OF | \$300,000 | \$300,000 | | |
| | | | | | RTACAP | \$1,908,666 | | \$1,908,666 | |

Table 26 FFY 2030 Transit Project Information (Continued)

| Program | MassDOT Project ID | RTA | Municipality | MassDOT Project Description | Funding Source | Total Programmed Funds | Federal Funds | State Funds | Other Funds |
|-------------------------|--------------------|------|--------------|--|---|------------------------|---------------------|--------------------|-------------|
| RTA Fleet Upgrades | RTD0011375 | PVTA | | Pioneer Valley Transit Authority - BUY REPLACEMENT 35-FT buses with Electric and/or Hybrid BUS | 5307 | \$3,636,810 | \$3,636,810 | | |
| | | | | | OF | \$150,000 | \$150,000 | | |
| | | | | | RTACAP | \$909,203 | | \$909,203 | |
| RTA Vehicle Replacement | RTD0010949 | PVTA | | Pioneer Valley Transit Authority - ACQUIRE - SUPPORT Vehicles | 5307 | \$136,000 | \$136,000 | | |
| | | | | | RTACAP | \$34,000 | | \$34,000 | |
| RTA Vehicle Replacement | RTD0010959 | PVTA | | Pioneer Valley Transit Authority - ACQUIRE - Supervisory VEHICLES | 5307 | \$96,260 | \$96,260 | | |
| | | | | | RTACAP | \$24,065 | | \$24,065 | |
| | | | | | 5307 Programmed | \$16,565,876 | \$16,565,876 | | |
| | | | | | 5339 Programmed | \$733,785 | \$733,785 | | |
| | | | | | OF Programmed | \$450,000 | \$450,000 | | |
| | | | | | RTACAP Programmed | \$4,367,916 | | \$4,367,916 | |
| | | | | | SCA Programmed | \$57,000 | | \$57,000 | |
| | | | | | Total Programmed for Pioneer Valley Transit Authority Projects | \$22,174,577 | \$17,749,661 | \$4,424,916 | |

Table 27 FFY 2031 Transit Project Information

| Program | MassDOT Project ID | RTA | Municipality | MassDOT Project Description | Funding Source | Total Programmed Funds | Federal Funds | State Funds | Other Funds |
|-------------------------------------|--------------------|------|--------------|--|----------------|------------------------|---------------|-------------|-------------|
| Operating | RTD0010915 | PVTA | | Pioneer Valley Transit Authority - ADA Operating Assistance | 5307 | \$1,063,639 | \$1,063,639 | | |
| | | | | | SCA | \$265,910 | | \$265,910 | |
| Operating | RTD0010933 | PVTA | | Pioneer Valley Transit Authority - PREVENTIVE MAINTENANCE | 5307 | \$3,560,878 | \$3,560,878 | | |
| | | | | | SCA | \$890,220 | | \$890,220 | |
| Operating | RTD0010951 | PVTA | | Pioneer Valley Transit Authority - FACILITIES RENOVATION - CAPITAL State of Good Repair for all transit buildings including Admin and Maintenance | 5307 | \$0 | \$0 | | |
| Operating | RTD0010955 | PVTA | | Pioneer Valley Transit Authority - SHORT RANGE TRANSIT PLANNING | 5307 | \$228,000 | \$228,000 | | |
| | | | | | SCA | \$57,000 | | \$57,000 | |
| RTA Facility & System Modernization | RTD0010951 | PVTA | | Pioneer Valley Transit Authority - FACILITIES RENOVATION - CAPITAL State of Good Repair for all transit buildings including Admin and Maintenance | 5307 | \$20,000 | \$20,000 | | |
| | | | | | RTACAP | \$5,000 | | \$5,000 | |
| 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 Phase I and Phase II | RTACAP | \$100,000 | | \$100,000 | |
| RTA Facility & Vehicle Maintenance | PVTA011786 | PVTA | | Pioneer Valley Transit Authority - UMass Bus Maintenance Facility Upgrades - Replacement of hydraulic lift; replacement of RTU and controls; upgrade building walkway and LED lights to parking areas, upgrade facility electrical system to code; renovate administration space and upgrade facility restrooms and office space, expand EV charging capabilities, Prepare a facilities assessment capital study; upgrade fuel and storage bay doors, replace roof at UMTS buildings, window replacement at UMTS building. | 5307 | \$216,000 | \$216,000 | | |
| | | | | | RTACAP | \$54,000 | | \$54,000 | |

Table 27 FFY 2031 Transit Project Information (Continued)

| Program | MassDOT Project ID | RTA | Municipality | MassDOT Project Description | Funding Source | Total Programmed Funds | Federal Funds | State Funds | Other Funds |
|------------------------------------|--------------------|------|--------------|--|----------------|------------------------|---------------|-------------|-------------|
| RTA Facility & Vehicle Maintenance | RTD0009860 | PVTA | | Pioneer Valley Transit Authority - Environmental Compliance for all PVTA facilities. | 5307 | \$32,000 | \$32,000 | | |
| | | | | | RTACAP | \$8,000 | | \$8,000 | |
| RTA Facility & Vehicle Maintenance | RTD0010907 | PVTA | | Pioneer Valley Transit Authority - PURCHASE BUS SHELTERS INCLUDING PEDESTRIAN ACCESS | 5307 | \$56,000 | \$56,000 | | |
| | | | | | RTACAP | \$14,000 | | \$14,000 | |
| RTA Facility & Vehicle Maintenance | RTD0010908 | PVTA | | Pioneer Valley Transit Authority - Signage and Lighting at bus stop locations | 5307 | \$20,000 | \$20,000 | | |
| | | | | | RTACAP | \$5,000 | | \$5,000 | |
| RTA Facility & Vehicle Maintenance | RTD0010909 | PVTA | | Pioneer Valley Transit Authority - Bike access Equipment | 5307 | \$11,200 | \$11,200 | | |
| | | | | | RTACAP | \$2,800 | | \$2,800 | |
| RTA Facility & Vehicle Maintenance | RTD0010910 | PVTA | | Pioneer Valley Transit Authority - Information Technology Systems | 5307 | \$3,601,628 | \$3,601,628 | | |
| | | | | | RTACAP | \$900,407 | | \$900,407 | |
| RTA Facility & Vehicle Maintenance | RTD0010914 | PVTA | | Pioneer Valley Transit Authority - Purchase Shop Equipment - All Garages | 5307 | \$180,000 | \$180,000 | | |
| | | | | | RTACAP | \$45,000 | | \$45,000 | |
| RTA Fleet Upgrades | RTD0011374 | PVTA | | Pioneer Valley Transit Authority BUY REPLACEMENT 40-FT Electric and Hybrid transit buses | 5307 | \$4,971,636 | \$4,971,636 | | |
| | | | | | 5339 | \$374,230 | \$374,230 | | |
| | | | | | OF | \$208,000 | \$208,000 | | |
| | | | | | RTACAP | \$1,336,466 | | \$1,336,466 | |

Table 27 FFY 2031 Transit Project Information (Continued)

| Program | MassDOT Project ID | RTA | Municipality | MassDOT Project Description | Funding Source | Total Programmed Funds | Federal Funds | State Funds | Other Funds |
|-------------------------|--------------------|------|--------------|--|---|------------------------|---------------------|--------------------|-------------|
| RTA Fleet Upgrades | RTD0011375 | PVTA | | Pioneer Valley Transit Authority - BUY REPLACEMENT 35-FT buses with Electric and/or Hybrid BUS | 5307 | \$4,677,303 | \$4,677,303 | | |
| | | | | | 5339 | \$374,231 | \$374,231 | | |
| | | | | | OF | \$208,000 | \$208,000 | | |
| | | | | | RTACAP | \$1,314,884 | | \$1,314,884 | |
| RTA Vehicle Replacement | PVTA012170 | PVTA | | Pioneer Valley Transit Authority Replacement of Shuttle Transit buses less than 30' | 5307 | \$282,733 | \$282,733 | | |
| | | | | | RTACAP | \$70,683 | | \$70,683 | |
| RTA Vehicle Replacement | RTD0010949 | PVTA | | Pioneer Valley Transit Authority - ACQUIRE - SUPPORT Vehicles | 5307 | \$70,502 | \$70,502 | | |
| | | | | | RTACAP | \$17,626 | | \$17,626 | |
| RTA Vehicle Replacement | RTD0010959 | PVTA | | Pioneer Valley Transit Authority - ACQUIRE - Supervisory VEHICLES | 5307 | \$101,073 | \$101,073 | | |
| | | | | | RTACAP | \$25,268 | | \$25,268 | |
| | | | | | 5307 Programmed | \$19,092,592 | \$19,092,592 | | |
| | | | | | 5339 Programmed | \$748,461 | \$748,461 | | |
| | | | | | OF Programmed | \$416,000 | \$416,000 | | |
| | | | | | RTACAP Programmed | \$3,899,134 | | \$3,899,134 | |
| | | | | | SCA Programmed | \$1,213,130 | | \$1,213,130 | |
| | | | | | Total Programmed for Pioneer Valley Transit Authority Projects | \$25,369,317 | \$20,257,053 | \$5,112,264 | |

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 2025-2026TIP projects are identified in Table 28.

Table 28 Project Implementation

| Project ID | Description | Program | Design Status | Ad Date | Adjusted TFPC | Other Information |
|--------------------------|---|------------------------|---------------|------------|---------------|---|
| FFY 2026 Quarter 1 | | | | | | |
| 609409 | SPRINGFIELD- BRIDGE REPLACEMENT, S-24-016, ARMORY STREET OVER CSX MAINLINE & S-24-026, ARMORY STREET OVER ABANDONED CSX | Bridge On-system NHS | Final Design | 12/20/2025 | \$62,607,408 | |
| FFY 2026 Quarter 1 Total | | | | | \$62,607,408 | |
| FFY 2026 Quarter 2 | | | | | | |
| 610657 | EASTHAMPTON- NORTHAMPTON- INSTALLATION OF A SHARED-USE PATH ALONG MOUNT TOM ROAD FROM THE MANHAN TRAIL TO ATWOOD DRIVE | Bicycle and Pedestrian | Final Design | 2/14/2026 | \$7,213,072 | |
| FFY 2026 Quarter 2 Total | | | | | \$7,213,072 | |
| FFY 206 Quarter 3 | | | | | | |
| 609061 | CHICOPEE- INTERSECTION IMPROVEMENTS AT MONTGOMERY STREET, GRANBY ROAD, AND MCKINSTRY AVENUE | Roadway Reconstruction | Final Design | 4/18/2026 | \$12,353,084 | Construction / PSE / TEC 56 / \$12,291,562 \$251,738 in a repurposed earmark (Demo ID MA240) is being programmed as part of the FY 2025 earmark repurposing process. |
| 612187 | CHICOPEE- BRIDGE REPLACEMENT, C-13-038, I-391 OVER (ST 116) CHICOPEE STREET | Bridge On-system NHS | 25% Design | 4/25/2026 | \$172,621,431 | |
| 611953 | SPRINGFIELD- CHICOPEE- AGAWAM- GUIDE AND TRAFFIC SIGN REPLACEMENT ON INTERSTATE 291 AND A SECTION OF US ROUTE 5 | Safety Improvements | 75% Design | 5/23/2026 | \$1,883,334 | |
| FFY 2056 Quarter 3 Total | | | | | \$186,857,849 | |
| FFY 2026 Quarter 4 | | | | | | |
| S13327 | HOLYOKE- COMPREHENSIVE SAFETY ACTION PLAN (SS4A) | Earmark Discretionary | N/A | 9/5/2026 | \$197,850 | FFY 2023 Safe Streets and Roads for All (SS4A) Planning and Demonstration Grant Award for the City of Holyoke; Federal award \$158,280 (non-federal match \$39,570) |
| S13329 | PVPC- REGIONAL SAFETY ACTION PLAN AND DEMONSTRATION PROJECT (SS4A) | Earmark Discretionary | N/A | 9/5/2026 | \$1,250,000 | FFY 2023 Safe Streets and Roads for All (SS4A) Planning and Demonstration Grant Award for the Pioneer Valley Planning Commission; Federal award \$1,000,000 (non-federal match \$250,000) |

Table 26 Project Implementation (Continued)

| Project ID | Description | Program | Design Status | Ad Date | Adjusted TFPC | Other Information |
|------------------------|--|------------------------|---------------|-----------|---------------------|---|
| S13330 | WESTFIELD- SS4A PLANNING AND DEMONSTRATION GRANT (SS4A) | Earmark Discretionary | N/A | 9/5/2026 | \$250,000 | FFY 2023 Safe Streets and Roads for All (SS4A) Planning and Demonstration Grant Award for the City of Westfield; Federal award \$200,000 (non-federal match \$50,000) |
| S13360 | CHICOPEE- INITIATIVE TO PLAN AND IMPLEMENT COMPLETE AND SAFE STREETS FOR ALL (SS4A) | Earmark Discretionary | N/A | 9/5/2026 | \$400,000 | FFY 2023 Safe Streets and Roads for All (SS4A) Planning and Demonstration Grant Award for the City of Chicopee; Federal award \$320,000 (non-federal match \$80,000) |
| S13370 | Railroad Grade Crossing Elimination Program Grant - Longmeadow Passive Crossing Improvement Project | Earmark Discretionary | N/A | 9/5/2026 | \$1,500,000 | S13190 Federal award under RCE is \$1.2 million and MassDOT and Amtrak will be covering the match still, at \$82,500 and \$217,500, respectively |
| 607231 | WILLIAMSBURG- RECONSTRUCTION OF MOUNTAIN STREET | Roadway Reconstruction | 100% Design | 9/30/2026 | \$13,276,251 | Amended out of FFY 2026, new added date anticipated for FFY 2027 |
| 609286 | NORTHAMPTON- DOWNTOWN COMPLETE STREETS CORRIDOR AND INTERSECTION IMPROVEMENTS ON MAIN STREET (ROUTE 9) | Roadway Reconstruction | 75% Design | 9/30/2026 | \$28,736,979 | Amended out of FFY 2026, new added date anticipated for FFY 2027 |
| 612176 | HUNTINGTON- BRIDGE REPLACEMENT, H-27-008, ST 112 WORTHINGTON ROAD OVER WATER POND BROOK | Bridge On-system NHS | 25% Design | 9/30/2026 | \$9,169,668 | Amended out of FFY 2026, new added date anticipated for FFY 2027 |
| Quarter 4 Total | | | | | \$54,780,748 | |

Table 26 Project Implementation (Continued)

| Project ID | Description | Program | Design Status | Ad Date | Adjusted TFPC | Other Information |
|--------------------------|--|----------------------------------|---------------|------------|---------------|---|
| FFY 2025 Quarter 1 | | | | | | |
| 608413 | NORTHAMPTON- ROCKY HILL GREENWAY MULTI-USE TRAIL, FROM THE MANHAN RAIL TRAIL TO ROCKY HILL ROAD (0.4 MILES) | Bicycle and Pedestrian | Final Design | 12/14/2024 | \$2,715,905 | Switch funding source from CMAQ to HPP as this is earmark-funded. Demo ID MA276. Remainder of \$4.5 million (TFPC) earmark going toward: Northampton - Rocky Hill Greenway Phase Two (Design Earmark MA276) |
| 612065 | AGAWAM- PAVEMENT AND BRIDGE PRESERVATION ON ROUTE 57 | Non-Interstate Pavement | Final Design | 12/28/2024 | \$13,472,017 | |
| 612097 | WEST SPRINGFIELD- CHICOPEE- PAVEMENT AND BRIDGE PRESERVATION ON I-91 | Interstate Pavement | Final Design | 12/28/2024 | \$9,360,001 | |
| FFY 2025 Quarter 1 Total | | | | | \$25,547,923 | |
| FFY 2025 Quarter 2 | | | | | | |
| 610768 | WESTHAMPTON- BRIDGE REPLACEMENT, W-27-028, PERRY HILL ROAD OVER NORTH BRANCH OF MANHAN RIVER | Bridge Off-system | Final Design | 2/1/2025 | \$1,565,797 | |
| FFY 2025 Quarter 2 Total | | | | | \$1,565,797 | |
| FFY 2025 Quarter 3 | | | | | | |
| 608460 | HADLEY- BRIDGE REPLACEMENT, H-01-005, BAY ROAD (ROUTE 47) OVER THE FORT RIVER | Bridge On-system NHS | Final Design | 4/26/2025 | \$7,323,928 | |
| 613219 | CHICOPEE- HOLYOKE- NORTHAMPTON- SPRINGFIELD- WEST SPRINGFIELD- BRIDGE PRESERVATION OF 26 BRIDGES ALONG I-91 | Bridge Systematic Maintenance NB | 75% Design | 6/21/2025 | | |
| 608881 | LONGMEADOW- SPRINGFIELD- RESURFACING AND INTERSECTION IMPROVEMENTS ON LONGMEADOW STREET (ROUTE 5) AND CONVERSE STREET (0.84 MILES) | Roadway Reconstruction | Final Design | 6/28/2025 | \$13,006,800 | Construction / YOE \$9,731,030 STBG / 53.5 TEC / 100% design |
| 612080 | SPRINGFIELD- REBECCA M. JOHNSON ELEMENTARY SCHOOL IMPROVEMENTS (SRTS) | Safe Routes to School | Final Design | 6/28/2025 | \$1,328,419 | |
| 612514 | CUMMINGTON- BRIDGE PRESERVATION, C-21-002, ROUTE 9 OVER WESTFIELD RIVER | Bridge On-system NHS | Final Design | 6/28/2025 | \$8,836,159 | |
| FFY 2025 Quarter 3 Total | | | | | \$30,495,306 | |

Table 26 Project Implementation (Continued)

| FFY 2025 Quarter 4 | | | | | | | |
|---|---|----------------------------------|--------------|-----------|---------------|---|--|
| 612109 | CHICOPEE- SOUTH HADLEY- RESURFACING AND RELATED WORK ON ROUTE 33 | Non-Interstate Pavement | Final Design | 7/12/2025 | \$15,739,114 | | |
| 613185 | HUNTINGTON- BRIDGE PRESERVATION, H-27-006 (0DH), STATE ROUTE 112/EAST MAIN STREET OVER CSXT AND WESTFIELD RIVER | Bridge Systematic Maintenance NB | 75% Design | 8/9/2025 | | | |
| 608886 | CHESTERFIELD- RECONSTRUCTION OF NORTH ROAD AND DAMON POND ROAD | Roadway Reconstruction | Final Design | 9/13/2025 | \$11,009,509 | Construction / YOE \$10,232,138 STBG / 20.5 TEC / 75% design (A/C 2027 - \$4,000,000, 2028- \$6,232,138) | |
| 609065 | HOLYOKE- RESURFACING AND RELATED WORK ON CABOT STREET AND RACE STREET (CENTER CITY CONNECTOR) | Roadway Reconstruction | Final Design | 9/13/2025 | \$6,550,469 | Construction / YOE \$5,493,366 STBG / 54.5 TEC / 75% Design | |
| 609286 | NORTHAMPTON- DOWNTOWN COMPLETE STREETS CORRIDOR AND INTERSECTION IMPROVEMENTS ON MAIN STREET (ROUTE 9) | Roadway Reconstruction | 75% Design | 9/30/2025 | | Construction (YOE \$19,661,701) 75.5 TEC / 25% / STBG (A/C 2025 - \$16,473,207, 2026 - \$8,188,484, 2027 - \$5,015,928) | |
| FFY 2025 Quarter 4 Total | | | | | \$33,299,092 | | |
| Total 27 Project in FFY 2025 and FFY 2026 | | | | | \$402,367,195 | | |

VII. Air Quality Conformity Information FFY 2027-2031

Massachusetts Department of Transportation (MassDOT)

And the Metropolitan Planning Organizations (MPOs)

This section documents the latest air quality conformity determination for the 1997 ozone National Ambient Air Quality Standards (NAAQS) in the Commonwealth of Massachusetts. 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 13, 2023. This conformity determination continues to be valid for the FFY 2025 - 2029 State Transportation Improvement Program and each MPOs’ FFY 2025 – 2029 Transportation Improvement Program, as each is developed from the conforming 2024-2050 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 FFY 2025-2029 State Transportation Improvement Program, Transportation Improvement Programs, and 2024-2050 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 September 13, 2023. 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. Each MPO's 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.

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 2025-2029 State Transportation Improvement Program and 2024-2050 Regional Transportation Plans are fiscally constrained, as demonstrated in this document.

In summary and based upon the entire process described above, the Commonwealth 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 2027-2031 State Transportation Improvement Program and the 2024-2050 Regional Transportation Plans 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 MPO's FFY 2027-2031 State Transportation Improvement Program and the 2024-2050 Regional Transportation Plans 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 2027 – 2031 Transportation Improvement Program (TIP). It includes a summary of the state laws and policies that call for reducing greenhouse gas, actions that are being taken 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 2027-2031 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 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 2027 – 2031 TIP

The following tables (table 29 and table 30) summarize the calculated quantitative and assumed qualitative impacts of the projects included in the regional FFY 2027 – 2031 TIP.

Table 29 Highway Greenhouse Gas Summary Tables FFY 2027-2031

| MassDot Project ID | MassDOT Project Description | GHG Analysis Type | GHG Impact Description | GHG CO2 Impact (kg/yr) | Additional Information |
|---------------------------------|--|-------------------|--|------------------------|--|
| Federal Fiscal Year 2027 | | | | | |
| 600935 | HOLYOKE- BRIDGE REPLACEMENTS, H-21-014, ROUTE 141 (APPLETON STREET) OVER SECOND LEVEL CANAL & H-21-020 OVER FIRST LEVEL CANAL | | 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 | |
| 611965 | HOLYOKE- INTERSECTION IMPROVEMENTS AT BEECH STREET, RESNIC BOULEVARD, AND WEST FRANKLIN STREET | Qualitative | Qualitative Decrease in Emissions | 0 | Qualitative decrease from safety improvements. |
| 612167 | SPRINGFIELD- 3 BRIDGE REPLACEMENTS, S-24-017, ST. JAMES AVENUE OVER CSX, S-24-070, TAPLEY STREET OVER I-291 AND CSX, S-24-071, ST. JAMES AVENUE OVER I-291 | | 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 | To be quantified |
| 612649 | WEST SPRINGFIELD- AGAWAM- GUIDE AND TRAFFIC SIGN REPLACEMENT ON A SECTION OF US 5 AND ROUTE 57 | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| 613314 | HOLYOKE- WEST SPRINGFIELD- INTERSTATE PAVEMENT PRESERVATION AND RELATED WORK ON I-91 | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| 614256 | HUNTINGTON- RESURFACING AND RELATED WORK ON ROUTE 112 | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| 2027 | | | Total GHG Increase (kg/year) | 0 | |
| | | | Total GHG Reduction (kg/year) | 1,038 | |
| | | | Total GHG Difference (kg/year) | 1,038 | |

Table 29 Highway Greenhouse Gas Summary Tables FFY 2027-2031 (Continued)

| MassDot Project ID | MassDOT Project Description | GHG Analysis Type | GHG Impact Description | GHG CO2 Impact (kg/yr) | Additional Information |
|---------------------------------|--|-------------------|--|------------------------|------------------------|
| Federal Fiscal Year 2028 | | | | | |
| 605340 | SPRINGFIELD- BRIDGE REPLACEMENT, S-24-028, ST. JAMES AVENUE OVER CONRAIL RAILROAD (ABANDONED) | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| 607675 | WILLIAMSBURG- BRIDGE REPLACEMENT, W-36-011 & W-36-017, BRIDGE STREET OVER THE MILL RIVER AND SOUTH MAIN STREET OVER THE MILL RIVER | | No assumed impact/negligible impact on emissions | 0 | |
| 608423 | EASTHAMPTON- IMPROVEMENTS AND RELATED WORK ON ROUTE 10, FROM WEST STREET TO THE NORTHAMPTON TOWN LINE | Qualitative | Qualitative Decrease in Emissions | 0 | To be quantified |
| 608466 | GRANBY- RESURFACING AND RELATED WORK ON ROUTE 202, FROM AMHERST STREET TO SCHOOL STREET | Not Applicable | 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) | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| 610779 | HAMPDEN- BRIDGE REPLACEMENT, H-04-004, ROCKADUNDEE BRIDGE OVER SCANTIC RIVER | | No assumed impact/negligible impact on emissions | 0 | |
| 612175 | RUSSELL- BRIDGE REPLACEMENT, R-13-004, BLANDFORD STAGE ROAD OVER STAGE BROOK | | No assumed impact/negligible impact on emissions | 0 | |
| 612176 | HUNTINGTON- BRIDGE REPLACEMENT, H-27-008, ST 112 WORTHINGTON ROAD OVER WATER POND BROOK | | No assumed impact/negligible impact on emissions | 0 | |
| 612257 | LONGMEADOW- RESURFACING AND RELATED WORK ON LONGMEADOW STREET (ROUTE 5) (PHASE 1) | Quantified | Quantified Decrease in Emissions from Complete Streets Project | 5,301 | |
| 612772 | EASTHAMPTON- MOUNTAIN VIEW SCHOOL IMPROVEMENTS (SRTS) | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| 613139 | MONSON- BRIDGE REPLACEMENT, M-27-026, STAFFORD HOLLOW ROAD OVER NECRR | | No assumed impact/negligible impact on emissions | 0 | |
| 613397 | SOUTHAMPTON- WILLIAM E. NORRIS ELEMENTARY SCHOOL IMPROVEMENTS (SRTS) | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| 616351 | AGAWAM- PAVEMENT PRESERVATION ON ROUTE 5 (MM 4.2-7.9) | | No assumed impact/negligible impact on emissions | 0 | |
| 2028 | | | Total GHG Increase (kg/year) | 0 | |
| | | | Total GHG Reduction (kg/year) | 5,301 | |
| | | | Total GHG Difference (kg/year) | 5,301 | |

Table 29 Highway Greenhouse Gas Summary Tables FFY 2027-2031 (Continued)

| MassDot Project ID | MassDOT Project Description | GHG Analysis Type | GHG Impact Description | GHG CO2 Impact (kg/yr) | Additional Information |
|---------------------------------|--|-------------------|--|------------------------|--|
| Federal Fiscal Year 2029 | | | | | |
| 612079 | CHICOPEE- HUGH SCOTT STREIBER ELEMENTARY SCHOOL IMPROVEMENTS (SRTS) | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| 612265 | EAST LONGMEADOW- RESURFACING AND RELATED WORK ON NORTH MAIN STREET (ROUTE 83) | Quantified | Quantified Decrease in Emissions from Complete Streets Project | 2,381 | |
| 613135 | CHICOPEE- SUPERSTRUCTURE REPLACEMENT OF C-13-003, ROUTE 116 OVER BMRR | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| 613302 | BELCHERTOWN- BRIDGE REPLACEMENT, B-05-006 (OPE), BARDWELL STREET OVER JABISH BROOK | | No assumed impact/negligible impact on emissions | 0 | |
| 613484 | SOUTHAMPTON- GREENWAY RAIL TRAIL CONSTRUCTION, FROM COLEMAN ROAD TO ROUTE 10 | Qualitative | No assumed impact/negligible impact on emissions | 0 | TBD |
| 613515 | SPRINGFIELD- SAMUEL BOWLES ELEMENTARY SCHOOL IMPROVEMENTS (SRTS) | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| 616329 | WALES- BRIMFIELD- PAVEMENT PRESERVATION OF SR19 (MM 1.5-6.7) | | No assumed impact/negligible impact on emissions | 0 | |
| S12996 | PVTA - Buy Replacement 35-ft Electric Buses (Carbon Reduction Program Funding) | Qualitative | No assumed impact/negligible impact on emissions | 0 | Replacing electric buses with new electric buses |
| 2029 | | | Total GHG Increase (kg/year) | 0 | |
| | | | Total GHG Reduction (kg/year) | 2,381 | |
| | | | Total GHG Difference (kg/year) | 2,381 | |

Table 29 Highway Greenhouse Gas Summary Tables FFY 2027-2031 (Continued)

| MassDot Project ID | MassDOT Project Description | GHG Analysis Type | GHG Impact Description | GHG CO2 Impact (kg/yr) | Additional Information |
|---------------------------------|---|-------------------|--|------------------------|------------------------|
| Federal Fiscal Year 2030 | | | | | |
| 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 | |
| 612258 | EASTHAMPTON- DOWNTOWN COMPLETE STREETS IMPROVEMENTS ON MAIN AND NORTHAMPTON STREETS (ROUTE 10) | Quantified | Quantified Decrease in Emissions from Complete Streets Project | 2,772 | |
| 612780 | SOUTHAMPTON- REHABILITATION/RECONSTRUCTION & RELATED WORK ON EAST STREET, FROM COLLEGE HIGHWAY (ROUTE 10) TO WHISPERING MEADOW LANE | Quantified | Quantified Decrease in Emissions from Complete Streets Project | 579 | |
| 613442 | HOLYOKE- H.B. LAWRENCE ELEMENTARY SCHOOL IMPROVEMENTS (SRTS) | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| 613651 | BLANDFORD- CULVERT REPLACEMENT, B-14-028, ROUTE 23 OVER POND BROOK | | No assumed impact/negligible impact on emissions | 0 | |
| 616340 | HOLYOKE- PAVEMENT PRESERVATION ON US5 (MM 16.04-20.20) | | No assumed impact/negligible impact on emissions | 0 | |
| 2030 | | | Total GHG Increase (kg/year) | 0 | |
| | | | Total GHG Reduction (kg/year) | 10,784 | |
| | | | Total GHG Difference (kg/year) | 10,784 | |

Table 29 Highway Greenhouse Gas Summary Tables FFY 2027-2031 (Continued)

| MassDot Project ID | MassDOT Project Description | GHG Analysis Type | GHG Impact Description | GHG CO2 Impact (kg/yr) | Additional Information |
|---------------------------------|--|-------------------|--|------------------------|--|
| Federal Fiscal Year 2031 | | | | | |
| 608787 | WILLIAMSBURG- CONSTRUCTION OF THE "MILL RIVER GREENWAY" SHARED USE PATH | | No assumed impact/negligible impact on emissions | 0 | |
| 612160 | MONSON- PALMER- BRIDGE REPLACEMENT, M-27-008=P-01-008, ROUTE 32 OVER QUABOAG RIVER | | No assumed impact/negligible impact on emissions | 0 | |
| 612245 | BELCHERTOWN- MASS CENTRAL RAIL TRAIL (MCRT, SECTION 1C) | Qualitative | No assumed impact/negligible impact on emissions | 0 | TBD |
| 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 | |
| 612984 | MONSON- RESURFACING AND RELATED WORK ON MAIN STREET (ROUTE 32) | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| 613119 | LUDLOW- SPRINGFIELD- BRIDGE REPLACEMENT, L-16-008=S-24-002, ST 21 (LUDLOW AVENUE) OVER CHICOPEE RIVER | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| 613320 | HOLYOKE- CORRIDOR IMPROVEMENTS ON HIGH AND MAPLE STREETS | Qualitative | Quantified Decrease in Emissions from Complete Streets Project | 0 | To be quantified |
| 614045 | WEST SPRINGFIELD- INTERSECTION IMPROVEMENTS AT ROUTE 20 AND SIBLEY AVENUE | Qualitative | Qualitative Decrease in Emissions | 0 | Qualitative decrease from safety improvements. |
| 616368 | BLANFORD- PAVEMENT PRESERVATION ON SR23 (MM 27.7-33.3) | | No assumed impact/negligible impact on emissions | 0 | |
| 616373 | PALMER- PAVEMENT PRESERVATION ON SR20 (MM 80.3-82.5) | | No assumed impact/negligible impact on emissions | 0 | |
| S12988 | WEST SPRINGFIELD- RAILROAD CROSSING ELIMINATION ON FRONT STREET (CROSSING NO. DOT525901A) | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| 2031 | | | Total GHG Increase (kg/year) | 0 | |
| | | | Total GHG Reduction (kg/year) | 0 | |
| | | | Total GHG Difference (kg/year) | 0 | |
| 2027 - 2031 | | | Total GHG Increase (kg/year) | 0 | |
| | | | Total GHG Reduction (kg/year) | 19,504 | |
| | | | Total GHG Difference (kg/year) | 19,504 | |

Table 30 Transit Greenhouse Gas Summary Tables FFY 2027-2031

| MassDot Project ID | MassDOT Project Description | GHG Analysis Type | GHG Impact Description | GHG CO2 Impact (kg/yr) | Additional Information |
|---------------------------------|---|-------------------|--|------------------------|--|
| Federal Fiscal Year 2027 | | | | | |
| PVTA011781 | Replacement of Articulated 60' Transit Buses and the replacement of 60' with 60' buses and in 2028 and 2029 replacement of 40' with 60' | Qualitative | No assumed impact/negligible impact on emissions | 0 | Replacement of Articulated 60' Transit Buses and the replacement of two 40' with 60' buses due to overcrowding at various routes in the northern portion of the service area providing transit service to UMass Amherst and the Five Colleges. |
| PVTA011786 | UMass Bus Maintenance Facility Upgrades - Replacement of hydraulic lift; replacement of RTU and controls; upgrade building walkway and LED lights to parking areas, upgrade facility electrical system to code; renovate administration space and upgrade facility restrooms and office space, expand EV charging capabilities, Prepare a facilities assessment capital study; upgrade fuel and storage bay doors, replace roof at UMTS buildings, window replacement at UMTS building. | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| PVTA011791 | REHAB/RENOVATE - Admin Building OPERATIONS FACILITY - Main St Replace Rooftop HVAC and Systems Control; Replace interior sidewalk abutting building; repaint interior walls and replace ceiling tiles, replace building gutters and downspouts | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| PVTA012169 | Northampton Maintenance Facility Rehab and Renovation including state of good repairs activities such as expansion of EV charging capabilities, facility expansion NEPA alternative analysis, carport for Service Vehicles | | No assumed impact/negligible impact on emissions | 0 | |
| PVTA012170 | Replacement of Shuttle Transit buses less than 30' | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| RTD0009860 | Environmental Compliance for all PVTA facilities. | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| RTD0010907 | PURCHASE BUS SHELTERS INCLUDING PEDESTRIAN ACCESS | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| RTD0010908 | Signage and Lighting at bus stop locations | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| RTD0010909 | Bike access Equipment | Qualitative | Qualitative Decrease in Emissions | 0 | Will make transit more appealing. |
| RTD0010910 | Information Technology Systems | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| RTD0010911 | Rehab Northampton Maintenance Facility as per FTA's Section 5339 Award | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| RTD0010912 | UMass Bus Maintenance Facility - Workforce Development Upgrade Bus Bay Lateral Expansion | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| RTD0010914 | Purchase Shop Equipment - All Garages | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| RTD0010928 | REHAB/RENOVATE - Main St. MAINTENANCE FACILITY - Main St Paratransit O&M Renovate Office | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| RTD0010949 | ACQUIRE - SUPPORT VEHICLES (3) | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |

Table 30 Transit Greenhouse Gas Summary Tables FFY 2027-2031 (Continued)

| MassDot Project ID | MassDOT Project Description | GHG Analysis Type | GHG Impact Description | GHG CO2 Impact (kg/yr) | Additional Information |
|--------------------|---|-------------------|--|--------------------------------|--|
| RTD0010951 | FACILITIES RENOVATION - CAPITAL State of Good Repair for all transit buildings including Admin and Maintenance | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| RTD0010955 | SHORT RANGE TRANSIT PLANNING | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| RTD0010959 | ACQUIRE - Supervisory VEHICLES | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| RTD0011374 | BUY REPLACEMENT 40-FT Electric and Hybrid transit buses | Qualitative | Qualitative Decrease in Emissions | 0 | Replacing diesel buses with new hybrid and/or electric buses |
| RTD0011375 | BUY REPLACEMENT 35-FT buses with Electric and/or Hybrid BUS | Qualitative | No assumed impact/negligible impact on emissions | 0 | Replacing diesel buses with new electric and/or hybrid buses |
| RTD0011399 | REHAB/RENOVATE - MAINTENANCE FACILITY - Springfield O&M Facility at Cottage St. Electric Bus Chargers Expansion and Upgrades Phase I and Phase II | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| 2027 | | | | Total GHG Increase (kg/year) | 0 |
| | | | | Total GHG Reduction (kg/year) | 0 |
| | | | | Total GHG Difference (kg/year) | 0 |

| Federal Fiscal Year 2028 | | | | | |
|---------------------------------|--|----------------|--|---|--|
| PVTA011781 | Pioneer Valley Transit Authority Replacement of Articulated 60' Transit Buses and the replacement of 60' with 60' buses and in 2028 and 2029 replacement of 40' with 60' | Qualitative | No assumed impact/negligible impact on emissions | 0 | Replacement of Articulated 60' Transit Buses and the replacement of two 40' with 60' buses due to overcrowding at various routes in the northern portion of the service area providing transit service to UMass Amherst and the Five Colleges. |
| PVTA011786 | Pioneer Valley Transit Authority - UMass Bus Maintenance Facility Upgrades - Replacement of hydraulic lift; replacement of RTU and controls; upgrade building walkway and LED lights to parking areas, upgrade facility electrical system to code; renovate administration space and upgrade facility restrooms and office space, expand EV charging capabilities, Prepare a facilities assessment capital study; upgrade fuel and storage bay doors, replace roof at UMTS buildings, window replacement at UMTS building. | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| PVTA011791 | Pioneer Valley Transit Authority - REHAB/RENOVATE - Admin Building OPERATIONS FACILITY - Main St Replace Rooftop HVAC and Systems Control; Replace interior sidewalk abutting building; repaint interior walls and replace ceiling tiles, replace building gutters and downspouts | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| PVTA011793 | Pioneer Valley Transit Authority - Cottage St. MAINTENANCE FACILITY - Sealcoat Asphalt Parking lot, purchase FTA 11.44.03 and install bus simulator under FTA 11.42.20 | | No assumed impact/negligible impact on emissions | 0 | |
| PVTA012169 | Northampton Maintenance Facility Rehab and Renovation including state of good repairs activities such as expansion of EV charging capabilities, facility expansion NEPA alternative analysis, carport for Service Vehicles | | No assumed impact/negligible impact on emissions | 0 | |

Table 30 Transit Greenhouse Gas Summary Tables FFY 2027-2031 (Continued)

| MassDot Project ID | MassDOT Project Description | GHG Analysis Type | GHG Impact Description | GHG CO2 Impact (kg/yr) | Additional Information |
|--------------------|--|-------------------|--|------------------------|--|
| RTD0009860 | Pioneer Valley Transit Authority - Environmental Compliance for all PVTA facilities. | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| RTD0010907 | Pioneer Valley Transit Authority - PURCHASE BUS SHELTERS INCLUDING PEDESTRIAN ACCESS | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| RTD0010908 | Pioneer Valley Transit Authority - Signage and Lighting at bus stop locations | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| RTD0010909 | Pioneer Valley Transit Authority - Bike access Equipment | Qualitative | Qualitative Decrease in Emissions | 0 | Will make transit more appealing. |
| RTD0010910 | Pioneer Valley Transit Authority - Information Technology Systems | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| RTD0010911 | Pioneer Valley Transit Authority - Rehab Northampton Maintenance Facility as per FTA's Section 5339 Award | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| RTD0010912 | Pioneer Valley Transit Authority - UMass Bus Maintenance Facility - Workforce Development 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 | |
| RTD0010928 | Pioneer Valley Transit Authority - REHAB/RENOVATE - Main St. MAINTENANCE FACILITY - Main St Paratransit O&M Renovate Office | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| RTD0010949 | Pioneer Valley Transit Authority - ACQUIRE - SUPPORT VEHICLES (3) | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| RTD0010951 | Pioneer Valley Transit Authority - FACILITIES RENOVATION - CAPITAL State of Good Repair for all transit buildings including Admin and Maintenance | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| RTD0010955 | Pioneer Valley Transit Authority - SHORT RANGE TRANSIT PLANNING | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| RTD0010959 | Pioneer Valley Transit Authority - ACQUIRE - Supervisory VEHICLES | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| RTD0011374 | Pioneer Valley Transit Authority BUY REPLACEMENT 40-FT Electric and Hybrid transit buses | Qualitative | Qualitative Decrease in Emissions | 0 | Replacing diesel buses with new hybrid and/or electric buses |
| RTD0011399 | Pioneer Valley Transit Authority - REHAB/RENOVATE - MAINTENANCE FACILITY - Springfield O&M Facility at Cottage St. Electric Bus Chargers Expansion and Upgrades Phase I and Phase II | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| 2028 | | | Total GHG Increase (kg/year) | 0 | |
| | | | Total GHG Reduction (kg/year) | 0 | |
| | | | Total GHG Difference (kg/year) | 0 | |

Table 30 Transit Greenhouse Gas Summary Tables FFY 2027-2031 (Continued)

| MassDot Project ID | MassDOT Project Description | GHG Analysis Type | GHG Impact Description | GHG CO2 Impact (kg/yr) | Additional Information |
|---------------------------------|--|-------------------|--|------------------------|--|
| Federal Fiscal Year 2029 | | | | | |
| PVTA011781 | Pioneer Valley Transit Authority Replacement of Articulated 60' Transit Buses and the replacement of 60' with 60' buses and in 2028 and 2029 replacement of 40' with 60' | Qualitative | No assumed impact/negligible impact on emissions | 0 | Replacement of Articulated 60' Transit Buses and the replacement of two 40' with 60' buses due to overcrowding at various routes in the northern portion of the service area providing transit service to UMass Amherst and the Five Colleges. |
| PVTA011786 | Pioneer Valley Transit Authority - UMass Bus Maintenance Facility Upgrades - Replacement of hydraulic lift; replacement of RTU and controls; upgrade building walkway and LED lights to parking areas, upgrade facility electrical system to code; renovate administration space and upgrade facility restrooms and office space, expand EV charging capabilities, Prepare a facilities assessment capital study; upgrade fuel and storage bay doors, replace roof at UMTS buildings, window replacement at UMTS building. | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| PVTA011794 | Pioneer Valley Transit Authority - REHAB/RENOVATE - Cottage Street FACILITY -Phase III and IV Alternative Fuel | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| PVTA012169 | Northampton Maintenance Facility Rehab and Renovation including state of good repairs activities such as expansion of EV charging capabilities, facility expansion NEPA alternative analysis, carport for Service Vehicles | | No assumed impact/negligible impact on emissions | 0 | |
| RTD0009860 | Pioneer Valley Transit Authority - Environmental Compliance for all PVTA facilities. | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| RTD0010907 | Pioneer Valley Transit Authority - PURCHASE BUS SHELTERS INCLUDING PEDESTRIAN ACCESS | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| RTD0010908 | Pioneer Valley Transit Authority - Signage and Lighting at bus stop locations | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| RTD0010909 | Pioneer Valley Transit Authority - Bike access Equipment | Qualitative | Qualitative Decrease in Emissions | 0 | Will make transit more appealing. |
| RTD0010910 | Pioneer Valley Transit Authority - Information Technology Systems | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| RTD0010912 | Pioneer Valley Transit Authority - UMass Bus Maintenance Facility - Workforce Development 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 | |
| RTD0010928 | Pioneer Valley Transit Authority - REHAB/RENOVATE - Main St. MAINTENANCE FACILITY - Main St Paratransit O&M Renovate Office | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| RTD0010949 | Pioneer Valley Transit Authority - ACQUIRE - SUPPORT VEHICLES (3) | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| RTD0010951 | Pioneer Valley Transit Authority - FACILITIES RENOVATION - CAPITAL State of Good Repair for all transit buildings including Admin and Maintenance | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| RTD0010955 | Pioneer Valley Transit Authority - SHORT RANGE TRANSIT PLANNING | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| RTD0010959 | Pioneer Valley Transit Authority - ACQUIRE - Supervisory VEHICLES | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| RTD0011374 | Pioneer Valley Transit Authority BUY REPLACEMENT 40-FT Electric and Hybrid transit buses | Qualitative | Qualitative Decrease in Emissions | 0 | Replacing diesel buses with new hybrid and/or electric buses |

Table 30 Transit Greenhouse Gas Summary Tables FFY 2027-2031 (Continued)

| MassDot Project ID | MassDOT Project Description | GHG Analysis Type | GHG Impact Description | GHG CO2 Impact (kg/yr) | Additional Information |
|--------------------|--|-------------------|--|--------------------------------|--|
| RTD0011375 | Pioneer Valley Transit Authority - BUY REPLACEMENT 35-FT buses with Electric and/or Hybrid BUS | Qualitative | No assumed impact/negligible impact on emissions | 0 | Replacing diesel buses with new electric and/or hybrid buses |
| RTD0011399 | Pioneer Valley Transit Authority - REHAB/RENOVATE - MAINTENANCE FACILITY - Springfield O&M Facility at Cottage St. Electric Bus Chargers Expansion and Upgrades Phase I and Phase II | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| 2029 | | | | Total GHG Increase (kg/year) | 0 |
| | | | | Total GHG Reduction (kg/year) | 0 |
| | | | | Total GHG Difference (kg/year) | 0 |

| Federal Fiscal Year 2030 | | | | | |
|--------------------------|--|----------------|--|---|-----------------------------------|
| PVTA011786 | Pioneer Valley Transit Authority - UMass Bus Maintenance Facility Upgrades - Replacement of hydraulic lift; replacement of RTU and controls; upgrade building walkway and LED lights to parking areas, upgrade facility electrical system to code; renovate administration space and upgrade facility restrooms and office space, expand EV charging capabilities, Prepare a facilities assessment capital study; upgrade fuel and storage bay doors, replace roof at UMTS buildings, window replacement at UMTS building. | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| RTD0009860 | Pioneer Valley Transit Authority - Environmental Compliance for all PVTA facilities. | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| RTD0010907 | Pioneer Valley Transit Authority - PURCHASE BUS SHELTERS INCLUDING PEDESTRIAN ACCESS | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| RTD0010908 | Pioneer Valley Transit Authority - Signage and Lighting at bus stop locations | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| RTD0010909 | Pioneer Valley Transit Authority - Bike access Equipment | Qualitative | Qualitative Decrease in Emissions | 0 | Will make transit more appealing. |
| RTD0010910 | Pioneer Valley Transit Authority - Information Technology Systems | Not Applicable | 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 | |
| RTD0010928 | Pioneer Valley Transit Authority - REHAB/RENOVATE - Main St. MAINTENANCE FACILITY - Main St Paratransit O&M Renovate Office | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| RTD0010949 | Pioneer Valley Transit Authority - ACQUIRE - SUPPORT VEHICLES (3) | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| RTD0010951 | Pioneer Valley Transit Authority - FACILITIES RENOVATION - CAPITAL State of Good Repair for all transit buildings including Admin and Maintenance | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |

Table 30 Transit Greenhouse Gas Summary Tables FFY 2027-2031 (Continued)

| MassDot Project ID | MassDOT Project Description | GHG Analysis Type | GHG Impact Description | GHG CO2 Impact (kg/yr) | Additional Information |
|--------------------|--|-------------------|--|------------------------|--|
| RTD0010955 | Pioneer Valley Transit Authority - SHORT RANGE TRANSIT PLANNING | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| RTD0010959 | Pioneer Valley Transit Authority - ACQUIRE - Supervisory VEHICLES | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| RTD0011374 | Pioneer Valley Transit Authority BUY REPLACEMENT 40-FT Electric and Hybrid transit buses | Qualitative | Qualitative Decrease in Emissions | 0 | Replacing diesel buses with new hybrid and/or electric buses |
| RTD0011375 | Pioneer Valley Transit Authority - BUY REPLACEMENT 35-FT buses with Electric and/or Hybrid BUS | Qualitative | No assumed impact/negligible impact on emissions | 0 | Replacing diesel buses with new electric and/or hybrid buses |
| RTD0011399 | Pioneer Valley Transit Authority - REHAB/RENOVATE - MAINTENANCE FACILITY - Springfield O&M Facility at Cottage St. Electric Bus Chargers Expansion and Upgrades Phase I and Phase II | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| 2030 | | | Total GHG Increase (kg/year) | 0 | |
| | | | Total GHG Reduction (kg/year) | 0 | |
| | | | Total GHG Difference (kg/year) | 0 | |

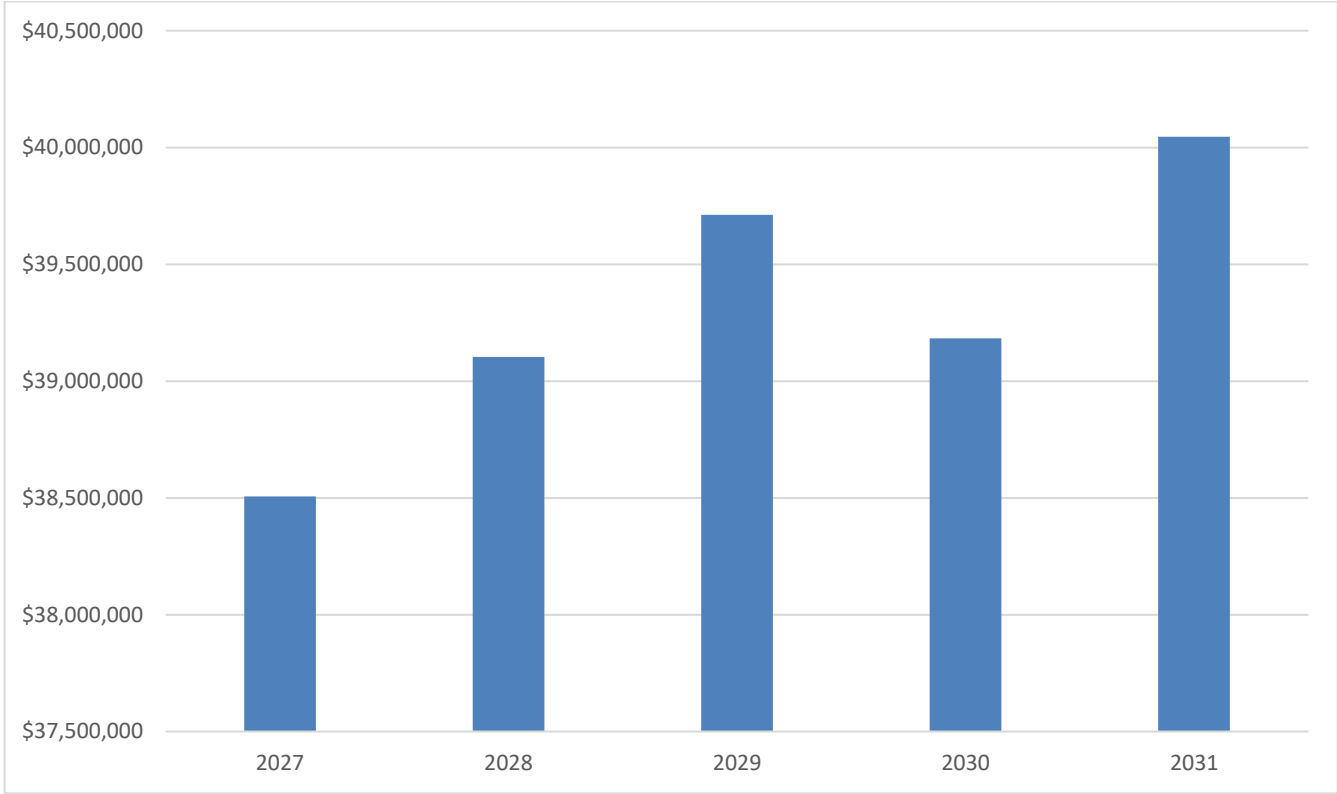
| Federal Fiscal Year 2031 | | | | | |
|--------------------------|--|----------------|--|---|-----------------------------------|
| PVTA011786 | Pioneer Valley Transit Authority - UMass Bus Maintenance Facility Upgrades - Replacement of hydraulic lift; replacement of RTU and controls; upgrade building walkway and LED lights to parking areas, upgrade facility electrical system to code; renovate administration space and upgrade facility restrooms and office space, expand EV charging capabilities, Prepare a facilities assessment capital study; upgrade fuel and storage bay doors, replace roof at UMTS buildings, window replacement at UMTS building. | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| PVTA012170 | Pioneer Valley Transit Authority Replacement of Shuttle Transit buses less than 30' | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| RTD0009860 | Pioneer Valley Transit Authority - Environmental Compliance for all PVTA facilities. | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| RTD0010907 | Pioneer Valley Transit Authority - PURCHASE BUS SHELTERS INCLUDING PEDESTRIAN ACCESS | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| RTD0010908 | Pioneer Valley Transit Authority - Signage and Lighting at bus stop locations | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| RTD0010909 | Pioneer Valley Transit Authority - Bike access Equipment | Qualitative | Qualitative Decrease in Emissions | 0 | Will make transit more appealing. |
| RTD0010910 | Pioneer Valley Transit Authority - Information Technology Systems | Not Applicable | 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 30 Transit Greenhouse Gas Summary Tables FFY 2027-2031 (Continued)

| MassDot Project ID | MassDOT Project Description | GHG Analysis Type | GHG Impact Description | GHG CO2 Impact (kg/yr) | Additional Information |
|--------------------|--|-------------------|--|------------------------|--|
| RTD0010915 | Pioneer Valley Transit Authority - ADA Operating Assistance | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| RTD0010933 | Pioneer Valley Transit Authority - PREVENTIVE MAINTENANCE | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| RTD0010949 | Pioneer Valley Transit Authority - ACQUIRE - SUPPORT VEHICLES (3) | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| RTD0010951 | Pioneer Valley Transit Authority - FACILITIES RENOVATION - CAPITAL State of Good Repair for all transit buildings including Admin and Maintenance | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| RTD0010955 | Pioneer Valley Transit Authority - SHORT RANGE TRANSIT PLANNING | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| RTD0010959 | Pioneer Valley Transit Authority - ACQUIRE - Supervisory VEHICLES | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| RTD0011374 | Pioneer Valley Transit Authority BUY REPLACEMENT 40-FT Electric and Hybrid transit buses | Qualitative | Qualitative Decrease in Emissions | 0 | Replacing diesel buses with new hybrid and/or electric buses |
| RTD0011375 | Pioneer Valley Transit Authority - BUY REPLACEMENT 35-FT buses with Electric and/or Hybrid BUS | Qualitative | No assumed impact/negligible impact on emissions | 0 | Replacing diesel buses with new electric and/or hybrid buses |
| RTD0011399 | Pioneer Valley Transit Authority - REHAB/RENOVATE - MAINTENANCE FACILITY - Springfield O&M Facility at Cottage St. Electric Bus Chargers Expansion and Upgrades Phase I and Phase II | Not Applicable | No assumed impact/negligible impact on emissions | 0 | |
| 2031 | | | Total GHG Increase (kg/year) | 0 | |
| | | | Total GHG Reduction (kg/year) | 0 | |
| | | | Total GHG Difference (kg/year) | 0 | |
| 2027 - 2031 | | | Total GHG Increase (kg/year) | 0 | |
| | | | Total GHG Reduction (kg/year) | 0 | |
| | | | Total GHG Difference (kg/year) | 0 | |

APPENDICES

Appendix A MassDOT Targets



| | | Federal Aid Funds | Matching Funds | FFY 2027 (Proposed) (Fed Aid + Match) | |
|--|--------------------|----------------------|----------------------|---------------------------------------|----------------------|
| Balance Obligation Authority | | \$788,144,450 | | | |
| Planned Redistribution Request | | \$50,000,000 | | | |
| Total Non-earmarked Funding Available | | \$838,144,450 | \$203,126,791 | \$1,132,701,704 | |
| Planning/Adjustments/Pass-throughs | | \$72,553,953 | \$17,490,030 | \$90,043,983 | |
| GANS Repayment | | \$0 | \$0 | \$0 | |
| Award Adjustments, Change Orders, etc. | | \$22,225,500 | \$5,556,375 | \$27,781,875 | |
| Metropolitan Planning | | \$11,783,367 | \$2,945,842 | \$14,729,209 | |
| State Planning & Research | | \$14,942,487 | \$3,735,622 | \$18,678,109 | |
| Recreational Trails | | \$1,174,862 | \$293,716 | \$1,468,578 | |
| SRTS Education | | \$1,951,346 | \$487,837 | \$2,439,183 | |
| Transit Grant Program | | \$0 | \$0 | \$0 | |
| Flex to FTA | | \$0 | \$0 | \$0 | |
| Railroad Crossings | | \$2,593,832 | \$0 | \$2,593,832 | |
| Carbon Reduction | | \$17,882,558 | \$4,470,640 | \$22,353,198 | |
| Regional Priorities | | | | | |
| Regional Share (%) | | MPO | \$284,969,113 | \$71,242,278 | \$356,211,391 |
| 3.5596 | Berkshire Region | \$10,143,761 | \$2,535,940 | \$12,679,701 | |
| 42.9671 | Boston Region | \$122,442,964 | \$30,610,741 | \$153,053,705 | |
| 4.5851 | Cape Cod | \$13,066,119 | \$3,266,530 | \$16,332,648 | |
| 8.6901 | Central Mass | \$24,764,101 | \$6,191,025 | \$30,955,126 | |
| 2.5397 | Franklin Region | \$7,237,361 | \$1,809,340 | \$9,046,701 | |
| 0.3100 | Martha's Vineyard | \$883,404 | \$220,851 | \$1,104,255 | |
| 4.4296 | Merrimack Valley | \$12,622,992 | \$3,155,748 | \$15,778,740 | |
| 4.4596 | Montachusett | \$12,708,483 | \$3,177,121 | \$15,885,603 | |
| 0.2200 | Nantucket | \$626,932 | \$156,733 | \$783,665 | |
| 3.9096 | Northern Middlesex | \$11,141,152 | \$2,785,288 | \$13,926,441 | |
| 4.5595 | Old Colony | \$12,993,167 | \$3,248,292 | \$16,241,458 | |
| 10.8100 | Pioneer Valley | \$30,805,161 | \$7,701,290 | \$38,506,451 | |
| 8.9601 | Southeastern Mass | \$25,533,517 | \$6,383,379 | \$31,916,897 | |
| Highway | | \$480,621,384 | \$114,394,483 | \$595,015,867 | |

| | | | | |
|---|--|------------------------|----------------------|------------------------|
| <u>Reliability</u> | - | \$326,964,584 | \$78,154,739 | \$405,119,323 |
| | Interstate Pavement | \$40,000,000 | \$10,000,000 | \$50,000,000 |
| | Non-Interstate Pavement | \$55,000,000 | \$13,750,000 | \$68,750,000 |
| | Safety Improvements | \$25,822,108 | \$2,869,120 | \$28,691,229 |
| | Highway Resiliency Improvement Program | \$20,344,989 | \$5,086,247 | \$25,431,236 |
| | Bridge | \$185,797,487 | \$46,449,372 | \$232,246,859 |
| | 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 | \$94,856,125 | \$23,714,031 | \$118,570,156 |
| | Bridge On-system Non-NHS | \$31,955,145 | \$7,988,786 | \$39,943,931 |
| | Bridge Off-system | \$34,148,205 | \$8,537,051 | \$42,685,256 |
| <u>Modernization</u> | | \$120,011,108 | \$27,828,321 | \$147,839,429 |
| | ADA Retrofits | \$2,000,000 | \$500,000 | \$2,500,000 |
| | Intersection Improvements | \$22,500,000 | \$2,500,000 | \$25,000,000 |
| | Intelligent Transportation Systems | \$8,000,000 | \$2,000,000 | \$10,000,000 |
| | Roadway Reconstruction | \$55,000,000 | \$14,700,544 | \$73,502,719 |
| | Safe Routes to School | \$12,000,000 | \$3,000,000 | \$15,000,000 |
| | Freight | \$20,511,108 | \$5,127,777 | \$25,638,885 |
| <u>Expansion</u> | - | \$33,645,692 | \$8,411,423 | \$42,057,115 |
| | Bicycle and Pedestrian | \$33,645,692 | \$8,411,423 | \$42,057,115 |
| | Capacity | \$0 | \$0 | \$0 |
| Grand Total Formula Funds | | \$838,144,449 | \$203,126,791 | \$1,041,271,241 |
| Difference from Funds Available | | \$0 | | |
| Highway (Non-Core) | | \$289,583,912 | \$63,263,679 | \$352,847,591 |
| <u>Reliability</u> | - | \$287,652,096 | \$62,780,725 | \$350,432,821 |
| | Bridge | \$287,652,096 | \$62,780,725 | \$350,432,821 |
| | Bridge Systematic Maintenance NB | \$0 | \$0 | \$0 |
| | Bridge On-System NHS NB | \$251,122,901 | \$62,780,725 | \$313,903,626 |
| | Bridge On-system Non-NHS NB | \$0 | \$0 | \$0 |
| | Bridge Off-system Local NB | \$36,529,195 | \$0 | \$36,529,195 |
| | Bridge Off-System State NB | \$0 | \$0 | \$0 |
| <u>Modernization</u> | - | \$1,931,816 | \$482,954 | \$2,414,770 |
| | Electric Vehicle Infrastructure | \$0 | \$0 | \$0 |
| | Ferry Boat Program | \$1,931,816 | \$482,954 | \$2,414,770 |
| Grand Total + Non-Formula Programs | | \$1,127,728,361 | \$266,390,470 | \$1,394,118,832 |

*Please note that Statewide Highway Program sizes are draft estimates and subject to change.

| | | Federal Aid Funds | Matching Funds | FFY 2027 (Proposed) (Fed Aid + Match) | |
|--|--------------------|----------------------|----------------------|---------------------------------------|----------------------|
| Balance Obligation Authority | | \$801,127,976 | | | |
| Planned Redistribution Request | | \$50,000,000 | | | |
| Total Non-earmarked Funding Available | | \$851,127,976 | \$205,050,945 | \$1,132,701,704 | |
| Planning/Adjustments/Pass-throughs | | \$73,446,121 | \$17,713,072 | \$91,159,193 | |
| GANS Repayment | | \$0 | \$0 | \$0 | |
| Award Adjustments, Change Orders, etc. | | \$22,225,500 | \$5,556,375 | \$27,781,875 | |
| Metropolitan Planning | | \$12,019,035 | \$3,004,759 | \$15,023,793 | |
| State Planning & Research | | \$15,241,337 | \$3,810,334 | \$19,051,671 | |
| Recreational Trails | | \$1,174,862 | \$293,716 | \$1,468,578 | |
| SRTS Education | | \$1,951,346 | \$487,837 | \$2,439,183 | |
| Transit Grant Program | | \$0 | \$0 | \$0 | |
| Flex to FTA | | \$0 | \$0 | \$0 | |
| Railroad Crossings | | \$2,593,832 | \$0 | \$2,593,832 | |
| Carbon Reduction | | \$18,240,209 | \$4,560,052 | \$22,800,262 | |
| Regional Priorities | | | | | |
| Regional Share (%) | | MPO | \$289,383,512 | \$72,345,878 | \$361,729,390 |
| 3.5596 | Berkshire Region | \$10,300,895 | \$2,575,224 | \$12,876,119 | |
| 42.9671 | Boston Region | \$124,339,703 | \$31,084,926 | \$155,424,629 | |
| 4.5851 | Cape Cod | \$13,268,523 | \$3,317,131 | \$16,585,654 | |
| 8.6901 | Central Mass | \$25,147,717 | \$6,286,929 | \$31,434,646 | |
| 2.5397 | Franklin Region | \$7,349,473 | \$1,837,368 | \$9,186,841 | |
| 0.3100 | Martha's Vineyard | \$897,089 | \$224,272 | \$1,121,361 | |
| 4.4296 | Merrimack Valley | \$12,818,532 | \$3,204,633 | \$16,023,165 | |
| 4.4596 | Montachusett | \$12,905,347 | \$3,226,337 | \$16,131,684 | |
| 0.2200 | Nantucket | \$636,644 | \$159,161 | \$795,805 | |
| 3.9096 | Northern Middlesex | \$11,313,738 | \$2,828,434 | \$14,142,172 | |
| 4.5595 | Old Colony | \$13,194,441 | \$3,298,610 | \$16,493,052 | |
| 10.8100 | Pioneer Valley | \$31,282,358 | \$7,820,589 | \$39,102,947 | |
| 8.9601 | Southeastern Mass | \$25,929,052 | \$6,482,263 | \$32,411,315 | |
| Highway | | \$488,298,343 | \$114,991,995 | \$603,290,338 | |

| | | | | |
|---|--|------------------------|----------------------|------------------------|
| Reliability | - | \$328,558,407 | \$78,481,467 | \$407,039,874 |
| | Interstate Pavement | \$40,000,000 | \$10,000,000 | \$50,000,000 |
| | Non-Interstate Pavement | \$55,000,000 | \$13,750,000 | \$68,750,000 |
| | Safety Improvements | \$26,338,550 | \$2,926,503 | \$29,265,053 |
| | Highway Resiliency Improvement Program | \$20,751,888 | \$5,187,972 | \$25,939,861 |
| | Bridge | \$186,467,969 | \$46,616,992 | \$233,084,961 |
| | 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 | \$94,856,125 | \$23,714,031 | \$118,570,156 |
| | Bridge On-system Non-NHS | \$32,625,627 | \$8,156,407 | \$40,782,033 |
| | Bridge Off-system | \$34,148,205 | \$8,537,051 | \$42,685,256 |
| Modernization | | \$125,421,330 | \$27,930,876 | \$153,352,207 |
| | ADA Retrofits | \$2,000,000 | \$500,000 | \$2,500,000 |
| | Intersection Improvements | \$22,500,000 | \$2,500,000 | \$25,000,000 |
| | Intelligent Transportation Systems | \$8,000,000 | \$2,000,000 | \$10,000,000 |
| | Roadway Reconstruction | \$60,000,000 | \$14,700,544 | \$73,502,719 |
| | Safe Routes to School | \$12,000,000 | \$3,000,000 | \$15,000,000 |
| | Freight | \$20,921,330 | \$5,230,333 | \$26,151,663 |
| Expansion | - | \$34,318,606 | \$8,579,651 | \$42,898,257 |
| | Bicycle and Pedestrian | \$34,318,606 | \$8,579,651 | \$42,898,257 |
| | Capacity | \$0 | \$0 | \$0 |
| Grand Total Formula Funds | | \$851,127,976 | \$205,050,945 | \$1,056,178,921 |
| Difference from Funds Available | | \$0 | | |
| Highway (Non-Core) | | \$289,622,548 | \$63,273,338 | \$352,895,886 |
| Reliability | - | \$287,652,096 | \$62,780,725 | \$350,432,821 |
| | Bridge | \$287,652,096 | \$62,780,725 | \$350,432,821 |
| | Bridge Systematic Maintenance NB | \$0 | \$0 | \$0 |
| | Bridge On-System NHS NB | \$251,122,901 | \$62,780,725 | \$313,903,626 |
| | Bridge On-system Non-NHS NB | \$0 | \$0 | \$0 |
| | Bridge Off-system Local NB | \$36,529,195 | \$0 | \$36,529,195 |
| | Bridge Off-System State NB | \$0 | \$0 | \$0 |
| Modernization | - | \$1,970,452 | \$492,613 | \$2,463,065 |
| | Electric Vehicle Infrastructure | \$0 | \$0 | \$0 |
| | Ferry Boat Program | \$1,970,452 | \$492,613 | \$2,463,065 |
| Grand Total + Non-Formula Programs | | \$1,140,750,524 | \$268,324,283 | \$1,409,074,807 |

*Please note that Statewide Highway Program sizes are draft estimates and subject to change.

| | | Federal Aid Funds | Matching Funds | FFY 2027 (Proposed) (Fed Aid + Match) | |
|--|--------------------|----------------------|----------------------|---------------------------------------|----------------------|
| Balance Obligation Authority | | \$814,371,173 | | | |
| Planned Redistribution Request | | \$50,000,000 | | | |
| Total Non-earmarked Funding Available | | \$864,371,173 | \$207,038,581 | \$1,132,701,704 | |
| Planning/Adjustments/Pass-throughs | | \$74,356,132 | \$17,940,575 | \$92,296,708 | |
| GANS Repayment | | \$0 | \$0 | \$0 | |
| Award Adjustments, Change Orders, etc. | | \$22,225,500 | \$5,556,375 | \$27,781,875 | |
| Metropolitan Planning | | \$12,259,415 | \$3,064,854 | \$15,324,269 | |
| State Planning & Research | | \$15,546,164 | \$3,886,541 | \$19,432,704 | |
| Recreational Trails | | \$1,174,862 | \$293,716 | \$1,468,578 | |
| SRTS Education | | \$1,951,346 | \$487,837 | \$2,439,183 | |
| Transit Grant Program | | \$0 | \$0 | \$0 | |
| Flex to FTA | | \$0 | \$0 | \$0 | |
| Railroad Crossings | | \$2,593,832 | \$0 | \$2,593,832 | |
| Carbon Reduction | | \$18,605,014 | \$4,651,253 | \$23,256,267 | |
| Regional Priorities | | | | | |
| Regional Share (%) | | MPO | \$293,886,199 | \$73,471,550 | \$367,357,749 |
| 3.5596 | Berkshire Region | \$10,461,173 | \$2,615,293 | \$13,076,466 | |
| 42.9671 | Boston Region | \$126,274,377 | \$31,568,594 | \$157,842,971 | |
| 4.5851 | Cape Cod | \$13,474,976 | \$3,368,744 | \$16,843,720 | |
| 8.6901 | Central Mass | \$25,539,005 | \$6,384,751 | \$31,923,756 | |
| 2.5397 | Franklin Region | \$7,463,828 | \$1,865,957 | \$9,329,785 | |
| 0.3100 | Martha's Vineyard | \$911,047 | \$227,762 | \$1,138,809 | |
| 4.4296 | Merrimack Valley | \$13,017,983 | \$3,254,496 | \$16,272,479 | |
| 4.4596 | Montachusett | \$13,106,149 | \$3,276,537 | \$16,382,686 | |
| 0.2200 | Nantucket | \$646,550 | \$161,637 | \$808,187 | |
| 3.9096 | Northern Middlesex | \$11,489,775 | \$2,872,444 | \$14,362,219 | |
| 4.5595 | Old Colony | \$13,399,741 | \$3,349,935 | \$16,749,677 | |
| 10.8100 | Pioneer Valley | \$31,769,098 | \$7,942,275 | \$39,711,373 | |
| 8.9601 | Southeastern Mass | \$26,332,497 | \$6,583,124 | \$32,915,622 | |
| Highway | | \$496,128,842 | \$115,626,457 | \$611,755,299 | |

| | | | | |
|---|--|------------------------|----------------------|------------------------|
| <u>Reliability</u> | - | \$330,284,107 | \$78,839,729 | \$409,123,836 |
| | Interstate Pavement | \$40,000,000 | \$10,000,000 | \$50,000,000 |
| | Non-Interstate Pavement | \$55,000,000 | \$13,750,000 | \$68,750,000 |
| | Safety Improvements | \$26,865,321 | \$2,985,033 | \$29,850,354 |
| | Highway Resiliency Improvement Program | \$21,166,926 | \$5,291,732 | \$26,458,658 |
| | Bridge | \$187,251,860 | \$46,812,965 | \$234,064,824 |
| | 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 | \$94,856,125 | \$23,714,031 | \$118,570,156 |
| | Bridge On-system Non-NHS | \$33,409,518 | \$8,352,379 | \$41,761,897 |
| | Bridge Off-system | \$34,148,205 | \$8,537,051 | \$42,685,256 |
| <u>Modernization</u> | | \$130,839,757 | \$28,035,483 | \$158,875,240 |
| | ADA Retrofits | \$2,000,000 | \$500,000 | \$2,500,000 |
| | Intersection Improvements | \$22,500,000 | \$2,500,000 | \$25,000,000 |
| | Intelligent Transportation Systems | \$8,000,000 | \$2,000,000 | \$10,000,000 |
| | Roadway Reconstruction | \$65,000,000 | \$14,700,544 | \$73,502,719 |
| | Safe Routes to School | \$12,000,000 | \$3,000,000 | \$15,000,000 |
| | Freight | \$21,339,757 | \$5,334,939 | \$26,674,696 |
| <u>Expansion</u> | - | \$35,004,978 | \$8,751,244 | \$43,756,222 |
| | Bicycle and Pedestrian | \$35,004,978 | \$8,751,244 | \$43,756,222 |
| | Capacity | \$0 | \$0 | \$0 |
| Grand Total Formula Funds | | \$864,371,173 | \$207,038,581 | \$1,071,409,755 |
| Difference from Funds Available | | \$0 | | |
| Highway (Non-Core) | | \$289,661,957 | \$63,283,191 | \$352,945,148 |
| <u>Reliability</u> | - | \$287,652,096 | \$62,780,725 | \$350,432,821 |
| | Bridge | \$287,652,096 | \$62,780,725 | \$350,432,821 |
| | Bridge Systematic Maintenance NB | \$0 | \$0 | \$0 |
| | Bridge On-System NHS NB | \$251,122,901 | \$62,780,725 | \$313,903,626 |
| | Bridge On-system Non-NHS NB | \$0 | \$0 | \$0 |
| | Bridge Off-system Local NB | \$36,529,195 | \$0 | \$36,529,195 |
| | Bridge Off-System State NB | \$0 | \$0 | \$0 |
| <u>Modernization</u> | - | \$2,009,861 | \$502,465 | \$2,512,326 |
| | Electric Vehicle Infrastructure | \$0 | \$0 | \$0 |
| | Ferry Boat Program | \$2,009,861 | \$502,465 | \$2,512,326 |
| Grand Total + Non-Formula Programs | | \$1,154,033,130 | \$270,321,772 | \$1,424,354,902 |

*Please note that Statewide Highway Program sizes are draft estimates and subject to change.

| | | Federal Aid Funds | Matching Funds | FFY 2027 (Proposed) (Fed Aid + Match) | |
|--|--------------------|----------------------|----------------------|---------------------------------------|----------------------|
| Balance Obligation Authority | | \$827,879,234 | | | |
| Planned Redistribution Request | | \$50,000,000 | | | |
| Total Non-earmarked Funding Available | | \$877,879,234 | \$204,090,971 | \$1,132,701,704 | |
| Planning/Adjustments/Pass-throughs | | \$100,284,344 | \$18,172,628 | \$118,456,972 | |
| GANS Repayment | | \$25,000,000 | \$0 | \$25,000,000 | |
| Award Adjustments, Change Orders, etc. | | \$22,225,500 | \$5,556,375 | \$27,781,875 | |
| Metropolitan Planning | | \$12,504,604 | \$3,126,151 | \$15,630,754 | |
| State Planning & Research | | \$15,857,087 | \$3,964,272 | \$19,821,358 | |
| Recreational Trails | | \$1,174,862 | \$293,716 | \$1,468,578 | |
| SRTS Education | | \$1,951,346 | \$487,837 | \$2,439,183 | |
| Transit Grant Program | | \$0 | \$0 | \$0 | |
| Flex to FTA | | \$0 | \$0 | \$0 | |
| Railroad Crossings | | \$2,593,832 | \$0 | \$2,593,832 | |
| Carbon Reduction | | \$18,977,114 | \$4,744,278 | \$23,721,392 | |
| Regional Priorities | | | | | |
| Regional Share (%) | | MPO | \$289,978,940 | \$72,494,735 | \$362,473,675 |
| 3.5596 | Berkshire Region | \$10,322,090 | \$2,580,523 | \$12,902,613 | |
| 42.9671 | Boston Region | \$124,595,541 | \$31,148,885 | \$155,744,426 | |
| 4.5851 | Cape Cod | \$13,295,824 | \$3,323,956 | \$16,619,780 | |
| 8.6901 | Central Mass | \$25,199,460 | \$6,299,865 | \$31,499,325 | |
| 2.5397 | Franklin Region | \$7,364,595 | \$1,841,149 | \$9,205,744 | |
| 0.3100 | Martha's Vineyard | \$898,935 | \$224,734 | \$1,123,668 | |
| 4.4296 | Merrimack Valley | \$12,844,907 | \$3,211,227 | \$16,056,134 | |
| 4.4596 | Montachusett | \$12,931,901 | \$3,232,975 | \$16,164,876 | |
| 0.2200 | Nantucket | \$637,954 | \$159,488 | \$797,442 | |
| 3.9096 | Northern Middlesex | \$11,337,017 | \$2,834,254 | \$14,171,271 | |
| 4.5595 | Old Colony | \$13,221,590 | \$3,305,397 | \$16,526,987 | |
| 10.8100 | Pioneer Valley | \$31,346,723 | \$7,836,681 | \$39,183,404 | |
| 8.9601 | Southeastern Mass | \$25,982,403 | \$6,495,601 | \$32,478,004 | |
| Highway | | \$487,615,950 | \$113,423,608 | \$601,039,558 | |

| | | | | |
|---|--|------------------------|----------------------|------------------------|
| Reliability | - | \$320,644,321 | \$76,355,157 | \$396,999,477 |
| | Interstate Pavement | \$40,000,000 | \$10,000,000 | \$50,000,000 |
| | Non-Interstate Pavement | \$55,000,000 | \$13,750,000 | \$68,750,000 |
| | Safety Improvements | \$27,402,628 | \$3,044,733 | \$30,447,361 |
| | Highway Resiliency Improvement Program | \$21,590,265 | \$5,397,566 | \$26,987,831 |
| | Bridge | \$176,651,428 | \$44,162,857 | \$220,814,285 |
| | 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 | \$94,856,125 | \$23,714,031 | \$118,570,156 |
| | Bridge On-system Non-NHS | \$22,809,086 | \$5,702,272 | \$28,511,358 |
| | Bridge Off-system | \$34,148,205 | \$8,537,051 | \$42,685,256 |
| Modernization | | \$131,266,552 | \$28,142,182 | \$159,408,734 |
| | ADA Retrofits | \$2,000,000 | \$500,000 | \$2,500,000 |
| | Intersection Improvements | \$22,500,000 | \$2,500,000 | \$25,000,000 |
| | Intelligent Transportation Systems | \$8,000,000 | \$2,000,000 | \$10,000,000 |
| | Roadway Reconstruction | \$65,000,000 | \$14,700,544 | \$73,502,719 |
| | Safe Routes to School | \$12,000,000 | \$3,000,000 | \$15,000,000 |
| | Freight | \$21,766,552 | \$5,441,638 | \$27,208,190 |
| Expansion | - | \$35,705,077 | \$8,926,269 | \$44,631,347 |
| | Bicycle and Pedestrian | \$35,705,077 | \$8,926,269 | \$44,631,347 |
| | Capacity | \$0 | \$0 | \$0 |
| Grand Total Formula Funds | | \$877,879,234 | \$204,090,971 | \$1,081,970,205 |
| Difference from Funds Available | | \$0 | | |
| Highway (Non-Core) | | \$289,702,154 | \$63,293,240 | \$352,995,394 |
| Reliability | - | \$287,652,096 | \$62,780,725 | \$350,432,821 |
| | Bridge | \$287,652,096 | \$62,780,725 | \$350,432,821 |
| | Bridge Systematic Maintenance NB | \$0 | \$0 | \$0 |
| | Bridge On-System NHS NB | \$251,122,901 | \$62,780,725 | \$313,903,626 |
| | Bridge On-system Non-NHS NB | \$0 | \$0 | \$0 |
| | Bridge Off-system Local NB | \$36,529,195 | \$0 | \$36,529,195 |
| | Bridge Off-System State NB | \$0 | \$0 | \$0 |
| Modernization | - | \$2,050,058 | \$512,515 | \$2,562,573 |
| | Electric Vehicle Infrastructure | \$0 | \$0 | \$0 |
| | Ferry Boat Program | \$2,050,058 | \$512,515 | \$2,562,573 |
| Grand Total + Non-Formula Programs | | \$1,167,581,388 | \$267,384,210 | \$1,434,965,599 |

*Please note that Statewide Highway Program sizes are draft estimates and subject to change.

| | | Federal Aid Funds | Matching Funds | FFY 2027 (Proposed) (Fed Aid + Match) |
|--|--------------------|----------------------|----------------------|---------------------------------------|
| Balance Obligation Authority | | \$841,657,457 | | |
| Planned Redistribution Request | | \$50,000,000 | | |
| Total Non-earmarked Funding Available | | \$891,657,457 | \$207,459,408 | \$1,132,701,704 |
| Planning/Adjustments/Pass-throughs | | \$96,231,120 | \$18,409,322 | \$114,640,442 |
| GANS Repayment | | \$20,000,000 | \$0 | \$20,000,000 |
| Award Adjustments, Change Orders, etc. | | \$22,225,500 | \$5,556,375 | \$27,781,875 |
| Metropolitan Planning | | \$12,754,696 | \$3,188,674 | \$15,943,370 |
| State Planning & Research | | \$16,174,229 | \$4,043,557 | \$20,217,786 |
| Recreational Trails | | \$1,174,862 | \$293,716 | \$1,468,578 |
| SRTS Education | | \$1,951,346 | \$487,837 | \$2,439,183 |
| Transit Grant Program | | \$0 | \$0 | \$0 |
| Flex to FTA | | \$0 | \$0 | \$0 |
| Railroad Crossings | | \$2,593,832 | \$0 | \$2,593,832 |
| Carbon Reduction | | \$19,356,656 | \$4,839,164 | \$24,195,820 |
| Regional Priorities | | | | |
| Regional Share (%) | MPO | \$296,363,535 | \$74,090,884 | \$370,454,419 |
| 3.5596 | Berkshire Region | \$10,549,356 | \$2,637,339 | \$13,186,696 |
| 42.9671 | Boston Region | \$127,338,817 | \$31,834,704 | \$159,173,521 |
| 4.5851 | Cape Cod | \$13,588,564 | \$3,397,141 | \$16,985,706 |
| 8.6901 | Central Mass | \$25,754,288 | \$6,438,572 | \$32,192,859 |
| 2.5397 | Franklin Region | \$7,526,745 | \$1,881,686 | \$9,408,431 |
| 0.3100 | Martha's Vineyard | \$918,727 | \$229,682 | \$1,148,409 |
| 4.4296 | Merrimack Valley | \$13,127,719 | \$3,281,930 | \$16,409,649 |
| 4.4596 | Montachusett | \$13,216,628 | \$3,304,157 | \$16,520,785 |
| 0.2200 | Nantucket | \$652,000 | \$163,000 | \$815,000 |
| 3.9096 | Northern Middlesex | \$11,586,629 | \$2,896,657 | \$14,483,286 |
| 4.5595 | Old Colony | \$13,512,695 | \$3,378,174 | \$16,890,869 |
| 10.8100 | Pioneer Valley | \$32,036,898 | \$8,009,225 | \$40,046,123 |
| 8.9601 | Southeastern Mass | \$26,554,469 | \$6,638,617 | \$33,193,086 |
| Highway | | \$499,062,801 | \$114,959,202 | \$614,022,003 |

| | | | | |
|---|--|------------------------|----------------------|------------------------|
| Reliability | - | \$325,941,739 | \$77,603,393 | \$403,545,132 |
| | Interstate Pavement | \$40,000,000 | \$10,000,000 | \$50,000,000 |
| | Non-Interstate Pavement | \$55,000,000 | \$13,750,000 | \$68,750,000 |
| | Safety Improvements | \$27,950,680 | \$3,105,628 | \$31,056,309 |
| | Highway Resiliency Improvement Program | \$22,022,070 | \$5,505,518 | \$27,527,588 |
| | Bridge | \$180,968,989 | \$45,242,247 | \$226,211,236 |
| | 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 | \$94,856,125 | \$23,714,031 | \$118,570,156 |
| | Bridge On-system Non-NHS | \$27,126,647 | \$6,781,662 | \$33,908,308 |
| | Bridge Off-system | \$34,148,205 | \$8,537,051 | \$42,685,256 |
| Modernization | | \$136,701,883 | \$28,251,015 | \$164,952,898 |
| | ADA Retrofits | \$2,000,000 | \$500,000 | \$2,500,000 |
| | Intersection Improvements | \$22,500,000 | \$2,500,000 | \$25,000,000 |
| | Intelligent Transportation Systems | \$8,000,000 | \$2,000,000 | \$10,000,000 |
| | Roadway Reconstruction | \$70,000,000 | \$14,700,544 | \$73,502,719 |
| | Safe Routes to School | \$12,000,000 | \$3,000,000 | \$15,000,000 |
| | Freight | \$22,201,883 | \$5,550,471 | \$27,752,354 |
| Expansion | - | \$36,419,179 | \$9,104,795 | \$45,523,974 |
| | Bicycle and Pedestrian | \$36,419,179 | \$9,104,795 | \$45,523,974 |
| | Capacity | \$0 | \$0 | \$0 |
| Grand Total Formula Funds | | \$891,657,457 | \$207,459,408 | \$1,099,116,864 |
| Difference from Funds Available | | \$0 | | |
| Highway (Non-Core) | | \$289,743,155 | \$63,303,490 | \$353,046,646 |
| Reliability | - | \$287,652,096 | \$62,780,725 | \$350,432,821 |
| | Bridge | \$287,652,096 | \$62,780,725 | \$350,432,821 |
| | Bridge Systematic Maintenance NB | \$0 | \$0 | \$0 |
| | Bridge On-System NHS NB | \$251,122,901 | \$62,780,725 | \$313,903,626 |
| | Bridge On-system Non-NHS NB | \$0 | \$0 | \$0 |
| | Bridge Off-system Local NB | \$36,529,195 | \$0 | \$36,529,195 |
| | Bridge Off-System State NB | \$0 | \$0 | \$0 |
| Modernization | - | \$2,091,059 | \$522,765 | \$2,613,824 |
| | Electric Vehicle Infrastructure | \$0 | \$0 | \$0 |
| | Ferry Boat Program | \$2,091,059 | \$522,765 | \$2,613,824 |
| Grand Total + Non-Formula Programs | | \$1,181,400,612 | \$270,762,898 | \$1,452,163,510 |

*Please note that Statewide Highway Program sizes are draft estimates and subject to change.

Appendix B.1 Additional Project Information (Highway)

| 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 | Proponent | Other Information |
|--|--------------------|----------------|--------------|--|----------|----------------|---------------|------------------------|---------------|-------------------|-------------------|-------------|---|
| Federal Fiscal Year 2027 | | | | | | | | \$388,804,905 | \$287,437,144 | \$101,367,761 | | | |
| Section 1A / Regionally Prioritized Projects | | | | | | | | \$29,424,484 | \$23,539,587 | \$5,884,897 | | | |
| Roadway Reconstruction | | | | | | | | \$17,015,626 | \$13,612,501 | \$3,403,125 | | | |
| 2027 | 607231 | Pioneer Valley | Williamsburg | WILLIAMSBURG- RECONSTRUCTION OF MOUNTAIN STREET | 1 | STBG | \$12,765,626 | \$12,765,626 | \$10,212,501 | \$2,553,125 | 33.5 | MA147 | Construction / YOE \$15,529,507 / 33.5 TEC / 100% Federal earmark MA147 (for \$646,999) repurposed as part of FY25 repurposing process |
| 2027 | 609286 | Pioneer Valley | Northampton | NORTHAMPTON- DOWNTOWN COMPLETE STREETS CORRIDOR AND INTERSECTION IMPROVEMENTS ON MAIN STREET (ROUTE 9) | 2 | STBG | \$28,736,979 | \$4,250,000 | \$3,400,000 | \$850,000 | 75.5 | Northampton | Construction (YOE \$28,736,979) 75.5 TEC / 75% / STBG (A/C 2027 - \$2,000,000, 2027 - \$6,000,000, 2028 - \$18,314,479) MA152 repurposed earmark as part of FY25 repurposing - for \$1,357,973 |
| Intersection Improvements | | | | | | | | \$8,438,054 | \$6,750,443 | \$1,687,611 | | | |
| 2027 | 612600 | Pioneer Valley | Westfield | WESTFIELD- INTERSECTION IMPROVEMENTS AT SOUTHAMPTON ROAD (ROUTE 10/202), SERVISTAR INDUSTRIAL WAY AND BARNES AIRPORT DRIVE | 2 | STBG | \$8,953,144 | \$8,438,054 | \$6,750,443 | \$1,687,611 | 43.0 | | TEC 43.0 / 25% / \$515,090 in federal earmark MA144 is being repurposed as part of this project. Part of FY25 repurposing process |
| Interstate Pavement | | | | | | | | \$3,970,804 | \$3,176,643 | \$794,161 | | | |
| 2027 | 613314 | Pioneer Valley | Multiple | HOLYOKE- WEST SPRINGFIELD- INTERSTATE PAVEMENT PRESERVATION AND RELATED WORK ON I-91 | 2 | STBG | \$12,506,978 | \$3,970,804 | \$3,176,643 | \$794,161 | | | |
| Section 1B / Earmark or Discretionary Grant Funded Projects | | | | | | | | \$271,460,014 | \$217,168,011 | \$54,292,003 | | | |
| Earmark Discretionary | | | | | | | | \$1,460,014 | \$1,168,011 | \$292,003 | | | |
| 2027 | 607231 | Pioneer Valley | Williamsburg | WILLIAMSBURG- RECONSTRUCTION OF MOUNTAIN STREET | 1 | HPP | \$12,765,626 | \$646,999 | \$517,599 | \$129,400 | 33.5 | MA147 | Construction / YOE \$15,529,507 / 33.5 TEC / 100% Federal earmark MA147 (for \$646,999) repurposed as part of FY25 repurposing process |
| 2027 | 611965 | Pioneer Valley | Holyoke | HOLYOKE- INTERSECTION IMPROVEMENTS AT BEECH STREET, RESNIC BOULEVARD, AND WEST FRANKLIN STREET | 2 | HPP | \$7,021,425 | \$297,925 | \$238,340 | \$59,585 | | | Federal earmark MA083 repurposed as part of FY25 repurposing process |
| 2027 | 612600 | Pioneer Valley | Westfield | WESTFIELD- INTERSECTION IMPROVEMENTS AT SOUTHAMPTON ROAD (ROUTE 10/202), SERVISTAR INDUSTRIAL WAY AND BARNES AIRPORT DRIVE | 2 | HPP | \$8,953,144 | \$515,090 | \$412,072 | \$103,018 | 43.0 | | TEC 43.0 / 25% / \$515,090 in federal earmark MA144 is being repurposed as part of this project. Part of FY25 repurposing process |
| Bridge On-System (BFP) | | | | | | | | \$270,000,000 | \$216,000,000 | \$54,000,000 | | | |
| 2027 | 612167 | Pioneer Valley | Springfield | SPRINGFIELD- 3 BRIDGE REPLACEMENTS, S-24-017, ST. JAMES AVENUE OVER CSX, S-24-070, TAPLEY STREET OVER I-291 AND CSX, S-24-071, ST. JAMES AVENUE OVER I-291 | 2 | HIP-BR | \$270,030,395 | \$270,000,000 | \$216,000,000 | \$54,000,000 | | | |

Appendix B.1 Additional Project Information (Highway) (Continued)

| 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 | Proponent | Other Information |
|---|--------------------|----------------|--------------|---|----------|----------------|---------------|------------------------|---------------------|---------------------|-------------------|-------------|--|
| Section 2A / Federal Aid Funded State Prioritized Reliability Projects | | | | | | | | \$31,833,940 | \$26,156,282 | \$5,677,659 | | | |
| Bridge On-system NHS | | | | | | | | \$15,675,432 | \$12,540,346 | \$3,135,086 | | | |
| 2027 | 612494 | Pioneer Valley | Multiple | SPRINGFIELD- WEST SPRINGFIELD- BRIDGE REPLACEMENT, S-24-003=W-21-002, (US-20) PARK AVENUE OVER CONNECTICUT RIVER | 2 | NHPP-PEN | \$365,420,796 | \$15,675,432 | \$12,540,346 | \$3,135,086 | | | |
| Safety Improvements | | | | | | | | \$6,891,295 | \$6,202,166 | \$689,130 | | | |
| 2027 | 612649 | Pioneer Valley | Multiple | WEST SPRINGFIELD- AGAWAM- GUIDE AND TRAFFIC SIGN REPLACEMENT ON A SECTION OF US 5 AND ROUTE 57 | 2 | HSIP | \$518,750 | \$518,750 | \$466,875 | \$51,875 | | | Signs replacements for safety |
| 2027 | 614026 | Multiple | | DISTRICT 2- WRONG-WAY COUNTERMEASURES AT OFF-RAMPS AT MULTIPLE LOCATIONS | 2 | HSIP | \$3,106,722 | \$3,106,722 | \$2,796,050 | \$310,672 | | | |
| 2027 | 616304 | Multiple | | DISTRICT 2- DISTRICT 3- VRU CROSSWALK INSTALLATION AT STATE SIGNALS AT MULTIPLE LOCATIONS | 2 | VUS | \$3,265,823 | \$3,265,823 | \$2,939,241 | \$326,582 | | | |
| Non-Interstate Pavement | | | | | | | | \$9,267,213 | \$7,413,770 | \$1,853,443 | | | |
| 2027 | 614256 | Pioneer Valley | Huntington | HUNTINGTON- RESURFACING AND RELATED WORK ON ROUTE 112 | 1 | NHPP | \$9,267,213 | \$9,267,213 | \$7,413,770 | \$1,853,443 | | | |
| Section 2B / Federal Aid Funded State Prioritized Modernization Projects | | | | | | | | \$19,945,784 | \$16,628,977 | \$3,316,807 | | | |
| Intersection Improvements | | | | | | | | \$6,723,500 | \$6,051,150 | \$672,350 | | | |
| 2027 | 611965 | Pioneer Valley | Holyoke | HOLYOKE- INTERSECTION IMPROVEMENTS AT BEECH STREET, RESNIC BOULEVARD, AND WEST FRANKLIN STREET | 2 | HSIP | \$7,021,425 | \$6,723,500 | \$6,051,150 | \$672,350 | | | Federal earmark MA083 repurposed as part of FY25 repurposing process |
| Freight | | | | | | | | \$13,222,284 | \$10,577,827 | \$2,644,457 | | | |
| 2027 | 612494 | Pioneer Valley | Multiple | SPRINGFIELD- WEST SPRINGFIELD- BRIDGE REPLACEMENT, S-24-003=W-21-002, (US-20) PARK AVENUE OVER CONNECTICUT RIVER | 2 | NFP | \$365,420,796 | \$13,222,284 | \$10,577,827 | \$2,644,457 | | | |
| Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs | | | | | | | | \$4,281,901 | \$3,944,287 | \$337,614 | | | |
| Railroad Crossings | | | | | | | | \$2,593,832 | \$2,593,832 | \$0 | | | |
| 2027 | S12988 | Pioneer Valley | Multiple | WEST SPRINGFIELD- RAILROAD CROSSING ELIMINATION ON FRONT STREET (CROSSING NO. DOT525901A) | 2 | RRHE | \$23,000,000 | \$2,593,832 | \$2,593,832 | \$0 | | MassDOT RTD | Project will eliminate a railroad crossing as part of a bridge extension over Crossing Number DOT525901A. Total project cost estimated to be \$25M, CSX to contribute \$2M toward total cost. |
| Flex to FTA | | | | | | | | \$1,688,069 | \$1,350,455 | \$337,614 | | | |
| 2027 | S12996 | Pioneer Valley | | PVTA - Buy Replacement 35-ft Electric Buses (Carbon Reduction Program Funding) | | CRP | \$13,040,955 | \$1,688,069 | \$1,350,455 | \$337,614 | | PVTA | Project ID on transit TIP is: RTD0011375. More funding details included in transit TIP. TFPC and amounts programmed reflect federal portion and match. Match being provided by RTACAP at amounts shown in transit TIP. |
| Section 3B / Non-Federal Aid Funded | | | | | | | | \$31,858,782 | \$0 | \$31,858,782 | | | |
| Bridge On-System (NGB) | | | | | | | | \$31,858,782 | \$0 | \$31,858,782 | | | |
| 2027 | 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 | \$30,465,901 | \$31,858,782 | \$0 | \$31,858,782 | | | |

Appendix B.1 Additional Project Information (Highway) (Continued)

| 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 | Proponent | Other Information |
|--|--------------------|----------------|--------------|--|----------|----------------|---------------|------------------------|---------------|-------------------|-------------------|-------------|---|
| Federal Fiscal Year 2028 | | | | | | | | \$173,548,624 | \$124,003,665 | \$49,544,959 | | | |
| Section 1A / Regionally Prioritized Projects | | | | | | | | \$39,054,190 | \$31,243,352 | \$7,810,838 | | | |
| Roadway Reconstruction | | | | | | | | \$27,690,133 | \$22,152,106 | \$5,538,027 | | | |
| 2028 | 608423 | Pioneer Valley | Easthampton | EASTHAMPTON- IMPROVEMENTS AND RELATED WORK ON ROUTE 10, FROM WEST STREET TO THE NORTHAMPTON TOWN LINE | 2 | STBG | \$5,989,100 | \$5,989,100 | \$4,791,280 | \$1,197,820 | 54 | | Construction / YOE \$6,219,450 / TEC 54 / Pre 25% |
| 2028 | 608785 | Pioneer Valley | South Hadley | SOUTH HADLEY- RECONSTRUCTION OF MAIN STREET, FROM THE CHICOPEE CITY LINE TO CANAL STREET (0.67 MILES) | 2 | STBG | \$10,810,483 | \$10,201,033 | \$8,160,826 | \$2,040,207 | 35.5 | | Federal earmark MA114 repurposed as part of FY25 repurposing process for \$609,450 / TEC 35.5 / 25% |
| 2028 | 609286 | Pioneer Valley | Northampton | NORTHAMPTON- DOWNTOWN COMPLETE STREETS CORRIDOR AND INTERSECTION IMPROVEMENTS ON MAIN STREET (ROUTE 9) | 2 | STBG | \$28,736,979 | \$11,500,000 | \$9,200,000 | \$2,300,000 | 75.5 | Northampton | Construction (YOE \$28,736,979) 75.5 TEC / 75% / STBG (A/C 2027 - \$2,000,000, 2027 - \$6,000,000, 2028 - \$18,314,479) MA152 repurposed earmark as part of FY25 repurposing - for \$1,357,973 |
| Non-Interstate Pavement | | | | | | | | \$11,364,057 | \$9,091,246 | \$2,272,811 | | | |
| 2028 | 612257 | Pioneer Valley | Longmeadow | LONGMEADOW- RESURFACING AND RELATED WORK ON LONGMEADOW STREET (ROUTE 5) (PHASE 1) | 2 | STBG | \$11,364,057 | \$11,364,057 | \$9,091,246 | \$2,272,811 | 46 | Longmeadow | Construction / YOE \$11,364,057 / 46 TEC / 25% |
| Section 1B / Earmark or Discretionary Grant Funded Projects | | | | | | | | \$32,137,700 | \$26,553,288 | \$5,584,412 | | | |
| Bridge On-System (BFP) | | | | | | | | \$25,548,338 | \$20,438,670 | \$5,109,668 | | | |
| 2028 | 605340 | Pioneer Valley | Springfield | SPRINGFIELD- BRIDGE REPLACEMENT, S-24-028, ST. JAMES AVENUE OVER CONRAIL RAILROAD (ABANDONED) | 2 | HIP-BR | \$9,993,870 | \$9,993,870 | \$7,995,096 | \$1,998,774 | | | |
| 2028 | 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 | HIP-BR | \$15,554,468 | \$15,554,468 | \$12,443,574 | \$3,110,894 | | | |
| Earmark Discretionary | | | | | | | | \$2,373,722 | \$1,898,978 | \$474,744 | | | |
| 2028 | 608466 | Pioneer Valley | Granby | GRANBY- RESURFACING AND RELATED WORK ON ROUTE 202, FROM AMHERST STREET TO SCHOOL STREET | 2 | HPP | \$5,936,831 | \$406,299 | \$325,039 | \$81,260 | | | Federal earmark MA139 repurposed as part of FY25 repurposing process |
| 2028 | 608785 | Pioneer Valley | South Hadley | SOUTH HADLEY- RECONSTRUCTION OF MAIN STREET, FROM THE CHICOPEE CITY LINE TO CANAL STREET (0.67 MILES) | 2 | HPP | \$10,810,483 | \$609,450 | \$487,560 | \$121,890 | 35.5 | | Federal earmark MA114 repurposed as part of FY25 repurposing process for \$609,450 / TEC 35.5 / 25% |
| 2028 | 609286 | Pioneer Valley | Northampton | NORTHAMPTON- DOWNTOWN COMPLETE STREETS CORRIDOR AND INTERSECTION IMPROVEMENTS ON MAIN STREET (ROUTE 9) | 2 | HPP | \$28,736,979 | \$1,357,973 | \$1,086,378 | \$271,595 | 75.5 | Northampton | Construction (YOE \$28,736,979) 75.5 TEC / 75% / STBG (A/C 2027 - \$2,000,000, 2027 - \$6,000,000, 2028 - \$18,314,479) MA152 repurposed earmark as part of FY25 repurposing - for \$1,357,973 |
| Bridge Off-system (BFP) | | | | | | | | \$4,215,640 | \$4,215,640 | \$0 | | | |
| 2028 | 610779 | Pioneer Valley | Hampden | HAMPDEN- BRIDGE REPLACEMENT, H-04-004, ROCKADUNDEE BRIDGE OVER SCANTIC RIVER | 2 | BROFF | \$4,215,640 | \$4,215,640 | \$4,215,640 | \$0 | | | |

Appendix B.1 Additional Project Information (Highway) (Continued)

| 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 | Proponent | Other Information |
|---|--------------------|----------------|--------------|--|----------|----------------|---------------|------------------------|---------------------|---------------------|-------------------|-------------|--|
| Section 2A / Federal Aid Funded State Prioritized Reliability Projects | | | | | | | | \$61,874,898 | \$49,915,242 | \$11,959,657 | | | |
| Safety Improvements | | | | | | | | \$4,153,231 | \$3,737,908 | \$415,323 | | | |
| 2028 | 614273 | Multiple | | STATEWIDE- SYSTEMIC SAFETY IMPROVEMENTS WITH RRFBS AT MULTIPLE LOCATIONS | 2 | HSIP | \$4,153,231 | \$4,153,231 | \$3,737,908 | \$415,323 | | | Installation of RRFBS at 34 locations statewide |
| Bridge On-system NHS | | | | | | | | \$45,078,000 | \$36,062,400 | \$9,015,600 | | | |
| 2028 | 612494 | Pioneer Valley | Multiple | SPRINGFIELD- WEST SPRINGFIELD- BRIDGE REPLACEMENT, S-24-003=W-21-002, (US-20) PARK AVENUE OVER CONNECTICUT RIVER | 2 | NHPP-PEN | \$365,420,796 | \$45,078,000 | \$36,062,400 | \$9,015,600 | | | |
| Bridge Off-system | | | | | | | | \$5,099,349 | \$4,079,479 | \$1,019,870 | | | |
| 2028 | 613139 | Pioneer Valley | Monson | MONSON- BRIDGE REPLACEMENT, M-27-026, STAFFORD HOLLOW ROAD OVER NECRR | 2 | STBG-BR-Off | \$5,168,757 | \$5,099,349 | \$4,079,479 | \$1,019,870 | | | |
| Non-Interstate Pavement | | | | | | | | \$7,544,318 | \$6,035,454 | \$1,508,864 | | | |
| 2028 | 616351 | Pioneer Valley | Agawam | AGAWAM- PAVEMENT PRESERVATION ON ROUTE 5 (MM 4.2-7.9) | 2 | NHPP | \$7,544,318 | \$7,544,318 | \$6,035,454 | \$1,508,864 | | | |
| Section 2B / Federal Aid Funded State Prioritized Modernization Projects | | | | | | | | \$14,142,594 | \$11,314,075 | \$2,828,519 | | | |
| Roadway Reconstruction | | | | | | | | \$5,530,532 | \$4,424,426 | \$1,106,106 | | | |
| 2028 | 608466 | Pioneer Valley | Granby | GRANBY- RESURFACING AND RELATED WORK ON ROUTE 202, FROM AMHERST STREET TO SCHOOL STREET | 2 | NHPP | \$5,936,831 | \$5,530,532 | \$4,424,426 | \$1,106,106 | | | Federal earmark MA139 repurposed as part of FY25 repurposing process |
| Freight | | | | | | | | \$4,824,174 | \$3,859,339 | \$964,835 | | | |
| 2028 | 612494 | Pioneer Valley | Multiple | SPRINGFIELD- WEST SPRINGFIELD- BRIDGE REPLACEMENT, S-24-003=W-21-002, (US-20) PARK AVENUE OVER CONNECTICUT RIVER | 2 | NFP | \$365,420,796 | \$4,824,174 | \$3,859,339 | \$964,835 | | | |
| Safe Routes to School | | | | | | | | \$3,787,888 | \$3,030,310 | \$757,578 | | | |
| 2028 | 612772 | Pioneer Valley | Easthampton | EASTHAMPTON- MOUNTAIN VIEW SCHOOL IMPROVEMENTS (SRTS) | 2 | TAP | \$2,028,038 | \$2,028,038 | \$1,622,430 | \$405,608 | | | |
| 2028 | 613397 | Pioneer Valley | Southampton | SOUTHAMPTON- WILLIAM E. NORRIS ELEMENTARY SCHOOL IMPROVEMENTS (SRTS) | 2 | TAP | \$1,759,850 | \$1,759,850 | \$1,407,880 | \$351,970 | | | |
| Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs | | | | | | | | \$5,573,677 | \$4,977,708 | \$595,969 | | | |
| Railroad Crossings | | | | | | | | \$2,593,832 | \$2,593,832 | \$0 | | | |
| 2028 | S12988 | Pioneer Valley | Multiple | WEST SPRINGFIELD- RAILROAD CROSSING ELIMINATION ON FRONT STREET (CROSSING NO. DOT525901A) | 2 | RRHE | \$23,000,000 | \$2,593,832 | \$2,593,832 | \$0 | | MassDOT RTD | Project will eliminate a railroad crossing as part of a bridge extension over Crossing Number DOT525901A. Total project cost estimated to be \$25M, CSX to contribute \$2M toward total cost. |
| Flex to FTA | | | | | | | | \$2,979,845 | \$2,383,876 | \$595,969 | | | |
| 2028 | S12996 | Pioneer Valley | | PVTA - Buy Replacement 35-ft Electric Buses (Carbon Reduction Program Funding) | | CRP | \$13,040,955 | \$2,979,845 | \$2,383,876 | \$595,969 | | PVTA | Project ID on transit TIP is: RTD0011375. More funding details included in transit TIP. TFPC and amounts programmed reflect federal portion and match. Match being provided by RTACAP at amounts shown in transit TIP. |

Appendix B.1 Additional Project Information (Highway) (Continued)

| 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 | Proponent | Other Information |
|--|--------------------|----------------|--------------|---|----------|----------------|---------------|------------------------|---------------|-------------------|-------------------|-----------|-------------------|
| Section 3B / Non-Federal Aid Funded | | | | | | | | \$20,765,565 | \$0 | \$20,765,565 | | | |
| Bridge On-System (NGB) | | | | | | | | \$20,765,565 | \$0 | \$20,765,565 | | | |
| 2028 | 612175 | Pioneer Valley | Russell | RUSSELL- BRIDGE REPLACEMENT, R-13-004, BLANDFORD STAGE ROAD OVER STAGE BROOK | 1 | NGBP | \$11,595,897 | \$11,595,897 | \$0 | \$11,595,897 | | | |
| 2028 | 612176 | Pioneer Valley | Huntington | HUNTINGTON- BRIDGE REPLACEMENT, H-27-008, ST 112 WORTHINGTON ROAD OVER WATER POND BROOK | 1 | NGBP | \$9,169,668 | \$9,169,668 | \$0 | \$9,169,668 | | | |

| Federal Fiscal Year 2029 | | | | | | | | \$181,566,307 | \$147,766,699 | \$33,799,608 | | | |
|---|--------|----------------|-----------------|---|---|------|--------------|---------------|---------------|--------------|------|-----------------|---|
| Section 1A / Regionally Prioritized Projects | | | | | | | | \$39,617,345 | \$31,693,876 | \$7,923,469 | | | |
| Roadway Reconstruction | | | | | | | | \$24,030,466 | \$19,224,373 | \$4,806,093 | | | |
| 2029 | 609286 | Pioneer Valley | Northampton | NORTHAMPTON- DOWNTOWN COMPLETE STREETS CORRIDOR AND INTERSECTION IMPROVEMENTS ON MAIN STREET (ROUTE 9) | 2 | STBG | \$28,736,979 | \$4,500,000 | \$3,600,000 | \$900,000 | 75.5 | Northampton | Construction (YOE \$28,736,979) 75.5 TEC / 75% / STBG (A/C 2027 - \$2,000,000, 2027 - \$6,000,000, 2028 - \$18,314,479) MA152 repurposed earmark as part of FY25 repurposing - for \$1,357,973 |
| 2029 | 612258 | Pioneer Valley | Easthampton | EASTHAMPTON- DOWNTOWN COMPLETE STREETS IMPROVEMENTS ON MAIN AND NORTHAMPTON STREETS (ROUTE 10) | 2 | STBG | \$16,919,237 | \$7,519,237 | \$6,015,390 | \$1,503,847 | 55.0 | Easthampton | Construction / YOE \$19,111,138 STBG / TEC 55.0 / 25% (A/C 2029 -\$10,111,138, 2030 - \$9,000,000) |
| 2029 | 612780 | Pioneer Valley | Southampton | SOUTHAMPTON- REHABILITATION/RECONSTRUCTION & RELATED WORK ON EAST STREET, FROM COLLEGE HIGHWAY (ROUTE 10) TO WHISPERING MEADOW LANE | 2 | STBG | \$12,544,313 | \$4,544,313 | \$3,635,450 | \$908,863 | 38 | Southampton | Construction / 25 / TEC 38 / AC \$4,904,313 (2028) and \$7,640,000 (2029) |
| 2029 | 612984 | Pioneer Valley | Monson | MONSON- RESURFACING AND RELATED WORK ON MAIN STREET (ROUTE 32) | 2 | STBG | \$16,266,916 | \$7,466,916 | \$5,973,533 | \$1,493,383 | 34.5 | | YOE \$16,266,916 / TEC 34.5 / 25% |
| Non-Interstate Pavement | | | | | | | | \$9,541,098 | \$7,632,878 | \$1,908,220 | | | |
| 2029 | 612265 | Pioneer Valley | East Longmeadow | EAST LONGMEADOW- RESURFACING AND RELATED WORK ON NORTH MAIN STREET (ROUTE 83) | 2 | STBG | \$9,541,098 | \$9,541,098 | \$7,632,878 | \$1,908,220 | 49.0 | East Longmeadow | Construction / Pre-25% / TEC 49.0 / AC \$5,087,724 (2026) and \$4,100,000 (2027) |
| Safety Improvements | | | | | | | | \$6,045,781 | \$4,836,625 | \$1,209,156 | | | |
| 2029 | 613320 | Pioneer Valley | Holyoke | HOLYOKE- CORRIDOR IMPROVEMENTS ON HIGH AND MAPLE STREETS | 2 | STBG | \$16,045,830 | \$6,045,781 | \$4,836,625 | \$1,209,156 | 68 | | Construction / 0 / TEC 68 / AC \$6,045,781 (2029) \$6,000,020 (2030) and \$4,000,049 (2031) Resnic Intersection maybe split off as separate project |

Appendix B.1 Additional Project Information (Highway) (Continued)

| 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 | Proponent | Other Information |
|---|--------------------|----------------|--------------|--|----------|----------------|---------------|------------------------|---------------------|---------------------|-------------------|-------------|--|
| Section 1B / Earmark or Discretionary Grant Funded Projects | | | | | | | | \$45,026,403 | \$38,016,010 | \$7,010,393 | | | |
| Bridge On-System (BFP) | | | | | | | | \$35,051,966 | \$28,041,573 | \$7,010,393 | | | |
| 2029 | 612160 | Pioneer Valley | Multiple | MONSON- PALMER- BRIDGE REPLACEMENT, M-27-008=P-01-008, ROUTE 32 OVER QUABOAG RIVER | 2 | HIP-BR | \$42,256,274 | \$15,000,000 | \$12,000,000 | \$3,000,000 | | | |
| 2029 | 613135 | Pioneer Valley | Chicopee | CHICOPEE- SUPERSTRUCTURE REPLACEMENT OF C-13-003, ROUTE 116 OVER BMRR | 2 | HIP-BR | \$20,051,966 | \$20,051,966 | \$16,041,573 | \$4,010,393 | | | |
| Bridge Off-system (BFP) | | | | | | | | \$9,974,437 | \$9,974,437 | \$0 | | | |
| 2029 | 613302 | Pioneer Valley | Belchertown | BELCHERTOWN- BRIDGE REPLACEMENT, B-05-006 (OPE), BARDWELL STREET OVER JABISH BROOK | 2 | BROFF | \$9,974,437 | \$9,974,437 | \$9,974,437 | \$0 | | | |
| Section 2A / Federal Aid Funded State Prioritized Reliability Projects | | | | | | | | \$65,652,581 | \$52,522,065 | \$13,130,516 | | | |
| Bridge On-system NHS | | | | | | | | \$61,117,507 | \$48,894,006 | \$12,223,501 | | | |
| 2029 | 612494 | Pioneer Valley | Multiple | SPRINGFIELD- WEST SPRINGFIELD- BRIDGE REPLACEMENT, S-24-003=W-21-002, (US-20) PARK AVENUE OVER CONNECTICUT RIVER | 2 | NHPP-PEN | \$365,420,796 | \$40,071,564 | \$32,057,251 | \$8,014,313 | | | |
| 2029 | 613119 | Pioneer Valley | Multiple | LUDLOW- SPRINGFIELD- BRIDGE REPLACEMENT, L-16-008=S-24-002, ST 21 (LUDLOW AVENUE) OVER CHICOPEE RIVER | 2 | NHPP-PEN | \$74,734,059 | \$21,045,943 | \$16,836,754 | \$4,209,189 | | | |
| Non-Interstate Pavement | | | | | | | | \$4,535,074 | \$3,628,059 | \$907,015 | | | |
| 2029 | 616329 | Pioneer Valley | Multiple | WALES- BRIMFIELD- PAVEMENT PRESERVATION OF SR19 (MM 1.5-6.7) | 2 | NHPP | \$4,535,074 | \$4,535,074 | \$3,628,059 | \$907,015 | | | |
| Section 2B / Federal Aid Funded State Prioritized Modernization Projects | | | | | | | | \$5,163,717 | \$4,130,974 | \$1,032,743 | | | |
| Safe Routes to School | | | | | | | | \$5,163,717 | \$4,130,974 | \$1,032,743 | | | |
| 2029 | 612079 | Pioneer Valley | Chicopee | CHICOPEE- HUGH SCOTT STREIBER ELEMENTARY SCHOOL IMPROVEMENTS (SRTS) | 2 | TAP | \$2,712,005 | \$2,712,005 | \$2,169,604 | \$542,401 | | | |
| 2029 | 613515 | Pioneer Valley | Springfield | SPRINGFIELD- SAMUEL BOWLES ELEMENTARY SCHOOL IMPROVEMENTS (SRTS) | 2 | TAP | \$2,451,712 | \$2,451,712 | \$1,961,370 | \$490,342 | | | |
| Section 2C / Federal Aid Funded State Prioritized Expansion Projects | | | | | | | | \$17,265,679 | \$13,812,543 | \$3,453,136 | | | |
| Bicycle and Pedestrian | | | | | | | | \$17,265,679 | \$13,812,543 | \$3,453,136 | | | |
| 2029 | 613484 | Pioneer Valley | Southampton | SOUTHAMPTON- GREENWAY RAIL TRAIL CONSTRUCTION, FROM COLEMAN ROAD TO ROUTE 10 | 2 | CMAQ | \$17,265,679 | \$17,265,679 | \$13,812,543 | \$3,453,136 | | | |
| Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs | | | | | | | | \$8,840,582 | \$7,591,232 | \$1,249,350 | | | |
| Railroad Crossings | | | | | | | | \$2,593,832 | \$2,593,832 | \$0 | | | |
| 2029 | S12988 | Pioneer Valley | Multiple | WEST SPRINGFIELD- RAILROAD CROSSING ELIMINATION ON FRONT STREET (CROSSING NO. DOT525901A) | 2 | RRHE | \$23,000,000 | \$2,593,832 | \$2,593,832 | \$0 | | MassDOT RTD | Project will eliminate a railroad crossing as part of a bridge extension over Crossing Number DOT525901A. Total project cost estimated to be \$25M, CSX to contribute \$2M toward total cost. |
| Flex to FTA | | | | | | | | \$6,246,750 | \$4,997,400 | \$1,249,350 | | | |
| 2029 | S12996 | Pioneer Valley | | PVTA - Buy Replacement 35-ft Electric Buses (Carbon Reduction Program Funding) | | CRP | \$13,040,955 | \$6,246,750 | \$4,997,400 | \$1,249,350 | | PVTA | Project ID on transit TIP is: RTD0011375. More funding details included in transit TIP. TFPC and amounts programmed reflect federal portion and match. Match being provided by RTACAP at amounts shown in transit TIP. |

Appendix B.1 Additional Project Information (Highway) (Continued)

| 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 | Proponent | Other Information |
|---|--------------------|----------------|--------------|---|----------|----------------|---------------|------------------------|---------------|-------------------|-------------------|-------------|---|
| Federal Fiscal Year 2030 | | | | | | | | \$205,320,021 | \$165,026,010 | \$40,294,011 | | | |
| Section 1A / Regionally Prioritized Projects | | | | | | | | \$34,529,006 | \$27,623,205 | \$6,905,801 | | | |
| Roadway Reconstruction | | | | | | | | \$28,529,006 | \$22,823,205 | \$5,705,801 | | | |
| 2030 | 609286 | Pioneer Valley | Northampton | NORTHAMPTON- DOWNTOWN COMPLETE STREETS CORRIDOR AND INTERSECTION IMPROVEMENTS ON MAIN STREET (ROUTE 9) | 2 | STBG | \$28,736,979 | \$7,129,006 | \$5,703,205 | \$1,425,801 | 75.5 | Northampton | Construction (YOE \$28,736,979) 75.5 TEC / 75% / STBG (A/C 2027 - \$2,000,000, 2027 - \$6,000,000, 2028 - \$18,314,479) MA152 repurposed earmark as part of FY25 repurposing - for \$1,357,973 |
| 2030 | 612258 | Pioneer Valley | Easthampton | EASTHAMPTON- DOWNTOWN COMPLETE STREETS IMPROVEMENTS ON MAIN AND NORTHAMPTON STREETS (ROUTE 10) | 2 | STBG | \$16,919,237 | \$9,400,000 | \$7,520,000 | \$1,880,000 | 55.0 | Easthampton | Construction / YOE \$19,111,138 STBG / TEC 55.0 / 25% (A/C 2029 -\$10,111,138, 2030 - \$9,000,000) |
| 2030 | 612780 | Pioneer Valley | Southampton | SOUTHAMPTON- REHABILITATION/RECONSTRUCTION & RELATED WORK ON EAST STREET, FROM COLLEGE HIGHWAY (ROUTE 10) TO WHISPERING MEADOW LANE | 2 | STBG | \$12,544,313 | \$8,000,000 | \$6,400,000 | \$1,600,000 | 38 | Southampton | Construction / 25 / TEC 38 / AC \$4,904,313 (2028) and \$7,640,000 (2029) |
| 2030 | 612984 | Pioneer Valley | Monson | MONSON- RESURFACING AND RELATED WORK ON MAIN STREET (ROUTE 32) | 2 | STBG | \$16,266,916 | \$4,000,000 | \$3,200,000 | \$800,000 | 34.5 | | YOE \$16,266,916 / TEC 34.5 / 25% |
| Safety Improvements | | | | | | | | \$6,000,000 | \$4,800,000 | \$1,200,000 | | | |
| 2030 | 613320 | Pioneer Valley | Holyoke | HOLYOKE- CORRIDOR IMPROVEMENTS ON HIGH AND MAPLE STREETS | 2 | STBG | \$16,045,830 | \$6,000,000 | \$4,800,000 | \$1,200,000 | 68 | | Construction / 0 / TEC 68 / AC \$6,045,781 (2029) \$6,000,020 (2030) and \$4,000,049 (2031) Resnic Intersection maybe split off as separate project |
| Section 1B / Earmark or Discretionary Grant Funded Projects | | | | | | | | \$20,000,000 | \$16,000,000 | \$4,000,000 | | | |
| Bridge On-System (BFP) | | | | | | | | \$20,000,000 | \$16,000,000 | \$4,000,000 | | | |
| 2030 | 612160 | Pioneer Valley | Multiple | MONSON- PALMER- BRIDGE REPLACEMENT, M-27-008=P-01-008, ROUTE 32 OVER QUABOAG RIVER | 2 | HIP-BR | \$42,256,274 | \$20,000,000 | \$16,000,000 | \$4,000,000 | | | |
| Section 2A / Federal Aid Funded State Prioritized Reliability Projects | | | | | | | | \$136,911,696 | \$109,780,584 | \$27,131,112 | | | |
| Bridge On-system NHS | | | | | | | | \$126,633,658 | \$101,306,926 | \$25,326,732 | | | |
| 2030 | 612494 | Pioneer Valley | Multiple | SPRINGFIELD- WEST SPRINGFIELD- BRIDGE REPLACEMENT, S-24-003=W-21-002, (US-20) PARK AVENUE OVER CONNECTICUT RIVER | 2 | NHPP | \$365,420,796 | \$28,063,502 | \$22,450,802 | \$5,612,700 | | | |
| 2030 | 612494 | Pioneer Valley | Multiple | SPRINGFIELD- WEST SPRINGFIELD- BRIDGE REPLACEMENT, S-24-003=W-21-002, (US-20) PARK AVENUE OVER CONNECTICUT RIVER | 2 | NHPP-PEN | \$365,420,796 | \$78,570,156 | \$62,856,125 | \$15,714,031 | | | |
| 2030 | 613119 | Pioneer Valley | Multiple | LUDLOW- SPRINGFIELD- BRIDGE REPLACEMENT, L-16-008=S-24-002, ST 21 (LUDLOW AVENUE) OVER CHICOPEE RIVER | 2 | NHPP-PEN | \$74,734,059 | \$20,000,000 | \$16,000,000 | \$4,000,000 | | | |
| Highway Resiliency Improvement Program | | | | | | | | \$2,512,272 | \$2,261,045 | \$251,227 | | | |
| 2030 | 613651 | Pioneer Valley | Blandford | BLANDFORD- CULVERT REPLACEMENT, B-14-028, ROUTE 23 OVER POND BROOK | 1 | PRCT90 | \$2,512,272 | \$2,512,272 | \$2,261,045 | \$251,227 | | | |
| Non-Interstate Pavement | | | | | | | | \$7,765,766 | \$6,212,613 | \$1,553,153 | | | |
| 2030 | 616340 | Pioneer Valley | Holyoke | HOLYOKE- PAVEMENT PRESERVATION ON US5 (MM 16.04-20.20) | 2 | NHPP | \$7,765,766 | \$7,765,766 | \$6,212,613 | \$1,553,153 | | | |

Appendix B.1 Additional Project Information (Highway) (Continued)

| 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 | Proponent | Other Information |
|---|--------------------|----------------|--------------|--|----------|----------------|---------------|------------------------|--------------------|--------------------|-------------------|-------------|---|
| Section 2B / Federal Aid Funded State Prioritized Modernization Projects | | | | | | | | \$11,285,487 | \$9,028,390 | \$2,257,097 | | | |
| Freight | | | | | | | | \$9,609,600 | \$7,687,680 | \$1,921,920 | | | |
| 2030 | 612494 | Pioneer Valley | Multiple | SPRINGFIELD- WEST SPRINGFIELD- BRIDGE REPLACEMENT, S-24-003=W-21-002, (US-20) PARK AVENUE OVER CONNECTICUT RIVER | 2 | NFP | \$365,420,796 | \$9,609,600 | \$7,687,680 | \$1,921,920 | | | |
| Safe Routes to School | | | | | | | | \$1,675,887 | \$1,340,710 | \$335,177 | | | |
| 2030 | 613442 | Pioneer Valley | Holyoke | HOLYOKE- H.B. LAWRENCE ELEMENTARY SCHOOL IMPROVEMENTS (SRTS) | 2 | TAP | \$1,675,887 | \$1,675,887 | \$1,340,710 | \$335,177 | | | |
| Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs | | | | | | | | \$2,593,832 | \$2,593,832 | \$0 | | | |
| Railroad Crossings | | | | | | | | \$2,593,832 | \$2,593,832 | \$0 | | | |
| 2030 | S12988 | Pioneer Valley | Multiple | WEST SPRINGFIELD- RAILROAD CROSSING ELIMINATION ON FRONT STREET (CROSSING NO. DOT525901A) | 2 | RRHE | \$23,000,000 | \$2,593,832 | \$2,593,832 | \$0 | | MassDOT RTD | Project will eliminate a railroad crossing as part of a bridge extension over Crossing Number DOT525901A. Total project cost estimated to be \$25M, CSX to contribute \$2M toward total cost. |

| Federal Fiscal Year 2031 | | | | | | | | \$184,137,431 | \$148,436,609 | \$35,700,822 | | | |
|--|--------|----------------|----------|--|---|--------|--------------|----------------------|----------------------|---------------------|------|--|--|
| Section 1A / Regionally Prioritized Projects | | | | | | | | \$8,800,049 | \$7,040,039 | \$1,760,010 | | | |
| Roadway Reconstruction | | | | | | | | \$4,800,000 | \$3,840,000 | \$960,000 | | | |
| 2031 | 612984 | Pioneer Valley | Monson | MONSON- RESURFACING AND RELATED WORK ON MAIN STREET (ROUTE 32) | 2 | STBG | \$16,266,916 | \$4,800,000 | \$3,840,000 | \$960,000 | 34.5 | | YOE \$16,266,916 / TEC 34.5 / 25% |
| Safety Improvements | | | | | | | | \$4,000,049 | \$3,200,039 | \$800,010 | | | |
| 2031 | 613320 | Pioneer Valley | Holyoke | HOLYOKE- CORRIDOR IMPROVEMENTS ON HIGH AND MAPLE STREETS | 2 | STBG | \$16,045,830 | \$4,000,049 | \$3,200,039 | \$800,010 | 68 | | Construction / 0 / TEC 68 / AC \$6,045,781 (2029) \$6,000,020 (2030) and \$4,000,049 (2031) Resnic Intersection maybe split off as separate project |
| Section 1B / Earmark or Discretionary Grant Funded Projects | | | | | | | | \$7,256,274 | \$5,805,019 | \$1,451,255 | | | |
| Bridge On-System (BFP) | | | | | | | | \$7,256,274 | \$5,805,019 | \$1,451,255 | | | |
| 2031 | 612160 | Pioneer Valley | Multiple | MONSON- PALMER- BRIDGE REPLACEMENT, M-27-008=P-01-008, ROUTE 32 OVER QUABOAG RIVER | 2 | HIP-BR | \$42,256,274 | \$7,256,274 | \$5,805,019 | \$1,451,255 | | | |

Appendix B.1 Additional Project Information (Highway) (Continued)

| 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 | Proponent | Other Information |
|---|--------------------|----------------|------------------|--|----------|----------------|---------------|------------------------|----------------------|---------------------|-------------------|-------------|---|
| Section 2A / Federal Aid Funded State Prioritized Reliability Projects | | | | | | | | \$137,165,430 | \$109,732,344 | \$27,433,086 | | | |
| Highway Resiliency Improvement Program | | | | | | | | \$27,527,857 | \$22,022,286 | \$5,505,571 | | | |
| 2031 | 608787 | Pioneer Valley | Williamsburg | WILLIAMSBURG- CONSTRUCTION OF THE "MILL RIVER GREENWAY" SHARED USE PATH | 1 | PRCT | \$57,872,400 | \$27,527,857 | \$22,022,286 | \$5,505,571 | | | |
| Bridge On-system NHS | | | | | | | | \$101,432,522 | \$81,146,018 | \$20,286,504 | | | |
| 2031 | 612494 | Pioneer Valley | Multiple | SPRINGFIELD- WEST SPRINGFIELD- BRIDGE REPLACEMENT, S-24-003=W-21-002, (US-20) PARK AVENUE OVER CONNECTICUT RIVER | 2 | NHPP | \$365,420,796 | \$32,862,366 | \$26,289,893 | \$6,572,473 | | | |
| 2031 | 612494 | Pioneer Valley | Multiple | SPRINGFIELD- WEST SPRINGFIELD- BRIDGE REPLACEMENT, S-24-003=W-21-002, (US-20) PARK AVENUE OVER CONNECTICUT RIVER | 2 | NHPP-PEN | \$365,420,796 | \$49,616,099 | \$39,692,879 | \$9,923,220 | | | |
| 2031 | 613119 | Pioneer Valley | Multiple | LUDLOW- SPRINGFIELD- BRIDGE REPLACEMENT, L-16-008=S-24-002, ST 21 (LUDLOW AVENUE) OVER CHICOPEE RIVER | 2 | NHPP-PEN | \$74,734,059 | \$18,954,057 | \$15,163,246 | \$3,790,811 | | | |
| Non-Interstate Pavement | | | | | | | | \$8,205,051 | \$6,564,041 | \$1,641,010 | | | |
| 2031 | 616368 | Pioneer Valley | Blandford | BLANFORD- PAVEMENT PRESERVATION ON SR23 (MM 27.7-33.3) | 1 | NHPP | \$5,629,038 | \$5,629,038 | \$4,503,230 | \$1,125,808 | | | |
| 2031 | 616373 | Pioneer Valley | Palmer | PALMER- PAVEMENT PRESERVATION ON SR20 (MM 80.3-82.5) | 2 | NHPP | \$2,576,013 | \$2,576,013 | \$2,060,810 | \$515,203 | | | |
| Section 2B / Federal Aid Funded State Prioritized Modernization Projects | | | | | | | | \$21,898,056 | \$18,126,342 | \$3,771,714 | | | |
| Roadway Reconstruction | | | | | | | | \$15,819,082 | \$12,655,266 | \$3,163,816 | | | |
| 2031 | 608787 | Pioneer Valley | Williamsburg | WILLIAMSBURG- CONSTRUCTION OF THE "MILL RIVER GREENWAY" SHARED USE PATH | 1 | NHPP | \$57,872,400 | \$15,819,082 | \$12,655,266 | \$3,163,816 | | | |
| Intersection Improvements | | | | | | | | \$6,078,974 | \$5,471,077 | \$607,897 | | | |
| 2031 | 614045 | Pioneer Valley | West Springfield | WEST SPRINGFIELD- INTERSECTION IMPROVEMENTS AT ROUTE 20 AND SIBLEY AVENUE | 2 | HSIP | \$6,078,974 | \$6,078,974 | \$5,471,077 | \$607,897 | | | |
| Section 2C / Federal Aid Funded State Prioritized Expansion Projects | | | | | | | | \$6,423,790 | \$5,139,032 | \$1,284,758 | | | |
| Bicycle and Pedestrian | | | | | | | | \$6,423,790 | \$5,139,032 | \$1,284,758 | | | |
| 2031 | 612245 | Pioneer Valley | Belchertown | BELCHERTOWN- MASS CENTRAL RAIL TRAIL (MCRT, SECTION 1C) | 2 | CMAQ | \$6,423,790 | \$6,423,790 | \$5,139,032 | \$1,284,758 | | | |
| Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs | | | | | | | | \$2,593,832 | \$2,593,832 | \$0 | | | |
| Railroad Crossings | | | | | | | | \$2,593,832 | \$2,593,832 | \$0 | | | |
| 2031 | S12988 | Pioneer Valley | Multiple | WEST SPRINGFIELD- RAILROAD CROSSING ELIMINATION ON FRONT STREET (CROSSING NO. DOT525901A) | 2 | RRHE | \$23,000,000 | \$2,593,832 | \$2,593,832 | \$0 | | MassDOT RTD | Project will eliminate a railroad crossing as part of a bridge extension over Crossing Number DOT525901A. Total project cost estimated to be \$25M, CSX to contribute \$2M toward total cost. |

Appendix B.2 Additional Project Information (Transit)

| Year | MassDOT Project ID | Municipality | Program | MassDOT Project Description | Funding Source | Total Project Cost | Total Programmed Funds | Federal Funds | State Funds | FTA Line Item | Other Information |
|----------------------------------|--------------------|--------------|------------------------------------|---|----------------|--------------------|------------------------|---------------|-------------|---------------|---|
| Federal Fiscal Year 2027 | | | | | | | \$27,125,707 | \$19,026,546 | \$8,099,161 | | |
| Pioneer Valley Transit Authority | | | | | | | \$27,125,707 | \$19,026,546 | \$8,099,161 | | |
| 2027 | PVTA011781 | Multiple | RTA Fleet Upgrades | Replacement of Articulated 60' Transit Buses and the replacement of 60' with 60' buses and in 2028 and 2029 replacement of 40' with 60' | 5307 | \$7,949,669 | \$1,917,891 | \$1,917,891 | | 11.11.06 | FY27 – Two 60' Transit Buses \$958,946 Section 5307 Funds \$239,736 RTACap Funds \$42,000 CARES Funds (5307) FY28 - Two 60' Transit Buses \$2,017,145 Section 5307 Funds \$504,286 RTACap Funds \$84,000 CARES Funds (5307) FY29 – Three 60' Transit Buses \$3,162,844 Section 5307 Funds \$790,711 RTACap Funds \$150,000 CARES Funds (5307) |
| | | | | | OF | \$7,949,669 | \$84,000 | \$84,000 | | 11.11.06 | |
| | | | | | RTACAP | \$7,949,669 | \$479,473 | | \$479,473 | 11.11.06 | |
| 2027 | PVTA011786 | | RTA Facility & Vehicle Maintenance | UMass Bus Maintenance Facility Upgrades - Replacement of hydraulic lift; replacement of RTU and controls; upgrade building walkway and LED lights to parking areas, upgrade facility electrical system to code; renovate administration space and upgrade facility restrooms and office space, expand EV charging capabilities, Prepare a facilities assessment capital study; upgrade fuel and storage bay doors, replace roof at UMTS buildings, window replacement at UMTS building. | 5307 | \$867,000 | \$1,044,000 | \$1,044,000 | | 11.44.03 | Projects to continue a state of good repair at the UMass Operations and Maintenance Facility FY27 \$1,305,000 Replacement of hydraulic lift \$490,000 Replacement of RTU and controls \$310,000 Upgrade building walkway and LED lights to parking areas \$40,000 Renovate Admin space and upgrade facility restrooms A&E \$225,000 Upgrade facility electrical system to code \$60,000 Prepare a facilities assessment capital study \$180,000 FY28 \$2,005,000 Renovate Admin space and upgrade facility restrooms \$1,500,000 Expand EV charging capabilities \$280,000 Upgrade fuel and storage bay doors \$225,000 FY29 \$1,420,000 Expand EV charging capabilities, \$1,270,000 Replace roof at UMTS buildings A&E \$150,000 FY30 \$1,110,000 Replace roof at UMTS buildings \$1,060,000 Window replacement at UMTS building A&E \$50,000 FY31 \$270,000 Window replacement at UMTS building \$270,000 |
| | | | | | RTACAP | \$867,000 | \$261,000 | | \$261,000 | 11.44.03 | |

Appendix B.2 Additional Project Information (Transit) (Continued)

| Year | MassDOT Project ID | Municipality | Program | MassDOT Project Description | Funding Source | Total Project Cost | Total Programmed Funds | Federal Funds | State Funds | FTA Line Item | Other Information |
|------|--------------------|--------------|-------------------------------------|--|----------------|--------------------|------------------------|---------------|-------------|---------------|---|
| 2027 | PVTA011791 | | RTA Facility & System Modernization | REHAB/RENOVATE - Admin Building OPERATIONS FACILITY - Main St Replace Rooftop HVAC and Systems Control; Replace interior sidewalk abutting building; repaint interior walls and replace ceiling tiles, replace building gutters and downspouts | 5307 | \$800,000 | \$400,000 | \$400,000 | | 11.41.01 | Design and Construction activities related the PVTA Administration building FY27 \$500,000 Main St Replace Rooftop HVAC and Systems Control \$420,000 Replace interior sidewalk abutting building \$80,000 FY28 \$68,000 Repaint interior walls and replace ceiling tiles \$40,000 Replace building gutters and downspouts \$28,000 |
| | | | | | RTACAP | \$800,000 | \$100,000 | | \$100,000 | 11.41.01 | |
| 2027 | PVTA012169 | | RTA Facility & System Modernization | Northampton Maintenance Facility Rehab and Renovation including state of good repairs activities such as expansion of EV charging capabilities, facility expansion NEPA alternative analysis, carport for Service Vehicles | 5307 | \$1,230,000 | \$312,000 | \$312,000 | | 11.44.02 | Expanding EV Charging Capabilities \$500,000 Facility Expansion NEPA Analysis \$250,000 Carport for service Vehicles \$480,000 EV Expanding Capabilities FY27 \$140,000 FY28 \$360,000 Facility NEPA Alternate Analysis FY27 \$250,000 Carport for Service Vehicles FY29 \$480,000 |
| | | | | | RTACAP | \$1,230,000 | \$78,000 | | \$78,000 | 11.44.02 | |
| 2027 | PVTA012170 | | RTA Vehicle Replacement | Replacement of Shuttle Transit buses less than 30' | 5307 | \$661,440 | \$246,419 | \$246,419 | | 11.12.04 | Replacement of PVTA Community Shuttle vehicles FY27 Two replacement vehicles \$246,419 Section 5307 \$61,605 RTACap FY31 Two Replacement Vehicles \$282,733 Section 5307 \$70,683 RTACap |
| | | | | | RTACAP | \$661,440 | \$61,605 | | \$61,605 | 11.12.04 | |
| 2027 | RTD0009860 | | RTA Facility & Vehicle Maintenance | Environmental Compliance for all PVTA facilities. | 5307 | \$200,000 | \$32,000 | \$32,000 | | 11.44.02 | Environmental Compliance at all transit garages including at the 2808 Main Street Garage FY27 \$40,000 FY28 \$40,000 FY29 \$40,000 FY30 \$40,000 FY31 \$40,000 |
| | | | | | RTACAP | \$200,000 | \$8,000 | | \$8,000 | 11.44.02 | |

Appendix B.2 Additional Project Information (Transit) (Continued)

| Year | MassDOT Project ID | Municipality | Program | MassDOT Project Description | Funding Source | Total Project Cost | Total Programmed Funds | Federal Funds | State Funds | FTA Line Item | Other Information |
|------|--------------------|--------------|------------------------------------|--|----------------|--------------------|------------------------|---------------|-------------|---------------|--|
| 2027 | RTD0010907 | | RTA Facility & Vehicle Maintenance | PURCHASE BUS SHELTERS INCLUDING PEDESTRIAN ACCESS | 5307 | \$290,000 | \$40,000 | \$40,000 | | 11.92.02 | State 2027 (RTACAP) \$10,000 Federal 2026 Section 5307 \$40,000 State 2028 (RTACAP) \$10,000 Federal 2027 Section 5307 \$40,000 State 2029 (RTACAP) \$10,000 Federal 2028 Section 5307 \$40,000 State 2030 (RTACAP) \$14,000 Federal 2029 Section 5307 \$56,000 State 2031 (RTACAP) \$14,000 Federal 2030 Section 5307 \$56,000 |
| | | | | | RTACAP | \$290,000 | \$10,000 | | \$10,000 | 11.92.02 | |
| 2027 | RTD0010908 | | RTA Facility & Vehicle Maintenance | Signage and Lighting at bus stop locations | 5307 | \$115,000 | \$20,000 | \$20,000 | | 11.92.08 | Purchase of signage equipment and lighting equipment for bus stop location and transit centers FY27 \$25,000 FY28 \$25,000 FY29 \$25,000 FY30 \$25,000 FY31 \$25,000 |
| | | | | | RTACAP | \$115,000 | \$5,000 | | \$5,000 | 11.92.08 | |
| 2027 | RTD0010909 | | RTA Facility & Vehicle Maintenance | Bike access Equipment | 5307 | \$70,000 | \$11,200 | \$11,200 | | 11.92.06 | Funds for the purchase of bike racks and bike parking racks FY27 \$14,000 FY28 \$14,000 FY29 \$14,000 FY30 \$14,000 FY31 \$14,000 |
| | | | | | RTACAP | \$70,000 | \$2,800 | | \$2,800 | 11.92.06 | |
| 2027 | RTD0010910 | | RTA Facility & Vehicle Maintenance | Information Technology Systems | 5307 | \$19,846,775 | \$2,175,365 | \$2,175,365 | | 11.42.20 | Edited cashflow of RTACAP to front-end some of the match in order to achieve fiscal constraint. |
| | | | | | RTACAP | \$19,846,775 | \$2,175,365 | | \$2,175,365 | 11.42.20 | |
| 2027 | RTD0010911 | Northampton | RTA Facility & Vehicle Maintenance | Rehab Northampton Maintenance Facility as per FTA's Section 5339 Award | 5339D | \$5,705,000 | \$1,400,000 | \$1,400,000 | | 11.44.02 | FTA Section 5339 Funds awarded in FFY26 Renovation of maintenance area including bay floors, hydraulic lifts, HVAC system, upgrade to IT room These funds are listed with matching funds from toll credits FY27 \$1,400,000 Construction FY28 \$3,075,000 Construction |
| 2027 | RTD0010912 | Amherst | RTA Facility & Vehicle Maintenance | UMass Bus Maintenance Facility - Workforce Development Upgrade Bus Bay Lateral Expansion | RTACAP | \$11,100,000 | \$40,000 | | \$40,000 | 11.44.02 | *** Federal funds have been applied for in the FFY2024 Active TIP. Application approval pending from FTA. MA-2024-030 UMass Bus O&M Facility Upgrade to include Bus Bay to include design, bidding, construction and workforce development and training. FY26 Construction \$4,780,000 FY27 WFDT \$200,000 FY28 WFDT \$200,000 |

Appendix B.2 Additional Project Information (Transit) (Continued)

| Year | MassDOT Project ID | Municipality | Program | MassDOT Project Description | Funding Source | Total Project Cost | Total Programmed Funds | Federal Funds | State Funds | FTA Line Item | Other Information |
|------|--------------------|--------------|-------------------------------------|--|----------------|--------------------|------------------------|---------------|-------------|---------------|---|
| 2027 | RTD0010914 | | RTA Facility & Vehicle Maintenance | Purchase Shop Equipment - All Garages | 5307 | \$1,025,000 | \$160,000 | \$160,000 | | 11.42.06 | Funds to purchase equipment for all PVTA Transit garages FY27 \$200,000 FY28 \$200,000 FY29 \$225,000 FY30 \$225,000 FY31 \$225,000 |
| | | | | | RTACAP | \$1,025,000 | \$40,000 | | \$40,000 | 11.42.06 | |
| 2027 | RTD0010928 | | RTA Facility & System Modernization | REHAB/RENOVATE - Main St. MAINTENANCE FACILITY - Main St Paratransit O&M Renovate Office | 5307 | \$4,200,000 | \$1,232,000 | \$1,232,000 | | 11.44.02 | Renovations to paratransit offices and operations areas including restoring building envelope; repairs to the maintenance building roof; remove, replace and modify in-grounds lifts; Replace windows and doors in maintenance and storage buildings; renovate reuse of lower level; renovate paratransit offices FY27 \$1,540,000 FY28 \$300,000 FY29 \$1,800,000 FY30 \$1,080,000 |
| | | | | | RTACAP | \$4,200,000 | \$308,000 | | \$308,000 | 11.44.02 | |
| 2027 | RTD0010949 | | RTA Vehicle Replacement | ACQUIRE - SUPPORT VEHICLES (3) | 5307 | \$228,681 | \$122,894 | \$122,894 | | 11.42.11 | Support vehicle replacement FY27 2 vehicle FY28 1 vehicle FY29 1 vehicle FY30 2 vehicles FY31 1 vehicle |
| | | | | | RTACAP | \$228,681 | \$30,724 | | \$30,724 | 11.42.11 | |
| 2027 | RTD0010951 | | RTA Facility & System Modernization | FACILITIES RENOVATION - CAPITAL State of Good Repair for all transit buildings including Admin and Maintenance | RTACAP | \$125,000 | \$5,000 | | \$5,000 | 11.44.03 | Annual allocation of \$25,000 for unforeseen repairs needed to transit facilities. 5307 Funds \$20,000 RTACap Funds \$5,000 |
| 2027 | RTD0010955 | | Operating | SHORT RANGE TRANSIT PLANNING | 5307 | \$1,350,000 | \$216,000 | \$216,000 | | 44.24.00 | Planning Contract with PVPC for Transit Related Planning Activities FY27 \$265,000 FY28 \$270,000 FY29 \$275,000 FY30 \$280,000 FY31 \$285,000 |
| | | | | | SCA | \$1,350,000 | \$54,000 | | \$54,000 | 44.24.00 | |
| 2027 | RTD0010959 | | RTA Vehicle Replacement | ACQUIRE - Supervisory VEHICLES | 5307 | \$546,646 | \$88,091 | \$88,091 | | 11.42.11 | Acquire supervisory vehicles for transit operations FY27 3 hybrid electric vehicles \$110,114 FY28 3 hybrid electric vehicles \$113,418 FY29 3 hybrid electric vehicles \$116,820 FY30 3 hybrid electric vehicles \$120,325 FY31 3 hybrid electric vehicles \$126,341 |
| | | | | | RTACAP | \$546,646 | \$22,023 | | \$22,023 | 11.42.11 | |

Appendix B.2 Additional Project Information (Transit) (Continued)

| Year | MassDOT Project ID | Municipality | Program | MassDOT Project Description | Funding Source | Total Project Cost | Total Programmed Funds | Federal Funds | State Funds | FTA Line Item | Other Information |
|------|--------------------|--------------|--------------------|--|----------------|--------------------|------------------------|---------------|-------------|---------------|---|
| 2027 | RTD0011374 | | RTA Fleet Upgrades | Pioneer Valley Transit Authority BUY REPLACEMENT 40-FT Electric and Hybrid transit buses | 5307 | \$36,930,325 | \$5,355,303 | \$5,355,303 | | 11.12.01 | FY27 - four hybrid 40' Transit Buses \$3,155,025 Section 5307 Funds \$345,731 Section 5339 Funds \$875,189 RTACap \$168,000 CARES Funds (5307) FY27 - twq electric 40' Transit Buses \$2,200,278 Section 5307 Funds \$550,069 RTACap \$84,000 CARES Funds (5307) FFY28 - five electric 40' Transit Buses \$5,078,836 Section 5307 Funds \$705,292 Section 5339 \$1,446,032 RTACap Funds \$ 210,000 CARES Funds (5307) FFY29 – three 40' Transit Buses \$2,910,444 Section 5307 Funds \$719,397 Section 5339 Funds \$907,460 RTACap Funds \$150,000 CARES Funds (5307) FFY30 – Six 40' Transit Buses \$6,900,880 Section 5307 Funds \$733,785 Section 5339 \$1,908,668 RTACap Funds \$300,000 CARES Funds (5307) FY31 - four 40' Transit Buses \$4,971,636 Section 5307 Funds \$374,230 Section 5339 \$1,336,466 RTACap Funds \$208,000 CARES Funds (5307) |
| | | | | | 5339 | \$36,930,325 | \$345,731 | \$345,731 | | 11.12.01 | |
| | | | | | OF | \$36,930,325 | \$252,000 | \$252,000 | | 11.12.01 | |
| | | | | | RTACAP | \$36,930,325 | \$1,425,258 | | \$1,425,258 | 11.12.01 | |

Appendix B.2 Additional Project Information (Transit) (Continued)

| Year | MassDOT Project ID | Municipality | Program | MassDOT Project Description | Funding Source | Total Project Cost | Total Programmed Funds | Federal Funds | State Funds | FTA Line Item | Other Information |
|------|--------------------|--------------|-------------------------------------|---|----------------|--------------------|------------------------|---------------|-------------|---------------|---|
| 2027 | RTD0011375 | | RTA Fleet Upgrades | BUY REPLACEMENT 35-FT buses with Electric and/or Hybrid BUS | 5307 | \$20,464,589 | \$3,057,921 | \$3,057,921 | | 11.12.02 | FY27 - Four 35' Transit Buses \$3,057,921 Section 5307CR Funds \$345,731 Section 5339 Funds \$892,913 RTACap Funds \$168,000 CARES Funds (5307) FFY29 – two 35' Transit Buses \$2,285,276 Section 5307CR Funds \$596,319 RTACap Funds \$100,000 CARES Funds (5307) FY30 - Three 35' transit buses \$3,636,810 Section 5307 \$909,203 RTACap Funds \$150,000 CARES Funds (5307) FY31 - Four 35' transit buses \$4,677,303 Section 5307 \$374,231 Section 5339 \$1,314,884 RTACap Funds \$208,000 CARES Funds (5307) |
| | | | | | 5339 | \$20,464,589 | \$345,731 | \$345,731 | | 11.12.02 | |
| | | | | | OF | \$20,464,589 | \$168,000 | \$168,000 | | 11.12.02 | |
| | | | | | RTACAP | \$20,464,589 | \$892,913 | | \$892,913 | 11.12.02 | |
| 2027 | RTD0011399 | Springfield | RTA Facility & System Modernization | REHAB/RENOVATE - MAINTENANCE FACILITY - Springfield O&M Facility at Cottage St. Electric Bus Chargers Expansion and Upgrades Phase I and Phase II | RTACAP | \$54,540,250 | \$2,100,000 | | \$2,100,000 | 11.44.02 | **Federal 5339 Funds have been applied for in FFY24, MA-2024-030 Federal grant 26-30 only shows state matching funds. Phase I Phase II FY26 \$20,00,000 5339 \$15,962,000 RTACap \$2,730,000 (revised as per MassDOT) FY27 \$14,500,000 5339 \$12,450,000 RTACap \$2,100,000 FY28 \$500,000 Low/No Funds \$400,000 RTACap \$100,000 FY29 \$500,000 Low/No Funds \$400,000 RTACap \$100,000 FY30 \$300,000 Low/No Funds \$400,000 RTACap \$100,000 FY30 \$300,000 Low/No Funds \$400,000 RTACap \$100,000 |

Appendix B.2 Additional Project Information (Transit) (Continued)

| Year | MassDOT Project ID | Municipality | Program | MassDOT Project Description | Funding Source | Total Project Cost | Total Programmed Funds | Federal Funds | State Funds | FTA Line Item | Other Information | |
|----------------------------------|--------------------|--------------|------------------------------------|---|----------------|--------------------|------------------------|---------------|-------------|---------------|---|--|
| Federal Fiscal Year 2028 | | | | | | | \$21,689,969 | \$16,608,087 | \$5,081,882 | | | |
| Pioneer Valley Transit Authority | | | | | | | \$21,689,969 | \$16,608,087 | \$5,081,882 | | | |
| 2028 | PVTA011781 | Multiple | RTA Fleet Upgrades | Replacement of Articulated 60' Transit Buses and the replacement of 60' with 60' buses and in 2028 and 2029 replacement of 40' with 60' | 5307 | \$7,949,669 | \$2,017,145 | \$2,017,145 | | 11.11.06 | FY27 – Two 60' Transit Buses \$958,946 Section 5307 Funds \$239,736 RTACap Funds \$42,000 CARES Funds (5307) FY28 - Two 60' Transit Buses \$2,017,145 Section 5307 Funds \$504,286 RTACap Funds \$84,000 CARES Funds (5307) FY29 – Three 60' Transit Buses \$3,162,844 Section 5307 Funds \$790,711 RTACap Funds \$150,000 CARES Funds (5307) | |
| | | | | | OF | \$7,949,669 | \$1,917,891 | \$84,000 | | 11.11.06 | | |
| | | | | | RTACAP | \$7,949,669 | \$504,286 | | \$504,286 | 11.11.06 | | |
| 2028 | PVTA011786 | | RTA Facility & Vehicle Maintenance | UMass Bus Maintenance Facility Upgrades - Replacement of hydraulic lift; replacement of RTU and controls; upgrade building walkway and LED lights to parking areas, upgrade facility electrical system to code; renovate administration space and upgrade facility restrooms and office space, expand EV charging capabilities, Prepare a facilities assessment capital study; upgrade fuel and storage bay doors, replace roof at UMTS buildings, window replacement at UMTS building. | 5307 | \$867,000 | \$1,604,000 | \$1,604,000 | | 11.44.03 | Projects to continue a state of good repair at the UMass Operations and Maintenance Facility FY27 \$1,305,000 Replacement of hydraulic lift \$490,000 Replacement of RTU and controls \$310,000 Upgrade building walkway and LED lights to parking areas \$40,000 Renovate Admin space and upgrade facility restrooms A&E \$225,000 Upgrade facility electrical system to code \$60,000 Prepare a facilities assessment capital study \$180,000 FY28 \$2,005,000 Renovate Admin space and upgrade facility restrooms \$1,500,000 Expand EV charging capabilities \$280,000 Upgrade fuel and storage bay doors \$225,000 FY29 \$1,420,000 Expand EV charging capabilities, \$1,270,000 Replace roof at UMTS buildings A&E \$150,000 FY30 \$1,110,000 Replace roof at UMTS buildings \$1,060,000 Window replacement at UMTS building A&E \$50,000 FY31 \$270,000 Window replacement at UMTS building \$270,000 | |
| | | | | | RTACAP | \$867,000 | \$401,000 | | \$401,000 | 11.44.03 | | |

Appendix B.2 Additional Project Information (Transit) (Continued)

| Year | MassDOT Project ID | Municipality | Program | MassDOT Project Description | Funding Source | Total Project Cost | Total Programmed Funds | Federal Funds | State Funds | FTA Line Item | Other Information |
|------|--------------------|--------------|-------------------------------------|--|----------------|--------------------|------------------------|---------------|-------------|---------------|---|
| 2028 | PVTA011791 | | RTA Facility & System Modernization | REHAB/RENOVATE - Admin Building OPERATIONS FACILITY - Main St Replace Rooftop HVAC and Systems Control; Replace interior sidewalk abutting building; repaint interior walls and replace ceiling tiles, replace building gutters and downspouts | 5307 | \$800,000 | \$54,400 | \$54,400 | | 11.41.01 | Design and Construction activities related the PVTA Administration building FY27 \$500,000 Main St Replace Rooftop HVAC and Systems Control \$420,000 Replace interior sidewalk abutting building \$80,000 FY28 \$68,000 Repaint interior walls and replace ceiling tiles \$40,000 Replace building gutters and downspouts \$28,000 |
| | | | | | RTACAP | \$800,000 | \$13,600 | | \$13,600 | 11.41.01 | |
| 2028 | PVTA011793 | | RTA Facility & Vehicle Maintenance | Cottage St. MAINTENANCE FACILITY - Sealcoat Asphalt Parking lot, purchase FTA 11.44.03 and install bus simulator under FTA 11.42.20 | 5307 | \$560,000 | \$448,000 | \$448,000 | | 11.44.03 | FY28 Sealcoat Asphalt Parking Lot and Restripe at Cottage Street \$160,000 Purchase and install Bus Simulator \$400,000 |
| | | | | | RTACAP | \$560,000 | \$112,000 | | \$112,000 | 11.44.03 | |
| 2028 | PVTA012169 | | RTA Facility & System Modernization | Northampton Maintenance Facility Rehab and Renovation including state of good repairs activities such as expansion of EV charging capabilities, facility expansion NEPA alternative analysis, carport for Service Vehicles | 5307 | \$1,230,000 | \$288,000 | \$288,000 | | 11.44.02 | Expanding EV Charging Capabilities \$500,000 Facility Expansion NEPA Analysis \$250,000 Carport for service Vehicles \$480,000 EV Expanding Capabilities FY27 \$140,000 FY28 \$360,000 Facility NEPA Alternate Analysis FY27 \$250,000 Carport for Service Vehicles FY29 \$480,000 |
| | | | | | RTACAP | \$1,230,000 | \$72,000 | | \$72,000 | 11.44.02 | |
| 2028 | RTD0009860 | | RTA Facility & Vehicle Maintenance | Environmental Compliance for all PVTA facilities. | 5307 | \$200,000 | \$32,000 | \$32,000 | | 11.44.02 | Environmental Compliance at all transit garages including at the 2808 Main Street Garage FY27 \$40,000 FY28 \$40,000 FY29 \$40,000 FY30 \$40,000 FY31 \$40,000 |
| | | | | | RTACAP | \$200,000 | \$8,000 | | \$8,000 | 11.44.02 | |

Appendix B.2 Additional Project Information (Transit) (Continued)

| Year | MassDOT Project ID | Municipality | Program | MassDOT Project Description | Funding Source | Total Project Cost | Total Programmed Funds | Federal Funds | State Funds | FTA Line Item | Other Information |
|------|--------------------|--------------|------------------------------------|--|----------------|--------------------|------------------------|---------------|-------------|---------------|--|
| 2028 | RTD0010907 | | RTA Facility & Vehicle Maintenance | PURCHASE BUS SHELTERS INCLUDING PEDESTRIAN ACCESS | 5307 | \$290,000 | \$40,000 | \$40,000 | | 11.92.02 | State 2027 (RTACAP) \$10,000 Federal 2026 Section 5307 \$40,000 State 2028 (RTACAP) \$10,000 Federal 2027 Section 5307 \$40,000 State 2029 (RTACAP) \$10,000 Federal 2028 Section 5307 \$40,000 State 2030 (RTACAP) \$14,000 Federal 2029 Section 5307 \$56,000 State 2031 (RTACAP) \$14,000 Federal 2030 Section 5307 \$56,000 |
| | | | | | RTACAP | \$290,000 | \$10,000 | | \$10,000 | 11.92.02 | |
| 2028 | RTD0010908 | | RTA Facility & Vehicle Maintenance | Signage and Lighting at bus stop locations | 5307 | \$115,000 | \$20,000 | \$20,000 | | 11.92.08 | Purchase of signage equipment and lighting equipment for bus stop location and transit centers FY27 \$25,000 FY28 \$25,000 FY29 \$25,000 FY30 \$25,000 FY31 \$25,000 |
| | | | | | RTACAP | \$115,000 | \$5,000 | | \$5,000 | 11.92.08 | |
| 2028 | RTD0010909 | | RTA Facility & Vehicle Maintenance | Bike access Equipment | 5307 | \$70,000 | \$11,200 | \$11,200 | | 11.92.06 | Funds for the purchase of bike racks and bike parking racks FY27 \$14,000 FY28 \$14,000 FY29 \$14,000 FY30 \$14,000 FY31 \$14,000 |
| | | | | | RTACAP | \$70,000 | \$2,800 | | \$2,800 | 11.92.06 | |
| 2028 | RTD0010910 | | RTA Facility & Vehicle Maintenance | Information Technology Systems | 5307 | \$19,846,775 | \$2,169,480 | \$2,169,480 | | 11.42.20 | Edited cashflow of RTACAP to front-end some of the match in order to achieve fiscal constraint. |
| | | | | | RTACAP | \$19,846,775 | \$2,169,480 | | \$2,169,480 | 11.42.20 | |
| 2028 | RTD0010911 | Northampton | RTA Facility & Vehicle Maintenance | Rehab Northampton Maintenance Facility as per FTA's Section 5339 Award | 5339D | \$5,705,000 | \$3,075,000 | \$3,075,000 | | 11.44.02 | FTA Section 5339 Funds awarded in FFY26 Renovation of maintenance area including bay floors, hydraulic lifts, HVAC system, upgrade to IT room These funds are listed with matching funds from toll credits FY27 \$1,400,000 Construction FY28 \$3,075,000 Construction |
| 2028 | RTD0010912 | Amherst | RTA Facility & Vehicle Maintenance | UMass Bus Maintenance Facility - Workforce Development Upgrade Bus Bay Lateral Expansion | RTACAP | \$11,100,000 | \$40,000 | | \$40,000 | 11.44.02 | *** Federal funds have been applied for in the FFY2024 Active TIP. Application approval pending from FTA. MA-2024-030 UMass Bus O&M Facility Upgrade to include Bus Bay to include design, bidding, construction and workforce development and training. FY26 Construction \$4,780,000 FY27 WFDT \$200,000 FY28 WFDT \$200,000 |

Appendix B.2 Additional Project Information (Transit) (Continued)

| Year | MassDOT Project ID | Municipality | Program | MassDOT Project Description | Funding Source | Total Project Cost | Total Programmed Funds | Federal Funds | State Funds | FTA Line Item | Other Information |
|------|--------------------|--------------|-------------------------------------|--|----------------|--------------------|------------------------|---------------|-------------|---------------|---|
| 2028 | RTD0010914 | | RTA Facility & Vehicle Maintenance | Purchase Shop Equipment - All Garages | 5307 | \$1,025,000 | \$160,000 | \$160,000 | | 11.42.06 | Funds to purchase equipment for all PVTA Transit garages FY27 \$200,000 FY28 \$200,000 FY29 \$225,000 FY30 \$225,000 FY31 \$225,000 |
| | | | | | RTACAP | \$1,025,000 | \$40,000 | | \$40,000 | 11.42.06 | |
| 2028 | RTD0010928 | | RTA Facility & System Modernization | REHAB/RENOVATE - Main St. MAINTENANCE FACILITY - Main St Paratransit O&M Renovate Office | 5307 | \$4,200,000 | \$240,000 | \$240,000 | | 11.44.02 | Renovations to paratransit offices and operations areas including restoring building envelope; repairs to the maintenance building roof; remove, replace and modify in-grounds lifts; Replace windows and doors in maintenance and storage buildings; renovate reuse of lower level; renovate paratransit offices FY27 \$1,540,000 FY28 \$300,000 FY29 \$1,800,000 FY30 \$1,080,000 |
| | | | | | RTACAP | \$4,200,000 | \$60,000 | | \$60,000 | 11.44.02 | |
| 2028 | RTD0010949 | | RTA Vehicle Replacement | ACQUIRE - SUPPORT VEHICLES (3) | 5307 | \$228,681 | \$64,000 | \$64,000 | | 11.42.11 | Support vehicle replacement FY27 2 vehicle FY28 1 vehicle FY29 1 vehicle FY30 2 vehicles FY31 1 vehicle |
| | | | | | RTACAP | \$228,681 | \$16,000 | | \$16,000 | 11.42.11 | |
| 2028 | RTD0010951 | | RTA Facility & System Modernization | FACILITIES RENOVATION - CAPITAL State of Good Repair for all transit buildings including Admin and Maintenance | RTACAP | \$125,000 | \$5,000 | | \$5,000 | 11.44.03 | Annual allocation of \$25,000 for unforeseen repairs needed to transit facilities. 5307 Funds \$20,000 RTACap Funds \$5,000 |
| 2028 | RTD0010955 | | Operating | SHORT RANGE TRANSIT PLANNING | 5307 | \$1,350,000 | \$216,000 | \$216,000 | | 44.24.00 | Planning Contract with PVPC for Transit Related Planning Activities FY27 \$265,000 FY28 \$270,000 FY29 \$275,000 FY30 \$280,000 FY31 \$285,000 |
| | | | | | SCA | \$1,350,000 | \$54,000 | | \$54,000 | 44.24.00 | |
| 2028 | RTD0010959 | | RTA Vehicle Replacement | ACQUIRE - Supervisory VEHICLES | 5307 | \$546,646 | \$90,734 | \$90,734 | | 11.42.11 | Acquire supervisory vehicles for transit operations FY27 3 hybrid electric vehicles \$110,114 FY28 3 hybrid electric vehicles \$113,418 FY29 3 hybrid electric vehicles \$116,820 FY30 3 hybrid electric vehicles \$120,325 FY31 3 hybrid electric vehicles \$126,341 |
| | | | | | RTACAP | \$546,646 | \$22,684 | | \$22,684 | 11.42.11 | |

Appendix B.2 Additional Project Information (Transit) (Continued)

| Year | MassDOT Project ID | Municipality | Program | MassDOT Project Description | Funding Source | Total Project Cost | Total Programmed Funds | Federal Funds | State Funds | FTA Line Item | Other Information |
|------|--------------------|--------------|--------------------|--|----------------|--------------------|------------------------|---------------|-------------|---------------|---|
| 2028 | RTD0011374 | | RTA Fleet Upgrades | Pioneer Valley Transit Authority BUY REPLACEMENT 40-FT Electric and Hybrid transit buses | 5307 | \$36,930,325 | \$5,078,836 | \$5,078,836 | | 11.12.01 | FY27 - four hybrid 40' Transit Buses \$3,155,025 Section 5307 Funds \$345,731 Section 5339 Funds \$875,189 RTACap \$168,000 CARES Funds (5307) FY27 - twq electric 40' Transit Buses \$2,200,278 Section 5307 Funds \$550,069 RTACap \$84,000 CARES Funds (5307) FFY28 - five electric 40' Transit Buses \$5,078,836 Section 5307 Funds \$705,292 Section 5339 \$1,446,032 RTACap Funds \$ 210,000 CARES Funds (5307) FFY29 – three 40' Transit Buses \$2,910,444 Section 5307 Funds \$719,397 Section 5339 Funds \$907,460 RTACap Funds \$150,000 CARES Funds (5307) FFY30 – Six 40' Transit Buses \$6,900,880 Section 5307 Funds \$733,785 Section 5339 \$1,908,668 RTACap Funds \$300,000 CARES Funds (5307) FY31 - four 40' Transit Buses \$4,971,636 Section 5307 Funds \$374,230 Section 5339 \$1,336,466 RTACap Funds \$208,000 CARES Funds (5307) |
| | | | | | 5339 | \$36,930,325 | \$705,292 | \$705,292 | | 11.12.01 | |
| | | | | | OF | \$36,930,325 | \$210,000 | \$210,000 | | 11.12.01 | |
| | | | | | RTACAP | \$36,930,325 | \$1,446,032 | | \$1,446,032 | 11.12.01 | |

Appendix B.2 Additional Project Information (Transit) (Continued)

| Year | MassDOT Project ID | Municipality | Program | MassDOT Project Description | Funding Source | Total Project Cost | Total Programmed Funds | Federal Funds | State Funds | FTA Line Item | Other Information |
|------|--------------------|--------------|-------------------------------------|---|----------------|--------------------|------------------------|---------------|-------------|---------------|---|
| 2028 | RTD0011399 | Springfield | RTA Facility & System Modernization | REHAB/RENOVATE - MAINTENANCE FACILITY - Springfield O&M Facility at Cottage St. Electric Bus Chargers Expansion and Upgrades Phase I and Phase II | RTACAP | \$54,540,250 | \$100,000 | | \$100,000 | 11.44.02 | <p>**Federal 5339 Funds have been applied for in FFY24, MA-2024-030 Federal grant 26-30 only shows state matching funds.</p> <p>Phase I Phase II FY26 \$20,00,000 5339 \$15,962,000 RTACap \$2,730,000 (revised as per MassDOT)</p> <p>FY27 \$14,500,000 5339 \$12,450,000 RTACap \$2,100,000</p> <p>FY28 \$500,000 Low/No Funds \$400,000 RTACap \$100,000</p> <p>FY29 \$500,000 Low/No Funds \$400,000 RTACap \$100,000</p> <p>FY30 \$300,000 Low/No Funds \$400,000 RTACap \$100,000</p> <p>FY30 \$300,000 Low/No Funds \$400,000 RTACap \$100,000</p> |

Appendix B.2 Additional Project Information (Transit) (Continued)

| Federal Fiscal Year 2029 | | | | | | | \$26,096,871 | \$20,822,497 | \$5,274,374 | | |
|----------------------------------|------------|----------|--------------------|---|--------|-------------|--------------|--------------|-------------|----------|--|
| Pioneer Valley Transit Authority | | | | | | | \$26,096,871 | \$20,822,497 | \$5,274,374 | | |
| 2029 | PVTA011781 | Multiple | RTA Fleet Upgrades | Replacement of Articulated 60' Transit Buses and the replacement of 60' with 60' buses and in 2028 and 2029 replacement of 40' with 60' | 5307 | \$7,949,669 | \$3,162,844 | \$3,162,844 | | 11.11.06 | <p>FY27 – Two 60' Transit Buses \$958,946 Section 5307 Funds \$239,736 RTACap Funds \$42,000 CARES Funds (5307)</p> <p>FY28 - Two 60' Transit Buses \$2,017,145 Section 5307 Funds \$504,286 RTACap Funds \$84,000 CARES Funds (5307)</p> <p>FY29 – Three 60' Transit Buses \$3,162,844 Section 5307 Funds \$790,711 RTACap Funds \$150,000 CARES Funds (5307)</p> |
| | | | | | OF | \$7,949,669 | \$150,000 | \$150,000 | | 1917891 | |
| | | | | | RTACAP | \$7,949,669 | \$790,711 | | \$0 | 11.11.06 | |

Appendix B.2 Additional Project Information (Transit) (Continued)

| Year | MassDOT Project ID | Municipality | Program | MassDOT Project Description | Funding Source | Total Project Cost | Total Programmed Funds | Federal Funds | State Funds | FTA Line Item | Other Information |
|------|--------------------|--------------|-------------------------------------|---|----------------|--------------------|------------------------|---------------|-------------|---------------|--|
| 2029 | PVTA011786 | | RTA Facility & Vehicle Maintenance | UMass Bus Maintenance Facility Upgrades - Replacement of hydraulic lift; replacement of RTU and controls; upgrade building walkway and LED lights to parking areas, upgrade facility electrical system to code; renovate administration space and upgrade facility restrooms and office space, expand EV charging capabilities, Prepare a facilities assessment capital study; upgrade fuel and storage bay doors, replace roof at UMTS buildings, window replacement at UMTS building. | 5307 | \$867,000 | \$1,136,000 | \$1,136,000 | | 11.44.03 | <p>Projects to continue a state of good repair at the UMass Operations and Maintenance Facility FY27 \$1,305,000 Replacement of hydraulic lift \$490,000 Replacement of RTU and controls \$310,000 Upgrade building walkway and LED lights to parking areas \$40,000 Renovate Admin space and upgrade facility restrooms A&E \$225,000 Upgrade facility electrical system to code \$60,000 Prepare a facilities assessment capital study \$180,000</p> <p>FY28 \$2,005,000 Renovate Admin space and upgrade facility restrooms \$1,500,000 Expand EV charging capabilities \$280,000 Upgrade fuel and storage bay doors \$225,000</p> <p>FY29 \$1,420,000 Expand EV charging capabilities, \$1,270,000 Replace roof at UMTS buildings A&E \$150,000</p> <p>FY30 \$1,110,000 Replace roof at UMTS buildings \$1,060,000 Window replacement at UMTS building A&E \$50,000</p> <p>FY31 \$270,000 Window replacement at UMTS building \$270,000</p> |
| | | | | | RTACAP | \$867,000 | \$284,000 | | \$284,000 | 11.44.03 | |
| 2029 | PVTA011794 | | RTA Facility & System Modernization | REHAB/RENOVATE - Cottage Street FACILITY - Phase III and IV Alternative Fuel | 5307CR | \$34,500,000 | \$4,320,000 | \$4,320,000 | | 11.44.03 | <p>Phase III and IV of the alternative fuel charging project, includes design activities as well as construction FY29 \$5,400,000 Design and associated services FHWA/FTA Funds \$4,320,000 RTACap \$1,080,000</p> <p>FY30 \$18,000,000 Construction and related activities Discretionary 5339 \$14,400,000 RTACap \$3,600,000</p> <p>FY31 \$18,000,000 Construction and related activities</p> |
| | | | | | RTACAP | \$34,500,000 | \$1,080,000 | | \$1,080,000 | 11.44.03 | |
| 2029 | PVTA012169 | | RTA Facility & System Modernization | Northampton Maintenance Facility Rehab and Renovation including state of good repairs activities such as expansion of EV charging capabilities, facility expansion NEPA alternative analysis, carport for Service Vehicles | 5307 | \$1,230,000 | \$384,000 | \$384,000 | | 11.44.02 | <p>Expanding EV Charging Capabilities \$500,000 Facility Expansion NEPA Analysis \$250,000 Carport for service Vehicles \$480,000</p> <p>EV Expanding Capabilities FY27 \$140,000 FY28 \$360,000</p> <p>Facility NEPA Alternate Analysis FY27 \$250,000</p> <p>Carport for Service Vehicles FY29 \$480,000</p> |
| | | | | | RTACAP | \$1,230,000 | \$96,000 | | \$96,000 | 11.44.02 | |

Appendix B.2 Additional Project Information (Transit) (Continued)

| Year | MassDOT Project ID | Municipality | Program | MassDOT Project Description | Funding Source | Total Project Cost | Total Programmed Funds | Federal Funds | State Funds | FTA Line Item | Other Information |
|------|--------------------|--------------|------------------------------------|--|----------------|--------------------|------------------------|---------------|-------------|---------------|--|
| 2029 | RTD0009860 | | RTA Facility & Vehicle Maintenance | Environmental Compliance for all PVTA facilities. | 5307 | \$200,000 | \$32,000 | \$32,000 | | 11.44.02 | Environmental Compliance at all transit garages including at the 2808 Main Street Garage FY27 \$40,000 FY28 \$40,000 FY29 \$40,000 FY30 \$40,000 FY31 \$40,000 |
| | | | | | RTACAP | \$200,000 | \$8,000 | | \$8,000 | 11.44.02 | |
| 2029 | RTD0010907 | | RTA Facility & Vehicle Maintenance | PURCHASE BUS SHELTERS INCLUDING PEDESTRIAN ACCESS | 5307 | \$290,000 | \$40,000 | \$40,000 | | 11.92.02 | State 2027 (RTACAP) \$10,000 Federal 2026 Section 5307 \$40,000 State 2028 (RTACAP) \$10,000 Federal 2027 Section 5307 \$40,000 State 2029 (RTACAP) \$10,000 Federal 2028 Section 5307 \$40,000 State 2030 (RTACAP) \$14,000 Federal 2029 Section 5307 \$56,000 State 2031 (RTACAP) \$14,000 Federal 2030 Section 5307 \$56,000 |
| | | | | | RTACAP | \$290,000 | \$10,000 | | \$10,000 | 11.92.02 | |
| 2029 | RTD0010908 | | RTA Facility & Vehicle Maintenance | Signage and Lighting at bus stop locations | 5307 | \$115,000 | \$20,000 | \$20,000 | | 11.92.08 | Purchase of signage equipment and lighting equipment for bus stop location and transit centers FY27 \$25,000 FY28 \$25,000 FY29 \$25,000 FY30 \$25,000 FY31 \$25,000 |
| | | | | | RTACAP | \$115,000 | \$5,000 | | \$5,000 | 11.92.08 | |
| 2029 | RTD0010909 | | RTA Facility & Vehicle Maintenance | Bike access Equipment | 5307 | \$70,000 | \$11,200 | \$11,200 | | 11.92.06 | Funds for the purchase of bike racks and bike parking racks FY27 \$14,000 FY28 \$14,000 FY29 \$14,000 FY30 \$14,000 FY31 \$14,000 |
| | | | | | RTACAP | \$70,000 | \$2,800 | | \$2,800 | 11.92.06 | |
| 2029 | RTD0010910 | | RTA Facility & Vehicle Maintenance | Information Technology Systems | 5307 | \$19,846,775 | \$3,394,880 | \$3,394,880 | | 11.42.20 | Edited cashflow of RTACAP to front-end some of the match in order to achieve fiscal constraint. |
| | | | | | RTACAP | \$19,846,775 | \$848,720 | | \$848,720 | 11.42.20 | |
| 2029 | RTD0010912 | Amherst | RTA Facility & Vehicle Maintenance | UMass Bus Maintenance Facility - Workforce Development Upgrade Bus Bay Lateral Expansion | RTACAP | \$11,100,000 | \$40,000 | | \$40,000 | 11.44.02 | *** Federal funds have been applied for in the FFY2024 Active TIP. Application approval pending from FTA. MA-2024-030 UMass Bus O&M Facility Upgrade to include Bus Bay to include design, bidding, construction and workforce development and training. FY26 Construction \$4,780,000 FY27 WFDT \$200,000 FY28 WFDT \$200,000 |

Appendix B.2 Additional Project Information (Transit) (Continued)

| Year | MassDOT Project ID | Municipality | Program | MassDOT Project Description | Funding Source | Total Project Cost | Total Programmed Funds | Federal Funds | State Funds | FTA Line Item | Other Information |
|------|--------------------|--------------|-------------------------------------|--|----------------|--------------------|------------------------|---------------|-------------|---------------|---|
| 2029 | RTD0010914 | | RTA Facility & Vehicle Maintenance | Purchase Shop Equipment - All Garages | 5307 | \$1,025,000 | \$180,000 | \$180,000 | | 11.42.06 | Funds to purchase equipment for all PVTA Transit garages FY27 \$200,000 FY28 \$200,000 FY29 \$225,000 FY30 \$225,000 FY31 \$225,000 |
| | | | | | RTACAP | \$1,025,000 | \$45,000 | | \$45,000 | 11.42.06 | |
| 2029 | RTD0010928 | | RTA Facility & System Modernization | REHAB/RENOVATE - Main St. MAINTENANCE FACILITY - Main St Paratransit O&M Renovate Office | 5307 | \$4,200,000 | \$1,440,000 | \$1,440,000 | | 11.44.02 | Renovations to paratransit offices and operations areas including restoring building envelope; repairs to the maintenance building roof; remove, replace and modify in-grounds lifts; Replace windows and doors in maintenance and storage buildings; renovate reuse of lower level; renovate paratransit offices FY27 \$1,540,000 FY28 \$300,000 FY29 \$1,800,000 FY30 \$1,080,000 |
| | | | | | RTACAP | \$4,200,000 | \$360,000 | | \$360,000 | 11.44.02 | |
| 2029 | RTD0010949 | | RTA Vehicle Replacement | ACQUIRE - SUPPORT VEHICLES (3) | 5307 | \$228,681 | \$68,000 | \$68,000 | | 11.42.11 | Support vehicle replacement FY27 2 vehicle FY28 1 vehicle FY29 1 vehicle FY30 2 vehicles FY31 1 vehicle |
| | | | | | RTACAP | \$228,681 | \$17,000 | | \$17,000 | 11.42.11 | |
| 2029 | RTD0010951 | | RTA Facility & System Modernization | FACILITIES RENOVATION - CAPITAL State of Good Repair for all transit buildings including Admin and Maintenance | RTACAP | \$125,000 | \$5,000 | | \$5,000 | 11.44.03 | Annual allocation of \$25,000 for unforeseen repairs needed to transit facilities. 5307 Funds \$20,000 RTACap Funds \$5,000 |
| 2029 | RTD0010955 | | Operating | SHORT RANGE TRANSIT PLANNING | 5307 | \$1,350,000 | \$225,000 | \$225,000 | | 44.24.00 | Planning Contract with PVPC for Transit Related Planning Activities FY27 \$265,000 FY28 \$270,000 FY29 \$275,000 FY30 \$280,000 FY31 \$285,000 |
| | | | | | SCA | \$1,350,000 | \$55,000 | | \$55,000 | 44.24.00 | |
| 2029 | RTD0010959 | | RTA Vehicle Replacement | ACQUIRE - Supervisory VEHICLES | 5307 | \$546,646 | \$93,456 | \$93,456 | | 11.42.11 | Acquire supervisory vehicles for transit operations FY27 3 hybrid electric vehicles \$110,114 FY28 3 hybrid electric vehicles \$113,418 FY29 3 hybrid electric vehicles \$116,820 FY30 3 hybrid electric vehicles \$120,325 FY31 3 hybrid electric vehicles \$126,341 |
| | | | | | RTACAP | \$546,646 | \$23,364 | | \$23,364 | 11.42.11 | |

Appendix B.2 Additional Project Information (Transit) (Continued)

| Year | MassDOT Project ID | Municipality | Program | MassDOT Project Description | Funding Source | Total Project Cost | Total Programmed Funds | Federal Funds | State Funds | FTA Line Item | Other Information |
|------|--------------------|--------------|--------------------|--|----------------|--------------------|------------------------|---------------|-------------|---------------|---|
| 2029 | RTD0011374 | | RTA Fleet Upgrades | Pioneer Valley Transit Authority BUY REPLACEMENT 40-FT Electric and Hybrid transit buses | 5307 | \$36,930,325 | \$2,910,444 | \$2,910,444 | | 11.12.01 | FY27 - four hybrid 40' Transit Buses \$3,155,025 Section 5307 Funds \$345,731 Section 5339 Funds \$875,189 RTACap \$168,000 CARES Funds (5307) FY27 - twq electric 40' Transit Buses \$2,200,278 Section 5307 Funds \$550,069 RTACap \$84,000 CARES Funds (5307) FFY28 - five electric 40' Transit Buses \$5,078,836 Section 5307 Funds \$705,292 Section 5339 \$1,446,032 RTACap Funds \$ 210,000 CARES Funds (5307) FFY29 – three 40' Transit Buses \$2,910,444 Section 5307 Funds \$719,397 Section 5339 Funds \$907,460 RTACap Funds \$150,000 CARES Funds (5307) FFY30 – Six 40' Transit Buses \$6,900,880 Section 5307 Funds \$733,785 Section 5339 \$1,908,668 RTACap Funds \$300,000 CARES Funds (5307) FY31 - four 40' Transit Buses \$4,971,636 Section 5307 Funds \$374,230 Section 5339 \$1,336,466 RTACap Funds \$208,000 CARES Funds (5307) |
| | | | | | 5339 | \$36,930,325 | \$719,397 | \$719,397 | | 11.12.01 | |
| | | | | | OF | \$36,930,325 | \$150,000 | \$150,000 | | 11.12.01 | |
| | | | | | RTACAP | \$36,930,325 | \$907,460 | | \$907,460 | 11.12.01 | |

Appendix B.2 Additional Project Information (Transit) (Continued)

| Year | MassDOT Project ID | Municipality | Program | MassDOT Project Description | Funding Source | Total Project Cost | Total Programmed Funds | Federal Funds | State Funds | FTA Line Item | Other Information |
|------|--------------------|--------------|-------------------------------------|---|----------------|--------------------|------------------------|---------------|-------------|---------------|--|
| 2029 | RTD0011375 | | RTA Fleet Upgrades | BUY REPLACEMENT 35-FT buses with Electric and/or Hybrid BUS | 5307 | \$20,464,589 | \$2,285,276 | \$2,285,276 | | 11.12.02 | FY27 - Four 35' Transit Buses \$3,057,921 Section 5307CR Funds \$345,731 Section 5339 Funds \$892,913 RTACap Funds \$168,000 CARES Funds (5307) FFY29 – two 35' Transit Buses \$2,285,276 Section 5307CR Funds \$596,319 RTACap Funds \$100,000 CARES Funds (5307) FY30 - Three 35' transit buses \$3,636,810 Section 5307 \$909,203 RTACap Funds \$150,000 CARES Funds (5307) FY31 - Four 35' transit buses \$4,677,303 Section 5307 \$374,231 Section 5339 \$1,314,884 RTACap Funds \$208,000 CARES Funds (5307) |
| | | | | | OF | \$20,464,589 | \$100,000 | \$100,000 | | 11.12.02 | |
| | | | | | RTACAP | \$20,464,589 | \$596,319 | | \$596,319 | 11.12.02 | |
| 2029 | RTD0011399 | Springfield | RTA Facility & System Modernization | REHAB/RENOVATE - MAINTENANCE FACILITY - Springfield O&M Facility at Cottage St. Electric Bus Chargers Expansion and Upgrades Phase I and Phase II | RTACAP | \$54,540,250 | \$100,000 | | \$100,000 | 11.44.02 | **Federal 5339 Funds have been applied for in FFY24, MA-2024-030 Federal grant 26-30 only shows state matching funds. Phase I Phase II FY26 \$20,000,000 5339 \$15,962,000 RTACap \$2,730,000 (revised as per MassDOT) FY27 \$14,500,000 5339 \$12,450,000 RTACap \$2,100,000 FY28 \$500,000 Low/No Funds \$400,000 RTACap \$100,000 FY29 \$500,000 Low/No Funds \$400,000 RTACap \$100,000 FY30 \$300,000 Low/No Funds \$400,000 RTACap \$100,000 FY30 \$300,000 Low/No Funds \$400,000 RTACap \$100,000 |

Appendix B.2 Additional Project Information (Transit) (Continued)

| Year | MassDOT Project ID | Municipality | Program | MassDOT Project Description | Funding Source | Total Project Cost | Total Programmed Funds | Federal Funds | State Funds | FTA Line Item | |
|----------------------------------|--------------------|--------------|------------------------------------|---|----------------|--------------------|------------------------|---------------|-------------|---------------|---|
| Federal Fiscal Year 2030 | | | | | | | \$22,154,577 | \$17,729,661 | \$4,424,916 | | |
| Pioneer Valley Transit Authority | | | | | | | \$22,154,577 | \$17,729,661 | \$4,424,916 | | |
| 2030 | PVTA011781 | Multiple | RTA Fleet Upgrades | Replacement of Articulated 60' Transit Buses and the replacement of 60' with 60' buses and in 2028 and 2029 replacement of 40' with 60' | 5307 | \$867,000 | \$888,000 | \$888,000 | | 11.44.03 | Projects to continue a state of good repair at the UMass Operations and Maintenance Facility FY27 \$1,305,000 Replacement of hydraulic lift \$490,000 Replacement of RTU and controls \$310,000 Upgrade building walkway and LED lights to parking areas \$40,000 Renovate Admin space and upgrade facility restrooms A&E \$225,000 Upgrade facility electrical system to code \$60,000 Prepare a facilities assessment capital study \$180,000 FY28 \$2,005,000 Renovate Admin space and upgrade facility restrooms \$1,500,000 Expand EV charging capabilities \$280,000 Upgrade fuel and storage bay doors \$225,000 FY29 \$1,420,000 Expand EV charging capabilities, \$1,270,000 Replace roof at UMTS buildings A&E \$150,000 FY30 \$1,110,000 Replace roof at UMTS buildings \$1,060,000 Window replacement at UMTS building A&E \$50,000 FY31 \$270,000 Window replacement at UMTS building \$270,000 |
| | | | | | RTACAP | \$867,000 | \$222,000 | | \$222,000 | 1917891 | |
| 2030 | RTD0009860 | | RTA Facility & Vehicle Maintenance | Environmental Compliance for all PVTA facilities. | 5307 | \$200,000 | \$32,000 | \$32,000 | | 11.44.02 | Environmental Compliance at all transit garages including at the 2808 Main Street Garage FY27 \$40,000 FY28 \$40,000 FY29 \$40,000 FY30 \$40,000 FY31 \$40,000 |
| | | | | | RTACAP | \$200,000 | \$8,000 | | \$8,000 | 11.44.02 | |
| 2030 | RTD0010907 | | RTA Facility & Vehicle Maintenance | PURCHASE BUS SHELTERS INCLUDING PEDESTRIAN ACCESS | 5307 | \$290,000 | \$56,000 | \$56,000 | | 11.92.02 | State 2027 (RTACAP) \$10,000 Federal 2026 Section 5307 \$40,000 State 2028 (RTACAP) \$10,000 Federal 2027 Section 5307 \$40,000 State 2029 (RTACAP) \$10,000 Federal 2028 Section 5307 \$40,000 State 2030 (RTACAP) \$14,000 Federal 2029 Section 5307 \$56,000 State 2031 (RTACAP) \$14,000 Federal 2030 Section 5307 \$56,000 |
| | | | | | RTACAP | \$290,000 | \$14,000 | | \$14,000 | 11.92.02 | |

Appendix B.2 Additional Project Information (Transit) (Continued)

| Year | MassDOT Project ID | Municipality | Program | MassDOT Project Description | Funding Source | Total Project Cost | Total Programmed Funds | Federal Funds | State Funds | FTA Line Item | |
|------|--------------------|--------------|-------------------------------------|--|----------------|--------------------|------------------------|---------------|-------------|---------------|---|
| 2030 | RTD0010908 | | RTA Facility & Vehicle Maintenance | Signage and Lighting at bus stop locations | 5307 | \$115,000 | \$20,000 | \$20,000 | | 11.92.08 | Purchase of signage equipment and lighting equipment for bus stop location and transit centers FY27 \$25,000 FY28 \$25,000 FY29 \$25,000 FY30 \$25,000 FY31 \$25,000 |
| | | | | | RTACAP | \$115,000 | \$5,000 | | \$5,000 | 11.92.08 | |
| 2030 | RTD0010909 | | RTA Facility & Vehicle Maintenance | Bike access Equipment | 5307 | \$70,000 | \$11,200 | \$11,200 | | 11.92.06 | Funds for the purchase of bike racks and bike parking racks FY27 \$14,000 FY28 \$14,000 FY29 \$14,000 FY30 \$14,000 FY31 \$14,000 |
| | | | | | RTACAP | \$70,000 | \$2,800 | | \$2,800 | 11.92.06 | |
| 2030 | RTD0010910 | | RTA Facility & Vehicle Maintenance | Information Technology Systems | 5307 | \$19,846,775 | \$3,496,726 | \$3,496,726 | | 11.42.20 | Edited cashflow of RTACAP to front-end some of the match in order to achieve fiscal constraint. |
| | | | | | RTACAP | \$19,846,775 | \$874,182 | | \$874,182 | 11.42.20 | |
| 2030 | RTD0010914 | | RTA Facility & Vehicle Maintenance | Purchase Shop Equipment - All Garages | 5307 | \$1,025,000 | \$180,000 | \$180,000 | | 11.42.06 | Funds to purchase equipment for all PVTA Transit garages FY27 \$200,000 FY28 \$200,000 FY29 \$225,000 FY30 \$225,000 FY31 \$225,000 |
| | | | | | RTACAP | \$1,025,000 | \$45,000 | | \$45,000 | 11.42.06 | |
| 2030 | RTD0010928 | | RTA Facility & System Modernization | REHAB/RENOVATE - Main St. MAINTENANCE FACILITY - Main St Paratransit O&M Renovate Office | 5307 | \$4,200,000 | \$864,000 | \$864,000 | | 11.44.02 | Renovations to paratransit offices and operations areas including restoring building envelope; repairs to the maintenance building roof; remove, replace and modify in-grounds lifts; Replace windows and doors in maintenance and storage buildings; renovate reuse of lower level; renovate paratransit offices FY27 \$1,540,000 FY28 \$300,000 FY29 \$1,800,000 FY30 \$1,080,000 |
| | | | | | RTACAP | \$4,200,000 | \$216,000 | | \$216,000 | 11.44.02 | |
| 2030 | RTD0010949 | | RTA Vehicle Replacement | ACQUIRE - SUPPORT VEHICLES (3) | 5307 | \$228,681 | \$136,000 | \$136,000 | | 11.42.11 | Support vehicle replacement FY27 2 vehicle FY28 1 vehicle FY29 1 vehicle FY30 2 vehicles FY31 1 vehicle |
| | | | | | RTACAP | \$228,681 | \$34,000 | | \$34,000 | 11.42.11 | |

Appendix B.2 Additional Project Information (Transit) (Continued)

| Year | MassDOT Project ID | Municipality | Program | MassDOT Project Description | Funding Source | Total Project Cost | Total Programmed Funds | Federal Funds | State Funds | FTA Line Item | |
|------|--------------------|--------------|-------------------------------------|--|----------------|--------------------|------------------------|---------------|-------------|---------------|---|
| 2030 | RTD0010951 | | RTA Facility & System Modernization | FACILITIES RENOVATION - CAPITAL State of Good Repair for all transit buildings including Admin and Maintenance | RTACAP | \$125,000 | \$5,000 | | \$5,000 | 11.44.03 | Annual allocation of \$25,000 for unforeseen repairs needed to transit facilities. 5307 Funds \$20,000 RTACap Funds \$5,000 |
| 2030 | RTD0010955 | | Operating | SHORT RANGE TRANSIT PLANNING | 5307 | \$1,350,000 | \$228,000 | \$228,000 | | 44.24.00 | Planning Contract with PVPC for Transit Related Planning Activities FY27 \$265,000 FY28 \$270,000 FY29 \$275,000 FY30 \$280,000 FY31 \$285,000 |
| | | | | | SCA | \$1,350,000 | \$57,000 | | \$57,000 | 44.24.00 | |
| 2030 | RTD0010959 | | RTA Vehicle Replacement | ACQUIRE - Supervisory VEHICLES | 5307 | \$546,646 | \$96,260 | \$96,260 | | 11.42.11 | Acquire supervisory vehicles for transit operations FY27 3 hybrid electric vehicles \$110,114 FY28 3 hybrid electric vehicles \$113,418 FY29 3 hybrid electric vehicles \$116,820 FY30 3 hybrid electric vehicles \$120,325 FY31 3 hybrid electric vehicles \$126,341 |
| | | | | | RTACAP | \$546,646 | \$24,065 | | \$24,065 | 11.42.11 | |
| 2030 | RTD0011374 | | RTA Fleet Upgrades | Pioneer Valley Transit Authority BUY REPLACEMENT 40-FT Electric and Hybrid transit buses | 5307 | \$36,930,325 | \$6,900,880 | \$6,900,880 | | 11.12.01 | FY27 - four hybrid 40' Transit Buses \$3,155,025 Section 5307 Funds \$345,731 Section 5339 Funds \$875,189 RTACap \$168,000 CARES Funds (5307) FY27 - twq electric 40' Transit Buses \$2,200,278 Section 5307 Funds \$550,069 RTACap \$84,000 CARES Funds (5307) FFY28 - five electric 40' Transit Buses \$5,078,836 Section 5307 Funds \$705,292 Section 5339 \$1,446,032 RTACap Funds \$ 210,000 CARES Funds (5307) FFY29 - three 40' Transit Buses \$2,910,444 Section 5307 Funds \$719,397 Section 5339 Funds \$907,460 RTACap Funds \$150,000 CARES Funds (5307) FFY30 - Six 40' Transit Buses \$6,900,880 Section 5307 Funds \$733,785 Section 5339 \$1,908,668 RTACap Funds \$300,000 CARES Funds (5307) FY31 - four 40' Transit Buses \$4,971,636 Section 5307 Funds \$374,230 Section 5339 \$1,336,466 RTACap Funds \$208,000 CARES Funds (5307) |
| | | | | | 5339 | \$36,930,325 | \$733,785 | \$733,785 | | 11.12.01 | |
| | | | | | OF | \$36,930,325 | \$300,000 | \$300,000 | | 11.12.01 | |
| | | | | | RTACAP | \$36,930,325 | \$1,908,666 | | \$1,908,666 | 11.12.01 | |

Appendix B.2 Additional Project Information (Transit) (Continued)

| Year | MassDOT Project ID | Municipality | Program | MassDOT Project Description | Funding Source | Total Project Cost | Total Programmed Funds | Federal Funds | State Funds | FTA Line Item | |
|------|--------------------|--------------|-------------------------------------|---|----------------|--------------------|------------------------|---------------|-------------|---------------|--|
| 2030 | RTD0011375 | | RTA Fleet Upgrades | BUY REPLACEMENT 35-FT buses with Electric and/or Hybrid BUS | 5307 | \$20,464,589 | \$3,636,810 | \$3,636,810 | | 11.12.02 | FY27 - Four 35' Transit Buses \$3,057,921 Section 5307CR Funds \$345,731 Section 5339 Funds \$892,913 RTACap Funds \$168,000 CARES Funds (5307) FFY29 – two 35' Transit Buses \$2,285,276 Section 5307CR Funds \$596,319 RTACap Funds \$100,000 CARES Funds (5307) FY30 - Three 35' transit buses \$3,636,810 Section 5307 \$909,203 RTACap Funds \$150,000 CARES Funds (5307) FY31 - Four 35' transit buses \$4,677,303 Section 5307 \$374,231 Section 5339 \$1,314,884 RTACap Funds \$208,000 CARES Funds (5307) |
| | | | | | OF | \$20,464,589 | \$150,000 | \$150,000 | | 11.12.02 | |
| | | | | | RTACAP | \$20,464,589 | \$909,203 | | \$909,203 | 11.12.02 | |
| 2030 | RTD0011399 | Springfield | RTA Facility & System Modernization | REHAB/RENOVATE - MAINTENANCE FACILITY - Springfield O&M Facility at Cottage St. Electric Bus Chargers Expansion and Upgrades Phase I and Phase II | RTACAP | \$54,540,250 | \$100,000 | | \$100,000 | 11.44.02 | **Federal 5339 Funds have been applied for in FFY24, MA-2024-030 Federal grant 26-30 only shows state matching funds. Phase I Phase II FY26 \$20,000,000 5339 \$15,962,000 RTACap \$2,730,000 (revised as per MassDOT) FY27 \$14,500,000 5339 \$12,450,000 RTACap \$2,100,000 FY28 \$500,000 Low/No Funds \$400,000 RTACap \$100,000 FY29 \$500,000 Low/No Funds \$400,000 RTACap \$100,000 FY30 \$300,000 Low/No Funds \$400,000 RTACap \$100,000 FY30 \$300,000 Low/No Funds \$400,000 RTACap \$100,000 |

Appendix B.2 Additional Project Information (Transit) (Continued)

| Year | MassDOT Project ID | Municipality | Program | MassDOT Project Description | Funding Source | Total Project Cost | Total Programmed Funds | Federal Funds | State Funds | FTA Line Item | |
|----------------------------------|--------------------|--------------|------------------------------------|---|----------------|--------------------|------------------------|---------------|-------------|---------------|--|
| Federal Fiscal Year 2031 | | | | | | | \$25,349,317 | \$20,237,053 | \$5,112,264 | | |
| Pioneer Valley Transit Authority | | | | | | | \$25,349,317 | \$20,237,053 | \$5,112,264 | | |
| 2031 | PVTA011781 | Multiple | RTA Fleet Upgrades | Replacement of Articulated 60' Transit Buses and the replacement of 60' with 60' buses and in 2028 and 2029 replacement of 40' with 60' | 5307 | \$867,000 | \$216,000 | \$216,000 | | 11.44.03 | <p>Projects to continue a state of good repair at the UMass Operations and Maintenance Facility FY27 \$1,305,000 Replacement of hydraulic lift \$490,000 Replacement of RTU and controls \$310,000 Upgrade building walkway and LED lights to parking areas \$40,000 Renovate Admin space and upgrade facility restrooms A&E \$225,000 Upgrade facility electrical system to code \$60,000 Prepare a facilities assessment capital study \$180,000</p> <p>FY28 \$2,005,000 Renovate Admin space and upgrade facility restrooms \$1,500,000 Expand EV charging capabilities \$280,000 Upgrade fuel and storage bay doors \$225,000</p> <p>FY29 \$1,420,000 Expand EV charging capabilities, \$1,270,000 Replace roof at UMTS buildings A&E \$150,000</p> <p>FY30 \$1,110,000 Replace roof at UMTS buildings \$1,060,000 Window replacement at UMTS building A&E \$50,000</p> <p>FY31 \$270,000 Window replacement at UMTS building \$270,000</p> |
| | | | | | RTACAP | \$867,000 | \$54,000 | | \$54,000 | 1917891 | |
| 2031 | PVTA012170 | | RTA Vehicle Replacement | Replacement of Shuttle Transit buses less than 30' | 5307 | \$661,440 | \$282,733 | \$282,733 | | 11.12.04 | <p>Replacement of PVTA Community Shuttle vehicles FY27 Two replacement vehicles \$246,419 Section 5307 \$61,605 RTACap</p> <p>FY31 Two Replacement Vehicles \$282,733 Section 5307 \$70,683 RTACap</p> |
| | | | | | RTACAP | \$661,440 | \$70,683 | | \$70,683 | 11.12.04 | |
| 2031 | RTD0009860 | | RTA Facility & Vehicle Maintenance | Environmental Compliance for all PVTA facilities. | 5307 | \$200,000 | \$32,000 | \$32,000 | | 11.44.02 | <p>Environmental Compliance at all transit garages including at the 2808 Main Street Garage FY27 \$40,000 FY28 \$40,000 FY29 \$40,000 FY30 \$40,000 FY31 \$40,000</p> |
| | | | | | RTACAP | \$200,000 | \$8,000 | | \$8,000 | 11.44.02 | |

Appendix B.2 Additional Project Information (Transit) (Continued)

| Year | MassDOT Project ID | Municipality | Program | MassDOT Project Description | Funding Source | Total Project Cost | Total Programmed Funds | Federal Funds | State Funds | FTA Line Item | |
|------|--------------------|--------------|------------------------------------|---|----------------|--------------------|------------------------|---------------|-------------|---------------|--|
| 2031 | RTD0010907 | | RTA Facility & Vehicle Maintenance | PURCHASE BUS SHELTERS INCLUDING PEDESTRIAN ACCESS | 5307 | \$290,000 | \$56,000 | \$56,000 | | 11.92.02 | State 2027 (RTACAP) \$10,000 Federal 2026 Section 5307 \$40,000 State 2028 (RTACAP) \$10,000 Federal 2027 Section 5307 \$40,000 State 2029 (RTACAP) \$10,000 Federal 2028 Section 5307 \$40,000 State 2030 (RTACAP) \$14,000 Federal 2029 Section 5307 \$56,000 State 2031 (RTACAP) \$14,000 Federal 2030 Section 5307 \$56,000 |
| | | | | | RTACAP | \$290,000 | \$14,000 | | \$14,000 | 11.92.02 | |
| 2031 | RTD0010908 | | RTA Facility & Vehicle Maintenance | Signage and Lighting at bus stop locations | 5307 | \$115,000 | \$20,000 | \$20,000 | | 11.92.08 | Purchase of signage equipment and lighting equipment for bus stop location and transit centers FY27 \$25,000 FY28 \$25,000 FY29 \$25,000 FY30 \$25,000 FY31 \$25,000 |
| | | | | | RTACAP | \$115,000 | \$5,000 | | \$5,000 | 11.92.08 | |
| 2031 | RTD0010909 | | RTA Facility & Vehicle Maintenance | Bike access Equipment | 5307 | \$70,000 | \$11,200 | \$11,200 | | 11.92.06 | Funds for the purchase of bike racks and bike parking racks FY27 \$14,000 FY28 \$14,000 FY29 \$14,000 FY30 \$14,000 FY31 \$14,000 |
| | | | | | RTACAP | \$70,000 | \$2,800 | | \$2,800 | 11.92.06 | |
| 2031 | RTD0010910 | | RTA Facility & Vehicle Maintenance | Information Technology Systems | 5307 | \$19,846,775 | \$3,601,628 | \$3,601,628 | | 11.42.20 | Edited cashflow of RTACAP to front-end some of the match in order to achieve fiscal constraint. |
| | | | | | RTACAP | \$19,846,775 | \$900,407 | | \$900,407 | 11.42.20 | |
| 2031 | RTD0010914 | | RTA Facility & Vehicle Maintenance | Purchase Shop Equipment - All Garages | 5307 | \$1,025,000 | \$180,000 | \$180,000 | | 11.42.06 | Funds to purchase equipment for all PVTA Transit garages FY27 \$200,000 FY28 \$200,000 FY29 \$225,000 FY30 \$225,000 FY31 \$225,000 |
| | | | | | RTACAP | \$1,025,000 | \$45,000 | | \$45,000 | 11.42.06 | |
| 2031 | RTD0010915 | | Operating | ADA Operating Assistance | 5307 | \$6,384,352 | \$1,063,639 | \$1,063,639 | | 11.7C.00 | 0 |
| | | | | | SCA | \$6,384,352 | \$265,910 | | \$265,910 | 11.7C.00 | |

Appendix B.2 Additional Project Information (Transit) (Continued)

| Year | MassDOT Project ID | Municipality | Program | MassDOT Project Description | Funding Source | Total Project Cost | Total Programmed Funds | Federal Funds | State Funds | FTA Line Item | |
|------|--------------------|--------------|-------------------------------------|--|----------------|--------------------|------------------------|---------------|-------------|---------------|--|
| 2031 | RTD0010933 | | Operating | PREVENTIVE MAINTENANCE | 5307 | \$21,407,431 | \$3,560,878 | \$3,560,878 | | 11.7A.00 | FY31 FY30 5307 funds \$3,560,878 FY31 SCA Funds \$890,220 |
| | | | | | SCA | \$21,407,431 | \$890,220 | | \$890,220 | 11.7A.00 | |
| 2031 | RTD0010949 | | RTA Vehicle Replacement | ACQUIRE - SUPPORT VEHICLES (3) | 5307 | \$228,681 | \$70,502 | \$70,502 | | 11.42.11 | Support vehicle replacement FY27 2 vehicle FY28 1 vehicle FY29 1 vehicle FY30 2 vehicles FY31 1 vehicle |
| | | | | | RTACAP | \$228,681 | \$17,626 | | \$17,626 | 11.42.11 | |
| 2031 | RTD0010951 | | RTA Facility & System Modernization | FACILITIES RENOVATION - CAPITAL State of Good Repair for all transit buildings including Admin and Maintenance | RTACAP | \$125,000 | \$5,000 | | \$5,000 | 11.44.03 | Annual allocation of \$25,000 for unforeseen repairs needed to transit facilities. 5307 Funds \$20,000 RTACap Funds \$5,000 |
| 2031 | RTD0010955 | | Operating | SHORT RANGE TRANSIT PLANNING | 5307 | \$1,350,000 | \$228,000 | \$228,000 | | 44.24.00 | Planning Contract with PVPC for Transit Related Planning Activities FY27 \$265,000 FY28 \$270,000 FY29 \$275,000 FY30 \$280,000 FY31 \$285,000 |
| | | | | | SCA | \$1,350,000 | \$57,000 | | \$57,000 | 44.24.00 | |
| 2031 | RTD0010959 | | RTA Vehicle Replacement | ACQUIRE - Supervisory VEHICLES | 5307 | \$546,646 | \$101,073 | \$101,073 | | 11.42.11 | Acquire supervisory vehicles for transit operations FY27 3 hybrid electric vehicles \$110,114 FY28 3 hybrid electric vehicles \$113,418 FY29 3 hybrid electric vehicles \$116,820 FY30 3 hybrid electric vehicles \$120,325 FY31 3 hybrid electric vehicles \$126,341 |
| | | | | | RTACAP | \$546,646 | \$25,268 | | \$25,268 | 11.42.11 | |

Appendix B.2 Additional Project Information (Transit) (Continued)

| Year | MassDOT Project ID | Municipality | Program | MassDOT Project Description | Funding Source | Total Project Cost | Total Programmed Funds | Federal Funds | State Funds | FTA Line Item | |
|------|--------------------|--------------|--------------------|--|----------------|--------------------|------------------------|---------------|-------------|---------------|---|
| 2031 | RTD0011374 | | RTA Fleet Upgrades | Pioneer Valley Transit Authority BUY REPLACEMENT 40-FT Electric and Hybrid transit buses | 5307 | \$36,930,325 | \$4,971,636 | \$4,971,636 | | 11.12.01 | FY27 - four hybrid 40' Transit Buses \$3,155,025 Section 5307 Funds \$345,731 Section 5339 Funds \$875,189 RTACap \$168,000 CARES Funds (5307) FY27 - twq electric 40' Transit Buses \$2,200,278 Section 5307 Funds \$550,069 RTACap \$84,000 CARES Funds (5307) FFY28 - five electric 40' Transit Buses \$5,078,836 Section 5307 Funds \$705,292 Section 5339 \$1,446,032 RTACap Funds \$ 210,000 CARES Funds (5307) FFY29 – three 40' Transit Buses \$2,910,444 Section 5307 Funds \$719,397 Section 5339 Funds \$907,460 RTACap Funds \$150,000 CARES Funds (5307) FFY30 – Six 40' Transit Buses \$6,900,880 Section 5307 Funds \$733,785 Section 5339 \$1,908,668 RTACap Funds \$300,000 CARES Funds (5307) FY31 - four 40' Transit Buses \$4,971,636 Section 5307 Funds \$374,230 Section 5339 \$1,336,466 RTACap Funds \$208,000 CARES Funds (5307) |
| | | | | | 5339 | \$36,930,325 | \$374,230 | \$374,230 | | 11.12.01 | |
| | | | | | OF | \$36,930,325 | \$208,000 | \$208,000 | | 11.12.01 | |
| | | | | | RTACAP | \$36,930,325 | \$1,336,466 | | \$1,336,466 | 11.12.01 | |

Appendix B.2 Additional Project Information (Transit) (Continued)

| Year | MassDOT Project ID | Municipality | Program | MassDOT Project Description | Funding Source | Total Project Cost | Total Programmed Funds | Federal Funds | State Funds | FTA Line Item | |
|------|--------------------|--------------|-------------------------------------|---|----------------|--------------------|------------------------|---------------|-------------|---------------|---|
| 2031 | RTD0011375 | | RTA Fleet Upgrades | BUY REPLACEMENT 35-FT buses with Electric and/or Hybrid BUS | 5307 | \$20,464,589 | \$4,677,303 | \$4,677,303 | | 11.12.02 | FY27 - Four 35' Transit Buses \$3,057,921 Section 5307CR Funds \$345,731 Section 5339 Funds \$892,913 RTACap Funds \$168,000 CARES Funds (5307) FFY29 – two 35' Transit Buses \$2,285,276 Section 5307CR Funds \$596,319 RTACap Funds \$100,000 CARES Funds (5307) FY30 - Three 35' transit buses \$3,636,810 Section 5307 \$909,203 RTACap Funds \$150,000 CARES Funds (5307) FY31 - Four 35' transit buses \$4,677,303 Section 5307 \$374,231 Section 5339 \$1,314,884 RTACap Funds \$208,000 CARES Funds (5307) |
| | | | | | 5339 | \$20,464,589 | \$374,231 | \$374,231 | | 11.12.02 | |
| | | | | | OF | \$20,464,589 | \$208,000 | \$208,000 | | 11.12.02 | |
| | | | | | RTACAP | \$20,464,589 | \$1,314,884 | | \$1,314,884 | 11.12.02 | |
| 2031 | RTD0011399 | Springfield | RTA Facility & System Modernization | REHAB/RENOVATE - MAINTENANCE FACILITY - Springfield O&M Facility at Cottage St. Electric Bus Chargers Expansion and Upgrades Phase I and Phase II | RTACAP | \$54,540,250 | \$100,000 | | \$100,000 | 11.44.02 | **Federal 5339 Funds have been applied for in FFY24, MA-2024-030 Federal grant 26-30 only shows state matching funds. Phase I Phase II FY26 \$20,000,000 5339 \$15,962,000 RTACap \$2,730,000 (revised as per MassDOT) FY27 \$14,500,000 5339 \$12,450,000 RTACap \$2,100,000 FY28 \$500,000 Low/No Funds \$400,000 RTACap \$100,000 FY29 \$500,000 Low/No Funds \$400,000 RTACap \$100,000 FY30 \$300,000 Low/No Funds \$400,000 RTACap \$100,000 FY30 \$300,000 Low/No Funds \$400,000 RTACap \$100,000 |

Appendix C Operating and Maintenance Expenditures 2027-2031

| Operating and Maintenance Expenditures as of April 2026 | | | | | | |
|---|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|------|
| Pioneer Valley | | | | | | |
| Program Group/Sub Group | Est SFY 2026 Spending | Est SFY 2027 Spending | Est SFY 2028 Spending | Est SFY 2029 Spending | Est SFY 2030 Spending | |
| Part 2: Federal Aid | | | | | | |
| Section I - Non Federal Aid Maintenance Projects | | | | | | |
| 01 - Accessibility Improvements | | | | | | |
| Accessibility Improvements | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Sidewalk Construction | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Sidewalk Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 02 - Bicycles and pedestrians program | | | | | | |
| Shared Use Path Construction | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Shared Use Path Modernization | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 03 - Bridge | | | | | | |
| Bridge Deck Replacement | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge Maintenance - Deck Repairs | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge Maintenance - Joints | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge Preservation | \$ 5,123,229 | \$ 3,128,836 | \$ - | \$ - | \$ - | \$ - |
| Bridge Rehabilitation | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge Replacement | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Drawbridge Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Painting - Structural | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Structures Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 04 - Capacity | | | | | | |
| Hwy Reconstr - Major Widening | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Roadway Additional Capacity | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 05 - Facilities | | | | | | |
| Vertical Construction (Ch 149) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 07 - Intersection Improvements | | | | | | |
| Intersection Reconstruction | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Traffic Signal Upgrades | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 08 - Interstate Pavement | | | | | | |
| Resurfacing Interstate | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 09 - Intelligent Transportation Systems Program | | | | | | |
| Intelligent Transportation Sys | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 10 - Non-interstate DOT Pavement Program | | | | | | |
| Pavement Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Pavement Preservation | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Pavement Rehabilitation | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Resurfacing | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Resurfacing DOT Owned Non-Interstate | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 11 - Roadway Improvements | | | | | | |
| Catch Basin Cleaning | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Contract Highway Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Crack Sealing | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Culvert Replacement | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Drainage | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Embankment and Ledge Stabilization | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Guard Rail & Fencing | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Highway Sweeping | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

| | | | | | |
|--|---------------------|---------------------|-------------|-------------|-------------|
| Landscaping | \$ - | \$ - | \$ - | \$ - | \$ - |
| Mowing and Spraying | \$ - | \$ - | \$ - | \$ - | \$ - |
| Tree Trimming | \$ - | \$ - | \$ - | \$ - | \$ - |
| 12 - Roadway Reconstruction | | | | | |
| Hwy Reconstr - Restr and Rehab | \$ - | \$ - | \$ - | \$ - | \$ - |
| Reclamation | \$ - | \$ - | \$ - | \$ - | \$ - |
| Roadway - Reconstr - Sidewalks and Curbing | \$ - | \$ - | \$ - | \$ - | \$ - |
| Roadway Minor Widening | \$ - | \$ - | \$ - | \$ - | \$ - |
| Roadway Modernization | \$ - | \$ - | \$ - | \$ - | \$ - |
| Tunnels | \$ - | \$ - | \$ - | \$ - | \$ - |
| 13 - Safety Improvements | | | | | |
| Impact Attenuators | \$ - | \$ - | \$ - | \$ - | \$ - |
| Lighting | \$ - | \$ - | \$ - | \$ - | \$ - |
| Pavement Marking | \$ - | \$ - | \$ - | \$ - | \$ - |
| Safety Improvements | \$ - | \$ - | \$ - | \$ - | \$ - |
| Sign Installation/Upgrading | \$ - | \$ - | \$ - | \$ - | \$ - |
| Structural Signing | \$ - | \$ - | \$ - | \$ - | \$ - |
| Section I Total: | \$ 5,123,229 | \$ 3,128,836 | \$ - | \$ - | \$ - |
| Grand Total NFA: | \$ 5,123,229 | \$ 3,128,836 | \$ - | \$ - | \$ - |

Operating and Maintenance Expenditures as of April 2026

Pioneer Valley

| Program Group/Sub Group | Est SFY 2026 Spending | Est SFY 2027 Spending | Est SFY 2028 Spending | Est SFY 2029 Spending | Est SFY 2030 Spending |
|---|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Part 1: Non-Federal Aid | | | | | |
| Section I - Non Federal Aid Maintenance Projects | | | | | |
| 01 - Accessibility Improvements | | | | | |
| Accessibility Improvements | \$ - | \$ - | \$ - | \$ - | \$ - |
| Sidewalk Construction | \$ - | \$ - | \$ - | \$ - | \$ - |
| Sidewalk Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - |
| 02 - Bicycles and pedestrians program | | | | | |
| Shared Use Path Construction | \$ - | \$ - | \$ - | \$ - | \$ - |
| Shared Use Path Modernization | \$ - | \$ - | \$ - | \$ - | \$ - |
| 03 - Bridge | | | | | |
| Bridge Deck Replacement | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge Maintenance - Deck Repairs | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge Maintenance - Joints | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge Preservation | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge Rehabilitation | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge Replacement | \$ - | \$ - | \$ - | \$ - | \$ - |
| Drawbridge Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - |
| Painting - Structural | \$ - | \$ - | \$ - | \$ - | \$ - |
| Structures Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - |
| 04 - Capacity | | | | | |
| Hwy Reconstr - Major Widening | \$ - | \$ - | \$ - | \$ - | \$ - |
| Roadway Additional Capacity | \$ - | \$ - | \$ - | \$ - | \$ - |
| 05 - Facilities | | | | | |
| Vertical Construction (Ch 149) | \$ - | \$ - | \$ - | \$ - | \$ - |
| 07 - Intersection Improvements | | | | | |

| | | | | | | | | | | |
|---|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|
| Intersection Reconstruction | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| Traffic Signal Upgrades | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| 08 - Interstate Pavement | | | | | | | | | | |
| Resurfacing Interstate | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| 09 - Intelligent Transportation Systems Program | | | | | | | | | | |
| Intelligent Transportation Sys | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| 10 - Non-interstate DOT Pavement Program | | | | | | | | | | |
| Pavement Maintenance | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| Pavement Preservation | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| Pavement Rehabilitation | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| Resurfacing | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| Resurfacing DOT Owned Non-Interstate | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| 11 - Roadway Improvements | | | | | | | | | | |
| Catch Basin Cleaning | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| Contract Highway Maintenance | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| Crack Sealing | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| Culvert Replacement | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| Drainage | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| Embankment and Ledge Stabilization | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| Guard Rail & Fencing | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| Highway Sweeping | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| Landscaping | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| Mowing and Spraying | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| Tree Trimming | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| 12 - Roadway Reconstruction | | | | | | | | | | |
| Hwy Reconstr - Restr and Rehab | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| Reclamation | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| Roadway - Reconstr - Sidewalks and Curbing | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| Roadway Minor Widening | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| Roadway Modernization | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| Tunnels | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| 13 - Safety Improvements | | | | | | | | | | |
| Impact Attenuators | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| Lighting | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| Pavement Marking | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| Safety Improvements | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| Sign Installation/Upgrading | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| Structural Signing | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| Section I Total: | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| Section II - Non Federal Aid Highway Operations - State Operating Budget Funding | | | | | | | | | | |
| Snow and Ice Operations & Materials | | | | | | | | | | |
| | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| District Maintenance Payroll | | | | | | | | | | |
| Mowing, Litter Mgmt, Sight Distance Clearing, Etc. | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| Section II Total: | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| Grand Total NFA: | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |

Operating and Maintenance Expenditures as of April 2026

Statewide and District Contracts plus Expenditures within MPO boundaries

| Program Group/Sub Group | Est SFY 2026 Spending | Est SFY 2027 Spending | Est SFY 2028 Spending | Est SFY 2029 Spending | Est SFY 2030 Spending |
|---|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Part 2: Federal Aid | | | | | |
| Section I - Non Federal Aid Maintenance Projects | | | | | |
| 01 - Accessibility Improvements | | | | | |
| Accessibility Improvements | \$ - | \$ - | \$ - | \$ - | \$ - |
| Sidewalk Construction | \$ - | \$ - | \$ - | \$ - | \$ - |
| Sidewalk Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - |
| 02 - Bicycles and pedestrians program | | | | | |
| Shared Use Path Construction | \$ - | \$ - | \$ - | \$ - | \$ - |
| Shared Use Path Modernization | \$ - | \$ - | \$ - | \$ - | \$ - |
| 03 - Bridge | | | | | |
| Bridge Deck Replacement | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge Maintenance - Deck Repairs | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge Maintenance - Joints | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge Preservation | \$ 74,702,925 | \$ 54,228,868 | \$ 24,452,973 | \$ 27,146,770 | \$ 32,134,144 |
| Bridge Rehabilitation | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge Replacement | \$ - | \$ - | \$ - | \$ - | \$ - |
| Drawbridge Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - |
| Painting - Structural | \$ - | \$ - | \$ - | \$ - | \$ - |
| Structures Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - |
| 04 - Capacity | | | | | |
| Hwy Reconstr - Major Widening | \$ - | \$ - | \$ - | \$ - | \$ - |
| Roadway Additional Capacity | \$ - | \$ - | \$ - | \$ - | \$ - |
| 05 - Facilities | | | | | |
| Vertical Construction (Ch 149) | \$ - | \$ - | \$ - | \$ - | \$ - |
| 07 - Intersection Improvements | | | | | |
| Intersection Reconstruction | \$ - | \$ - | \$ - | \$ - | \$ - |
| Traffic Signal Upgrades | \$ - | \$ - | \$ - | \$ - | \$ - |
| 08 - Interstate Pavement | | | | | |
| Resurfacing Interstate | \$ - | \$ - | \$ - | \$ - | \$ - |
| 09 - Intelligent Transportation Systems Program | | | | | |
| Intelligent Transportation Sys | \$ - | \$ - | \$ - | \$ - | \$ - |
| 10 - Non-interstate DOT Pavement Program | | | | | |
| Pavement Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - |
| Pavement Preservation | \$ - | \$ - | \$ - | \$ - | \$ - |
| Pavement Rehabilitation | \$ - | \$ - | \$ - | \$ - | \$ - |
| Resurfacing | \$ - | \$ - | \$ - | \$ - | \$ - |
| Resurfacing DOT Owned Non-Interstate | \$ - | \$ - | \$ - | \$ - | \$ - |
| 11 - Roadway Improvements | | | | | |
| Catch Basin Cleaning | \$ - | \$ - | \$ - | \$ - | \$ - |
| Contract Highway Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - |
| Crack Sealing | \$ - | \$ - | \$ - | \$ - | \$ - |
| Culvert Replacement | \$ - | \$ - | \$ - | \$ - | \$ - |
| Drainage | \$ - | \$ - | \$ - | \$ - | \$ - |
| Embankment and Ledge Stabilization | \$ - | \$ - | \$ - | \$ - | \$ - |
| Guard Rail & Fencing | \$ - | \$ - | \$ - | \$ - | \$ - |
| Highway Sweeping | \$ - | \$ - | \$ - | \$ - | \$ - |
| Landscaping | \$ - | \$ - | \$ - | \$ - | \$ - |

| | | | | | |
|--|----------------------|----------------------|----------------------|----------------------|----------------------|
| Mowing and Spraying | \$ - | \$ - | \$ - | \$ - | \$ - |
| Tree Trimming | \$ - | \$ - | \$ - | \$ - | \$ - |
| 12 - Roadway Reconstruction | | | | | |
| Hwy Reconstr - Restr and Rehab | \$ - | \$ - | \$ - | \$ - | \$ - |
| Reclamation | \$ - | \$ - | \$ - | \$ - | \$ - |
| Roadway - Reconstr - Sidewalks and Curbing | \$ - | \$ - | \$ - | \$ - | \$ - |
| Roadway Minor Widening | \$ - | \$ - | \$ - | \$ - | \$ - |
| Roadway Modernization | \$ - | \$ - | \$ - | \$ - | \$ - |
| Tunnels | \$ - | \$ - | \$ - | \$ - | \$ - |
| 13 - Safety Improvements | | | | | |
| Impact Attenuators | \$ - | \$ - | \$ - | \$ - | \$ - |
| Lighting | \$ 313,546 | \$ - | \$ - | \$ - | \$ - |
| Pavement Marking | \$ - | \$ - | \$ - | \$ - | \$ - |
| Safety Improvements | \$ - | \$ - | \$ - | \$ - | \$ - |
| Sign Installation/Upgrading | \$ - | \$ - | \$ 1,519,444 | \$ 1,657,576 | \$ - |
| Structural Signing | \$ - | \$ - | \$ - | \$ - | \$ - |
| Section I Total: | \$ 75,016,471 | \$ 54,228,868 | \$ 25,972,417 | \$ 28,804,345 | \$ 32,134,144 |
| Grand Total Federal Aid: | \$ 75,016,471 | \$ 54,228,868 | \$ 25,972,417 | \$ 28,804,345 | \$ 32,134,144 |

Operating and Maintenance Expenditures as of April 2026

Statewide and District Contracts plus Expenditures within MPO boundaries

| Program Group/Sub Group | Est SFY 2026 Spending | Est SFY 2027 Spending | Est SFY 2028 Spending | Est SFY 2029 Spending | Est SFY 2030 Spending |
|---|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Part 1: Non-Federal Aid | | | | | |
| Section I - Non Federal Aid Maintenance Projects | | | | | |
| 01 - Accessibility Improvements | | | | | |
| Accessibility Improvements | \$ - | \$ - | \$ - | \$ - | \$ - |
| Sidewalk Construction | \$ 1,433,535 | \$ 1,077,728 | \$ - | \$ - | \$ - |
| Sidewalk Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - |
| 02 - Bicycles and pedestrians program | | | | | |
| Shared Use Path Construction | \$ - | \$ - | \$ - | \$ - | \$ - |
| Shared Use Path Modernization | \$ - | \$ - | \$ - | \$ - | \$ - |
| 03 - Bridge | | | | | |
| Bridge Deck Replacement | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge Maintenance | \$ 75,264,489 | \$ 39,702,890 | \$ 18,759,005 | \$ 3,102,331 | \$ - |
| Bridge Maintenance - Deck Repairs | \$ 14,520,991 | \$ 5,999,040 | \$ 3,644,683 | \$ 552,943 | \$ - |
| Bridge Maintenance - Joints | \$ 1,713,204 | \$ 1,214,289 | \$ 1,821,433 | \$ 455,358 | \$ - |
| Bridge Preservation | \$ 7,713,958 | \$ 8,773,627 | \$ 3,994,370 | \$ 684,665 | \$ - |
| Bridge Rehabilitation | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge Replacement | \$ 636,309 | \$ 1,385,000 | \$ 625,000 | \$ - | \$ - |
| Drawbridge Maintenance | \$ 12,539,092 | \$ 5,195,663 | \$ 3,225,600 | \$ 2,150,400 | \$ - |
| Painting - Structural | \$ 725,862 | \$ - | \$ - | \$ - | \$ - |
| Structures Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - |
| 04 - Capacity | | | | | |
| Hwy Reconstr - Major Widening | \$ - | \$ - | \$ - | \$ - | \$ - |
| Roadway Additional Capacity | \$ - | \$ - | \$ - | \$ - | \$ - |

| | | | | | |
|--|-----------------------|-----------------------|----------------------|---------------------|-------------|
| 05 - Facilities | | | | | |
| Vertical Construction (Ch 149) | \$ 8,081,915 | \$ 4,185,977 | \$ 1,555,693 | \$ 494,820 | \$ - |
| 07 - Intersection Improvements | | | | | |
| Intersection Reconstruction | \$ - | \$ - | \$ - | \$ - | \$ - |
| Traffic Signal Upgrades | \$ 7,501,886 | \$ 3,742,107 | \$ 1,883,402 | \$ - | \$ - |
| 08 - Interstate Pavement | | | | | |
| Resurfacing Interstate | \$ - | \$ - | \$ - | \$ - | \$ - |
| 09 - Intelligent Transportation Systems Program | | | | | |
| Intelligent Transportation Sys | \$ - | \$ - | \$ - | \$ - | \$ - |
| 10 - Non-interstate DOT Pavement Program | | | | | |
| Pavement Maintenance | \$ 7,302,000 | \$ 5,367,662 | \$ 4,164,464 | \$ - | \$ - |
| Pavement Preservation | \$ 1,125,996 | \$ 8,112,362 | \$ 6,834,508 | \$ - | \$ - |
| Pavement Rehabilitation | \$ 1,759,255 | \$ 13,088,037 | \$ 13,674,923 | \$ 941,504 | \$ - |
| Resurfacing | \$ 25,530,694 | \$ 6,956,869 | \$ - | \$ - | \$ - |
| Resurfacing DOT Owned Non-Interstate | \$ 5,994,737 | \$ 281,961 | \$ - | \$ - | \$ - |
| 11 - Roadway Improvements | | | | | |
| Catch Basin Cleaning | \$ 5,514,110 | \$ 4,506,954 | \$ 992,511 | \$ 116,618 | \$ - |
| Contract Highway Maintenance | \$ 34,126,449 | \$ 20,078,186 | \$ 10,031,688 | \$ 766,748 | \$ - |
| Crack Sealing | \$ 2,562,709 | \$ 1,267,170 | \$ 661,429 | \$ - | \$ - |
| Culvert Replacement | \$ - | \$ - | \$ - | \$ - | \$ - |
| Drainage | \$ 8,629,875 | \$ 4,485,713 | \$ 2,243,415 | \$ 500,652 | \$ - |
| Embankment and Ledge Stabilization | \$ 454,828 | \$ 488,828 | \$ 10,000 | \$ - | \$ - |
| Guard Rail & Fencing | \$ 9,017,698 | \$ 5,572,172 | \$ 2,062,863 | \$ - | \$ - |
| Highway Sweeping | \$ 1,803,207 | \$ 801,648 | \$ 83,064 | \$ - | \$ - |
| Landscaping | \$ 1,546,619 | \$ 633,030 | \$ 416,200 | \$ - | \$ - |
| Mowing and Spraying | \$ 2,781,271 | \$ 2,620,784 | \$ 453,890 | \$ - | \$ - |
| Tree Trimming | \$ 5,278,541 | \$ 4,339,273 | \$ 2,083,035 | \$ - | \$ - |
| 12 - Roadway Reconstruction | | | | | |
| Hwy Reconstr - Restr and Rehab | \$ 455 | \$ - | \$ - | \$ - | \$ - |
| Reclamation | \$ - | \$ - | \$ - | \$ - | \$ - |
| Roadway - Reconstr - Sidewalks and Curbing | \$ - | \$ - | \$ - | \$ - | \$ - |
| Roadway Minor Widening | \$ - | \$ - | \$ - | \$ - | \$ - |
| Roadway Modernization | \$ - | \$ - | \$ - | \$ - | \$ - |
| Tunnels | \$ - | \$ - | \$ - | \$ - | \$ - |
| 13 - Safety Improvements | | | | | |
| Impact Attenuators | \$ 954,691 | \$ 1,150,400 | \$ 571,535 | \$ 41,089 | \$ - |
| Lighting | \$ 5,400,364 | \$ 1,924,000 | \$ 1,277,265 | \$ - | \$ - |
| Pavement Marking | \$ 8,400,447 | \$ 3,017,400 | \$ 1,310,717 | \$ - | \$ - |
| Safety Improvements | \$ - | \$ - | \$ - | \$ - | \$ - |
| Sign Installation/Upgrading | \$ 2,310,314 | \$ 1,266,678 | \$ 462,838 | \$ - | \$ - |
| Structural Signing | \$ - | \$ - | \$ - | \$ - | \$ - |
| Section I Total: | \$ 260,625,499 | \$ 157,235,448 | \$ 82,843,530 | \$ 9,807,129 | \$ - |

| Section II - Non Federal Aid Highway Operations - State Operating Budget Funding | | | | | |
|--|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Snow and Ice Operations & Materials | | | | | |
| | \$ 175,000,000 | \$ 85,000,000 | \$ 85,000,000 | \$ 85,000,000 | \$ 85,000,000 |
| District Maintenance Payroll | | | | | |
| Mowing, Litter Mgmt, Sight Distance Clearing, Etc. | \$ 38,040,000 | \$ 39,561,600 | \$ 41,381,600 | \$ 42,629,600 | \$ 43,908,800 |
| Section II Total: | \$ 213,040,000 | \$ 124,561,600 | \$ 126,381,600 | \$ 127,629,600 | \$ 128,908,800 |
| Grand Total NFA: | \$ 473,665,499 | \$ 281,797,048 | \$ 209,225,130 | \$ 137,436,729 | \$ 128,908,800 |

Figure 1 FFY 2027-2031 Estimated Transit Operations and Maintenance Expenditures

| Operating Revenue | Fiscal Year 2027 | Fiscal Year 2028 | Fiscal Year 2029 | Fiscal Year 2030 | Fiscal Year 2031 | Total |
|-----------------------------|------------------|------------------|------------------|------------------|------------------|---------------|
| Farebox | \$1,378,801 | \$1,406,377 | \$1,434,504 | \$1,463,194 | \$1,492,458 | \$7,175,333 |
| Federal Operating Grant | \$11,030,404 | \$11,251,012 | \$11,476,033 | \$11,705,553 | \$11,939,664 | \$57,402,666 |
| Advertising Interest Income | \$863,896 | \$898,451 | \$934,389 | \$971,765 | \$1,010,636 | \$4,679,137 |
| State Contract Assistance | \$43,121,030 | \$44,414,661 | \$45,747,100 | \$47,119,513 | \$48,533,099 | \$228,935,403 |
| Local Assessment | \$10,902,130 | \$11,174,684 | \$11,454,051 | \$11,740,402 | \$12,033,912 | \$57,305,179 |
| Other - Grants | \$972,129.36 | \$991,571.95 | \$1,011,403.39 | \$1,031,631.45 | \$1,052,264.08 | \$5,059,000 |
| Total Operating Expenses | \$68,268,390 | \$70,136,756 | \$72,057,480 | \$74,032,059 | \$76,062,033 | \$360,556,718 |

All numbers are estimated for FY 2027 and projected for the outyears.

Appendix D Performance Linked Investments 2027-2031

Appendix D Performance Linked Investments 2027-2031

| FFY | Project ID | Municipality | MassDOT Project Description | District | Funding Source | Adjusted TFPC | PM 1 | PM 2 | PM 3 |
|------|------------|--------------|--|----------|----------------|---------------|-------------|---------------|-------------|
| 2027 | 607231 | Williamsburg | WILLIAMSBURG- RECONSTRUCTION OF MOUNTAIN STREET | 1 | STBG | \$12,765,626 | 25% | 75% | 0% |
| | | | | | | | \$3,191,407 | \$9,574,220 | \$0 |
| 2027 | 609286 | Northampton | NORTHAMPTON- DOWNTOWN COMPLETE STREETS CORRIDOR AND INTERSECTION IMPROVEMENTS ON MAIN STREET (ROUTE 9) | 2 | STBG | \$4,250,000 | 33% | 33% | 34% |
| | | | | | | | \$1,402,500 | \$1,402,500 | \$1,445,000 |
| 2027 | 612600 | Westfield | WESTFIELD- INTERSECTION IMPROVEMENTS AT SOUTHAMPTON ROAD (ROUTE 10/202), SERVISTAR INDUSTRIAL WAY AND BARNES AIRPORT DRIVE | 2 | STBG | \$8,438,054 | 20% | 60% | 20% |
| | | | | | | | \$1,687,611 | \$5,062,832 | \$1,687,611 |
| 2027 | 613314 | Multiple | HOLYOKE- WEST SPRINGFIELD- INTERSTATE PAVEMENT PRESERVATION AND RELATED WORK ON I-91 | 2 | STBG | \$3,970,804 | 0% | 100% | 0% |
| | | | | | | | \$0 | \$3,970,804 | \$0 |
| 2027 | 607231 | Williamsburg | WILLIAMSBURG- RECONSTRUCTION OF MOUNTAIN STREET | 1 | HPP | \$646,999 | 15% | 85% | 0% |
| | | | | | | | \$97,050 | \$549,949 | \$0 |
| 2027 | 612167 | Springfield | SPRINGFIELD- 3 BRIDGE REPLACEMENTS, S-24-017, ST. JAMES AVENUE OVER CSX, S-24-070, TAPLEY STREET OVER I-291 AND CSX, S-24-071, ST. JAMES AVENUE OVER I-291 | 2 | HIP-BR | \$270,000,000 | 0% | 100% | 0% |
| | | | | | | | \$0 | \$270,000,000 | \$0 |
| 2027 | 611965 | Holyoke | HOLYOKE- INTERSECTION IMPROVEMENTS AT BEECH STREET, RESNIC BOULEVARD, AND WEST FRANKLIN STREET | 2 | HPP | \$297,925 | 33% | 40% | 27% |
| | | | | | | | \$98,315 | \$119,170 | \$80,440 |
| 2027 | 612600 | Westfield | WESTFIELD- INTERSECTION IMPROVEMENTS AT SOUTHAMPTON ROAD (ROUTE 10/202), SERVISTAR INDUSTRIAL WAY AND BARNES AIRPORT DRIVE | 2 | HPP | \$515,090 | 20% | 60% | 20% |
| | | | | | | | \$103,018 | \$309,054 | \$103,018 |
| 2027 | 612494 | Multiple | SPRINGFIELD- WEST SPRINGFIELD- BRIDGE REPLACEMENT, S-24-003=W-21-002, (US-20) PARK AVENUE OVER CONNECTICUT RIVER | 2 | NHPP-PEN | \$15,675,432 | 0% | 100% | 0% |
| | | | | | | | \$0 | \$15,675,432 | \$0 |
| 2027 | 612649 | Multiple | WEST SPRINGFIELD- AGAWAM- GUIDE AND TRAFFIC SIGN REPLACEMENT ON A SECTION OF US 5 AND ROUTE 57 | 2 | HSIP | \$518,750 | 25% | 75% | 0% |
| | | | | | | | \$129,688 | \$389,063 | \$0 |

Appendix D Performance Linked Investments 2027-2031 (Continued)

| FFY | Project ID | Municipality | MassDOT Project Description | District | Funding Source | Adjusted TFPC | PM 1 | PM 2 | PM 3 |
|------|------------|--------------|---|----------|----------------|---------------|-------------|--------------|-------------|
| 2027 | 614026 | | DISTRICT 2- WRONG-WAY COUNTERMEASURES AT OFF-RAMPS AT MULTIPLE LOCATIONS | 2 | HSIP | \$3,106,722 | 100% | 0% | 0% |
| | | | | | | | \$3,106,722 | \$0 | \$0 |
| 2027 | 614256 | Huntington | HUNTINGTON- RESURFACING AND RELATED WORK ON ROUTE 112 | 1 | NHPP | \$9,267,213 | 0% | 100% | 0% |
| | | | | | | | \$0 | \$9,267,213 | \$0 |
| 2027 | 616304 | | DISTRICT 2- DISTRICT 3- VRU CROSSWALK INSTALLATION AT STATE SIGNALS AT MULTIPLE LOCATIONS | 2 | VUS | \$3,265,823 | 100% | 0% | 0% |
| | | | | | | | \$3,265,823 | \$0 | \$0 |
| 2027 | 612494 | Multiple | SPRINGFIELD- WEST SPRINGFIELD- BRIDGE REPLACEMENT, S-24-003=W-21-002, (US-20) PARK AVENUE OVER CONNECTICUT RIVER | 2 | NFP | \$13,222,284 | 0% | 100% | 0% |
| | | | | | | | \$0 | \$13,222,284 | \$0 |
| 2027 | 611965 | Holyoke | HOLYOKE- INTERSECTION IMPROVEMENTS AT BEECH STREET, RESNIC BOULEVARD, AND WEST FRANKLIN STREET | 2 | HSIP | \$6,723,500 | 75% | 0% | 25% |
| | | | | | | | \$5,042,625 | \$0 | \$1,680,875 |
| 2027 | S12988 | Multiple | WEST SPRINGFIELD- RAILROAD CROSSING ELIMINATION ON FRONT STREET (CROSSING NO. DOT525901A) | 2 | RRHE | \$2,593,832 | 75% | 0% | 25% |
| | | | | | | | \$1,945,374 | \$0 | \$648,458 |
| 2027 | S12996 | | PVTA - Buy Replacement 35-ft Electric Buses (Carbon Reduction Program Funding) | | CRP | \$1,688,069 | 0% | 0% | 100% |
| | | | | | | | \$0 | \$0 | \$1,688,069 |
| 2027 | 600935 | Holyoke | HOLYOKE- BRIDGE REPLACEMENTS, H-21-014, ROUTE 141 (APPLETON STREET) OVER SECOND LEVEL CANAL & H-21-020 OVER FIRST LEVEL CANAL | 2 | NGBP | \$31,858,782 | 0% | 100% | 0% |
| | | | | | | | \$0 | \$31,858,782 | \$0 |
| 2028 | 608423 | Easthampton | EASTHAMPTON- IMPROVEMENTS AND RELATED WORK ON ROUTE 10, FROM WEST STREET TO THE NORTHAMPTON TOWN LINE | 2 | STBG | \$5,989,100 | 15% | 85% | 0% |
| | | | | | | | \$898,365 | \$5,090,735 | \$0 |
| 2028 | 608785 | South Hadley | SOUTH HADLEY- RECONSTRUCTION OF MAIN STREET, FROM THE CHICOPEE CITY LINE TO CANAL STREET (0.67 MILES) | 2 | STBG | \$10,201,033 | 10% | 60% | 30% |
| | | | | | | | \$1,020,103 | \$6,120,620 | \$3,060,310 |
| 2028 | 609286 | Northampton | NORTHAMPTON- DOWNTOWN COMPLETE STREETS CORRIDOR AND INTERSECTION IMPROVEMENTS ON MAIN STREET (ROUTE 9) | 2 | STBG | \$11,500,000 | 33% | 33% | 34% |
| | | | | | | | \$3,795,000 | \$3,795,000 | \$3,910,000 |

Appendix D Performance Linked Investments 2027-2031 (Continued)

| FFY | Project ID | Municipality | MassDOT Project Description | District | Funding Source | Adjusted TFPC | PM 1 | PM 2 | PM 3 |
|------|------------|--------------|--|----------|----------------|---------------|-------------|--------------|-------------|
| 2028 | 612257 | Longmeadow | LONGMEADOW- RESURFACING AND RELATED WORK ON LONGMEADOW STREET (ROUTE 5) (PHASE 1) | 2 | STBG | \$11,364,057 | 0% | 75% | 25% |
| | | | | | | | \$0 | \$8,523,043 | \$2,841,014 |
| 2028 | 609286 | Northampton | NORTHAMPTON- DOWNTOWN COMPLETE STREETS CORRIDOR AND INTERSECTION IMPROVEMENTS ON MAIN STREET (ROUTE 9) | 2 | HPP | \$1,357,973 | 33% | 33% | 34% |
| | | | | | | | \$448,131 | \$448,131 | \$461,711 |
| 2028 | 610779 | Hampden | HAMPDEN- BRIDGE REPLACEMENT, H-04-004, ROCKADUNDEE BRIDGE OVER SCANTIC RIVER | 2 | BROFF | \$4,215,640 | 0% | 100% | 0% |
| | | | | | | | \$0 | \$4,215,640 | \$0 |
| 2028 | 607675 | 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 | HIP-BR | \$15,554,468 | 10% | 90% | 0% |
| | | | | | | | \$1,555,447 | \$13,999,021 | \$0 |
| 2028 | 605340 | Springfield | SPRINGFIELD- BRIDGE REPLACEMENT, S-24-028, ST. JAMES AVENUE OVER CONRAIL RAILROAD (ABANDONED) | 2 | HIP-BR | \$9,993,870 | 0% | 100% | 0% |
| | | | | | | | \$0 | \$9,993,870 | \$0 |
| 2028 | 608466 | Granby | GRANBY- RESURFACING AND RELATED WORK ON ROUTE 202, FROM AMHERST STREET TO SCHOOL STREET | 2 | HPP | \$406,299 | 10% | 90% | 0% |
| | | | | | | | \$40,630 | \$365,669 | \$0 |
| 2028 | 608785 | South Hadley | SOUTH HADLEY- RECONSTRUCTION OF MAIN STREET, FROM THE CHICOPEE CITY LINE TO CANAL STREET (0.67 MILES) | 2 | HPP | \$609,450 | 10% | 60% | 30% |
| | | | | | | | \$60,945 | \$365,670 | \$182,835 |
| 2028 | 612494 | Multiple | SPRINGFIELD- WEST SPRINGFIELD- BRIDGE REPLACEMENT, S-24-003=W-21-002, (US-20) PARK AVENUE OVER CONNECTICUT RIVER | 2 | NHPP-PEN | \$45,078,000 | 0% | 100% | 0% |
| | | | | | | | \$0 | \$45,078,000 | \$0 |
| 2028 | 613139 | Monson | MONSON- BRIDGE REPLACEMENT, M-27-026, STAFFORD HOLLOW ROAD OVER NECRR | 2 | STBG-BR-Off | \$5,099,349 | 0% | 100% | 0% |
| | | | | | | | \$0 | \$5,099,349 | \$0 |
| 2028 | 614273 | | STATEWIDE- SYSTEMIC SAFETY IMPROVEMENTS WITH RRFBS AT MULTIPLE LOCATIONS | 2 | HSIP | \$4,153,231 | 100% | 0% | 0% |
| | | | | | | | \$4,153,231 | \$0 | \$0 |
| 2028 | 616351 | Agawam | AGAWAM- PAVEMENT PRESERVATION ON ROUTE 5 (MM 4.2-7.9) | 2 | NHPP | \$7,544,318 | 0% | 100% | 0% |
| | | | | | | | \$0 | \$7,544,318 | \$0 |

Appendix D Performance Linked Investments 2027-2031 (Continued)

| FFY | Project ID | Municipality | MassDOT Project Description | District | Funding Source | Adjusted TFPC | PM 1 | PM 2 | PM 3 |
|------|------------|-----------------|--|----------|----------------|---------------|-------------|--------------|-------------|
| 2028 | 612494 | Multiple | SPRINGFIELD- WEST SPRINGFIELD- BRIDGE REPLACEMENT, S-24-003=W-21-002, (US-20) PARK AVENUE OVER CONNECTICUT RIVER | 2 | NFP | \$4,824,174 | 0% | 100% | 0% |
| | | | | | | | \$0 | \$4,824,174 | \$0 |
| 2028 | 612772 | Easthampton | EASTHAMPTON- MOUNTAIN VIEW SCHOOL IMPROVEMENTS (SRTS) | 2 | TAP | \$2,028,038 | 100% | 0% | 0% |
| | | | | | | | \$2,028,038 | \$0 | \$0 |
| 2028 | 613397 | Southampton | SOUTHAMPTON- WILLIAM E. NORRIS ELEMENTARY SCHOOL IMPROVEMENTS (SRTS) | 2 | TAP | \$1,759,850 | 100% | 0% | 0% |
| | | | | | | | \$1,759,850 | \$0 | \$0 |
| 2028 | 608466 | Granby | GRANBY- RESURFACING AND RELATED WORK ON ROUTE 202, FROM AMHERST STREET TO SCHOOL STREET | 2 | NHPP | \$5,530,532 | 10% | 90% | 10% |
| | | | | | | | \$553,053 | \$4,977,479 | \$553,053 |
| 2028 | S12988 | Multiple | WEST SPRINGFIELD- RAILROAD CROSSING ELIMINATION ON FRONT STREET (CROSSING NO. DOT525901A) | 2 | RRHE | \$2,593,832 | 75% | 0% | 25% |
| | | | | | | | \$1,945,374 | \$0 | \$648,458 |
| 2028 | S12996 | | PVTA - Buy Replacement 35-ft Electric Buses (Carbon Reduction Program Funding) | | CRP | \$2,979,845 | 0% | 0% | 100% |
| | | | | | | | \$0 | \$0 | \$2,979,845 |
| 2028 | 612175 | Russell | RUSSELL- BRIDGE REPLACEMENT, R-13-004, BLANDFORD STAGE ROAD OVER STAGE BROOK | 1 | NGBP | \$11,595,897 | 0% | 100% | 0% |
| | | | | | | | \$0 | \$11,595,897 | \$0 |
| 2028 | 612176 | Huntington | HUNTINGTON- BRIDGE REPLACEMENT, H-27-008, ST 112 WORTHINGTON ROAD OVER WATER POND BROOK | 1 | NGBP | \$9,169,668 | 0% | 100% | 0% |
| | | | | | | | \$0 | \$9,169,668 | \$0 |
| 2029 | 609286 | Northampton | NORTHAMPTON- DOWNTOWN COMPLETE STREETS CORRIDOR AND INTERSECTION IMPROVEMENTS ON MAIN STREET (ROUTE 9) | 2 | STBG | \$4,500,000 | 33% | 33% | 34% |
| | | | | | | | \$1,485,000 | \$1,485,000 | \$1,530,000 |
| 2029 | 612258 | Easthampton | EASTHAMPTON- DOWNTOWN COMPLETE STREETS IMPROVEMENTS ON MAIN AND NORTHAMPTON STREETS (ROUTE 10) | 2 | STBG | \$7,519,237 | 33% | 33% | 34% |
| | | | | | | | \$2,481,348 | \$2,481,348 | \$2,556,541 |
| 2029 | 612265 | East Longmeadow | EAST LONGMEADOW- RESURFACING AND RELATED WORK ON NORTH MAIN STREET (ROUTE 83) | 2 | STBG | \$9,541,098 | 25% | 50% | 25% |
| | | | | | | | \$2,385,275 | \$4,770,549 | \$2,385,275 |

Appendix D Performance Linked Investments 2027-2031 (Continued)

| FFY | Project ID | Municipality | MassDOT Project Description | District | Funding Source | Adjusted TFPC | PM 1 | PM 2 | PM 3 |
|------|------------|--------------|---|----------|----------------|---------------|-------------|--------------|-----------|
| 2029 | 612780 | Southampton | SOUTHAMPTON- REHABILITATION/RECONSTRUCTION & RELATED WORK ON EAST STREET, FROM COLLEGE HIGHWAY (ROUTE 10) TO WHISPERING MEADOW LANE | 2 | STBG | \$4,544,313 | 30% | 70% | 0% |
| | | | | | | | \$1,363,294 | \$3,181,019 | \$0 |
| 2029 | 612984 | Monson | MONSON- RESURFACING AND RELATED WORK ON MAIN STREET (ROUTE 32) | 2 | STBG | \$7,466,916 | 15% | 85% | 0% |
| | | | | | | | \$1,120,037 | \$6,346,879 | \$0 |
| 2029 | 613320 | Holyoke | HOLYOKE- CORRIDOR IMPROVEMENTS ON HIGH AND MAPLE STREETS | 2 | STBG | \$6,045,781 | 45% | 45% | 10% |
| | | | | | | | \$2,720,601 | \$2,720,601 | \$604,578 |
| 2029 | 613135 | Chicopee | CHICOPEE- SUPERSTRUCTURE REPLACEMENT OF C-13-003, ROUTE 116 OVER BMRR | 2 | HIP-BR | \$20,051,966 | 0% | 100% | 0% |
| | | | | | | | \$0 | \$20,051,966 | \$0 |
| 2029 | 613302 | Belchertown | BELCHERTOWN- BRIDGE REPLACEMENT, B-05-006 (0PE), BARDWELL STREET OVER JABISH BROOK | 2 | BROFF | \$9,974,437 | 0% | 100% | 0% |
| | | | | | | | \$0 | \$9,974,437 | \$0 |
| 2029 | 612160 | Multiple | MONSON- PALMER- BRIDGE REPLACEMENT, M-27-008=P-01-008, ROUTE 32 OVER QUABOAG RIVER | 2 | HIP-BR | \$15,000,000 | 0% | 100% | 0% |
| | | | | | | | \$0 | \$15,000,000 | \$0 |
| 2029 | 612494 | Multiple | SPRINGFIELD- WEST SPRINGFIELD- BRIDGE REPLACEMENT, S-24-003=W-21-002, (US-20) PARK AVENUE OVER CONNECTICUT RIVER | 2 | NHPP-PEN | \$40,071,564 | 0% | 100% | 0% |
| | | | | | | | \$0 | \$40,071,564 | \$0 |
| 2029 | 613119 | Multiple | LUDLOW- SPRINGFIELD- BRIDGE REPLACEMENT, L-16-008=S-24-002, ST 21 (LUDLOW AVENUE) OVER CHICOPEE RIVER | 2 | NHPP-PEN | \$21,045,943 | 0% | 100% | 0% |
| | | | | | | | \$0 | \$21,045,943 | \$0 |
| 2029 | 616329 | Multiple | WALES- BRIMFIELD- PAVEMENT PRESERVATION OF SR19 (MM 1.5-6.7) | 2 | NHPP | \$4,535,074 | 0% | 100% | 0% |
| | | | | | | | \$0 | \$4,535,074 | \$0 |
| 2029 | 612079 | Chicopee | CHICOPEE- HUGH SCOTT STREIBER ELEMENTARY SCHOOL IMPROVEMENTS (SRTS) | 2 | TAP | \$2,712,005 | 100% | 0% | 0% |
| | | | | | | | \$2,712,005 | \$0 | \$0 |
| 2029 | 613515 | Springfield | SPRINGFIELD- SAMUEL BOWLES ELEMENTARY SCHOOL IMPROVEMENTS (SRTS) | 2 | TAP | \$2,451,712 | 100% | 0% | 0% |
| | | | | | | | \$2,451,712 | \$0 | \$0 |

Appendix D Performance Linked Investments 2027-2031 (Continued)

| FFY | Project ID | Municipality | MassDOT Project Description | District | Funding Source | Adjusted TFPC | PM 1 | PM 2 | PM 3 |
|------|------------|--------------|---|----------|----------------|---------------|-------------|--------------|--------------|
| 2029 | 613484 | Southampton | SOUTHAMPTON- GREENWAY RAIL TRAIL CONSTRUCTION, FROM COLEMAN ROAD TO ROUTE 10 | 2 | CMAQ | \$17,265,679 | 10% | 0% | 90% |
| | | | | | | | \$1,726,568 | \$0 | \$15,539,111 |
| 2029 | S12988 | Multiple | WEST SPRINGFIELD- RAILROAD CROSSING ELIMINATION ON FRONT STREET (CROSSING NO. DOT525901A) | 2 | RRHE | \$2,593,832 | 75% | 0% | 25% |
| | | | | | | | \$1,945,374 | \$0 | \$648,458 |
| 2029 | S12996 | | PVTA - Buy Replacement 35-ft Electric Buses (Carbon Reduction Program Funding) | | CRP | \$6,246,750 | 0% | 0% | 100% |
| | | | | | | | \$0 | \$0 | \$6,246,750 |
| 2030 | 609286 | Northampton | NORTHAMPTON- DOWNTOWN COMPLETE STREETS CORRIDOR AND INTERSECTION IMPROVEMENTS ON MAIN STREET (ROUTE 9) | 2 | STBG | \$7,129,006 | 33% | 33% | 34% |
| | | | | | | | \$2,352,572 | \$2,352,572 | \$2,423,862 |
| 2030 | 612258 | Easthampton | EASTHAMPTON- DOWNTOWN COMPLETE STREETS IMPROVEMENTS ON MAIN AND NORTHAMPTON STREETS (ROUTE 10) | 2 | STBG | \$9,400,000 | 33% | 33% | 34% |
| | | | | | | | \$3,102,000 | \$3,102,000 | \$3,196,000 |
| 2030 | 612780 | Southampton | SOUTHAMPTON- REHABILITATION/RECONSTRUCTION & RELATED WORK ON EAST STREET, FROM COLLEGE HIGHWAY (ROUTE 10) TO WHISPERING MEADOW LANE | 2 | STBG | \$8,000,000 | 30% | 70% | 0% |
| | | | | | | | \$2,400,000 | \$5,600,000 | \$0 |
| 2030 | 612984 | Monson | MONSON- RESURFACING AND RELATED WORK ON MAIN STREET (ROUTE 32) | 2 | STBG | \$4,000,000 | 15% | 85% | 0% |
| | | | | | | | \$600,000 | \$3,400,000 | \$0 |
| 2030 | 613320 | Holyoke | HOLYOKE- CORRIDOR IMPROVEMENTS ON HIGH AND MAPLE STREETS | 2 | STBG | \$6,000,000 | 45% | 45% | 10% |
| | | | | | | | \$2,700,000 | \$2,700,000 | \$600,000 |
| 2030 | 612160 | Multiple | MONSON- PALMER- BRIDGE REPLACEMENT, M-27-008=P-01-008, ROUTE 32 OVER QUABOAG RIVER | 2 | HIP-BR | \$20,000,000 | 0% | 100% | 0% |
| | | | | | | | \$0 | \$20,000,000 | \$0 |
| 2030 | 612494 | Multiple | SPRINGFIELD- WEST SPRINGFIELD- BRIDGE REPLACEMENT, S-24-003=W-21-002, (US-20) PARK AVENUE OVER CONNECTICUT RIVER | 2 | NHPP | \$28,063,502 | 0% | 100% | 0% |
| | | | | | | | \$0 | \$28,063,502 | \$0 |

Appendix D Performance Linked Investments 2027-2031 (Continued)

| FFY | Project ID | Municipality | MassDOT Project Description | District | Funding Source | Adjusted TFPC | PM 1 | PM 2 | PM 3 |
|------|------------|--------------|--|----------|----------------|---------------|-------------|--------------|-----------|
| 2030 | 612494 | Multiple | SPRINGFIELD- WEST SPRINGFIELD- BRIDGE REPLACEMENT, S-24-003=W-21-002, (US-20) PARK AVENUE OVER CONNECTICUT RIVER | 2 | NHPP-PEN | \$78,570,156 | 0% | 100% | 0% |
| | | | | | | | \$0 | \$78,570,156 | \$0 |
| 2030 | 613119 | Multiple | LUDLOW- SPRINGFIELD- BRIDGE REPLACEMENT, L-16-008=S-24-002, ST 21 (LUDLOW AVENUE) OVER CHICOPEE RIVER | 2 | NHPP-PEN | \$20,000,000 | 0% | 100% | 0% |
| | | | | | | | \$0 | \$20,000,000 | \$0 |
| 2030 | 613651 | Blandford | BLANDFORD- CULVERT REPLACEMENT, B-14-028, ROUTE 23 OVER POND BROOK | 1 | PRCT90 | \$2,512,272 | 0% | 100% | 0% |
| | | | | | | | \$0 | \$2,512,272 | \$0 |
| 2030 | 616340 | Holyoke | HOLYOKE- PAVEMENT PRESERVATION ON US5 (MM 16.04-20.20) | 2 | NHPP | \$7,765,766 | 0% | 100% | 0% |
| | | | | | | | \$0 | \$7,765,766 | \$0 |
| 2030 | 612494 | Multiple | SPRINGFIELD- WEST SPRINGFIELD- BRIDGE REPLACEMENT, S-24-003=W-21-002, (US-20) PARK AVENUE OVER CONNECTICUT RIVER | 2 | NFP | \$9,609,600 | 0% | 100% | 0% |
| | | | | | | | \$0 | \$9,609,600 | \$0 |
| 2030 | 613442 | Holyoke | HOLYOKE- H.B. LAWRENCE ELEMENTARY SCHOOL IMPROVEMENTS (SRTS) | 2 | TAP | \$1,675,887 | 100% | 0% | 0% |
| | | | | | | | \$1,675,887 | \$0 | \$0 |
| 2030 | S12988 | Multiple | WEST SPRINGFIELD- RAILROAD CROSSING ELIMINATION ON FRONT STREET (CROSSING NO. DOT525901A) | 2 | RRHE | \$2,593,832 | 75% | 0% | 25% |
| | | | | | | | \$1,945,374 | \$0 | \$648,458 |
| 2031 | 612984 | Monson | MONSON- RESURFACING AND RELATED WORK ON MAIN STREET (ROUTE 32) | 2 | STBG | \$4,800,000 | 15% | 85% | 0% |
| | | | | | | | \$720,000 | \$4,080,000 | \$0 |
| 2031 | 613320 | Holyoke | HOLYOKE- CORRIDOR IMPROVEMENTS ON HIGH AND MAPLE STREETS | 2 | STBG | \$4,000,049 | 45% | 45% | 10% |
| | | | | | | | \$1,800,022 | \$1,800,022 | \$400,005 |
| 2031 | 612160 | Multiple | MONSON- PALMER- BRIDGE REPLACEMENT, M-27-008=P-01-008, ROUTE 32 OVER QUABOAG RIVER | 2 | HIP-BR | \$7,256,274 | 0% | 10% | 0% |
| | | | | | | | \$0 | \$725,627 | \$0 |
| 2031 | 612494 | Multiple | SPRINGFIELD- WEST SPRINGFIELD- BRIDGE REPLACEMENT, S-24-003=W-21-002, (US-20) PARK AVENUE OVER CONNECTICUT RIVER | 2 | NHPP | \$32,862,366 | 0% | 100% | 0% |
| | | | | | | | \$0 | \$32,862,366 | \$0 |

Appendix D Performance Linked Investments 2027-2031 (Continued)

| FFY | Project ID | Municipality | MassDOT Project Description | District | Funding Source | Adjusted TFPC | PM 1 | PM 2 | PM 3 | |
|--------------------------|------------|------------------|--|----------|----------------|---------------|-------------|---------------------|----------------------|----------------------|
| 2031 | 612494 | Multiple | SPRINGFIELD- WEST SPRINGFIELD- BRIDGE REPLACEMENT, S-24-003=W-21-002, (US-20) PARK AVENUE OVER CONNECTICUT RIVER | 2 | NHPP-PEN | \$49,616,099 | 0% | 100% | 0% | |
| | | | | | | | \$0 | \$49,616,099 | \$0 | |
| 2031 | 613119 | Multiple | LUDLOW- SPRINGFIELD- BRIDGE REPLACEMENT, L-16-008=S-24-002, ST 21 (LUDLOW AVENUE) OVER CHICOPEE RIVER | 2 | NHPP-PEN | \$18,954,057 | 0% | 100% | 0% | |
| | | | | | | | \$0 | \$18,954,057 | \$0 | |
| 2031 | 608787 | Williamsburg | WILLIAMSBURG- CONSTRUCTION OF THE "MILL RIVER GREENWAY" SHARED USE PATH | 1 | PRCT | \$27,527,857 | 10% | 0% | 90% | |
| | | | | | | | \$2,752,786 | \$0 | \$24,775,071 | |
| 2031 | 616368 | Blandford | BLANFORD- PAVEMENT PRESERVATION ON SR23 (MM 27.7-33.3) | 1 | NHPP | \$5,629,038 | 0% | 100% | 0% | |
| | | | | | | | \$0 | \$5,629,038 | \$0 | |
| 2031 | 616373 | Palmer | PALMER- PAVEMENT PRESERVATION ON SR20 (MM 80.3-82.5) | 2 | NHPP | \$2,576,013 | 0% | 100% | 0% | |
| | | | | | | | \$0 | \$2,576,013 | \$0 | |
| 2031 | 614045 | West Springfield | WEST SPRINGFIELD- INTERSECTION IMPROVEMENTS AT ROUTE 20 AND SIBLEY AVENUE | 2 | HSIP | \$6,078,974 | 100% | 0% | 0% | |
| | | | | | | | \$6,078,974 | \$0 | \$0 | |
| 2031 | 608787 | Williamsburg | WILLIAMSBURG- CONSTRUCTION OF THE "MILL RIVER GREENWAY" SHARED USE PATH | 1 | NHPP | \$15,819,082 | 10% | 0% | 90% | |
| | | | | | | | \$1,581,908 | \$0 | \$14,237,174 | |
| 2031 | 612245 | Belchertown | BELCHERTOWN- MASS CENTRAL RAIL TRAIL (MCRT, SECTION 1C) | 2 | CMAQ | \$6,423,790 | 10% | 0% | 90% | |
| | | | | | | | \$642,379 | \$0 | \$5,781,411 | |
| 2031 | S12988 | Multiple | WEST SPRINGFIELD- RAILROAD CROSSING ELIMINATION ON FRONT STREET (CROSSING NO. DOT525901A) | 2 | RRHE | \$2,593,832 | 75% | 0% | 25% | |
| | | | | | | | \$1,945,374 | \$0 | \$648,458 | |
| Total 76 Projects | | | | | | | | \$89,016,789 | \$934,191,057 | \$104,191,848 |

Table 31 TAM Investments 2027-2031`:

| FFY | Program | Project ID | MassDOT Project Description | Total Funds | Total Programmed Funds | Targets |
|------|-------------------------------------|------------|--|-------------|------------------------|---------------|
| 2027 | Operating | RTD0010951 | FACILITIES RENOVATION - CAPITAL State of Good Repair for all transit buildings including Admin and Maintenance | \$0 | | Maintenance |
| 2027 | Operating | RTD0010955 | SHORT RANGE TRANSIT PLANNING | \$270,000 | | Modernization |
| 2027 | RTA Facility & System Modernization | PVTA011791 | REHAB/RENOVATE - Admin Building OPERATIONS FACILITY - Main St Replace Rooftop HVAC and Systems Control; Replace interior sidewalk abutting building; repaint interior walls and replace ceiling tiles, replace building gutters and downspouts | \$500,000 | | Modernization |
| 2027 | RTA Facility & System Modernization | PVTA012169 | Northampton Maintenance Facility Rehab and Renovation including state of good repairs activities such as expansion of EV charging capabilities, facility expansion NEPA alternative analysis, carport for Service Vehicles | \$390,000 | | Modernization |
| 2027 | RTA Facility & System Modernization | RTD0010928 | REHAB/RENOVATE - Main St. MAINTENANCE FACILITY - Main St Paratransit O&M Renovate Office | \$1,540,000 | | Modernization |
| 2027 | RTA Facility & System Modernization | RTD0010951 | FACILITIES RENOVATION - CAPITAL State of Good Repair for all transit buildings including Admin and Maintenance | \$25,000 | | Modernization |
| 2027 | RTA Facility & System Modernization | RTD0011399 | REHAB/RENOVATE - MAINTENANCE FACILITY - Springfield O&M Facility at Cottage St. Electric Bus Chargers Expansion and Upgrades Phase I and Phase II | \$2,100,000 | | Modernization |

Table 31 TAM Investments 2027-2031 (Continued)

| FFY | Program | Project ID | MassDOT Project Description | Total Funds | Total Programmed Funds | Targets |
|------|------------------------------------|------------|---|-------------|------------------------|---------------|
| 2027 | RTA Facility & Vehicle Maintenance | PVTA011786 | UMass Bus Maintenance Facility Upgrades - Replacement of hydraulic lift; replacement of RTU and controls; upgrade building walkway and LED lights to parking areas, upgrade facility electrical system to code; renovate administration space and upgrade facility restrooms and office space, expand EV charging capabilities, Prepare a facilities assessment capital study; upgrade fuel and storage bay doors, replace roof at UMTS buildings, window replacement at UMTS building. | \$1,305,000 | | Maintenance |
| 2027 | RTA Facility & Vehicle Maintenance | RTD0009860 | Environmental Compliance for all PVTA facilities. | \$40,000 | | Modernization |
| 2027 | RTA Facility & Vehicle Maintenance | RTD0010907 | PURCHASE BUS SHELTERS INCLUDING PEDESTRIAN ACCESS | \$50,000 | | Maintenance |
| 2027 | RTA Facility & Vehicle Maintenance | RTD0010908 | Signage and Lighting at bus stop locations | \$25,000 | | Maintenance |
| 2027 | RTA Facility & Vehicle Maintenance | RTD0010909 | Bike access Equipment | \$14,000 | | Modernization |
| 2027 | RTA Facility & Vehicle Maintenance | RTD0010910 | Information Technology Systems | \$4,350,730 | | Maintenance |
| 2027 | RTA Facility & Vehicle Maintenance | RTD0010911 | Rehab Northampton Maintenance Facility as per FTA's Section 5339 Award | \$1,400,000 | | Modernization |
| 2027 | RTA Facility & Vehicle Maintenance | RTD0010912 | UMass Bus Maintenance Facility - Workforce Development Upgrade Bus Bay Lateral Expansion | \$40,000 | | Modernization |
| 2027 | RTA Facility & Vehicle Maintenance | RTD0010914 | Purchase Shop Equipment - All Garages | \$200,000 | | Maintenance |
| 2027 | RTA Fleet Upgrades | PVTA011781 | Replacement of Articulated 60' Transit Buses and the replacement of 60' with 60' buses and in 2028 and 2029 replacement of 40' with 60' | \$2,481,364 | | Vehicles |
| 2027 | RTA Fleet Upgrades | RTD0011374 | BUY REPLACEMENT 40-FT Electric and Hybrid transit buses | \$7,378,292 | | Vehicles |
| 2027 | RTA Fleet Upgrades | RTD0011375 | BUY REPLACEMENT 35-FT buses with Electric and/or Hybrid BUS | \$4,464,565 | | Vehicles |
| 2027 | RTA Vehicle Replacement | PVTA012170 | Replacement of Shuttle Transit buses less than 30' | \$308,024 | | Vehicles |
| 2027 | RTA Vehicle Replacement | RTD0010949 | ACQUIRE - SUPPORT Vehicles | \$153,618 | | Vehicles |

Table 31 TAM Investments 2027-2031 (Continued)

| FFY | Program | Project ID | MassDOT Project Description | Total Funds | Total Programmed Funds | Targets |
|------|-------------------------------------|------------|--|-------------|------------------------|---------------|
| 2027 | RTA Vehicle Replacement | RTD0010959 | ACQUIRE - Supervisory VEHICLES | \$110,114 | | Vehicles |
| 2028 | Operating | RTD0010951 | FACILITIES RENOVATION - CAPITAL State of Good Repair for all transit buildings including Admin and Maintenance | \$0 | | Maintenance |
| 2028 | Operating | RTD0010955 | SHORT RANGE TRANSIT PLANNING | \$270,000 | | Modernization |
| 2028 | RTA Facility & System Modernization | PVTA011791 | REHAB/RENOVATE - Admin Building OPERATIONS FACILITY - Main St Replace Rooftop HVAC and Systems Control; Replace interior sidewalk abutting building; repaint interior walls and replace ceiling tiles, replace building gutters and downspouts | \$68,000 | | Modernization |
| 2028 | RTA Facility & System Modernization | PVTA012169 | Northampton Maintenance Facility Rehab and Renovation including state of good repairs activities such as expansion of EV charging capabilities, facility expansion NEPA alternative analysis, carport for Service Vehicles | \$360,000 | | Modernization |
| 2028 | RTA Facility & System Modernization | RTD0010928 | REHAB/RENOVATE - Main St. MAINTENANCE FACILITY - Main St Paratransit O&M Renovate Office | \$300,000 | | Modernization |
| 2028 | RTA Facility & System Modernization | RTD0010951 | FACILITIES RENOVATION - CAPITAL State of Good Repair for all transit buildings including Admin and Maintenance | \$25,000 | | Modernization |
| 2028 | RTA Facility & System Modernization | RTD0011399 | REHAB/RENOVATE - MAINTENANCE FACILITY - Springfield O&M Facility at Cottage St. Electric Bus Chargers Expansion and Upgrades Phase I and Phase II | \$100,000 | | Modernization |

Table 31 TAM Investments 2027-2031 (Continued)

| FFY | Program | Project ID | MassDOT Project Description | Total Funds | Total Programmed Funds | Targets |
|------|------------------------------------|------------|---|-------------|------------------------|---------------|
| 2028 | RTA Facility & Vehicle Maintenance | PVTA011786 | UMass Bus Maintenance Facility Upgrades - Replacement of hydraulic lift; replacement of RTU and controls; upgrade building walkway and LED lights to parking areas, upgrade facility electrical system to code; renovate administration space and upgrade facility restrooms and office space, expand EV charging capabilities, Prepare a facilities assessment capital study; upgrade fuel and storage bay doors, replace roof at UMTS buildings, window replacement at UMTS building. | \$2,005,000 | | Maintenance |
| 2028 | RTA Facility & Vehicle Maintenance | PVTA011793 | Cottage St. MAINTENANCE FACILITY - Sealcoat Asphalt Parking lot, purchase FTA 11.44.03 and install bus simulator under FTA 11.42.20 | \$560,000 | | Modernization |
| 2028 | RTA Facility & Vehicle Maintenance | RTD0009860 | Environmental Compliance for all PVTA facilities. | \$40,000 | | Modernization |
| 2028 | RTA Facility & Vehicle Maintenance | RTD0010907 | PURCHASE BUS SHELTERS INCLUDING PEDESTRIAN ACCESS | \$50,000 | | Maintenance |
| 2028 | RTA Facility & Vehicle Maintenance | RTD0010908 | Signage and Lighting at bus stop locations | \$25,000 | | Maintenance |
| 2028 | RTA Facility & Vehicle Maintenance | RTD0010909 | Bike access Equipment | \$14,000 | | Modernization |
| 2028 | RTA Facility & Vehicle Maintenance | RTD0010910 | Information Technology Systems | \$4,338,960 | | Maintenance |
| 2028 | RTA Facility & Vehicle Maintenance | RTD0010911 | Rehab Northampton Maintenance Facility as per FTA's Section 5339 Award | \$3,075,000 | | Maintenance |
| 2028 | RTA Facility & Vehicle Maintenance | RTD0010912 | UMass Bus Maintenance Facility - Workforce Development Upgrade Bus Bay Lateral Expansion | \$40,000 | | Modernization |
| 2028 | RTA Facility & Vehicle Maintenance | RTD0010914 | Purchase Shop Equipment - All Garages | \$200,000 | | Maintenance |
| 2028 | RTA Fleet Upgrades | PVTA011781 | Replacement of Articulated 60' Transit Buses and the replacement of 60' with 60' buses and in 2028 and 2029 replacement of 40' with 60' | \$2,605,431 | | Vehicles |
| 2028 | RTA Fleet Upgrades | RTD0011374 | BUY REPLACEMENT 40-FT Electric and Hybrid transit buses | \$7,440,160 | | Vehicles |

Table 31 TAM Investments 2027-2031 (Continued)

| FFY | Program | Project ID | MassDOT Project Description | Total Funds | Total Programmed Funds | Targets |
|------|-------------------------------------|------------|---|-------------|------------------------|---------------|
| 2028 | RTA Vehicle Replacement | RTD0010949 | ACQUIRE - SUPPORT Vehicles | \$80,000 | | Vehicles |
| 2028 | RTA Vehicle Replacement | RTD0010959 | ACQUIRE - Supervisory VEHICLES | \$113,418 | | Vehicles |
| 2029 | Operating | RTD0010951 | FACILITIES RENOVATION - CAPITAL State of Good Repair for all transit buildings including Admin and Maintenance | \$0 | | Maintenance |
| 2029 | Operating | RTD0010955 | SHORT RANGE TRANSIT PLANNING | \$280,000 | | Modernization |
| 2029 | RTA Facility & System Modernization | PVTA011794 | REHAB/RENOVATE - Cottage Street FACILITY -Phase III and IV Alternative Fuel | \$5,400,000 | | Modernization |
| 2029 | RTA Facility & System Modernization | PVTA012169 | Northampton Maintenance Facility Rehab and Renovation including state of good repairs activities such as expansion of EV charging capabilities, facility expansion NEPA alternative analysis, carport for Service Vehicles | \$480,000 | | Modernization |
| 2029 | RTA Facility & System Modernization | RTD0010928 | REHAB/RENOVATE - Main St. MAINTENANCE FACILITY - Main St Paratransit O&M Renovate Office | \$1,800,000 | | Modernization |
| 2029 | RTA Facility & System Modernization | RTD0010951 | FACILITIES RENOVATION - CAPITAL State of Good Repair for all transit buildings including Admin and Maintenance | \$25,000 | | Modernization |
| 2029 | RTA Facility & System Modernization | RTD0011399 | REHAB/RENOVATE - MAINTENANCE FACILITY - Springfield O&M Facility at Cottage St. Electric Bus Chargers Expansion and Upgrades Phase I and Phase II | \$100,000 | | Modernization |
| 2029 | RTA Facility & Vehicle Maintenance | PVTA011786 | UMass Bus Maintenance Facility Upgrades - Replacement of hydraulic lift; replacement of RTU and controls; upgrade building walkway and LED lights to parking areas, upgrade facility electrical system to code; renovate administration space and upgrade facility restrooms and office space, expand EV charging capabilities, Prepare a facilities assessment capital study; upgrade fuel and storage bay doors, replace roof at UMTS buildings, window replacement at UMTS building. | \$1,420,000 | | Maintenance |

Table 31 TAM Investments 2027-2031 (Continued)

| FFY | Program | Project ID | MassDOT Project Description | Total Funds | Total Programmed Funds | Targets |
|------|-------------------------------------|------------|---|-------------|------------------------|---------------|
| 2029 | RTA Facility & Vehicle Maintenance | RTD0009860 | Environmental Compliance for all PVTA facilities. | \$40,000 | | Modernization |
| 2029 | RTA Facility & Vehicle Maintenance | RTD0010907 | PURCHASE BUS SHELTERS INCLUDING PEDESTRIAN ACCESS | \$50,000 | | Maintenance |
| 2029 | RTA Facility & Vehicle Maintenance | RTD0010908 | Signage and Lighting at bus stop locations | \$25,000 | | Maintenance |
| 2029 | RTA Facility & Vehicle Maintenance | RTD0010909 | Bike access Equipment | \$14,000 | | Modernization |
| 2029 | RTA Facility & Vehicle Maintenance | RTD0010910 | Information Technology Systems | \$4,243,600 | | Maintenance |
| 2029 | RTA Facility & Vehicle Maintenance | RTD0010912 | UMass Bus Maintenance Facility - Workforce Development Upgrade Bus Bay Lateral Expansion | \$40,000 | | Modernization |
| 2029 | RTA Facility & Vehicle Maintenance | RTD0010914 | Purchase Shop Equipment - All Garages | \$225,000 | | Maintenance |
| 2029 | RTA Fleet Upgrades | PVTA011781 | Replacement of Articulated 60' Transit Buses and the replacement of 60' with 60' buses and in 2028 and 2029 replacement of 40' with 60' | \$4,103,555 | | Vehicles |
| 2029 | RTA Fleet Upgrades | RTD0011374 | BUY REPLACEMENT 40-FT Electric and Hybrid transit buses | \$4,687,301 | | Vehicles |
| 2029 | RTA Fleet Upgrades | RTD0011375 | BUY REPLACEMENT 35-FT buses with Electric and/or Hybrid BUS | \$2,981,595 | | Vehicles |
| 2029 | RTA Vehicle Replacement | RTD0010949 | ACQUIRE - SUPPORT Vehicles | \$85,000 | | Vehicles |
| 2029 | RTA Vehicle Replacement | RTD0010959 | ACQUIRE - Supervisory VEHICLES | \$116,820 | | Vehicles |
| 2030 | Operating | RTD0010951 | FACILITIES RENOVATION - CAPITAL State of Good Repair for all transit buildings including Admin and Maintenance | \$0 | | Maintenance |
| 2030 | Operating | RTD0010955 | SHORT RANGE TRANSIT PLANNING | \$285,000 | | Modernization |
| 2030 | RTA Facility & System Modernization | RTD0010928 | REHAB/RENOVATE - Main St. MAINTENANCE FACILITY - Main St Paratransit O&M Renovate Office | \$1,080,000 | | Modernization |
| 2030 | RTA Facility & System Modernization | RTD0010951 | FACILITIES RENOVATION - CAPITAL State of Good Repair for all transit buildings including Admin and Maintenance | \$25,000 | | Modernization |

Table 31 TAM Investments 2027-2031 (Continued)

| FFY | Program | Project ID | MassDOT Project Description | Total Funds | Total Programmed Funds | Targets |
|------|-------------------------------------|------------|---|-------------|------------------------|---------------|
| 2030 | RTA Facility & System Modernization | RTD0011399 | REHAB/RENOVATE - MAINTENANCE FACILITY - Springfield O&M Facility at Cottage St. Electric Bus Chargers Expansion and Upgrades Phase I and Phase II | \$100,000 | | Modernization |
| 2030 | RTA Facility & Vehicle Maintenance | PVTA011786 | UMass Bus Maintenance Facility Upgrades - Replacement of hydraulic lift; replacement of RTU and controls; upgrade building walkway and LED lights to parking areas, upgrade facility electrical system to code; renovate administration space and upgrade facility restrooms and office space, expand EV charging capabilities, Prepare a facilities assessment capital study; upgrade fuel and storage bay doors, replace roof at UMTS buildings, window replacement at UMTS building. | \$1,110,000 | | Maintenance |
| 2030 | RTA Facility & Vehicle Maintenance | RTD0009860 | Environmental Compliance for all PVTA facilities. | \$40,000 | | Modernization |
| 2030 | RTA Facility & Vehicle Maintenance | RTD0010907 | PURCHASE BUS SHELTERS INCLUDING PEDESTRIAN ACCESS | \$70,000 | | Maintenance |
| 2030 | RTA Facility & Vehicle Maintenance | RTD0010908 | Signage and Lighting at bus stop locations | \$25,000 | | Maintenance |
| 2030 | RTA Facility & Vehicle Maintenance | RTD0010909 | Bike access Equipment | \$14,000 | | Modernization |
| 2030 | RTA Facility & Vehicle Maintenance | RTD0010910 | Information Technology Systems | \$4,370,908 | | Maintenance |
| 2030 | RTA Facility & Vehicle Maintenance | RTD0010914 | Purchase Shop Equipment - All Garages | \$225,000 | | Maintenance |
| 2030 | RTA Fleet Upgrades | RTD0011374 | BUY REPLACEMENT 40-FT Electric and Hybrid transit buses | \$9,843,331 | | Vehicles |
| 2030 | RTA Fleet Upgrades | RTD0011375 | BUY REPLACEMENT 35-FT buses with Electric and/or Hybrid BUS | \$4,696,013 | | Vehicles |
| 2030 | RTA Vehicle Replacement | RTD0010949 | ACQUIRE - SUPPORT Vehicles | \$170,000 | | Vehicles |
| 2030 | RTA Vehicle Replacement | RTD0010959 | ACQUIRE - Supervisory VEHICLES | \$120,325 | | Vehicles |
| 2031 | Operating | RTD0010915 | ADA Operating Assistance | \$1,329,549 | | Modernization |
| 2031 | Operating | RTD0010933 | PREVENTIVE MAINTENANCE | \$4,451,098 | | Maintenance |

Table 31 TAM Investments 2027-2031 (Continued)

| FFY | Program | Project ID | MassDOT Project Description | Total Funds | Total Programmed Funds | Targets |
|------|-------------------------------------|------------|---|-------------|------------------------|---------------|
| 2031 | Operating | RTD0010951 | FACILITIES RENOVATION - CAPITAL State of Good Repair for all transit buildings including Admin and Maintenance | \$25,000 | | Maintenance |
| 2031 | Operating | RTD0010955 | SHORT RANGE TRANSIT PLANNING | \$285,000 | | Modernization |
| 2031 | RTA Facility & System Modernization | RTD0010951 | FACILITIES RENOVATION - CAPITAL State of Good Repair for all transit buildings including Admin and Maintenance | \$25,000 | | Modernization |
| 2031 | RTA Facility & System Modernization | RTD0011399 | REHAB/RENOVATE - MAINTENANCE FACILITY - Springfield O&M Facility at Cottage St. Electric Bus Chargers Expansion and Upgrades Phase I and Phase II | \$100,000 | | Modernization |
| 2031 | RTA Facility & Vehicle Maintenance | PVTA011786 | UMass Bus Maintenance Facility Upgrades - Replacement of hydraulic lift; replacement of RTU and controls; upgrade building walkway and LED lights to parking areas, upgrade facility electrical system to code; renovate administration space and upgrade facility restrooms and office space, expand EV charging capabilities, Prepare a facilities assessment capital study; upgrade fuel and storage bay doors, replace roof at UMTS buildings, window replacement at UMTS building. | \$270,000 | | Maintenance |
| 2031 | RTA Facility & Vehicle Maintenance | RTD0009860 | Environmental Compliance for all PVTA facilities. | \$40,000 | | Modernization |
| 2031 | RTA Facility & Vehicle Maintenance | RTD0010907 | PURCHASE BUS SHELTERS INCLUDING PEDESTRIAN ACCESS | \$70,000 | | Maintenance |
| 2031 | RTA Facility & Vehicle Maintenance | RTD0010908 | Signage and Lighting at bus stop locations | \$25,000 | | Maintenance |
| 2031 | RTA Facility & Vehicle Maintenance | RTD0010909 | Bike access Equipment | \$14,000 | | Modernization |
| 2031 | RTA Facility & Vehicle Maintenance | RTD0010910 | Information Technology Systems | \$4,502,035 | | Maintenance |
| 2031 | RTA Facility & Vehicle Maintenance | RTD0010914 | Purchase Shop Equipment - All Garages | \$225,000 | | Maintenance |
| 2031 | RTA Fleet Upgrades | RTD0011374 | BUY REPLACEMENT 40-FT Electric and Hybrid transit buses | \$6,890,332 | | Vehicles |

Table 31 TAM Investments 2027-2031 (Continued)

| FFY | Program | Project ID | MassDOT Project Description | Total Funds | Total Programmed Funds | Targets |
|------|-------------------------|------------|---|-------------|------------------------|----------|
| 2031 | RTA Fleet Upgrades | RTD0011375 | BUY REPLACEMENT 35-FT buses with Electric and/or Hybrid BUS | \$6,574,418 | | Vehicles |
| 2031 | RTA Vehicle Replacement | PVTA012170 | Replacement of Shuttle Transit buses less than 30' | \$353,416 | | Vehicles |
| 2031 | RTA Vehicle Replacement | RTD0010949 | ACQUIRE - SUPPORT Vehicles | \$88,128 | | Vehicles |
| 2031 | RTA Vehicle Replacement | RTD0010959 | ACQUIRE - Supervisory VEHICLES | \$126,341 | | Vehicles |

Appendix E 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 31 list agencies with transportation interest in the Metropolitan Planning Area (MPA) that were contacted for the purpose of consultation while developing the TIP. Table 32 lists the agencies from table 31 which responded and coordinated meetings were held during TIP development.

Table 32 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 (PVRTA) | 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 |
| Tha Nature Conservancy | Pittsfield |

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 33 Agencies Providing Consultation

| Agency | Agency Location |
|--------|-----------------|
| | |
| | |
| | |
| | |
| | |
| | |

Appendix F 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.¹

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 |

¹<https://www.federalregister.gov/articles/2016/05/27/2016-11964/statewide-and-nonmetropolitan-transportation-planning-metropolitan-transportation-planning#h-9>

| | | |
|----|--|--|
| 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 historic weather, 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 |
| 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 historic weather |
| 10 | Enhancing travel and tourism. | Mobility, Quality of Life |

Appendix G 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
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
QV CDC - Quaboag 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]

Appendices

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)