

**Franklin Region
Unified Planning Work Program**

for

Transportation Planning Activities

October 1, 2008 - September 30, 2009

September, 2008

*Prepared under contract 35003 in cooperation with the
Executive Office of Transportation and the
U.S. Department of Transportation, Federal Highway Administration.*

TPO ENDORSEMENT

**FRANKLIN COUNTY TRANSPORTATION PLANNING ORGANIZATION
UNIFIED PLANNING WORK PROGRAM
FOR TRANSPORTATION PLANNING ACTIVITIES
OCTOBER 1, 2008 – SEPTEMBER 30, 2009**

The Franklin County Transportation Planning Organization (TPO) endorses the FY 2009 Franklin Regional Council of Governments Unified Planning Work Program as the guiding document for the work performed by the Franklin Regional Council of Governments transportation planning staff on behalf of the Franklin TPO and ensures that the Unified Planning Work Program is consistent with and strives to meet the goals, objectives and programs stated within the Franklin County Regional Transportation Plan.

SIGNATORY CERTIFICATION

Bernard Cohen, Secretary
Executive Office of Transportation

Date

Luisa Paiewonsky, Commissioner
Massachusetts Highway Department

Date

Ann Banash, Chair
Franklin Regional Council of Governments
Executive Committee

Date

Richard Kwiatkowski, Chair
Franklin Regional Transit Authority

Date

Christine Forgey, Mayor
City of Greenfield

Date

Bill Perlman
FRCOG Regionally Elected Council Representative

Date

Tom Lively
West County Sub-Regional Appointment

Date

William Shores
Central County Sub-Regional Appointment

Date

Vacant
East County Sub-Regional Appointment

Date

**Franklin Regional Council of Governments
Unified Planning Work Program**

for

Transportation Planning Activities

October 1, 2008 - September 30, 2009

Transportation Staff

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September, 2008

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Introduction

The Unified Planning Work Program (UPWP) describes the scope and estimated cost of work tasks to be conducted by the transportation planning staff of the Franklin Regional Council of Governments (FRCOG) on behalf of the Franklin County Transportation Planning Organization (TPO) over the next contract year. The UPWP outlines the region's long and short-range transportation planning objectives and describes how these objectives will be met.

This UPWP has been developed to reflect State and Federal requirements, as well as local priorities and needs. Specific tasks have been identified through the analyses conducted and recommendations generated for the 2000, 2003 and 2007 Regional Transportation Plans. Tasks within this UPWP are also a direct response to previous work and input from the Transportation Subcommittee, the Franklin Regional Planning Board and the Franklin TPO.

Planning Priorities for the Franklin Region

For over the last decade Franklin County has prioritized the use of its limited transportation funds to support the repair and maintenance of its transportation infrastructure rather than the construction of new facilities. This continues to be the case, and is in line with the philosophy of the past and current Administrations of the Commonwealth. In addition, Franklin County has long advocated for projects that are context sensitive making sense in terms of scope and scale for our rural area. Unveiled in 2005, the MassHighway Design Guidebook has been groundbreaking in its project development process and its flexibility to allow context sensitive design. These continue to be two top priorities for Franklin County and the Commonwealth. These priorities are addressed in this UPWP when preparing the TIP (task 1.3), through Local Technical Assistance (task 4.1) and Education, Outreach and Interregional Collaboration (task 4.6).

Another regional priority is safety. Nearly all of the transportation planning work undertaken in the Franklin region has grown out of a desire to create the safest transportation network possible for those traveling in and through the region. Notably, tasks such as the Evaluation and Monitoring of Safety Improvement Sites (task 3.1), the Development of Safety Improvements for Hazardous Locations (task 3.2), and Implementation of Route 2 Safety Improvements (task 4.2) focus specifically on safety. However, safety consciousness can be found in other tasks including Geographic Information Systems (task 2.2), and Traffic Counting and Data Collection (task 2.5), both of which provide important data inputs to other safety planning work.

In addition, the Franklin Region has prioritized Mobility and Transportation Alternatives in its transportation planning activities. Mobility in Franklin County means keeping roadways congestion free, but also encompasses alternatives to vehicle travel, such as transit and non-motorized forms of movement. This year's UPWP includes tasks to maintain mobility such as the Route 5/10 Corridor Plan (task 3.3) and preparation of Town Road Maps (task 3.6), but also advance alternatives to driving through the development of an Alternative Transportation Plan (task 3.4), the production of East and West County Bikeway maps (task 3.5), continued planning for the development of a Franklin Transit Center and improved regional transit in general (task 4.3), and participation in

efforts to bring passenger rail back to Franklin County (task 4.3). In addition, ITS opportunities promise to bring technology improvements to the region, including broadband that will make telecommuting a much more viable option for Franklin County residents (task 4.4).

Further, the Franklin Region places a strong emphasis on integrating long range regional planning for transportation and land use in a way that makes full use of a robust public participation process, and provides technical assistance to our small, mostly volunteer staff, municipalities (tasks 1.4, 4.1, and 4.6).

Finally, the UPWP is derived from work and priorities identified through the region's long range regional transportation plan. SAFETEA-LU specifies that the development of the region's long range regional transportation plan shall include an identification of the transportation facilities (including major roadways, transit, multimodal and intermodal facilities and intermodal connectors) that should function as an integrated metropolitan transportation system. The legislation further emphasizes those facilities that serve important national and regional transportation functions. In developing the transportation plan, SAFETEA-LU states that the TPO shall consider eight key factors as they relate to the plan's 20-year horizon and, thus, future transportation planning activities. These eight factors are listed below with a description of how each factor is addressed in the Unified Planning Work Program.

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

The UPWP addresses this factor through its attention to freight transport on both roadways and the rail network (tasks 4.3), and the plan's focus on expanding current Intelligent Transportation Systems (ITS – task 4.4) and telecommunications infrastructure within the region. Additionally, the RTP's recommended transportation improvements are designed to promote a more efficient transportation system for all users.

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

The UPWP has a strong emphasis on safety as mentioned above. In particular, tasks such as the Evaluation and Monitoring of Safety Improvement Sites (task 3.1), the Development of Safety Improvements for Hazardous Locations (task 3.2), and Implementation of Route 2 Safety Improvements (task 4.2) focus specifically on safety. However, safety consciousness can be found in other tasks including Geographic Information Systems (task 2.2), and Traffic Counting and Data Collection (task 2.5), both of which provide important data inputs to other safety planning work

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

Similar to safety, security is an important focus in the UPWP. In particular, continued work to develop a regional transit center (task 4.3) and regional ITS (task 4.4) help achieve this focus.

4. Increase the accessibility and mobility of people and for freight;

One of the primary goals of the UPWP is to enhance the mobility of people and goods traveling to, from, and through Franklin County. The UPWP is multimodal in scope,

including roadways and bridges (tasks 3.1, 3.2, 4.2 and 4.4), freight transport (task 4.3), passenger rail (tasks 3.4 and 4.3), transit (tasks 3.4 and 4.3), and bicycle and pedestrian facilities (tasks 3.4, 3.5 and 4.5) . Outreach to population groups with transportation access challenges, including people with limited physical mobility, and minority and low-income Environmental Justice populations, is a key element of the UPWP, and the UPWP includes recommendations to improve transportation services for these groups (task 1.5).

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;

The UPWP addresses this important area through the review of ENFs and EIRS of proposed developments (task 2.1), Air Quality planning activities (task 2.3), planning for carpooling and alternative transportation (tasks 3.4, 3.5, 4.3, 4.4, and 4.5), and implementation of Scenic Byway projects and plans (task 4.7).

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

The Franklin Region and this UPWP support multimodal transportation options and intermodal connectivity for people and freight. This is particularly evident through tasks associated with alternative modes of transportation and facilities that support these modes (tasks 3.4, 3.5, 4.3, 4.4, and 4.5).

7. Promote efficient system management and operation; and

The UPWP emphasizes planning to maximize the Franklin region's existing transportation infrastructure by planning for connections between modes (tasks 3.4, 4.3, and 4.5) and the use of technology (ITS – task 4.4).

8. Emphasize the preservation of the existing transportation system.

As mentioned above, for over the last decade Franklin County has prioritized the use of its limited transportation funds to support the repair and maintenance of its transportation infrastructure rather than the construction of new facilities. These priorities are addressed in this UPWP when preparing the TIP (task 1.3), the Route 5/10 Corridor Plan (task 3.3), preparation of Town Road Maps (task 3.6), through Local Technical Assistance (task 4.1) and Education, Outreach and Interregional Collaboration (task 4.6).

Format of the UPWP

The UPWP is divided into four categories: management and support of the planning process; data collection and analysis activities; transportation planning studies; and ongoing transportation activities.

Included within the ***management and support category*** is the preparation of the Transportation Improvement Program, monitoring of this UPWP and preparation of FRCOG's next UPWP, Public Participation for transportation planning activities, and a focus on Environmental Justice activities to continue outreach to areas with low income, minority, and tribal populations to strengthen the participation of these target groups in the decision-making process. Building on work conducted during FY 2001 through 2008, this work plan will continue efforts to address Environmental Justice.

Examples of tasks within the ***data collection and analysis category*** are the traffic counting program, maintenance and continued development of the geographic information system, and some limited travel demand forecast modeling. This category also includes work related to being a State Data Center Affiliate such as aggregation, analysis, and distribution of new Census or other data released, and the preparation of data reports by request and/or to support planning projects. In addition, air quality compliance activities will be important to support continuing efforts to implement qualified Congestion Mitigation Air Quality (CMAQ) projects.

In group 3, the ***transportation planning studies*** that will be undertaken during the upcoming year include evaluating and monitoring recently implemented safety improvements in the region at the I-91/Route 2 rotary, Route 2 East safety improvements, along Route 116 in Sunderland, and others; Developing Safety Improvements for hazardous locations identified in the 2008 "Identification of Hazardous Intersections"; Conducting a corridor plan study for Route 5/10 in Greenfield and Bernardston based on a recent decision to focus development at the I-91/Route 10 interchange in Bernardston; Developing an Alternative Transportation Plan to identify transportation options in these times of record gasoline prices; Producing East and West County Bikeway maps to support travel by bicycle throughout Franklin County; and providing Town Road Maps for local planning initiatives.

Ongoing transportation activities include providing Local Technical Assistance to our municipalities and boards, the implementation of the recommendations identified in the Route 2 Safety Improvement Study; continued development of the Franklin County Bikeway; implementation of the I-91 fiber and conduit project, as well as participation in MassTraveler activities; and ongoing efforts to expand transit and paratransit services in the region in an effort to meet the Access to Jobs and other standards and development of the Franklin Regional Transit Center to serve as a transportation hub in Franklin County. We will also continue efforts for education, outreach, and interregional collaboration. This task allows for staff to share information at conferences and workshops that is related to innovative projects, results, and participation in state efforts such as serving on various task forces, for the on-going education of other transportation professionals and citizens, and the advancement of transportation planning goals. Finally, this group includes a task devoted to Scenic Byways in our region (Mohawk Trail (East and West), Connecticut River Scenic Farm Byway, and the Route 112 Scenic Byway), including development of corridor management plans, seeking funding for projects, and the implementation of approved projects.

Four additional FHWA-funded projects with separate contracts will be pursued in conjunction with this UPWP. During FY 2009, implementation of the final phase of a Transportation Demand Management project to purchase and install bike route and trailblazing signs throughout the region will be completed. In addition, the FRCOG has two separate contracts to prepare corridor management plans for two Scenic Byways: the Mohawk Trail East Scenic Byway and the Route 112 Scenic Farm Byway. Finally, the FRCOG has a contract to coordinate design and construction for a scenic turnout and selective tree pruning in Sunderland as part of the Connecticut River Scenic Farm Byway.

A summary of the transportation funding sources for the Franklin Regional Council of Governments Planning Department that are represented in the 2009 UPWP, and through the forthcoming separate contracts to implement a TDM project and various Scenic Byway projects, follows.

FHWA/MassHighway Funded Grants During 2009 UPWP Year

Name of Grant	Source of Funding	Budgeted Amount During 2009 UPWP Year	Total Budgeted Amount	Term of Grant
3-C # 35003	SPR	\$490,544	\$2,069,032	4 years 9/30/12
Share the Road in the Connecticut River Valley	TDM	\$120,000	\$185,000	6/30/09
Mohawk Trail East Scenic Byway Corridor Management Plan #0806-0042748	Scenic Byway	\$24,000	\$124,000	6/30/09
Route 112 Scenic Farm Byway Corridor Management Plan #0806-0042508	Scenic Byway	\$59,725	\$79,725	6/30/09
Sunderland Scenic Turnout #0045283	Scenic Byway	\$87,000	\$87,000	6/30/09

Related Planning Projects Being Conducted by the FRCOG

Beyond the tasks described within this document, the Franklin Regional Council of Governments is involved in other projects that will affect the transportation planning process in the region. The design and engineering of the first three phases of the Franklin County Bikeway, being funded with Transportation Bond funds, will be completed within this UPWP year (a line item keeps the design engineer under contract for consultation during construction). The FRCOG is currently working on projects related to Homeland Security, and completing several Smart Growth projects on behalf of the Franklin County communities. Other work throughout the region will support the implementation of Route 2 Safety Improvements, as well as the ITS Travelers Information System along the Route 2 corridor and other 3C related projects. The following table summarizes other FRCOG planning grants that will influence and improve transportation planning during the 2005 UPWP year.

Other FRCOG Planning Grants

Name of Grant	Source of Funding	Budget	Term of Grant
Design and Engineering of Franklin County Bikeway	Transportation Bond	\$200,000	6/30/09
Homeland Security	Department of Homeland Security	\$4.6 million for 4 western MA counties.	9/30/09
Brownfield Site Assessment – Petroleum	US EPA	\$200,000	9/30/10
Brownfield Revolving Loan Fund	US EPA	\$567,000	6/1/10
Expedited Permitting (Ch. 43D)	DHCD	\$115,000	12/30/08
Economic Development Planning	EDA	60,000	6/30/09
John Adams Innovation Grant	Mass. Technical Collaborative (We are a subcontractor through Berkshire Connect.)	\$100,000	8/31/09
Tri-State Connecticut River Targeted Watershed Grant	EPA	\$200,000	10/10

Related Projects in the Region

The Planning Department is also actively involved in other significant transportation projects in the region. MassHighway is currently implementing and designing projects identified in the Route 2 Safety Improvement Study. The first major project, relocation of Route 2 at the Erving Papermill, opened to traffic in the fall of 2006. The second major project, interchange improvements, expansion of existing and creation of new climbing lanes, and the creation of a truck weigh station in the Athol/Phillipston area, completed construction in 2008. Similar safety improvements including climbing lane and intersections upgrades in Orange are nearly ready to advertise. In addition, implementation of improvements in the Erving side area of the corridor are currently underway. Three other groups of improvements, in Erving Center, in Farley, and in Greenfield/Gill are also in the beginning stages of project development. The FRCOG is working closely with MassHighway District 2, the Montachusets Regional Planning Commission, and the Route 2 Task Force during all phases of this work.

The FRCOG Metropolitan Planning Organization

Federal regulations require a Metropolitan Planning Organization be formed in urbanized areas of 200,000 or more population. While the Franklin region does not meet this criterion, the Executive Office of Transportation & Public Works and the Massachusetts Highway Department provide planning funds for comprehensive transportation planning in this region. As such, the Franklin region functions as an MPO and conforms to the requirements of Federal transportation planning regulations. A formal Memorandum of Understanding was developed in 2007, establishing the Franklin County Transportation Planning Organization expanding participation in the transportation planning process for Franklin County.

The Franklin Region TPO

Bernard Cohen, Secretary of Executive Office of Transportation & Public Works, Chair of the TPO

Luisa Paiewonsky, Commissioner of MassHighway

Ann Banash, Chair of the FRCOG Executive Committee

Richard Kwiatkowski, Chair of the Franklin Regional Transit Authority

Christine Forgey, Mayor of Greenfield

Bill Perlman, FRCOG Regionally Elected Council Representative

Tom Lively, West County Sub-Regional Appointment

William Shores, Central County Sub-Regional Appointment

vacant, East County Sub-Regional Appointment

The FRCOG Executive Committee Chair acts as one of the local members of the Franklin Region TPO. The current members of the FRCOG Executive Committee are the following:

The Franklin Regional Council of Governments Executive Committee

Ann Banash, Gill, Chair
Christine Forgey, Greenfield
Sam Lovejoy, Franklin Regional Planning Board
John Paciorek, Deerfield
Bill Perlman, Ashfield

The FRCOG Transportation Planning Staff

The following table lists staff currently working on transportation planning issues and the percent of their work time expected to be devoted exclusively to 3-C activities during this work year.

Position Title	Employee	Percent Time Devoted to 3-C
Transportation Planning and GIS Program Manager	Maureen Mullaney	90%
Senior Transportation Planner	Elizabeth Giannini	80%
Transportation Planning Engineer	Keith Wilson	88%
Data Manager	Jessica Atwood	5%
Transportation and Land Use Planner	Tracy Zafian	50%
GIS Specialist	Ryan Clary	40%
Planning Grant Administrator	Gretchen Johnson	25%

1. Management and Support of the Planning Process

1.1 3C Program Support

Objectives:

To maintain an open, comprehensive, cooperative and continuing transportation planning and programming process involving local, regional, state and federal levels of government in conformance with applicable federal and state requirements and guidelines as per 23 CFR 314 (1).

Previous Work:

1. Staff support to the Franklin County Transportation Planning Organization, the Franklin Regional Planning Board, and the Transportation Subcommittee.
2. Liaison between towns and MassHighway, OTP, and EOT&PW.
3. All billing and administrative functions related to the 3-C grant.
4. Work on special projects including those not otherwise identified in this UPWP.

Procedures:

1. Provide administrative and technical support to the regional planning process. This includes:
 - Serving as support staff for the Transportation Subcommittee of the Franklin Regional Planning Board.
 - Providing liaison and technical assistance to local communities on transportation planning matters.
 - Reviewing federal and state transportation programs and related documents as required.
2. Present transportation plans and programs developed through the public participation process to the Committee of Signatories of the Franklin County Transportation Planning Organization for appropriate action.
3. Management of the transportation planning contract with the Office of Transportation Planning including:
 - Staff supervision and work assignments.
 - Attendance at monthly Transportation Planning Program Managers meetings.
 - Contract invoicing.
 - Staff participation in educational programs.

Products:

1. Public planning process including Transportation Subcommittee meetings and other related meetings (on-going).
2. Administration of contract (on-going throughout the year).
3. Monthly invoices (monthly).
4. Minutes and reports of Transportation Subcommittee meetings.

5. Annual fiscal year audit reports. The FRCOG audit is completed as soon as possible following the close of the State Fiscal Year (June 30th). The audit and the associated Cost Allocation Plan is usually ready for review and approval by the following December. In this case it would be anticipated to be completed by December, 2008 and will be submitted to OTP, EOT, and FHWA as typically done each year.
6. Letters and memoranda as required.

Funding:

Budget	Source	Staff Weeks
\$55,544 Total	FHWA/EOTPW: 3C	27
\$44,435 Federal (80%) \$11,109 State (20%)		

1.2 Unified Planning Work Program

Objectives:

To develop a Unified Planning Work Program (UPWP) that describes the transportation planning activities to be undertaken for the coming program year. To monitor and report progress on work tasks.

Previous Work:

1. Monitoring of UPWPs.
2. Creation of UPWPs.

Procedures:

1. Prepare and continually maintain a Unified Planning Work Program endorsed by the Committee of Signatories of the Franklin County Transportation Planning Organization, which describes all transportation and transportation-related planning activities anticipated in the region during a one-year period (on-going throughout the year).
2. Develop a new UPWP for each successive year of the contract (ready for Public Review and Comment during May/June, 2009, and endorsed by August/September, 2009).
3. All Draft versions of the UPWP will be posted on the FRCOG website for public review and comment (May/June, 2009).
4. The endorsed Final version of the UPWP will be posted on the FRCOG website for informational purposes (August/September, 2009).

Products:

1. A Unified Planning Work Program for transportation planning activities for the period of October 1, 2008 to September 30, 2009 by September, 2008.
2. Preparation of monthly progress reports to be included with the contract invoicing (monthly).
3. A draft UPWP for the period of October 1, 2009 to September 30, 2010 by May/June, 2009.
4. Draft and Final versions of the UPWP available on the FRCOG website (as available).

Funding:

Budget	Source	Staff Weeks
<u>\$10,000 Total</u>	FHWA/EOTPW: 3C	4.8
\$8,000 Federal (80%)		
\$ 2,000 State (20%)		

1.3 Transportation Improvement Program Preparation and Project Assistance

Objectives:

To develop a multi-year program of transportation improvement projects that is consistent with the region's transportation plan. To produce a TIP that is in compliance with the State Implementation Plan (SIP), as well as the 1990 Clean Air Act Amendments. To prepare TIP Amendments or Adjustments as required. To ensure that all projects in the TIP are designed and advertised as efficiently as possible by working with municipalities and MassHighway. To assist towns in the preparation of Enhancements and TDM proposals, conduct all administrative work related to the submission of Enhancements and TDM projects, and to assist project proponents with the process leading to contract award. To work with the Franklin County Transportation Planning Organization members to prioritize projects using the State Evaluation Criteria developed and implemented in FY 2004. To participate on the Statewide Highway Safety Improvement Program (HSIP) taskforce.

Previous Work:

1. Creation of Transportation Improvement Programs.
2. Development of an Access database program that allows for more project information and improved project tracking.
3. Tracking project status to assist municipalities.
4. Assistance with Enhancements and TDM proposals and regional ranking of projects for inclusion in TIP.
5. Monitoring and assisting proponents with Enhancement and TDM contract development.
6. Assistance with the development of Footprint Road Program project applications.
7. Application of the Evaluation Criteria in ranking potential TIP projects.

Procedures:

1. Ensure early involvement of local legislators, chief local officials and citizens (Ongoing).
2. Provide technical assistance to municipalities and private interests in developing projects and priorities (as needed/requested).
3. Maintain a prioritized list of projects requested by the Massachusetts Highway Department, Franklin County municipalities, or by the FRCOG (on-going).
4. Prioritize projects using the State Evaluation Criteria and process (April/May, 2009).
5. Meet with MassHighway District 1 & 2 Project Engineers, the Capital Expenditure and Program Office administrator, local officials and private consultants in developing project information (April/May, 2009 – this day is typically scheduled by OTP and is subject to their timeframe).
6. Participate in the development of a statewide TIP tracking database (on-going).
7. Ensure that all TIP projects conform to Chapter 87, Bicycle and Pedestrian Accommodations, standards (on-going).
8. Work with interested groups to assure that Enhancement and TDM project proposals conform to state and federal criteria (on-going).
9. Conduct all other administrative work necessary related to enhancements evaluation, ranking, and forwarding projects, and to secure contracts for the work (as determined by Enhancements/TDM application deadlines. Currently no active Enhancements or TDM project applications are in the pipeline).
10. Convene a meeting of the Franklin TPO to release the TIP for public review and comment (June, 2008).
11. Convene a meeting with the Franklin TPO to endorse the Final TIP (July/August 2009).
12. Post all Draft TIPs on the FRCOG website for review and comment by the Public (on-going throughout the year, but primarily focused during March through July, 2009).
13. Post Final TIP on the FRCOG website for informational purposes following endorsement (August, 2009).
14. Prepare any TIP Amendments as required using the approved Franklin TPO Public Participation Plan.
15. Participate in the Statewide Highway Safety Improvement Program (HSIP) task force.

Products:

1. An endorsed TIP for the Franklin County region that includes a listing of all transportation projects eligible to receive federal aid and regionally prioritized enhancements projects (by August/September, 2009).
2. A Priority Listing of projects that is multimodal and developed with the Franklin TPO members using the State Evaluation Criteria (April/May, 2009).
3. Amendments to the TIP in accordance with FRCOG and statewide processes and endorsed by the TPO (as needed).
4. Provide a listing of projects that were advertised for construction during FY 2008 for public information (by November, 2008).
5. Draft and Final TIPs posted on the FRCOG website for public review, comment, and informational purposes.

Funding:

Budget	Source	Staff Weeks
<u>\$20,000 Total</u>	FHWA/EOT: 3C	9.7
\$16,000 Federal (80%)		
\$ 4,000 State (20%)		

1.4 Public Participation Process

Objectives:

To provide the public with accessible and complete information, timely notice, full access to key decisions and decision-making, and the opportunities for early and continuing involvement to uphold the goals of the 3C process in accordance with the provisions of SAFETEA-LU. The process will adhere to Title IV, Environmental Justice regulations, as well as Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency. Work will be conducted in accordance with the endorsed Franklin TPO Public Participation Plan.

Previous Work:

1. Attendance at relevant board meetings, committee meetings and conferences.
2. Work during 2005/06 to restructure the Franklin MPO planning process and composition of signatories.
3. Update of the Public Participation Process as needed to reflect necessary changes resulting from the passage of SAFETEA-LU (completed June, 2007).

Procedures:

1. Continue work to update and restructure the Franklin TPO for greater inclusion of local and regional stakeholders in the decision-making processes.
2. Analyze the existing public involvement practices for their effectiveness in achieving the performance measures outlined in the planning regulations and identify additional innovative public involvement techniques and processes.
3. Provide for, and support, the public participation process in transportation planning for Franklin County including:
 - Participation in local parking, traffic, bikeway and environmental committee meetings.
 - Provide information to the public in all areas of transportation that affect Franklin County.
 - Promote increased awareness of transportation issues and alternatives in the region.
 - Participate in informational programs related to handicapped accessibility and all environmental issues related to transportation.
 - Provide preliminary and follow-up work for meetings as required.
4. Continue to make use of the FRCOG website to post documents for review including the RTP, TIP, UPWP and other appropriate documents.

Products:

1. Endorsed Plans, TIPs, UPWPs and other transportation-related documents, that reflect an active public participation process. An endorsed TIP and UPWP will be in place by September, 2009.
2. Access by the general public to documents on the FRCOG website (on-going).
3. A public well informed about, and represented in, transportation issues and decisions in the region (on-going).

Funding:

Budget	Source	Staff Weeks
<u>\$25,000 Total</u>	FHWA/EOTPW: 3C	12.1
\$20,000 Federal (80%)		
\$ 5,000 State (20%)		

1.5 Environmental Justice

Objectives:

To ensure that all segments of the population are able to fully participate in the transportation planning process and have access to transportation facilities.

Previous Work:

1. Attendance at various meetings with MassHighway and FHWA to discuss the issue of environmental justice and receive guidance on ensuring compliance.
2. Attendance at a FHWA Environmental Justice workshop.
3. Preparation of the Year 2000, 2003, and 2007 Update to the Long Range Regional Transportation Plan included information and strategies about ensuring environmental justice.
4. Mapping of population target areas using 1990 U.S. Census information.
5. Preliminary mapping of population target areas using 2000 U.S. Census information.
6. Public outreach to target populations via local human service agencies and other appropriate organizations.
7. Preparation of the Franklin Region's Title VI Report 2005 and 2006.

Procedures:

1. Continue to monitor and revise, as necessary, the Franklin County public participation process to strengthen minority, low income, and tribal population representation.
2. Continue to review and update GIS data locating these target populations, including revisions to update information using new Census figures.
4. Analyze regional projects for both adverse impacts and benefits to these populations.
5. Consider environmental justice in all corridor studies, area-wide studies, and environmental impact statements.

Products:

1. Updated GIS data representing these populations and further analyzing new Census information (by June, 2009).
2. An inclusive transportation planning process with efforts to broaden representation on decision-making boards (on-going).

Funding:

Budget	Source	Staff Weeks
\$3,000 Total	FHWA/EOTPW: 3C	1.5
\$2,400 Federal (80%)		
\$ 600 State (20%)		

2. Data Collection and Analysis Activities

2.1 Review and Comment on ENFs, EIRs and Other Traffic Studies

Objectives:

To ensure proper review and analysis of traffic impacts of major residential, commercial and industrial developments throughout the region. To provide such information to MassHighway, EOE-MAPEA Unit, town officials and other interested parties, as required.

Previous Work:

1. Review and comment on ENFs, EIRs, and related traffic studies.

Procedures:

1. Review ENFs, EIRs and other relevant documents.
2. Review design exception requests and accompanying engineering renderings.
3. Review AASHTO standards and other appropriate material.
4. Review traffic counts on adjacent street network as necessary.
5. Perform preliminary site visit.
6. Attend MEPA site visit, if applicable.
7. Identify appropriate mitigation measures.

Products:

1. Written and verbal comments to MassHighway, OTP, EOT, MEPA, the towns, and other interested organizations as required throughout the year until September 30, 2009.

Funding:

Budget	Source	Staff Weeks
<u>\$2,000 Total</u>	FHWA/EOTPW: 3C	1
\$1,600 Federal (80%)		
\$ 400 State (20%)		

2.2 Geographic Information Systems and Computer Operations Support

Objective:

To apply Geographic Information System capabilities to planning analyses conducted by the Franklin Regional Council of Governments Planning Department and to other transportation-related projects in the region using current GIS Technology and software. To perform regular maintenance and upgrading of computers.

Previous Work:

1. Maintenance of GIS WorkStation including hardware and software installation.
2. Refined and expanded knowledge of Arc/Info.
3. Creation and maintenance of datalayers.
4. Maintenance of all office computers.

Procedures:

1. Map creation for planning analysis (on-going throughout the year).
2. Acquisition of new digital databases from research organizations, universities, consultants, utilities, etc. (on-going throughout the year).
3. Fulfill requests for digital data, mapped or viewed (on-going throughout the year).
4. Participate in regional data and technology sharing efforts, particularly with MassHighway Planning and MassGIS (as available and on-going throughout the year).
5. Provide technical support to staff and member towns and organizations (on-going throughout the year).
6. Investigate and pursue ways of increasing computer-mapping applications through the use of TransCAD and GIS (on-going throughout the year).
7. Perform regular maintenance of computers including cleaning, troubleshooting, software installation and hardware set up (as needed and on-going throughout the year).

Products:

1. New or updated data layers including bridge locations and condition, TIP projects, traffic volumes, crash locations, traffic count locations, route systems, and others as warranted, by September 30, 2009.
2. Map compositions, as needed and on-going throughout the year.
3. Acquisition of additional hardware and software. This UPWP year includes a direct cost expenditure of \$11,000 for the upgrade of the GIS equipment. This is a one-time expenditure included in the new 4-year 2009-2012 3C contract.

Funding:

Budget	Source	Direct Costs	Staff Weeks
<u>\$51,000 Total</u> \$40,800 Federal (80%) \$10,200 State (20%)	FHWA/EOTPW: 3C	\$11,000 for GIS equipment upgrade.	19.4

2.3 Air Quality Compliance, Modeling and Activities

Objective:

To continue the development and use of Travel Demand Forecasting equipment and techniques to support transportation planning activities, to increase regional mobility and decrease congestion. To develop and refine the Franklin County network using TransCAD. To achieve and maintain conformity as defined by the Clean Air Act Amendments and SAFETEA-LU, and to assure that all relevant documents are in conformance with the SIP. To remain actively committed to air quality improvements in Franklin County, and advancing projects that will improve air quality. To work closely with OTP in the on-going development of a statewide model. To prepare information necessary for any projects to be presented to the Congestion Mitigation Air Quality (CMAQ) Consultation Committee.

Previous Work:

1. Air quality analyses for RTPs and TIPs.
2. Attendance at all relevant air quality and modeling meetings.
3. Preparation of air quality analyses for the CMAQ Consultation Committee.

Procedures:

1. To continue to refine TransCAD network in a manner that supports operation of a statewide model by MassHighway.
2. Work with the staff and consultants from the Office of Transportation Planning to update emission factors as necessary.
3. Calculate VOC, NOx, and CO emissions for the region as necessary, and apply to regional projects and plans as appropriate.
4. Prepare all documentation necessary for an air quality conformity determination. This will include:
 - A review of the previous year's accomplishments within the transportation element of the SIP.
 - A quantitative air quality analysis of all major TIP construction projects.

5. Prepare documentation as required for eligible Congestion Mitigation Air Quality (CMAQ) projects.
6. To continue educational and outreach efforts concerning air quality improvements in the County and remain involved in air quality initiatives at the State, regional and local levels.
7. To continue providing staff support for the implementation of the Travel Demand Management (TDM) project “Share the Road in the Connecticut River Valley”.

Products:

1. Updated calibration of base year TransCAD network to the degree needed by EOT Planning as requested by EOT.
2. Forecasts of regionwide statistics including travel times, traffic volumes and levels of mobile source emissions by September 30, 2009.
3. An air quality assessment of all TIP projects expected to have an adverse impact on air quality (non-exempt projects) by September 30, 2009.
4. A completed TDM project to encourage bicycling in the Connecticut River Valley by September, 2009.

Funding:

Budget	Source	Staff Weeks
<u>\$7,000 Total</u>	FHWA/EOTPW: 3C	3.4
\$5,600 Federal (80%)		
\$1,400 State (20%)		

2.4 State Data Center Affiliate/ Business and Industry Data Center Affiliate

Objectives:

To maintain a comprehensive regional database of socioeconomic, land use, traffic pattern and other statistics in order to fulfill requests and support analysis and planning. To disseminate the products of the Census Bureau and the Donohue Institute, located at the University of Massachusetts Amherst, the state data center. To fulfill the responsibilities of a state data center affiliate and to create and/or provide access to other databases, tabular or mapped.

Previous Work:

1. Fulfilled data requests.
2. Produced reports and analyses for internal and public use.

Procedures:

1. Provide existing data upon request.
2. Conduct analysis as required by data requests.
3. Circulate and produce new data: including Year 2000 decennial Census products, Donohue Institute Population Projections, DET, Unemployment Statistics, etc.
4. Fulfill responsibilities of state data center affiliate.
5. Continue to expand technological and analytical capacity.
6. Provide technical support.

Products:

1. Customized data packets and analysis, as requested throughout the year.
2. Data requests, on-going throughout the year.
3. Assimilated new Census data as available.

Funding:

Budget	Source	Staff Weeks
<u>\$16,000 Total</u>	FHWA/EOTPW: 3C	7.8
\$12,800 Federal (80%)		
\$ 3,200 State (20%)		

2.5 Traffic Counting and Additional Data Collection

Objectives:

To maintain a database of traffic counts for Franklin County to be used for transportation planning. To monitor growth in traffic volumes and to determine existing traffic volumes on Franklin County roads. To perform the coverage counts for MassHighway. To conduct travel time runs, intersection analyses, pavement condition analyses, and other data collection activities as necessary to support transportation planning efforts to continue improving regional mobility and air quality.

Previous Work:

1. Regional traffic counting program from 1991 to 2007.
2. Seasonal adjustment of traffic counts.
3. Compilation of all counts into a published database.
4. Analyzed congested intersections in region.
5. Worked with MassHighway District 1 to locate a Park and Ride lot location in Charlemont.
6. Completed a congestion management assessment of region and took steps to eliminate/prevent congestion in the region using congestion management funds.
7. Assisted towns in the development of local pavement management programs.

8. Completed an analysis of pavement conditions for all federal-aid roads using Management Systems contract funding.
9. Update crash statistics for the region and produced a report on the most hazardous intersections in Franklin County.
10. Assisted MassHighway District 2 with data collection to support safety improvements along Route 116 in Sunderland.
11. Worked with MassHighway District 2 to identify safety improvements for the I-91/Route 2 rotary.

Procedures:

1. Perform counts in accordance with approved schedule, and as directed by the Office of Transportation Planning.
2. Gather counts from other sources; MassHighway, OTP, EOT&PW, PVPC, BRPC, towns, the states of Vermont and New Hampshire, developers, etc.
3. Submit raw data to MassHighway and OTP for processing and factoring.
4. Perform local counts as requested.
5. Perform internally identified counts to support continued development of the Travel Demand Forecast model and other transportation projects. Conduct intersection analyses at identified congestion areas.
6. Analyze and recommend congestion improvements.
7. Collect pavement distress data as necessary.
8. Update the State Road Inventory File database with data collected from pavement condition surveys.
9. Update roadway condition and history for all surveyed roads as necessary.
10. Promote the benefits of a local pavement management program to all Franklin County towns.

Products:

1. Database that includes date of counts, average daily traffic, factored average daily traffic, peak hour traffic volume, average speed, vehicle type, and breakdown of traffic by hour by September 30, 2009.
2. An updated traffic count summary publication by March, 2009.
3. Identification of specific strategies and projects to improve traffic flow in congested areas by September 30, 2009.
4. Pavement data and analysis for Federal Aid roads by June, 2008.
5. Comprehensive pavement management programs for Franklin County towns so that municipal officials are better equipped to make road project funding decisions, by September 30, 2009.

Funding:

Budget	Source	Staff Weeks
\$40,000 Total	FHWA/EOTPW: 3C	19.4
\$32,000 Federal (80%)		
\$ 8,000 State (20%)		

3. Transportation Planning Studies

Often, studies included in this section can generate projects that will be considered by the TPO for inclusion on a future TIP. It is the intent of these projects to complete the planning necessary for projects to advance to an implementation stage, or the support the implementation of additional projects, such as safety improvements identified through the investigation of hazardous intersections. The TPO will task into consideration the results of these projects when developing subsequent UPWPs and TIPS.

3.1 Evaluation and Monitoring of Safety Improvement Sites

Objectives:

To evaluate/monitor the effectiveness/success of completed safety improvements within the Region. A number of safety related projects have been completed in recent years and in most cases they have included innovative elements. These projects include: the Retrofit of the Greenfield Rotary, the first of its type in Massachusetts, Safety Improvements on Route 116 in Sunderland which included the use of the TyreGrip product as a median treatment and in-pavement pedestrian lights, and various improvements along the Route 2 East corridor including the realignment at the Erving Paper Mill, center line rumble strips and the “Qwick Kurb” treatment.

Previous Work:

1. Route 2 East Safety Improvements
2. Route 2 West Safety Study
3. Route 116 Safety Improvements
4. Identification of the Most Hazardous Intersections in Franklin County

Procedures:

1. Collect pertinent data to provide a comprehensive “before and after” evaluation of the effectiveness of the safety improvements in question.
2. Solicit input from MassHighway, local authorities and the Public on their perceptions of each of the projects, including ease of installation and maintenance, to the ease of use and perceived benefits of the improvements.
3. Develop a “mini” report for each project providing an overview of the project and a reporting of the “before and after” analysis.

Products:

1. Reports for each project by September 30, 2009.
2. Information outlining the effectiveness of innovative safety improvement measures by September 30, 2009.

Funding:

Budget	Source	Staff Weeks
<u>\$20,000 Total</u>	FHWA/EOTPW: 3C	9.7
\$16,000 Federal (80%)		
\$ 4,000 State (20%)		

3.2 Development of Safety Improvements for Hazardous Locations

Objectives:

To develop safety improvements for identified hazardous locations on Franklin County roadways. This work will include working with MassHighway and, where applicable, local communities to develop low cost improvements. In addition, the potential use of Highway Safety Improvement Program (HSIP) funds through the Transportation Improvement Program (TIP) will be explored.

Previous Work:

1. Identification of the Most Hazardous Intersections in Franklin County 1993, 1997, 2001, 2004, 2008.
2. Route 2 East Safety Improvements.
3. Route 2 West Safety Study.
4. Lane Departure Road Safety Audit for Route 2 in Shelburne.
5. Route 116 Safety Improvements
6. Attended FHWA Road Safety Audit training
7. Involvement in the Traffic Records Coordinating Committee which oversees the Commonwealth's Crash Data System.
8. Involvement in the Strategic Highway Safety Plan Steering Committee which oversees the implementation of the strategies identified in the Commonwealths Strategic Highway Safety Plan.
9. Involvement in the Highway Safety Improvement Program (HSIP) Task Force which is developing the procedures to identify project eligibility for use of HSIP funds.

Procedures:

1. Utilize ranked list of the most hazardous intersections in Franklin County to prioritize locations to receive a Road Safety Audit.
2. Coordinate with MassHighway, State and Local Police, Highway Departments and elected officials to identify additional areas with safety concerns that may have been excluded from previous analyses and conduct Road Safety Audits where necessary.
3. Based on outcomes of the Road Safety Audit identify short and long term safety improvements for the location.
4. If necessary, assist MassHighway or relevant local community with the development of an application for HSIP funding eligibility.

5. If necessary, assist MassHighway or relevant local community with the development of a design to implement identified safety improvements.
6. Make staff available to MassHighway and other RPAs to be a Road Safety Audit team member for locations outside our region.
7. Continue involvement in the Traffic Records Coordinating Committee, Strategic Highway Safety Steering Committee and the Highway Safety Improvement Program Task Force.
8. Work with local Police Departments to make it easier for both parties to share crash data.

Products:

1. Road Safety Audit Reports for each location studied by September 30, 2009.
2. Identification of projects eligible to utilize HSIP funds through the TIP.

Funding:

Budget	Source	Staff Weeks
<u>\$25,000 Total</u>	FHWA/EOTPW: 3C	12.1
\$20,000 Federal (80%) \$ 5,000 State (20%)		

3.3 Route 5/10 (Greenfield and Bernardston) Corridor Plan

Objectives:

To identify potential impacts to the Route 5/10 corridor in Greenfield and Bernardston that may result from the recent designation of vacant land at the I-91/ Route 10 interchange as priority development property.

Previous Work:

1. Downtown Greenfield Circulation Study.
2. Route 116 Circulation Study.
3. Route 2 West Safety Study.
4. Various Long Range Regional Transportation Plans.
5. Executive Order 418 land use and transportation studies.
6. Growth Management Studies.

Procedures:

1. Determine the limits of the study area.
2. Identify current zoning and other development constraints such as soil composition, slope, etc.
3. Identify current land use in the study area.
4. Evaluate current traffic and travel characteristics of the area.
5. Determine “build-out” scenarios and potential transportation impacts as a result.

Products:

1. Identification of current zoning, land use, travel characteristics, roadway evaluations, and potential impacts to the transportation network should “build-out” of vacant land in and around the interstate interchange be realized by September 30, 2009.
2. GIS maps showing current zoning, parcels, development constraints, potentially developable land, travel characteristics, and potential impacts of development by September 30, 2009.

Funding:

Budget	Source	Staff Weeks
\$25,000 Total	FHWA/EOTPW: 3C	12.1
\$20,000 Federal (80%) \$ 5,000 State (20%)		

3.4 Alternative Transportation Plan

Objectives:

To identify transportation alternatives in Franklin County. Alternatives to the private automobile are going to become increasingly important in the future as gas prices steadily increase. This increase in costs could greatly impact Franklin County residents if they have little choice regarding their mode of travel. This study will build on past transportation studies, evaluations of current resources, and assessments of potential future needs. This plan will support the principles of sustainable development and transportation alternatives.

Previous Work:

1. Identified potential Park and Ride Lots in Franklin County.
2. Implementation of the Franklin County Bikeway and updated the Franklin County Bikeway Plan.
3. Served as a partner in developing the Franklin County Transit Center.
4. Conducted the West County Transit Study.
5. Participated in the Connecticut River Crossing Study
6. Participated in the start-up of the “G-Link” bus service between Greenfield and Gardner.
7. Worked with local transit authorities to expand current fixed bus routes and began efforts to start a new route between Greenfield and Northampton.
8. Participated in the I-91 rail corridor feasibility study.
9. Completed the Franklin County Pedestrian Assessment.
10. Completed a carpool matching study.
11. Regional Transportation Plans over the last 15 years.

Procedures:

1. Review Regional Transportation Plan to determine current transportation alternatives in Franklin County.
2. Review the updated Franklin County Bikeway Plan to learn of proposed plans or ideas for new biking facilities.
3. Review the identified potential Park and Ride locations and their probability and time span of being constructed.
4. Review the Franklin Regional Transit Center plans for intermodal service and transit-oriented development.
5. Create a GIS Map of current transportation alternatives in the County.
6. Conduct public outreach to the general public.
7. Evaluate the possibility of a “Zip Car” service in Franklin County.
8. Identify new transportation alternatives potentially feasible for Franklin County, such as ridesharing.
9. Summarize current transportation alternatives in the County and prepare the Franklin County Alternative Transportation Plan.

Products:

1. A Franklin County Alternative Transportation Plan by September 30, 2009.
2. A list of potential alternative sources of transportation by September 30, 2009.
3. A determination of the feasibility of bringing a “Zip Car” to Franklin County by September 30, 2009.
4. An outline of next steps by September 30, 2009.

Funding:

Budget	Source	Staff Weeks
<u>\$35,000 Total</u>	FHWA/EOTPW: 3C	17
\$28,000 Federal (80%)		
\$ 7,000 State (20%)		

3.5 East and West County Bikeway Maps

Objectives:

To develop a resource guide for biking in the eastern and western portions of Franklin County. Currently, there is a map for cycling in the central part of the county, and bicycling facilities have been developed in this area. Planning is underway to identify cycling routes and the next phases of the Franklin County Bikeway in the eastern and western portions of the County. These maps will support those efforts and will be available to the general public to assist with traveling the region by bike.

Previous Work:

1. Implementation of the Franklin County Bikeway.
2. Development of the 2008 Franklin County Bikeway Map.
3. Share the road in the Connecticut River Valley.
4. Incorporation of Sustainable Development Principles into transportation planning activities.
5. Preparation of Regional Transportation Plans.

Procedures:

1. Create a GIS based map showing roads, topography, points of interest, etc. for east county and west county. Give special attention to connections with already identified routes in the central part of Franklin County.

Products:

1. GIS based resource maps for biking throughout eastern and western Franklin County by September 30, 2009.

Funding:

Budget	Source	Direct Costs	Staff Weeks
\$20,000 Total	FHWA/EOTP	\$5,000	7.3
\$16,000 Federal (80%)	W: 3C	for printing	
\$4,000 State (20%)			

3.6 Town Road Maps

Objectives:

To provide Town officials and personnel with roads maps of their town showing functional classification, pavement material (gravel vs. paved), road names, and other pertinent characteristics to support town efforts related to maintenance and planning. Submit identified changes to the Road Inventory File based on this research to the appropriate state group.

Previous Work:

1. Pavement Management Systems.
2. “Frequently Asked Questions about Gravel Roads”.
3. Executive Order 418 projects.
4. Roads with potential flooding risks.
5. Preparation of Regional Transportation Plans.

Procedures:

1. Review the current Road Inventory File and identify any discrepancies with old records.

2. Develop draft maps for each town showing roads, type of roadway material, road name, bikeway routes, and other pertinent information as determined. Review the draft map with appropriate Town officials and personnel.
3. Produce final maps for each town.
4. Submit identified changes to the Road inventory file to the appropriate state agency.

Products:

1. Road maps for each town by September 30, 2009.
2. A list of changes for the Road Inventory File by September 30, 2009.

Funding:

Budget	Source	Staff Weeks
<u>\$20,000 Total</u>	FHWA/EOT: 3C	9.7
\$16,000 Federal (80%)		
\$ 4,000 State (20%)		

4. Ongoing Transportation Activities

4.1 Local Technical Assistance

Objective:

To assist municipalities in all aspects of transportation planning and related issues.

Previous Work:

1. Assisted Franklin County towns with a variety of transportation-related issues.

Procedures:

1. Provide local technical assistance to communities on an as-requested basis. Such assistance could include data collection, operational analyses, Origin-Destination surveys, GIS products, traffic calming studies, or alternate design studies.

Products:

1. Document and record all work completed for municipalities (on-going throughout the year).
2. Exact products to be determined based on requests by the towns that are unknown until the requests are made.

Funding:

Budget	Source	Staff Weeks
<u>\$20,000 Total</u>	FHWA/EOTPW: 3C	9.7
\$16,000 Federal (80%)		
\$ 4,000 State (20%)		

4.2 Implementation of the Route 2 East Safety Improvement Study

Objectives:

To work cooperatively with MassHighway, the Montachusets Regional Planning Commission, and the Route 2 Task Force in the analysis and implementation of the recommended safety improvements resulting from the Route 2 Safety Improvement Study.

Previous Work:

1. Facilitated completion of Route 2 Safety Improvement Study.
2. Provided staff support to Route 2 Task Force.
3. Worked with MassHighway District 2 to pursue improvement projects.
4. Participated in development and review of design and engineering of the first three significant construction/implementation projects.
5. Participated in the development of safety recommendations for the Erving, Farley, and Erving Center areas of Erving, and for Gill and Greenfield.
6. Coordinated several information meetings and tours with local legislators and stakeholders.

Procedures:

1. Provide technical support to the Route 2 Task Force.
2. Facilitate public participation, especially in Route 2 communities, to ensure broad representation and consensus.
3. Complete appropriate analysis and work necessary to continue implementation of recommended safety improvements.

Products:

1. Implementation of Route 2 Safety Improvement Study recommendations (on-going throughout the year).

Funding:

Budget	Source	Staff Weeks
<u>\$3,000 Total</u>	FHWA/EOTPW: 3C	1.5
\$2,400 Federal (80%)		
\$ 600 State (20%)		

4.3 Expansion of Transit and Freight Rail Service in Franklin County

Objective:

To assess and identify new transit fixed routes and/or expansion of existing fixed routes and paratransit services to enhance the mobility of residents in Franklin County, especially the Access to Jobs population. To continue to advocate for increased freight and passenger rail service in Franklin County to improve the mobility of goods. To provide Staff support as needed in the development of the Franklin Regional Transit Center.

Previous Work:

1. Completed Greenfield to Gardner Transit study, determined initial routes and runs, pursued funding for start up of route.
2. Participated in the start-up of the “G-Link” between Greenfield and Gardner.
3. With a transit consultant, assessed the current fixed route system in the region.
4. Worked with local transit authorities to expand current fixed routes and began efforts to start new route between Greenfield and Northampton.
5. Worked with a rail consultant and the Town of Montague to assess freight rail service, methods to expand freight rail use in the region and began initial assessment of feasibility and usefulness of a rail spur to the Montague Industrial Park.
6. Participated on an advisory committee studying options to locate an Intermodal facility in Franklin County.
7. Serves as an active partner in the development of the Franklin Regional Transit Center in Greenfield.
8. Completed a study to determine demand for transit service in western Franklin County towns.
9. Working with local stakeholders to relocate current Amtrak Service back to the Connecticut River line.

Procedures:

1. Work with the Franklin Regional Transit Authority, the Montachusets Regional Planning Commission, and the Montachusets Regional Transit Authority to expand the G-Link services.
2. Work with the Franklin Regional Transit Authority and UMass Transit to expand services to South Deerfield and Sunderland.
3. Work with the Franklin Regional Transit Authority to assess the new service between Greenfield and Northampton.
4. Work with the FRTA to continue pursuing expanded transit service in west county.
4. Pursue other Access to Jobs opportunities that will enhance transportation options for the underserved.
5. Continue efforts to divert truck freight to rail, and/or increase existing freight movement.
6. Continue efforts to connect with passenger rail to our north and our south.
7. Continue efforts to develop a Regional Transportation Center.

Products:

1. Progress toward expansion of existing fixed route services and an enhanced paratransit system for Franklin County by September, 2009.
2. Other Access to Jobs opportunities to be developed.
3. Progress toward expansion of freight rail use in Franklin County (on-going throughout the year).
4. Continued development of a Regional Transportation Center (on-going throughout the year).

Funding:

Budget	Source	Staff Weeks
<u>\$17,000 Total</u>	FHWA/EOTPW: 3C	8.2
\$13,600 Federal (80%)		
\$ 3,400 State (20%)		

4.4 Implementation of Regional ITS Projects and Integration with Other Statewide Efforts

Objective:

To work with MassHighway and other stakeholders to fully implement intelligent transportation systems (ITS) in the region including the reconfiguration of MassCountryRoads and the Massachusetts Rural Transportation Information Center (RTIC), the I-91 Fiber Project, and any ITS components of safety projects. To participate in the development and deployment of a Regional ITS Architecture for Western Massachusetts.

Previous Work:

1. Attendance at DOT Intelligent Transportation System National Architecture training course.
2. Facilitation and attendance at working committee meetings to ensure continued satisfactory progress on the Mohawk Trail Travelers Information System project.
3. Selection of consultant to develop the kiosk system software and hardware.
4. Launch of the www.masscountryroads.com website.
5. Participated in discussions about the use of ITS technology in the Coolidge Bridge reconstruction project.
6. Participated in meetings to develop a Regional ITS Architecture for Western Massachusetts.
7. Participating in the design/build of the I-91 Fiber project.
8. Lead organizer of Pioneer Valley Connect.

Procedures:

1. Continue working with UMass and other stakeholders on the MassTraveler information system.
2. Continue participation in efforts to deploy the I-91 fiber and conduit project.
3. Work with regional transit authorities, adjoining regional planning agencies and MassHighway to identify and coordinate future ITS deployments.

Products:

1. Continued involvement with MassTraveler as appropriate, on-going throughout the year.
2. Coordination of other regional ITS efforts, on-going throughout the year.
3. Continuation of work to design/build the I-91 Fiber Project, on-going throughout the year.
4. Continuation of efforts related to Pioneer Valley Connect, on-going throughout the year.

Funding:

Budget	Source	Staff Weeks
<u>\$2,000 Total</u>	FHWA/EOTPW: 3C	1
\$1,600 Federal (80%)		
\$ 400 State (20%)		

4.5 Franklin County Bikeway

Objectives:

To continue implementation of previously identified portions of the Franklin County Bikeway as a non-motorized transportation alternative that is multi-user and multi-purpose, and to begin implementation of newly identified bikeway facilities.

Previous Work:

1. Sought, received funding, and facilitated contract for design and engineering of first three phases of Bikeway.
2. Formed and facilitated Franklin County Bikeway Advisory Committee.
3. Studied signage regulations for bikeways and byways.
4. Pursued contract development for construction of the Bikeway.
5. Overseeing design engineering and permitting underway.
6. Participated in MassHighway 25% design hearings for Phase I and Phase III.
7. Facilitated moving Phase III to bid in 2001 and 2002.
8. Facilitated moving Phase III to construction in 2002, 2003, and 2004.
9. Secured a 2002 TDM approval to purchase and install shared roadway signs and bikeracks along the planned bikeway, and to develop a promotional campaign to encourage traveling by bike.
10. Facilitated moving the Canalside Trail part B to construction in 2004.
11. Held a ribbon-cutting ceremony for completion of the Riverside Greenway in Greenfield and the Canalside Trail in Montague.
12. Determined sign locations needed to install Share the Road and trailblazing signs.
13. Updated the Franklin County Bikeway Plan in 2008.

Procedures:

1. Work with the Franklin County Bikeway Advisory Committee on route prioritization, decision-making, public outreach and education. Coordinate with affected landowners, residents, local businesses and government agencies to ensure that all interests are involved.
2. Foster construction and maintenance partnerships with interested groups.

3. Work with state agencies, such as the Department of Environmental Management and MassHighway, on next step actions for construction of the first phases of the Bikeway and beginning work on next phases.

Products:

1. Efforts toward construction and/or implementation of the Franklin County Bikeway including installing route signs and bike racks on shared roadway sections by September, 2009.

Funding:

Budget	Source	Staff Weeks
<u>\$20,000 Total</u>	FHWA/EOTPW: 3C	9.7
\$16,000 Federal (80%)		
\$ 4,000 State (20%)		

4.6 Education, Outreach, and Interregional Coordination

Objectives:

To participate in interregional and statewide efforts, and to present information created either through these interregional efforts or through the FRCOG transportation work program to agencies, professional organizations, or conferences.

Previous Work:

1. MARPA representation on various task forces including the Design Issues Working Group.
2. Presentation on Design Alternatives for Rural Roads at the Massachusetts Historic Inc. annual conference, and presentations to various local boards and groups.
3. NESEA speakers bureau participation.
4. Presentation at the Reinventing Justice conference in Greenfield.
5. Participation in the Highlands Initiative Rural Roads conference.
6. Participation in the development of the new MassHighway Highway Design Guidebook.

Procedures:

1. Work cooperatively with MassHighway and MARPA to address interregional and statewide transportation planning and funding issues.
2. Conduct public presentations to inform local and regional advocacy groups, transportation professionals, and public officials about statewide and interregional transportation planning efforts, funding issues, or innovative programs.

Products:

1. State and interregional agreements about transportation planning and funding as appropriate and as determined by the Franklin TPO (on-going throughout the year).
2. A public well informed about transportation planning efforts, funding, and innovative programs (on-going throughout the year).

Funding:

Budget	Source	Staff Weeks
<u>\$25,000 Total</u>	FHWA/EOTPW: 3C	12.1
\$20,000 Federal (80%)		
\$ 5,000 State (20%)		

4.7 Scenic Byway Implementation

Objectives:

To maintain public awareness about Scenic Byway Corridor Management plans produced through previously conducted Scenic Byway Studies, and secure funding for implementation of projects contained in the Corridor Management Plans. Work with communities along the Scenic Byways to implement projects that have secured funding. Continue to develop new projects as outlined in the Corridor Management Plans.

Previous Work:

1. Route 112 Scenic Farm Byway Corridor Management Plan.
2. Connecticut River Scenic Farm Byway Corridor Management Plan.
3. Mohawk Trail Scenic Byway Corridor Management Plan.
4. Secured Scenic Byway Designation for the Connecticut River Scenic Farm Byway through the Massachusetts legislature.
5. Mohawk Trail Scenic Byway was designated by the State legislature in the 1950s.
6. Secured implementation funding for three Connecticut River SFB projects for FY 02.
7. Submitted seven applications to the FY 03 Federal Scenic Byway program for the implementation of projects along the Connecticut River SFB and the Mohawk Trail Scenic Byway.
8. Secured funding for several Mohawk Trail Scenic Byway project proposals.
9. Secured contracts to conduct the Route 112 and the Mohawk Trail East corridor management plans.
10. Working to implement the Scenic Turnout in Sunderland.

Procedures:

1. Prepare application(s) for implementation funding for projects contained in the Connecticut River Scenic Farm Byway Corridor Management Plan and the Mohawk Trail Scenic Byway Corridor Management Plan through the Federal Scenic Byways program.
2. Work with the members of the Connecticut River Scenic Farm Byway Advisory Committee, and municipal representatives as appropriate, to identify projects for the application(s).
3. Work with the members of the Connecticut River Scenic Farm Byway Advisory Committee, and municipal representatives as appropriate, to prepare the application(s).
4. Work with members of the Connecticut River Scenic Farm Byway Advisory Committee and municipal representatives as appropriate to implement approved and funded Scenic Byway Projects.
5. Work with the members of the Mohawk Trail Scenic Byway Advisory Committee, and municipal representatives as appropriate, to identify projects for the application(s).
6. Work with the members of Mohawk Trail Scenic Byway Advisory Committee, and municipal representatives as appropriate, to prepare the application(s).
7. Work with the members of the Mohawk Trail Scenic Byway Advisory Committee to implement approved and funded Scenic Byway projects.
8. Complete implementation of the Scenic Turnout in Sunderland.

Products:

1. Prepared and submitted applications to the National Scenic Byways Program for implementation projects outlined in the corridor management plans for the Mohawk Trail Scenic Byway and the Connecticut River Scenic Farm Byway (by February, 2007 unless application deadline is changed by FHWA).
2. Secured EOT contracts for approved Scenic Byways applications by September, 2009.
3. Completion of the Scenic Turnout in Sunderland by September 30, 2009.

Funding:

Budget	Source	Staff Weeks
<u>\$30,000 Total</u>	FHWA/EOT: 3C	14.5
\$24,000 Federal (80%) \$ 6,000 State (20%)		

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**2009 Franklin Unified Planning Work Program
Budget Summary by Task**

1	MANAGEMENT & SUPPORT OF THE PLANNING PROCESS	3C
1.1	3C Program Support	\$55,544
1.2	Unified Work Program	\$10,000
1.3	TIP Preparation and Project Assistance	\$20,000
1.4	Public Participation Process	\$25,000
1.5	Environmental Justice	\$3,000
	<i>Task 1 Subtotal</i>	<i>\$112,544</i>
2	DATA COLLECTION AND ANALYSIS ACTIVITIES	
2.1	Review and Comments on ENFs, EIRs and Other Traffic Studies	\$2,000
2.2	Geographic Information Systems and Computer Operations Support *	\$51,000
2.3	Air Quality Compliance, Modeling and Activities	\$7,000
2.4	State Data Center Affiliate/Business and Data Center Affiliate	\$16,000
2.5	Traffic Counting and Additional Data Collection	\$40,000
	<i>Task 2 Subtotal</i>	<i>\$116,000</i>
3	TRANSPORTATION PLANNING STUDIES	
3.1	Evaluation and Monitoring of Safety Improvement Sites	\$20,000
3.2	Development of Safety Improvements for Hazardous Locations	\$25,000
3.3	Route 5/10 (Greenfield and Bernardston) Corridor Plan	\$25,000
3.4	Alternative Transportation Plan	\$35,000
3.5	East and West County Bikeway Maps	\$20,000
3.6	Town Road Maps	\$20,000
	<i>Task 3 Subtotal</i>	<i>\$145,000</i>
4	ONGOING TRANSPORTATION ACTIVITIES	
4.1	Local Technical Assistance	\$20,000
4.2	Implementation of Route 2 Safety Improvement Study	\$3,000
4.3	Expansion of Transit and Rail Service in Franklin County	\$17,000
4.4	Implementation of Regional ITS Projects	\$2,000
4.5	Franklin County Bikeway	\$20,000
4.6	Education, Outreach, and Interregional Collaboration	\$25,000
4.7	Scenic Byway Implementation	\$30,000
	<i>Task 4 Subtotal</i>	<i>\$117,000</i>
	TOTAL	\$490,544

* Includes a one-time direct cost expenditure of \$11,000 to upgrade the GIS equipment.

Acronym Glossary

3C	Continuing, Cooperative, and Comprehensive transportation planning and programming	Name of Franklin County's primary transportation planning grant.
AASHTO	American Association of State Highway and Transportation Officials	An agency that, among other functions, sets standards for roads, highways and bridges.
ADA	American with Disabilities Act	Federal legislation prohibiting discrimination on the basis of disability.
AADT	Average Annual Daily Traffic	Average 24-hour traffic volume using a particular roadway over an entire year.
ADT	Average Daily Traffic	Average 24-hour traffic volume using a particular roadway.
AGR	Average Growth Rate	Annual growth rate for traffic.
AIP	Airport Improvement Program	Federal program run through the FAA that provides grants to public agencies for the planning and development of public-use airports.
ALP	Airport Layout Plan	A scaled drawing depicting existing and future facilities and property necessary for the operation and development of the airport.
ANR	Approval-Not-Required	A property lot that does not require a site plan review for development if it meets the town's requirements of abutting a qualified way and meets frontage and area requirements.
APWA	American Public Works Association	International educational and professional association of public agencies, private sector companies, and individuals dedicated to providing high quality public works goods and services.
ASMP	Airport Safety and Maintenance Program	A program that is meant to provide a safe and operable facility for the least possible cost.
BLS	U.S. Bureau of Labor Statistics	Principal fact-finding agency for the Federal Government in the broad field of labor economics and statistics.
B&M	Boston and Maine Railroad	Historic dominant <u>railroad</u> of the northern <u>New England</u> region of the <u>United States</u> . It is now part of the <u>Pan Am Railways</u> network.
BRTA	Berkshire Regional Transit Authority	The transit authority in Berkshire County.
BTS	Bureau of Transportation Statistics	Part of the U.S. Department of Transportation, BTS compiles, analyzes, and makes accessible information on the Nation's transportation systems.
CAA	Clean Air Act Amendments	Federal legislation that sets levels for air pollutants. In regions where these levels are not met, methods must be devised and enacted within a specified time period to meet standards.

CDAG	Community Development Action Grant	Federal program that provides funding for publicly owned or managed projects in order to stimulate economic development activities that will leverage private investment, create/retain jobs for low- and moderate-income persons, and address the needs of deteriorated and disinvested neighborhoods.
CEDS	Comprehensive Economic Development Strategy	Program that provides coordinated regional economic development planning for the twenty-six towns in Franklin County plus the towns of Amherst, Athol and Phillipston.
CEM	Comprehensive Emergency Management Plans	Plans designed to guide the organizational behavior before, during and after a disaster in order to mitigate, prepare for, respond to, and recover from the effects of natural, technological and human-caused hazards.
CERT	Community Emergency Response Teams	Teams of organized volunteers that are trained to assist emergency response staff when a disaster occurs.
CMAQ	Congestion Mitigation and Air Quality Improvement Program	A funding category of TEA-21 and SAFETEA-LU, specifically to be used for projects that reduce or prevent an increase in auto emissions.
CO	Carbon monoxide	Air pollutant; auto tailpipe emission.
CRCOG	Capital Regional Council of Governments	Regional agency that serves the Hartford area and 28 surrounding municipalities.
CTAA	Community Transportation Association of America	Non-profit association that promotes an accessible and mobile society and supports transit services in rural areas.
CTS	Community Transit Services	Private transit provider operating in the Athol-Orange area; provider is part of the CTAA.
DCR	Department of Conservation and Recreation	State agency that is responsible for land management and natural resource planning.
DCS	Division of Conservation Services	Part of the Massachusetts Executive Office of Energy and Environmental Affairs, provides technical and financial assistance to farmers as well as public and private land owners in matters dealing with farm plans or sediment and erosion control.
DEP	Department of Environmental Protection	State agency responsible for ensuring State compliance with CAAA and other related federal regulations.
DET	Department of Employment and Training	State agency, which is now known as the Department of Workforce Development, that provides services in employment, training, technical and further education and youth affairs.

DHCD	Department of Housing and Community Development	State agency responsible for overseeing home ownership, low-income housing assistance, fair housing laws, homelessness, aid for distressed neighborhoods, and housing development programs.
DMA	Division of Medical Assistance	State agency responsible for administering <u>Medicaid</u> and the <u>State Children's Health Insurance Program</u> .
DMR	Department of Mental Retardation	State agency responsible for providing assistance in job placement, transportation, housing, or intense levels of treatment, monitoring and care for the mentally retarded.
DOT	Department of Transportation	Federal cabinet-level agency that sets standards and policies for all modes of transportation.
DRWA	Deerfield River Watershed Association	Non-profit organization that works to preserve, protect, and enhance the natural resources of the Deerfield River watershed in south-eastern Vermont and north-western Massachusetts.
DTA	Department of Transitional Assistance	State agency responsible for administering public assistance programs for needy citizens of the Commonwealth
DWD	Department of Workforce Development	State agency (formerly DET) that provides services in employment, training, technical and further education and youth affairs.
EDA	Economic Development Administration	Federal agency that promotes economic development.
EIR	Environmental Impact Report	Complete assessment of the environmental impacts and benefits of a proposed project to be fully disclosed and reviewed by public agencies, project proponents and the general public.
ENF	Environmental Notification Form	Initial assessment of the environmental impacts of a proposed project. Upon review of an ENF, the Secretary of the Executive Office of Environmental Affairs determines whether an EIR is required.
EPDO	Equivalent Property Damage Only	Method of evaluating the safety of a roadway location that takes into account total number of crashes at a location and the severity of each crash
EOEEA	Executive Office of Energy and Environmental Affairs.	Massachusetts cabinet-level agency that sets standards and policies related to energy and the environment. In 2007, the former EOE (Executive Office of Environmental Affairs) was expanded to include the Department of Public Utilities and the Division of Energy Resources.
EOPS	Executive Office of Public Safety	State agency responsible for public safety.

EOT	Executive Office of Transportation and Public Works	Massachusetts cabinet-level agency that sets standards and policies for all modes of transportation. Formerly known as the Executive Office of Transportation and Construction.
EPA	Environmental Protection Agency	Federal agency responsible for ensuring State compliance with CAAA other related federal regulations.
EPCRA	Emergency Planning and Community Right to Know Act	Federal law designed to help local communities prepare emergency plans and protect public health, safety, and the environment from chemical hazards.
EPZ	Emergency Planning Zone	Approximately ten miles surrounding a nuclear power plant. Within this zone, specific emergency protective plans have been developed.
FCRN	Franklin County Resource Network	Organization that serves as an information clearinghouse and source of mutual support for a diverse group of community service agency staff.
FAA	Federal Aviation Administration	Federal agency primarily responsible for the advancement, safety and regulation of civil aviation.
FCTPO	Franklin County Transportation Planning Organization	Organization responsible for Franklin County's transportation planning.
FEMA	Federal Emergency Management Agency	Agency of the US government tasked with Disaster Mitigation, Preparedness, Response & Recovery planning.
FFV	Flexible Fuel Vehicle	Automobile that can typically alternate between two different types of fuel..
FHWA	Federal Highway Administration	Federal agency responsible for administering federal highway funding and ensuring State compliance with SAFETEA-LU and other related federal regulations.
FRA	Federal Railroad Administration	Federal agency responsible for safe and environmentally sound rail transportation.
FRCOG	Franklin Regional Council of Governments	Agency that serves the 26 municipalities of Franklin County.
FRPB	Franklin Regional Planning Board	Advisory Board to the Planning staff and the FRCOG comprised of local elected officials, their designees, and at-large members.
FRTA	Franklin Regional Transit Authority	Primary transit authority operating in Franklin County.
FTA	Federal Transit Authority	Federal agency responsible for administering federal transit funding and ensuring State compliance with SAFETEA-LU, ADA, and other related federal regulations.
FY	Fiscal Year	The state fiscal year runs from July 1 st to June 30 th .

FFY	Federal Fiscal Year	The federal fiscal year begins on October 1 st and ends on September 30 th .
GIS	Geographic Information Systems	Computerized mapping hardware and software that creates maps which link geographic information and data stored in a database.
GMTA	Greenfield/Montague Transportation Area	A former transit authority in Franklin County which was consolidated with the FRTA in 2006.
HMEP	Regional Hazardous Materials Emergency Plan	Planning and guidance document that provides resources and recommendations for the development of town-level comprehensive emergency management plans.
HPMS	Highway Performance Monitoring System	National level highway information system that includes data on the extent, condition, performance, use, and operating characteristics of the Nation's highways.
HSIP	Highway Safety Improvement Program	Program that outlines the components for the planning, implementation and evaluation of safety programs and projects.
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991	Former federal transportation legislation that restructured and increased transportation funding and required regional and local input into long term, comprehensive transportation planning. ISTEA was in effect from 1991 to 1997.
ITS	Intelligent Transportation Systems	High-tech communication and computer systems that connect, coordinate and control transportation systems.
JARC	Job Access and Reverse Commute	Federal program designed to increase the transportation options of low-income workers.
JTPC	Joint Transportation Planning Committee	Committee that endorses transportation planning actions. The Franklin Regional Planning Board is the JTPC for the Franklin County Transportation Planning Organization.
LEPC	Local Emergency Planning Committee	Committee that serves as the coordinating body for a regionally established Citizen Emergency Response Team.
MAA	Mutual Aid Agreement	A mutual aid agreement is a mutual understanding or promise between jurisdictions, organizations, and companies to help each other during a disaster or emergency.
MAC	Massachusetts Aeronautics Commission	Group of 12 professionals providing services to the aviation community and the citizens of Massachusetts.
MARPA	Massachusetts Association of Regional Planning Agencies	Statewide organization composed of the commonwealth's 13 regional planning agencies.
MART	Montachusett Area Regional Transit Authority	Transit authority for the Montachusett area.

MBTA	Massachusetts Bay Transportation Authority	Authority responsible for financing and operating most <u>bus</u> , <u>subway</u> , <u>commuter rail</u> and <u>ferry systems</u> in the <u>greater Boston</u> , <u>Massachusetts</u> area.
MEMA	Massachusetts Emergency Management Agency	State agency responsible for coordinating all emergency response activities in the state from possible terrorist strikes, to hazardous spills, to flooding.
MFAC	Massachusetts Freight Advisory Council	Council responsible for overseeing policy and safety issues for freight.
MISER	Massachusetts Institute of Social and Economic Research	Former research institute at the University of Massachusetts; it is now part of the Donahue Institute, also based at UMass. It collected and analyzed information from the U.S. Census and other data sources and made it available to the public.
MPO	Metropolitan Planning Organization	Transportation planning body that serves a population of 200,000 people or more. Although the Franklin County Transportation Planning Organization is not an MPO, it acts as one for transportation planning activities in the Franklin Region.
MOU	Memorandum of Understanding	Legal document describing a <u>bilateral agreement</u> between parties.
MRC	Medical Reserve Corps	Group that establishes teams of local volunteer medical and public health professionals who can contribute their skills and expertise throughout the year and during times of community need.
MRC	Massachusetts Rehabilitation Commission	State agency that promotes equality, empowerment and independence of individuals with disabilities.
MRPC	Montachusett Regional Planning Commission	Regional planning body for the 21 municipalities of the Montachusett Region.
NAAQS	National Ambient Air Quality Standards	The EPA sets <u>National Ambient Air Quality Standards</u> (40 CFR part 50) for pollutants considered harmful to public health and the environment.
NBI	National Bridge Inventory	Database, compiled by the <u>Federal Highway Administration</u> , with information on all <u>bridges</u> and <u>tunnels</u> in the <u>United States</u> that have roads passing above or below.
NECR	New England Central Railroad	Subsidiary of <u>RailAmerica</u> . The railroad runs from <u>New London, Connecticut</u> , to <u>East Alburg, Vermont</u> .
NESEA	Northeast Sustainable Energy Association	Non-profit association that works to bring clean electricity, green transportation, and healthy, efficient buildings into everyday use.
NFA	Non-Federal Aid	State funding for transportation projects as allocated within Transportation Bond Bills.

NHS	National Highway System	A funding category of SAFETEA-LU specifically to be used for interstates and urban and rural principal arterials.
NOX	Nitrous Oxide	Air pollutant; auto tailpipe emission.
NYSDOT	New York State Department of Transportation	Agency that coordinates operation of transportation facilities and services for the State of New York.
O3	Ozone	Air pollutant; auto tailpipe emission. Ozone is also known as smog.
OTP	Office of Transportation Planning	Department of the Executive Office of Transportation responsible for transportation planning activities.
PMS	Pavement Management System	System of determining the most cost-effective way of managing a town's road system.
PVPC	Pioneer Valley Planning Commission	Regional planning body for 43 cities and towns in Hampshire and Hampden Counties.
PVTA	Pioneer Valley Transit Authority	A transit authority based in Hampshire and Hampden Counties which provides fixed-route and paratransit services to some Franklin County towns.
RACT	Reasonably Available Control Technology	Control technology that is reasonably available, and both technologically and economically feasible. Usually applied to existing sources in non-attainment areas; in most cases is less stringent than new source performance standards.
ROW	Right of Way	An <u>easement</u> that permits one to travel across the <u>real property</u> of another, or the strip of land subject to such an easement.
RPA	Regional Planning Agency	The Franklin Regional Council of Governments is a Regional Planning Agency. As an RPA, the FRCOG's role is to be a census data center, to provide regional planning services, and to provide local municipalities with assistance.
RTCI	Rural Transportation Coalition Initiative	This project was started by the FRTA with support from the Massachusetts Rehabilitation Commission to increase transportation access for people with developmental disabilities in western Massachusetts.
RTIC	Regional Traveler Information Center	This project will design, build and operate a Regional Traveler Information Center (RTIC) located at the University of Massachusetts in Amherst that will collect and disseminate traffic, transit and tourist information for government and public use.
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users	The current federal transportation legislation. In content, this legislation is very similar to its predecessors ISTEA and TEA-21.

SAIPE	Small Area Income and Poverty Estimates	A program that provides more current estimates of selected income and poverty statistics than the most recent decennial census.
SHSP	Strategic Highway Safety Plan	A Federal requirement of SAFETEA-LU, 23 USC 148, and a major part of the core Highway Safety Improvement Program (HSIP).
SIP	State Implementation Plan	A document that describes how, and guarantees that, the State conforms to the requirements of the Clean Air Act Amendments.
STIP	State Transportation Improvement Program	A listing of all transportation construction and improvement projects in the state that are slated to receive funding in the next three years.
STP	Surface Transportation Program	A funding category of SAFETEA-LU to be used for projects on federal-aid eligible roadways and for non-traditional transportation projects that promote intermodalism.
STPP	Surface Transportation Policy Program	A non-profit organization funded by individual donations and a range of national and regional foundations that works to ensure safer communities and smarter transportation choices.
TCM	Transportation Control Measures	Strategies to reduce vehicle emissions.
TDM	Transportation Demand Management	Any strategy, program, or combination of strategies and programs designed to change travel habits. Specifically, TDM projects are attempts to reduce single occupant vehicle trips.
TEA-21	Transportation Equity Act for the Twenty-first Century	The federal transportation legislation that was in effect from 1998 to 2005. In content, this legislation was very similar to ISTEA.
TIP	Transportation Improvement Program	A listing of regional transportation construction and improvement projects that are to receive federal and non-federal funding in the next three years. TIPs are required by each RPA in Massachusetts. TIPs are updated annually.
TOD	Transit-Oriented Development	Transit Oriented Development (TOD) refers to residential and <u>commercial centers</u> designed to maximize access for <u>transit</u> and <u>nonmotorized</u> transportation, and which offer other features to <u>encourage transit ridership</u> .
TOPS	Transportation Options Project	Project sponsored by the Massachusetts Rehabilitation Commission to assist those with ADA-eligible disabilities with transportation to work, job interviews, school or vocation training. Project ended in 2006.

UPWP	Unified Planning Work Program	A document that defines the work to be performed by the transportation planning staff.
VOC	Volatile Organic Compounds	Air pollutant; auto tailpipe emission.
WMLEC	Western Mass Law Enforcement	Agency responsible for law enforcement in Western Massachusetts.
WRHSAC	Western Regional Homeland Security Advisory Council	The council that provides planning, financial and technical resources related to Homeland Security to all 101 communities within Hampden, Hampshire, Franklin and Berkshire Counties of Massachusetts; under the Massachusetts Executive Office of Public Safety.