

**Franklin Region
Unified Planning Work Program**

for

Transportation Planning Activities

October 1, 2009 - September 30, 2010

August 26, 2009

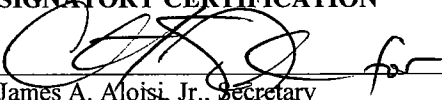
*Prepared under contract 56006 in cooperation with the
Massachusetts Executive Office of Transportation and the
U.S. Department of Transportation, Federal Highway Administration.*

TPO ENDORSEMENT

FRANKLIN COUNTY TRANSPORTATION PLANNING ORGANIZATION UNIFIED PLANNING WORK PROGRAM FOR TRANSPORTATION PLANNING ACTIVITIES OCTOBER 1, 2009 – SEPTEMBER 30, 2010

The Franklin County Transportation Planning Organization (TPO) endorses the FY 2010 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


James A. Aloisi, Jr., Secretary
Executive Office of Transportation

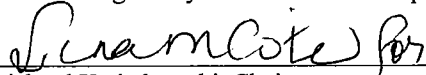
Date


Luisa Paiewonsky, Commissioner
Massachusetts Highway Department

8/26/09
Date

Ann Banash, Chair
FRCOG Regionally Elected Council Representative

Date


Richard Kwiatkowski, Chair
Franklin Regional Transit Authority

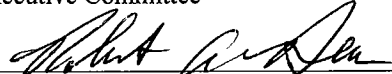
8-26-09
Date

William Martin, Mayor
City of Greenfield

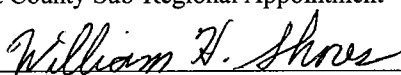
Date

Bill Perlman
Franklin Regional Council of Governments
Executive Committee

Date


Robert Dean
West County Sub-Regional Appointment

8/26/09
Date


William Shores
Central County Sub-Regional Appointment

8/26/09
Date

Vacant
East County Sub-Regional Appointment

Date

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

for

Transportation Planning Activities

October 1, 2009 - September 30, 2010

Transportation Staff

Margaret Sloan, Director of Planning and Development
Maureen Mullaney, Transportation and GIS Program Manager
Elizabeth Giannini, Senior Transportation Planner
Stacy Metzger, Transportation Planning Engineer
Megan Rhodes, Transportation/Land Use Planner
Ryan Clary, Senior GIS Specialist
Jessica Atwood, Data Manager/Economic Development Planner
Gretchen Johnson, Planning Grant Administrator
Whitty Sanford, Assistant Planner

August 26, 2009

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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 Franklin County Transportation Planning Organization, Transportation Subcommittee, and the Franklin Regional Planning Board.

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. At the same time, developing improvement in a manner that reflects and respects the rural nature of Franklin County is very important. Context Sensitive Design, as embraced in the MassHighway Design Guidebook, is typically a first consideration of Franklin County municipalities in developing transportation improvements for their communities. 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. In particular, tasks such as the Update to the Long Range Regional Transportation Plan (task 3.1), Road Safety Audits and Identification of Regional Bottlenecks (task 3.2), the Pedestrian Facilities Study (task 3.4), and Implementation of Route 2 Safety Improvements (task 4.2) focus specifically on safety. However, safety considerations 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 and support alternative forms of transportation. These tasks include the Road Safety Audits and the Identification of Regional Bottlenecks (task 3.2), the Implementation of the Park and Ride Study (task 3.3), the Pedestrian Facilities Study (task 3.4), Expansion of Transit and Rail Service (task 4.3), and Franklin County Bikeway planning and implementation. 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. A major effort over the coming year will be to update the 2007 Regional Transportation Plan, taking a new look at our existing network, successes, opportunities, gaps and challenges (task 3.1). 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. The update to the Long Range Regional Transportation Plan will address all of the requirements and goals of SAFETEA-LU. However, how these eight factors will also be addressed by other tasks in the UPWP is listed below.

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 the Regional Transportation Plan Update (task 3.1), Road Safety Audits and the Identification of Bottlenecks (task 3.2), and the 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, and 4.2), freight transport (task 4.3), passenger rail (task 4.3), transit (task 4.3), and bicycle and pedestrian facilities (tasks 3.4 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 3.3, 3.4, 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 3.3, 3.4, 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 3.3, 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 Update to the Regional Transportation Plan (task 3.1), Updates to the Road Inventory File (task 3.5), 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 2009, 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 the development of the 2011 Long Range Regional Transportation Plan; Identification of Safety Improvements using Road Safety Audits and the Identification of Bottleneck Locations; Implementation of the Franklin County Park and Ride Lot Study; a Pedestrian Facilities Study; and Updates for the Road Inventory File.

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 development of a Western Massachusetts Scenic Byway Website; and ongoing efforts to expand transit and paratransit services in the region in an effort to meet the Access to Jobs and other standards, participation in efforts to bring passenger rail back to Franklin County, 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, including development of corridor management plans, seeking funding for projects, and the implementation of approved projects.

Five additional FHWA-funded projects with separate contracts will be pursued in conjunction with this UPWP. During FY 2010, 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 by November 30, 2009. Construction of Turnout Improvements and Tree Pruning in Sunderland will be completed by October 31, 2009. Work will be completed to develop kiosks and a canoe launch in Charlemont along the Mohawk Trail by June 30, 2010. The acquisition of Scenic Easements along the Mohawk Trail and the Connecticut River Scenic Farm Byway will be completed by September 30, 2010, and development of a Corridor Management Plan for the Route 112 Scenic Byway will be completed by December 31, 2009. In addition, the FRCOG is currently pursuing a contract for the Route 122 Scenic Byway Corridor Management Plan. It is anticipated that this project will commence in FY 2010.

A summary of the transportation funding sources for the Franklin Regional Council of Governments Planning Department that are represented in the 2010 UPWP, and through the forthcoming separate contracts to implement various Scenic Byway projects, follows.

FHWA/MassHighway Funded Grants During 2010 UPWP Year

Name of Grant	Source of Funding	Budgeted Amount During 2010 UPWP Year	Total Budgeted Amount	Expiration of Contract
3-C # 56006	SPR	\$492,973	\$2,069,032	4 years 9/30/12
Share the Road in the Connecticut River Valley # 4033308	TDM	\$187,000	\$187,000	11/30/09
Sunderland Scenic Turnout # 0045283	Scenic Byway	\$87,000	\$87,000	10/31/09
Mohawk Trail Facilities # 0048767	Scenic Byway	\$11,657	\$11,657	6/30/10
Route 112 Scenic Farm Byway Corridor Management Plan # 0806-0042508	Scenic Byway	\$59,725	\$79,725	12/31/09
Route 122 Scenic Byway Corridor Management Pan	TBD	TBD	TBD	TBD

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 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, and other 3C related projects. The following table summarizes other FRCOG planning grants that will influence and improve transportation planning during the 2010 UPWP year.

Other FRCOG Planning Grants

Name of Grant	Source of Funding	Budget	Term of Grant
Homeland Security	Department of Homeland Security	\$4.6 million for 4 western MA counties.	12/31/09
Homeland Security	Department of Homeland Security	\$2.9 million anticipated	6/30/11 anticipated
Brownfield Site Assessment – Petroleum	US EPA	\$60,000	9/30/10
Brownfield Revolving Loan Fund	US EPA	\$435,000	6/1/10
Expedited Permitting (Ch. 43D)	DHCD	\$130,000	12/31/09
Economic Development Planning	EDA	\$72,000	6/30/10
Western MassConnect	Western MassConnect	\$40,000	6/30/10
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. Since 2006, several major projects have been constructed, including the relocation of Route 2 at the Erving papermill; interchange improvements, expansion of existing and creation of new climbing lanes, and the creation of a truck weigh station in the Athol/Phillipston area; reconstruction of two bridges in Erving side along with the lowering of the roadway in that area to improve site distance; and traffic flow, turning movement improvements and pedestrian improvements in Erving side that are currently underway. In addition, improvements to add climbing lanes and other upgrades along the highway in Orange are 100% designed, and may be the recipient of American Recovery and Reinvestment Act stimulus funds for construction. Additional projects are under design in Erving Center, Farley, and Greenfield/Gill. 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

James A. Aloisi, Jr., Secretary of Executive Office of Transportation & Public Works, Chair of the TPO
Luisa Paiewonsky, Commissioner of MassHighway
Ann Banash, FRCOG Regionally Elected Council Representative
Richard Kwiatkowski, Chair of the Franklin Regional Transit Authority
William Martin, Mayor of Greenfield
Bill Perlman, Chair of the FRCOG Executive Committee
Robert Dean, 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
 William Martin, 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	Stacy Metzger	88%
Economic Development Planner	Jessica Atwood	5%
Transportation and Land Use Planner	Megan Rhodes	50%
Senior 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 450.314.

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 Franklin County Transportation Planning Organization (TPO) and 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 TPO and 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, 2009 and will be submitted to OTP, EOT, and FHWA as typically done each year.
6. Letters and memoranda as required.

Funding:

Budget	Source
\$65,973 Total	FHWA/EOTPW: 3C
\$52,788 Federal (80%)	
\$13,185 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, 2010, and endorsed by August/September, 2010).
3. All Draft versions of the UPWP will be posted on the FRCOG website for public review and comment (May/June, 2010).
4. The endorsed Final version of the UPWP will be posted on the FRCOG website for informational purposes (August/September, 2010).

Products:

1. A Unified Planning Work Program for transportation planning activities for the period of October 1, 2009 to September 30, 2010 by September, 2009.
2. Preparation of monthly progress reports to be included with the contract invoicing (monthly).
3. A draft UPWP for the period of October 1, 2010 to September 30, 2011 by May/June, 2010.
4. Draft and Final versions of the UPWP available on the FRCOG website (as available).

Funding:

Budget	Source
\$15,000 Total	FHWA/EOTPW: 3C
\$12,000 Federal (80%)	
\$ 3,000 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 if appropriate, 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 assist municipalities with completion of Project Notification Forms and other form contained in the MassHighway Design Guidebook. 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) Steering Committee.

Previous Work:

1. Creation of Transportation Improvement Programs.
2. Tracking project status to assist municipalities.
3. Assistance with Enhancements and TDM proposals and regional ranking of projects for inclusion in TIP.
4. Assistance in completing Project Need Forms.
5. Monitoring and assisting proponents with Enhancement and TDM contract development.
6. 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, 2010).
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, 2010 – this day is typically scheduled by OTP and is subject to their timeframe).
6. Work with interested groups to assure that Enhancement and TDM project proposals conform to state and federal criteria (on-going).
7. 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).
8. Meet with municipalities to complete Project Needs Forms and other appropriate forms from the MassHighway Design Guidebook, as needed (on-going).
9. Convene a meeting of the Franklin TPO to release the TIP for public review and comment (May/June, 2010).
10. Convene a meeting with the Franklin TPO to endorse the Final TIP (July/August 2010).
11. 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, 2010).
12. Post Final TIP on the FRCOG website for informational purposes following endorsement (August, 2010).
13. Prepare any TIP Amendments as required using the approved Franklin TPO Public Participation Plan.
14. Participate in the Statewide Highway Safety Improvement Program (HSIP) Steering Committee.

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, 2010).
2. A Priority Listing of projects that is multimodal and developed with the Franklin TPO members using the State Evaluation Criteria (April/May, 2010).
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, 2009).
5. Draft and Final TIPs posted on the FRCOG website for public review, comment, and informational purposes.

Funding:

Budget	Source	Staff Weeks
\$18,000 Total	FHWA/EOT: 3C	9.7
\$14,400 Federal (80%)		
\$ 3,600 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. Review and amend the Franklin County Public Participation Plan to address abbreviated public review and comment periods in response to extraordinary circumstances as was experienced with the TIP and the American Recovery and Reinvestment Act.
5. 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, 2010.
2. Access by the general public to documents on the FRCOG website (on-going).
3. An update Public Participation Plan.
4. A public well informed about, and represented in, transportation issues and decisions in the region (on-going).

Funding:

Budget	Source
\$23,000 Total	FHWA/EOTPW: 3C
\$18,400 Federal (80%)	
\$ 4,600 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, 2006 and 2007.

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.
3. Analyze regional projects for both adverse impacts and benefits to these populations.
4. 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, 2010).
2. An inclusive transportation planning process with efforts to broaden representation on decision-making boards (on-going).

Funding:

Budget	Source
<u>\$3,000 Total</u>	FHWA/EOTPW: 3C
\$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, EOEA-MEPA 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, 2010.

Funding:

Budget	Source
\$2,000 Total	FHWA/EOTPW: 3C
\$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, bicycle and pedestrian facilities, and others as warranted, by September 30, 2010.
2. Map compositions, as needed and on-going throughout the year.

Funding:

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

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, 2010.
3. An air quality assessment of all TIP projects expected to have an adverse impact on air quality (non-exempt projects) by September 30, 2010.
4. A completed TDM project to encourage bicycling in the Connecticut River Valley by November 30, 2009.

Funding:

Budget	Source
\$4,000 Total	FHWA/EOTPW: 3C
\$3,000 Federal (80%)	
\$1,000 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.
7. Assist in effort to prepare for the 2010 Census.

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
\$ 9,000 Total	FHWA/EOTPW: 3C
\$ 7,200 Federal (80%)	
\$ 1,800 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 2008.
2. Seasonal adjustment of traffic counts.
3. Compilation of all counts into a published database.
4. Analyzed congested intersections in region.
5. Update crash statistics for the region and produced reports on the most hazardous intersections in Franklin County approximately every 3 years.
6. Assisted MassHighway District 2 with data collection to support safety improvements along Route 116 in Sunderland.
7. 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.

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, 2010.
2. An updated traffic count summary publication by March, 2010.
3. Identification of specific strategies and projects to improve traffic flow in congested areas by September 30, 2010.

Funding:

Budget	Source
<u>\$40,000 Total</u>	FHWA/EOTPW: 3C
\$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 to support the implementation of additional projects, such as safety improvements identified through the investigation of hazardous intersections. The TPO will take into consideration the results of these projects when developing subsequent UPWPs and TIPS.

3.1 Update to the Long Range Regional Transportation Plan

Objectives:

To complete a thorough update of the 2007 Franklin Long Range Regional Transportation Plan.

Previous Work:

1. Developed the 1993, 1994, 1997, 2000, 2003, and 2007 Franklin Long Range Regional Transportation Plans.
2. Aggregated US Census Data.
3. Route 5/10 Corridor Plan
4. Alternative Transportation Plan
5. Update to the Franklin County Bikeway Plan
6. Park and Ride Study
7. West County Transit Study
8. Town Road Maps
9. Route 2 West Safety Study
10. Franklin Regional Transit Center
11. Development of Safety Improvements at Hazardous Intersections
12. Road Safety Audits
13. Participation on the Highway Safety Improvement Program Steering Committee
14. I-91 Passenger Rail Feasibility Study
15. Identification of Hazardous Intersections 1993,1997, 2001, 2004, 2008
16. Scenic Byway Corridor Management Plans
17. Route 2 Safety Improvements
18. Other transportation studies and local master plans

Procedures:

1. The FRCOG will ensure early and continuing involvement of the public in the development of the 2011 Long Range Regional Transportation Plan.
2. Transportation Planning staff will conduct the following;
 - An assessment of the current financial, socioeconomic, and infrastructure conditions.

- A review of all modes of transportation in the region and an assessment of current conditions as well as service/connection gaps.
- An increased effort to identify potential rail resources in the region, possibly thorough the use of a regional survey.
- An update of major employers in the region.
- A land use change analysis using the most current 2005 data compared to the 1999 data.
- An analysis of future financial requirements for the operation and maintenance of existing and future transportation networks.
- An assessment of the region’s ability to meet future financial requirements based on analysis of existing and projected revenues.
- An assessment of safety needs and concerns in the region, and the identification of projects to improve safety.
- An assessment of mobility need in the region, and the identification of projects to improve mobility.
- An assessment of the transportation impacts to and by climate change.
- Incorporation of sustainable principals in the identification of future needs.

Products:

1. Detailed outline of Plan components by October 31, 2010.
2. Draft 2011 Update of the Regional Transportation Plan by June, 2010.
3. Endorsed 2011 Update of the Regional Transportation Plan by January, 2011.

Funding:

Budget	Source
<u>\$75,000 Total</u>	FHWA/MassHighway: 3C
\$ 60,000 Federal (80%)	
\$ 15,000 State (20%)	

3.2 Road Safety Audits and the Identification of Regional Bottlenecks

Objectives:

To identify hazardous intersections on Franklin County roadways via the use of Road Safety Audits (RSA). Concurrently, this task will include work to identify “bottlenecks” in the region and their causes. The information gained through this work will be used to identify possibly solutions to the problems, and will explore the potential use of Highway Safety Improvement Program (HSIP) funds through the Transportation Improvement Program (TIP) for implementation.

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 Shelburne.
5. Route 116 Safety Improvements.
6. Previous experience participating in Road Safety Audits in Western Massachusetts.
7. Involvement in the Strategic Highway Safety Plan Steering Committee which oversees the implementation of the strategies identified in the Commonwealth's Strategic Highway Safety Plan.
8. Development of Safety Improvements for Hazardous Locations.

Procedures:

1. Utilize the Road Safety Audit Existing Conditions Assessments and execute the Road Safety Audit Plans developed in 2009 to conduct the Road Safety Audit.
2. Identify area bottleneck locations through various data collection methods including traffic counts, travel time runs, and anecdotal reports.
3. Based on outcomes of the Road Safety Audits and Bottleneck research, identify short and long term safety improvements for each location.
4. If necessary, assist MassHighway or relevant local community with the development of an application for HSIP funding eligibility.
5. Make staff available to MassHighway and other Regional Planning Agencies to be a Road Safety Audit team member for locations outside our region.
6. Continue involvement in the Strategic Highway Safety Improvement Program Steering Committee.

Products:

1. Road Safety Audit Report for each location studied by September 30, 2010.
2. Identification of "bottleneck" locations and potential causes by September 30, 2010.
3. Identification of projects eligible to utilize HSIP funds through the TIP by September 30, 2010.

Funding

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

3.3 Implementation of the Franklin County Park and Ride Study

Objectives:

To begin implementation the recommendations of the 2008 Franklin County Park and Ride Study. This study identified many potential park and ride locations throughout the county. This work will include working with the appropriate MassHighway District to conduct public outreach and begin implementation.

Previous Work:

1. Completed the Franklin County Park and Ride Study.
2. Completed the Franklin County Alternative Transportation Plan.
3. Participated in the Connecticut River Crossing Transportation Study.
4. Worked with MassHighway District 1 to design and build a Park and Ride facility in Charlemont.
5. Developed various Long Range Regional Transportation Plans.

Procedures:

1. Prioritize the recommended sites for Park and Ride facilities.
2. Contact property owners of potential sites to determine interest in having a shared Park and Ride facility on their property.
3. Work with each town in which a Park and Ride facility is recommended and perform public outreach.
4. Conduct additional detailed study of locations suggested by MassHighway or the public.
5. Work with MassHighway to begin the negotiation process for shared park and ride lot facilities.
6. Identify funding sources needed to create Park and Ride facilities, if appropriate

Products:

1. Summary of progress towards implementation of Franklin County Park and Ride Study recommendations by September 30, 2010.
2. A list of next steps to be carried out to continue implementation of additional future Park and Ride facilities in Franklin County by September 30, 2010.

Funding:

Budget	Source
<u>\$12,000 Total</u>	FHWA/EOTPW: 3C
\$ 9,600 Federal (80%)	
\$ 2,400 State (20%)	

3.4 Pedestrian Facilities Study

Objectives:

To assess the current pedestrian facility infrastructure in Franklin County and make recommendations to improve it. A pedestrian facilities inventory and survey were completed several years ago. This task provides the opportunity to summarize the data gathered in those projects and make recommendations to improve pedestrian facilities and to encourage residents to walk more. In addition, the FRCOG has been working with other community non-profit organizations to develop and launch “Walk Franklin County – for the health of it”. This program brings together a partnership of people working together to promote walking for transportation, reduction of air pollution, and physical fitness and health. This Task will allow continued involvement and support in “Walk Franklin County”.

Previous Work:

1. Pedestrian Facilities Survey
2. Pedestrian Facility Inventory of Franklin County
3. Alternative Transportation Plan
4. Participation in “Walk Franklin County – for the health of it”, a community based partnership project to encourage walking for improved health and transportation.

Procedures:

1. Review the Pedestrian Facilities Survey and summarize results.
2. Review the Pedestrian Facility Inventory and summarize strengths and weaknesses.
3. Continue working with YMCA in Greenfield, Greenfield Community College, Baystate Franklin Medical Center, and the Franklin County Chamber of Commerce to develop and promote “Walk Franklin County – for the health of it”.
4. Make recommendations based on summaries of above projects to improve pedestrian facilities.
5. Create suitable walking routes for each town within the county, and create maps of routes connecting destinations similar to those produced by “Walk Boston”.
6. Perform bicycle/pedestrian counts along bike trails.
7. Using crash data, identify sites of pedestrian/vehicle accidents and determine if any road improvements are needed.
8. Investigate the possibility of participating in Safe Routes to School efforts being coordinated by EOT.

Products:

1. Recommendations to improve pedestrian facilities in Franklin County by September 30, 2010.
2. Maps of suitable walking routes within Franklin County by September 30, 2010.

Funding:

Budget	Source	Direct Costs
\$ 22,000 Total	FHWA/EOTPW: 3C	\$5,000 for production and printing of maps
\$ 17,600 Federal (80%)		
\$ 4,400 State (20%)		

3.5 Updates for the Road Inventory File

Objectives:

To build on the work completed in FY 2009 to develop Town road and transportation maps for each Franklin County Town. This task will review the Town Road maps with each town, and identify changes to submit to EOT to update the Road Inventory File data base.

Previous Work:

1. Town Road Maps
2. Pavement Management Systems.
3. "Frequently Asked Questions about Gravel Roads".
4. Executive Order 418 projects.
5. Roads with potential flooding risks.
6. Preparation of Regional Transportation Plans.
7. Bikeway and Pedestrian Planning

Procedures:

1. Review the current Road Inventory File and identify any discrepancies with old records.
2. Work with Towns to identify incorrect or updated information.
3. Prepare a data base of Town supported changes to the Road Inventory file and submit to EOT.

Products:

1. A list of changes for the Road Inventory File by September 30, 2010.

Funding:

Budget	Source
\$11,000 Total	FHWA/EOT: 3C
\$ 8,800 Federal (80%)	
\$ 2,200 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
\$18,000 Total	FHWA/EOTPW: 3C
\$14,400 Federal (80%)	
\$ 3,600 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 four significant construction/implementation projects.
5. Participated in the development of safety recommendations for 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
\$6,000 Total	FHWA/EOTPW: 3C
\$ 4,800 Federal (80%)	
\$ 1,200 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 continue participation in the I-91 Passenger Rail Feasibility Study. To provide Staff support as needed in the development of the Franklin Regional Transit Center.

Previous Work:

1. Serves on the advisory board of the I-91 Passenger Rail Feasibility Study.
2. Participated in the planning and development of the Franklin Regional Transit Center.
3. Completed the West County Transportation Study.
4. Completed Greenfield to Gardner Transit study, determined initial routes and runs, pursued funding for start up of route.
5. Participated in the start-up of the “G-Link” between Greenfield and Gardner.
6. Worked with local transit authorities to expand current fixed routes and began efforts to start new route between Greenfield and Northampton.
7. Working with local stakeholders to relocate current Amtrak Service back to the Connecticut River line.
8. Developed the Locally Coordinate Plan for Franklin County and solicited applications for JARC and New Freedom Transit Funding.

Procedures:

1. Work with the Franklin Regional Transit Authority, the Montachusets Regional Planning Commission, and the Montachusets Regional Transit Authority to secure permanent funding for the G-Link services.
2. Work with the Franklin Regional Transit Authority and UMass Transit to expand services to South Deerfield and Sunderland, particularly as Park and Ride facilities in the areas are developed.
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 the Franklin Regional Transportation Center.
8. Update the Locally Coordinated Plan as necessary, a solicit applications for JARC and New Freedom funding as available.

Products:

1. Progress toward expansion of existing fixed route services and an enhanced paratransit system for Franklin County by September 30, 2010.
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).
5. Continued work to relocate Amtrak to the Connecticut River Line and participation in the I-91 Passenger Rail Feasibility Study.

Funding:

Budget	Source
\$15,000 Total	FHWA/EOTPW: 3C
\$12,000 Federal (80%)	
\$ 3,000 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 working with staff of the Massachusetts Regional Traveler Information Center (RTIC) to begin development of a Western Massachusetts Scenic Byway Website, the I-91 Fiber Project implementation, 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. Coordinating with Pioneer Valley Planning Commission and Berkshire Regional Planning Commission to begin planning for a Western Massachusetts Scenic Byway Website.
2. Participated in meetings to develop a Regional ITS Architecture for Western Massachusetts.
3. Participating in the design/build of the I-91 Fiber project.
4. Lead organizer of Western Mass 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 Western Mass Connect, on-going throughout the year.

Funding:

Budget	Source
<u>\$4,000 Total</u>	FHWA/EOTPW: 3C
\$ 3,200 Federal (80%)	
\$ 800 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. Updated Franklin County Bikeway Plan, 2008.
2. Eastern, Western, and Central Franklin County Bikeway maps.
3. Oversaw design of Riverside Greenway and Canalside Trail.
4. 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.
5. Determined sign locations needed to install Share the Road and trailblazing signs.

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.
4. Work with Department of Conservation and Recreation and other stakeholders to develop a tri-state bicycle route in Massachusetts, New Hampshire and Vermont.

Products:

1. Prioritized list of bikeway projects to pursue by December, 2009.
2. Completion of the TDM Share the Road contract by November 30, 2009.
3. Ongoing planning and development of new bikeway connections and expansions of the proposed network.

4. Work to develop a tri-state bicycle route in Massachusetts, New Hampshire and Vermont.

Funding:

Budget	Source
\$25,000 Total	FHWA/EOTPW: 3C
\$20,000 Federal (80%)	
\$ 5,000 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 Transportation Enhancement Committee.
2. Participation in the development of the MassHighway Highway Design Guidebook.
3. Participation and presentation in various Roundabout workshops in New England.

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
\$15,000 Total	FHWA/EOTPW: 3C	12.1
\$12,000 Federal (80%) \$ 3,000 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 East and West Scenic Byway Corridor Management Plans.
4. Design and Development of the Sunderland Scenic Turnout.
5. Design and development of informational kiosks and a canoe launch to be constructed in Charlemont.
6. Acquisition of Scenic Easements for the Mohawk Trail and Connecticut River Byways.
7. Developed a scope of work for the Erving Connecticut River Streetscape improvements.
8. Preparation of applications to the National Scenic Byway Program.
9. Initial discussions to develop a single Western Massachusetts Scenic Byway Website.

Procedures:

1. Prepare application(s) for implementation funding for projects contained in the various Franklin County Scenic Byway Corridor Management Plans through the Federal Scenic Byways program.
2. Work with the members of the various Byway Advisory Committees, and municipal representatives as appropriate, to identify projects for the application(s).
3. Work with members of the various Byway Advisory Committees and municipal representatives as appropriate to implement approved and funded Scenic Byway Projects.
4. Complete implementation of the Scenic Turnout in Sunderland.
5. Complete the Mohawk Trail Facilities project (kiosks and canoe launch) in Charlemont.

Products:

1. Prepared and submitted applications to the National Scenic Byways Program for implementation projects outlined in the various Franklin County Scenic Byway Corridor Management Plans.
2. Completed Sunderland Turnout and Tree Pruning.
3. Completed Mohawk Trail Facilities Project.
4. Work to secure a contract for the Erving Streetscape project.
5. Completed Scenic Land Acquisitions for the Mohawk Trail and Connecticut River Scenic Byways.

Funding:

Budget	Source	Staff Weeks
<u>\$45,000 Total</u>	FHWA/EOT: 3C	14.5
\$36,000 Federal (80%)		
\$ 9,000 State (20%)		

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2010 Franklin Unified Planning Work Program
Budget Summary by Task

1	MANAGEMENT & SUPPORT OF THE PLANNING PROCESS	3C
1.1	3C Program Support	\$65,973
1.2	Unified Work Program	\$15,000
1.3	TIP Preparation and Project Assistance	\$18,000
1.4	Public Participation Process	\$23,000
1.5	Environmental Justice	\$3,000
	Task 1 Subtotal	\$124,973
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	\$40,000
2.3	Air Quality Compliance, Modeling and Activities	\$4,000
2.4	State Data Center Affiliate/Business and Data Center Affiliate	\$9,000
2.5	Traffic Counting and Additional Data Collection	\$40,000
	Task 2 Subtotal	\$95,000
3	TRANSPORTATION PLANNING STUDIES	
3.1	Update to the Long Range Regional Transportation Plan	\$75,000
3.2	Road Safety Audits and Identification of Regional Bottlenecks	\$25,000
3.3	Implementation of Park and Ride study	\$12,000
3.4	Pedestrian Facilities Study	\$22,000
3.5	Updates for the Road Inventory File	\$11,000
	Task 3 Subtotal	\$145,000
4	ONGOING TRANSPORTATION ACTIVITIES	
4.1	Local Technical Assistance	\$18,000
4.2	Implementation of Route 2 Safety Improvement Study	\$6,000
4.3	Expansion of Transit and Rail Service in Franklin County	\$15,000
4.4	Implementation of Regional ITS Projects	\$4,000
4.5	Franklin County Bikeway	\$25,000
4.6	Education, Outreach, and Interregional Collaboration	\$15,000
4.7	Scenic Byway Implementation	\$45,000
	Task 4 Subtotal	\$128,000
	TOTAL	\$492,973

Public Review and Comment

A 30-day Public Review and comment period was held from July 24, 2009 to August 24, 2009. During that time comments were received from the Federal Highway Administration, Massachusetts Highway Department District 2 and the Town of Northfield. The comments are outlined below.

Federal Highway Administration

This is a well written document. We offer the following comments:

Please include a brief introduction for the reader. It should briefly explain the utility of the UPWP and how it addresses the major transportation priorities facing the Franklin Region. Please also list the 8 Planning Factors in the introduction, explaining that the UPWP addresses several of them.

It would be helpful for the reader if a Table Of Contents was included at the beginning of the document.

P. 15 The objective for Task 1.1, 3C Support, includes an incomplete reference to the Code of Federal Regulations. Rather than citing 23 CFR 314 (1), please replace the reference with 23 CFR 450.314.

P. 19 FHWA recommends that the Franklin Region TPO add an activity under Task 1.4, Public Participation Process that will allow for the review of the Public Participation Plan to address the need for an abbreviated public review and comment period for the TIP. During FY 2009, it became necessary for regions to release their draft TIP Amendments (resulting from the Economic Stimulus funds that became available), for an abbreviated public review and comment period. This period lasted 15 days. Some MPOs in Massachusetts do not have provisions in their Public Participation Plan that allow for an abbreviated review and comment period for documents like the TIP. With this in mind, if the Franklin Region's Public Participation Plan does not allow for an abbreviated public review and comment period for the TIP, this should be addressed, in case the need for such an expedited review becomes necessary in the future. This expedited review should only be used in reaction to extraordinary circumstances.

In light of conducting an expedited review and comment period, additional steps should be taken to inform the public of amendments and to receive public comments. These steps should be in addition to those normally taken to inform the public and receive their comments, when the ordinary 30-day public review and comment period is in effect.

P.28 FHWA would like each region to create a new chapter in their RTP that addresses Climate Change. The chapter should consider the region's transportation infrastructure and the transportation services that are currently provided. The chapter could also discuss potential threats to the safety and continued use of the transportation system from events like rising sea levels, more violent storms caused by worsening atmospheric conditions and flooding from storms with unusually heavy rainfall stressing drainage systems to beyond intended limits. This discussion is not necessarily meant to be lengthy, and such planning is germane to some factors that are influencing the transportation industry.

During the update for the 2011 RTP, stakeholders must be identified and meetings should be held with them to integrate their thoughts early in the process. Stakeholders will be members of the public, the business community, various agencies (some of whom may have long range plans themselves), governments, and other interested parties that wish to be involved in the process. Efforts to meet with these stakeholders should be clearly documented in the RTP, thus making readers aware of the transparency of the process used in the Plan's update. Any other long range plans for the area in general, or for resources in the area should be discussed and particular attention should be paid to how those plans may affect the RTP and vice versa. This close coordination will ensure that the planning will be cooperative and comprehensive. Although SAFETEA-LU requires that this coordination take place prior to creating or updating a Regional Transportation Plan, to do so more frequently than once every four years helps to make the planning efforts for the region continuous. Although 23 CFR 450.322 is particularly useful guidance in the updating of an RTP, we call specific attention to 23 CFR 450.322 (g) (1) and (2). For your convenience, A PDF attachment of this passage is attached electronically.

P.29 Thank you for including this study which will identify regional bottlenecks. As we have discussed, bottleneck conditions are major contributors to traffic congestion around the nation. Identifying them will be a first step to addressing them, which will eventually help to reduce Greenhouse Gas Emissions.

P.42 Budget Summary By Task table – Dollar amounts for Tasks 3.3, 3.4, and 3.5 are listed as different amounts than those listed in the individual task sheets. As listed in the table, the sum is not \$145,000, as shown, but rather \$180,000. The \$145,000 amount seems to be the sum of the tasks 3.1 and 3.2, as shown, plus the amounts of \$12,000, \$22,000, and \$11,000, as listed in the related tasks 3.3, 3.4, 3.5 respectively. Please review these costs and address this inconsistency in the final document.

MassHighway District 2

MassHighway requests that the UPWP item 4.5 Franklin County Bikeway Procedure 4 excerpted below:

- 4. Work with Department of Conservation and Recreation and other stakeholders to determine if the Schell Bridge is a feasible bicycle connection that DCR is willing to assume ownership.**

be dropped from the UPWP because MassHighway will be proceeding with the design of the demolition of the bridge as is supported by the Town of Northfield the owners of the bridge, under MassHighway project #127700. MassHighway has already determined that the bridge is beyond the point of economical rehabilitation for use even as a bicycle/pedestrian bridge.

Town of Northfield

A phone call from the Town of Northfield Administrative Assistant requested that language related to the Schell Bridge under Task 4.5 be eliminated.