

**MONTACHUSETT METROPOLITAN PLANNING
ORGANIZATION**

UNIFIED PLANNING WORK PROGRAM

OCTOBER 1, 2014 TO SEPTEMBER 30, 2015

DRAFT

Comment Period: May 19, 2014 to June 17, 2014



This document was prepared in accordance with 23 USC 450 by the Montachusett Regional Planning Commission under Contract No. 69656 with the Massachusetts Department of Transportation and with the assistance of the Federal Highway Administration, and the Federal Transit Administration.

MONTACHUSETT

REGIONAL PLANNING COMMISSION

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MPO ENDORSEMENT

OCTOBER 1, 2014 - SEPTEMBER 30, 2015 UNIFIED PLANNING WORK PROGRAM

The Unified Planning Work Program (UPWP) for the Montachusett Metropolitan Planning Organization (MPO) is a financial programming tool developed annually as part of the federally certified transportation planning process. In accordance with federal guidelines, the October 1, 2014 - September 30, 2015 Unified Planning Work Program for the Montachusett MPO was developed and submitted for a 30 day public review and comment period. Comments received have been addressed and are reflected in the final UPWP. The Montachusett Joint Transportation Committee (MJTC) has reviewed the document and has recommended its endorsement by the members of the MPO.

*Richard A. Davey, Secretary and CEO
Massachusetts Department of Transportation*

*Victor Koivumaki, Chairman
Montachusett Regional Planning Commission*

*Mark Hawke, Chairman
Montachusett Regional Transit Authority*

*Dean Mazarella, Mayor
City of Leominster*

*Lisa Wong, Mayor
City of Fitchburg*

*Stephen R. Raymond, Selectmen, Town of Athol
Representative, Sub Region 1*

*Robert Plamondon, Selectmen, Town of Townsend
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*Paula Bertram, Selectmen, Town of Lunenburg
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Date

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MONTACHUSETT METROPOLITAN PLANNING ORGANIZATION SIGNATORIES

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MassDOT Highway Division Administrator	Frank DePaola
Montachusett Regional Planning Commission (MRPC) Chairman	Victor Koivumaki
Montachusett Regional Transit Authority (MART) Chairman	Mayor Mark Hawke
Mayor City of Leominster	Mayor Dean Mazzarella
Mayor City of Fitchburg	Mayor Lisa Wong
Athol Board of Selectmen <i>Subregion 1</i>	Stephen R. Raymond
Townsend Board of Selectmen <i>Subregion 2</i>	Robert Plamondon
Lunenburg Board of Selectmen <i>Subregion 3</i>	Paula Bertram
Lancaster Board of Selectmen <i>Subregion 4</i>	Jennifer Leone

MPO SUB-SIGNATORY COMMITTEE MEMBERS

David Mohler, Director OTP, MassDOT, for Secretary Davey
Arthur Frost, Project Development Engineer for Administrator Frank DePaola
Glenn Eaton, Executive Director, MRPC, for Chairman Koivumaki
Mohammed H. Khan, Administrator, MART, for Chairman Mayor Hawke

EXOFFICIO MEMBERS

Pamela S. Stephenson, Division Administrator	Federal Highway Administration
Mary Beth Mello, Region I Administrator	Federal Transit Administration

MONTACHUSETT REGIONAL PLANNING COMMISSION (MRPC) OFFICERS

Victor Koivumaki, Chairman	Lancaster
Paula Caron, Vice Chairman	Fitchburg
Christopher Jones, Secretary	Townsend
James W. Meehan, Treasurer	Athol
Robert Grubb, Asst. Treasurer	Gardner

MONTACHUSETT JOINT TRANSPORTATION COMMITTEE (MJTC) OFFICERS

David Manugian, Chairman	Groton
Paula Caron, Vice Chairman	Fitchburg
Jon Wyman, Secretary	Westminster

MONTACHUSETT REGIONAL PLANNING COMMISSION STAFF

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Brad Harris, Transportation Project Director
George Kahale, Transit Project Director
John Hume, Director of Planning and Development
Kevin Flynn, Director of Community Development
Chantell Fleck, Regional Planner
Linda Parmenter, Administrative/Human Resources Director
George Snow, Principal Planner
Sheri Bean, Transportation Planner
Brian Doherty, Transportation Planner
Bobbi Jo Johnson, Fiscal Director
Jason Stanton, GIS/IT Director
Renee Marion, GIS Analyst
Stephanie Brow, Administrative Assistant
Thomas Roufos, Grant Writer/Regional Planner

MONTACHUSETT JOINT TRANSPORTATION COMMITTEE

<u>COMMUNITY</u>	<u>APPOINTED BY SELECTMEN/MAYOR</u>	<u>APPOINTED BY PLANNING BOARD</u>
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Ashburnham		
Ashby	Mary Krapf	Alan Pease
Athol	Doug Walsh	
Ayer	Pauline Hamel	Peter Johnston
Clinton		
Fitchburg		Paula Caron
Gardner		
Groton	Anna Eliot	David Manugian
Harvard	Lucy Wallace	
Hubbardston	Lyn Gauthier	James Crystoff
Lancaster		Noreen Piazza
Leominster	David DiGiovanni	
Lunenburg		Robert Saiia
Petersham	Roy Nilson	
Phillipston	Ron Recos	
Royalston	John Morse	
Shirley		Robert Thurston
Sterling		Charles Hadju
Templeton	Bud Chase	
Townsend		
Westminster		Andrew Sears
Winchendon	Jim Kreidler	Fedor Berndt

EXOFFICIO MEMBERS

Heather Hannon	Office of Transportation Planning (OTP) and Massachusetts Department of Transportation (MassDOT)
Pamela S. Stephenson	Federal Highway Administration (FHWA), Division Administrator
Mary Beth Mello	Federal Transit Administration (FTA), Region I Administrator
	Department of Environmental Protection (DEP)
Laurie Scarbrough	MassDOT Highway Division - District 2
Arthur Frost	MassDOT Highway Division - District 3
	Montachusett Regional Planning Commission (MRPC)
Mohammed Khan	Montachusett Regional Transit Authority (MART)

ORGANIZATION MEMBERS

Al Futterman	Nashua River Watershed Association (NRWA)
Tony Salerno	Amalgamated Transit Union #690 (ATU 690)
Kit Walker	Fitchburg Airport Commission
	North Central MA Chamber of Commerce
	Fitchburg Council on Aging
	Mass Development
Peter Lowitt	Devens Enterprise Commission (DEC)
Ayn Yeagle	Montachusett Opportunity Council, Inc.

Introduction

The Unified Planning Work Program (UPWP) for the Montachusett Metropolitan Planning Organization (MPO) is a financial programming tool developed annually as part of the federally certified transportation planning process. This document contains task descriptions of the transportation-planning program of the MPO, with associated budget information and funding sources for the 2014-2015 program year.

The purpose of the UPWP is to ensure a comprehensive, cooperative, and continuing (3C) transportation planning process in the Leominster - Fitchburg Urbanized Area and the Montachusett Region. In addition, this document provides for the coordination of planning efforts between communities in the Montachusett Region.

Metropolitan Planning Organization (MPO)

All urbanized areas with a population greater than 50,000 are required by the U.S. Department of Transportation (USDOT) Federal regulations to designate an MPO for the area. The establishment of an MPO is necessary for the State to receive Federal transportation funds. In the Montachusett Region, the Montachusett Regional Planning Commission (MRPC) serves as staff for the MPO. The MRPC staff annually produces a Transportation Improvement Program (TIP) and Unified Planning Work Program (UPWP). In addition, a Regional Transportation Plan is updated periodically to reflect the changing transportation needs of the area. A 2012 Regional Transportation Plan was endorsed by the MPO on August 24, 2011.

The MPO in the Montachusett Region (after a reorganization in October 2001) is currently comprised of the Secretary and CEO of the Massachusetts Department of Transportation (MassDOT), the Administrator of MassDOT Highway Division, the Chairman of the MRPC, the Chairman of the Montachusett Regional Transit Authority (MART), the mayors of Fitchburg, Leominster and Gardner and one Selectman from each of four geographically defined sub Regions. These sub regions are composed as such: 1) Athol, Hubbardston, Petersham, Phillipston, Royalston, Templeton, Winchendon; 2) Ashburnham, Ashby, Groton, Townsend, Westminster; 3) Ayer, Harvard, Lunenburg and Shirley; 4) Clinton, Lancaster, Sterling. These 10 members serve as the MPO Policy Board for the regional "3C" transportation planning process. It was felt that increasing the MPO to 10 members would allow for more local input and greater public participation and as such an inter-agency Memoranda of Understanding, entitled "Memorandum of Understanding (MOU) Relating to the Comprehensive, Continuing and Cooperative Transportation Planning Process for the Montachusett Region Metropolitan Planning Organization", defining the newly expanded MPO, was formally agreed to in September 2001. This MOU was reviewed, revised, updated and endorsed by the MPO on February 4, 2009. The basic makeup and composition of the MPO remained the same but a new method to select subregion representatives was adopted. On April 13, 2011, the MOU was updated and endorsed to reflect the Massachusetts Transportation Reform Act enacted on June 26, 2009 that established the Massachusetts Department of Transportation.

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 strengthened the metropolitan planning process. The Transportation Equity Act for the 21st Century (TEA-21) reaffirmed and retained the structure of the metropolitan transportation planning process. In 2005, President Bush signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). SAFETEA-LU addressed the many challenges facing our transportation system, such as improving safety, reducing congestion, increasing connectivity between modes and protecting the environment. On July 6, 2012, President Obama signed into law the new Federal Surface Transportation Authorization known as Moving Ahead for Progress in the 21st Century or MAP-21. The enactment of MAP-21 has not significantly changed the existing MPO planning goals as provided under the prior authorization SAFETEA-LU. These eight planning factors for both metro and statewide planning are as follows:

1. **Economic Vitality** – Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
2. **Safety** – Increase the safety of the transportation system for motorized and nonmotorized users;
3. **Security** – Increase the security of the transportation system for motorized and nonmotorized users;
4. **Mobility** – Increase the accessibility and mobility of people and freight;
5. **Environment** – Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;

6. **System Integration** – Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. **System Management** – Promote efficient system management and operation, and;
8. **System Preservation** – Emphasize preservation of the existing transportation system.

These eight (8) planning factors must be considered by MPOs in their UPWP's. This UPWP seeks to incorporate these planning factors through the various tasks identified.

Planning Factor	UPWP Task(s) That Addressed Planning Factor
Economic Vitality	2.14 Regional Transportation Model; 2.24 GIS Mapping; 2.34 Data Collection & Analysis; 2.54 Heart Healthy Trail Map Development; 2.64 Regional Freight Plan; 3.14 Town Center Operational Study; 3.64 Local Complete Streets Review & Analysis;
Safety	2.34 Data Collection & Analysis Program; 2.44 Management Systems (Pavement & Safety); 2.64 Regional Freight Plan; 3.14 Town Center Operational Study; 3.44 Regional Transportation Plan Update; 3.64 Local Complete Streets Review & Analysis;
Security	2.44 Management Systems (Pavement & Safety); 3.44 Regional Transportation Plan Update;
Mobility	2.14 Regional Transportation Model; 2.54 Heart Healthy Trail Map Development; 3.14 Town Center Operational Study; 3.14 Town Center Operational Study; 3.44 Regional Transportation Plan Update; 3.64 Local Complete Streets Review & Analysis; 4.44 Update of the TDP; 4.54 Coordinated Transit Plan Update
Environment	1.54 EJ/Title VI; 2.24 GIS Mapping; 3.34 Climate Change & Storm Water Runoff; 3.44 Regional Transportation Plan Update; 3.64 Local Complete Streets Review & Analysis;
System Integration	2.14 Regional Transportation Model; 2.44 Management Systems (Pavement & Safety); 2.54 Heart Healthy Trail Map Development; 3.14 Town Center Operational Study; 3.44 Regional Transportation Plan Update; 3.64 Local Complete Streets Review & Analysis; 4.44 Update of the TDP; 4.54 Coordinated Transit Plan Update
System Management	2.44 Management Systems (Pavement & Safety); 2.54 Heart Healthy Trail Map Development; 3.24 MAP-21 Performance Measures; 3.44 Regional Transportation Plan Update; 4.44 Update of the TDP; 4.54 Coordinated Transit Plan Update
System Preservation	2.34 Data Collection & Analysis; 2.44 Management Systems (Pavement & Safety); 3.14 Town Center Operational Study; 3.24 MAP-21 Performance Measures; 3.44 Regional Transportation Plan Update; 3.64 Local Complete Streets Review & Analysis

During the upcoming program year, the MRPC will conduct two local community traffic analysis and operation studies that will seek to address several issues ranging from potential congestion impacts to safety and access. The communities of Harvard and Lancaster have approached the MRPC with concerns related to a town center operational study and complete streets review and analysis. As a follow-up to our trail inventory and visitor guide, the MRPC will examine existing trails and identify those that can be considered "Heart Healthy". The Geographic Information System (GIS) will continue to support various work activities under several UPWP tasks as well as provide local assistance through our program of providing 8 free hours of GIS service to member communities. In addition, the GIS Department will continue work to expand and improve the MRPC's online GIS web mapping program launched in early 2012 entitled MRMapper. Several datalayers and applications have been uploaded to the site related to traffic counts and roadway functional classification to crash data. In addition, staff has conducted several outreach meetings with local officials to increase the use and knowledge of MRMapper. Staff will also be working extensively on updating our 2012 Regional Transportation Plan as well as developing a Regional Freight Plan.

In addition to these tasks, MRPC will continue its traffic counting program. The traffic counting program consists of automatic traffic recorder counts necessary to determine average daily traffic (ADT) throughout the region as well as determining speed and classification data. Staff will continue to conduct Turning Movement Counts (TMC) as part of our regular data program. Requests for ADT information come from local communities concerned about safety or future highway improvements and the MassDOT as part of its statewide traffic counting program. MRPC will also make use of its video traffic counting system, known as Miovision, to collect data at locations previously too difficult or complex to do by traditional means, i.e. roundabouts, multi-legged crossings and trails.

Some of the previous transportation planning studies completed during the last few program years includes the following:

September 2014	Road Connections to Commuter Rail
September 2014	Ayer Street Light Analysis Study
September 2014	MRPC Trail Visitor Guide
September 2014	Climate Change and Storm water Runoff
September 2014	Sterling – Senior Center Traffic Analysis
September 2014	Fitchburg – John Fitch Highway/Pearl Hill Road/North Street Intersection Analysis
September 2013	Route 117 Corridor Profile
September 2013	Community Trail Maps (Printed and Electronic)
September 2013	HSIP Intersection Evaluation, Leominster
August 2013	Community Based Pavement Reports
September 2012	MRMapper Online Web Based Mapping System
September 2012	Regional Goods Movement Survey
September 2012	Regional Pavement Conditions
September 2012	Walkability Study – Groton and Westminster
April 2012	Route 13/Haws Street Road Safety Audit
January 2012	Route 140 North Safety Study – Westminster, Gardner and Winchendon
September 2011	Trail Inventory – Athol, Petersham and Royalston
September 2011	Safe Routes to School Review and Analysis – Fitchburg and Leominster
September 2010	Trail Inventory – Gardner and Westminster
September 2010	Safe Routes to School Review and Analysis – Harvard and Fitchburg
September 2010	Route 140 Safety Task Force Study – Westminster and Princeton
August 2011	2012 Montachusett Regional Transportation Plan
April 2010	Electric Avenue Traffic Study – Fitchburg
January 2010	Templeton Common Traffic Study - Templeton

Other studies completed in previous program years are listed under the individual tasks.

Public participation continues to be a vital element of the transportation planning process. Community representatives of the Montachusett Joint Transportation Committee (MJTC) meet every month on the third Wednesday to discuss transportation projects and issues of regional importance. In order to guide the Montachusett MPO in this outreach effort, a Public Participation Program (PPP) was developed to solicit input to the various tasks undertaken. This program was reviewed and updated in 2006-2007. A new PPP was submitted for a 45 day public review and comment period in May – June 2007. The MPO formally endorsed the updated PPP on June 13, 2007. An amendment to the PPP was endorsed by the MPO on April 5, 2010 that provided the MPO with the ability to reduce the public comment period to not less than 10 days under extraordinary circumstances. The PPP will continue to be reviewed and refined as necessary to insure compliance with federal regulations and improve the public input process. The issue of Environmental Justice and how it relates to the MRPC will continue to be reviewed during the upcoming program year. As part of this effort, the regulations and requirements of Title VI of the Civil Rights Act of 1964 will be addressed and examined as part of this task. Prior efforts have led to the development and adoption of a Limited English Proficiency (LEP) Access Plan for the MPO as well as submittal of annual reports indicating the work done to meet state and federal regulations. In addition, the MRPC substantially revised its web page at www.mrpc.org in order to be more informative and easier to use. The site will continue to be used to post information in order to provide an additional outlet for public awareness.

The Unified Planning Work Program (UPWP) continues to demonstrate a high level of cooperation between MRPC and the Montachusett Regional Transit Authority (MART).

As a result of the provisions in the Intermodal Surface Transportation Efficiency Act of 1991, the Massachusetts Department of Transportation (formerly the Executive Office of Transportation) is the recipient of the statewide Section 5303 program funds and has the responsibility under present state law to administer FTA grants and to establish a statewide transit-planning program in cooperation with the MPO. The Montachusett MPO has been allocated \$74,967 in federal FY2014 Section 5303 funds. The MMPO holds harmless this allocation.

During the 2014-2015 program year the MPO will continue to be involved in several planning areas relating to mass transit. These mass transit activities will continue to be coordinated with other transportation related activities undertaken by the MPO. The planning areas include coordination with 3C management process, continuation of monitoring services and updating mass transit activities in the Montachusett Region, cooperation in developing transit related funding categories for the TIP and conducting special studies. The MPO staff will focus on such transit management activities such as the continuation of the update of the transit development plan for Gardner and the G-Link service areas, the

update of the Coordinated Public Transit - Human Services Transportation Plan, the update to the 2012 Regional Transportation Plan as well as technical support services related to the improvement of the commuter rail service facilities in the Montachusett Region.

During the development of the 2012 Montachusett Regional Transportation Plan (RTP), several key issues and priorities were identified for the Region. These include the improvement and upgrading of Route 2 throughout the entire Region, the improvement of Route 13 in Leominster and Lunenburg based upon alternatives identified in the Fitchburg/Leominster/Lunenburg Transportation Analysis Project, the development of a new interchange on Route 2 at South Athol Road in Athol and the upgrade and improvement of the Fitchburg Commuter Rail Line between Boston and Fitchburg. These major projects as well as the continued maintenance and operation of the Region's infrastructure are important to the continued growth of its 22 communities.

Program years described in the UPWP vary by funding sources and are listed below:

<u>Funding Source</u>	<u>Program Year</u>
FHWA/MassDOT	October 1, 2014-September 30, 2015
FTA/Section 5303	October 1, 2014- September 30, 2015

GreenDOT

GreenDOT is the Massachusetts Department of Transportation sustainability initiative. It is designed to support the implementation of the following state laws.

- Climate Protection and Green Economy Act (Mass. Gen. L. c. 21N)
- Green Communities Act (Chapter 169 of the Acts of 2008)
- Healthy Transportation Compact (section 33 of Chapter 25 of the Acts of 2009)
- Leading by Example (Executive Order of Governor Patrick, no. 488)
- MassDOT's youMove Massachusetts planning initiative
- The "Complete Streets" design standards of the 2006 MassDOT Highway Division Project Development and Design Guide, as amended

The GreenDOT initiative incorporates three main goals:

1. Reduce greenhouse gas (GHG) emissions
2. Promote the healthy transportation modes of walking, bicycling, and public transit
3. Support smart growth development

Through the GreenDOT policy, MassDOT will promote sustainable economic development, protect the natural environment, and enhance the quality of life for all the Commonwealth's residents and visitors through the full range of our activities, from strategic planning to construction and system operations.

GreenDOT was designed in response to several existing state laws, Executive Orders, and MassDOT policies. These include the 2009 Transportation Reform Law that created MassDOT and established the *Healthy Transportation Compact* that promotes improved public health through active transportation; the Global Warming Solutions Act, which calls for measurable and enforceable economy-wide greenhouse gas reductions; and MassDOT's Complete Streets design approach that calls for appropriate accommodation of all transportation system users." (www.massdot.state.ma.us/main/greendot.aspx)

As part of the implementation plan for GreenDOT:

"Secretary and CEO Richard Davey in October 2012 announced MassDOT's mode shift goal to triple the distance traveled by our customers through bicycling, transit and walking. That goal now joins other goals incorporated into MassDOT's GreenDOT Implementation Plan with tasks and indicators.

MassDOT established the goal to build a more efficient transportation system where fewer of our customers depend on driving alone to get where they are going. We want to reduce greenhouse gas emissions from the transportation system and support better public health outcomes by working to give our customers more healthy travel options.

MassDOT will measure our progress on this ambitious mode shift goal using Personal Miles Traveled (PMT) - distances traveled by all our customers for bicycling, driving, transit and walking in a one year period. It also measures all the trips taken by our customers, not just work trips which are often the focus in transportation planning. Measuring the distance traveled by each mode allows MassDOT to see strategic opportunities to improve the travel options for our customers, strengthen the relationship between land use and transportation planning, and draw a link to greenhouse gas emissions. Goal numbers are listed below.”

<u>Year</u>	<u>Bicycling PMT</u>	<u>Transit PMT</u>	<u>Walking PMT</u>	<u>Total</u>
2010 (baseline)	150.4m	1.83b	101.1m	2.08b
2020 (benchmark)	330.0m	3.99b	223.9m	4.55b
2030 (goal year)	516.m	5.93b	333.6m	6.78b

Source: <http://transportation.blog.state.ma.us/blog/2012/12/massdot-goal-triple-bicycling-transit-walking.html>

youMove Massachusetts

In addition, through the development of a statewide planning effort entitled *youMove Massachusetts* related to the “importance of public transportation to our overall economic and environmental well-being” that sought input on the state’s public transportation system, a series of ten core themes were developed.

As stated on the *youMove Massachusetts* website (youmovemassachusetts.org):

“Designed to be a bottom-up approach to transportation planning, *youMove Massachusetts* asked the public to participate in priority-setting from the outset. We received more than 700 individual comments on mobility gaps and challenges from which we could recognize themes and begin to identify potential solutions. From these comments, we developed ten core themes: statements of fundamental importance that articulate the expressed concerns, needs, and aspirations of Massachusetts residents for their transportation network. These themes will contribute to an overall vision of a transportation system that can both serve and promote a prosperous and sustainable future for the Commonwealth. “

The core themes are as follows:

- Theme 1: Improve Transportation System Reliability
- Theme 2: Focus More Attention on Maintaining our Transportation System
- Theme 3: Design Transportation Systems Better
- Theme 4: Encourage Shared Use of Infrastructure
- Theme 5: Increase Capacity by Expanding Existing Facilities and Services
- Theme 6: Create a More User-Friendly Transportation System
- Theme 7: Broaden the Transportation System to Serve More People
- Theme 8: Provide Adequate Transportation Funding and Collect Revenue Equitably
- Theme 9: Minimize Environmental Impacts
- Theme 10: Improve Access to our Transportation System

From the information gather through *youMove Massachusetts*, the state has moved onto its next initiative entitled weMove Massachusetts. As stated on the website weMoveMassachusetts.org, “...the strategic planning process of the Massachusetts Department of Transportation (MassDOT), is now underway. Since 2009, MassDOT has undertaken a wide-reaching reform effort, designed to improve how we do business, how we respond to our customers, and how we provide the transportation services that are a crucial foundation for the sustainable economic development of the Commonwealth. The weMove Massachusetts process is our first comprehensive effort to prioritize our transportation investments in a way that reflects what everyone feels is important for our transportation system.”

MassDOT has identified seven major components that “contribute to building weMove Massachusetts:

1. Transportation Reform - emphasis on our customers, innovation, accountability, performance management, efficiency, stewardship and stronger collaboration across transportation divisions
2. Data and Analysis - critical to sound decision making
3. Transportation System Needs Identification– to know that we are choosing the right transportation investments
4. youMove Massachusetts Themes - ten value statements that capture the diverse values our customers
5. Customer and Stakeholder Engagement– incorporate the priorities of our customers and stakeholders
6. Statewide Transportation Plans– implement our modal plans
7. Statewide Priorities and Policies– ensure accountability”

MassDOT has indicated that “Between now and early 2013, weMove Massachusetts will:

- Clearly articulate MassDOT’s goals, priorities, and policies, which are based on public input
- Advance important statewide policy goals for improving mobility, protecting the environment, promoting economic growth, and improving public health and quality of life
- Better use available information to allocate funding and prioritize projects in a clear and transparent way
- Communicate with stakeholders about their ideas on improving transportation services
- Engage all of our staff at MassDOT in the weMove Massachusetts process”

“A safe and efficient transportation system, ... that provides users with a good range of options for getting around, is an important building block for a successful, prosperous, and equitable future.” Before this is obtained “...a series of ongoing challenges” must be faced:

- “Resources are limited and unequal to our needs. We will strive for the most cost-effective approach to transportation investments.
- Our infrastructure is aging. Because deferring maintenance worsens this problem over time, making the right investments today will lead to future savings for all of us.
- Good jobs are needed today. Making the right investments in infrastructure puts people to work, leverages private investment, and facilitates job growth.
- Our population is constantly changing. As we live longer and welcome new residents to the Commonwealth, our transportation system must respond to the needs of all users.
- Extreme weather events impact us all. Tornadoes, major storms, and out-of-season snowfall events require quick responses to keep people and goods moving.”

MassDOT states that “By implementing a robust decision-making framework, we will be able to spend our limited resources on investments into our transportation system that yield the greatest return in meeting our needs, to defend our investment decisions with data, and to meet these goals while understanding the aspirations and concerns of the traveling public.”

For more information, please refer to the website: weMoveMassachusetts.org.

The policies of the Commonwealth will be reviewed, considered and incorporated in the planning studies developed as part of the work tasks outlined in this UPWP. Recommendations derived from these studies will be consistent with state policies.

Healthy Transportation Policy Directive

On September 20, 2013, MassDOT announced “a forward-thinking shift in MassDOT’s approach to project development.” Secretary and CEO Richard A. Davey stated that the new Healthy Transportation Policy Directive “will require all state transportation projects to increase bicycling, transit and walking options. This new Directive is intended to promote multimodal access for our transportation customers.”

The new Healthy Transportation Directive seeks to build upon the goals that were established under MassDOT’s GreenDOT Implementation Plan and the mode shift goal announced in October 2012 that calls for the tripling of bicycle,

transit and walking travel shares by 2030. The Directive requires all MassDOT Districts to review all projects under design to “ensure they are consistent with ...goals.” Other elements included in the Directive are as follows:

- All MassDOT facilities will consider adjacent land uses and be designed to include wider sidewalks, landscaping, crossing opportunities and other features to enhance healthy transportation options.
- Reviews will be conducted of cluster sites where incidents have occurred with healthy transportation users.
- MassDOT will develop a guide to assist communities proposing Shared Use Paths on or along rail beds in order to accelerate the path design process.

Additional information on the Healthy Transportation Policy Directive and MassDOT’s GreenDOT comprehensive environmental responsibility and sustainability initiative can be viewed at <http://www.massdot.state.ma.us/GreenDOT.aspx>.

The policies and goals of the Commonwealth, such as *GreenDOT* and *Mode Shift*, will be reviewed, considered and incorporated in the planning studies developed as part of the work tasks outlined in this UPWP, i.e. 1.44 Development of TIP, 2.14 Regional Transportation Model, 3.14 Town Center Operational Study; 3.34 Climate Change & Storm Water Runoff, 3.44 Regional Transportation Plan Update; and 3.63 Local Complete Streets Review & Analysis. Recommendations derived from these studies will be consistent with state policies.

Other Planning Activities in the Montachusett Region

Other planning activities currently taking place involving the Montachusett Regional Planning Commission include the following:

- MRPC staff completed a draft update of the Comprehensive Economic Development Strategy (CEDS) document and forwarded it to the Federal Economic Development Agency (EDA) in March 2014 for final approval. In addition to updating the CEDS, services that MRPC provides through EDA funding also include community and economic development planning and development to its member communities.
- MRPC recently submitted a grant application to the Department of Environmental Protection (DEP) to develop an Otter River Non-Point Source Pollution Study. If this grant is funded, impervious surfaces would be identified within a one half mile buffer of the Otter River and its tributaries utilizing GIS land use data (earliest available and most current). Sites would then be field checked to verify the existence of these sites. Bylaws of three communities would then be read and analyzed as they relate to sites identified.
- MRPC put together a grant application for \$400,000 in Federal grant funds from the Environmental Protection Agency (EPA) for a Brownfields Site Assessment Grant on sites to be determined and approved by MRPC and the EPA. MRPC also put together an application for \$1,000,000 for a Brownfields Revolving Loan fund that could be utilized for brownfields cleanup in the Montachusett Region. The grant applications were due on Wednesday, January 22, 2014 and it is anticipated that grant announcements will be made late spring.
- Staff continue to update of the Local Hazard Mitigation Plans for the Montachusett regions 22 member communities with an anticipated completion date of September 2014. The project is being funded by the Massachusetts Emergency Management Agency.
- MRPC was awarded \$129,500 by Housing and Urban Development’s (HUD) Community Challenge Grant Program in 2011 for the development of a Wachusett Station Smart Growth Corridor Plan. The grant provides the communities of Fitchburg, Westminster, and Leominster with an opportunity to examine and plan for the continued improvement and development of the Wachusett Station corridor, including the linkage of various means of transportation, and planning for future land use, housing, economic development, and open space and recreation opportunities in and around this area. MRPC staff developed draft chapters on Transportation, Open Space and Recreation, and Facilities/ Institutions, Housing, Land Use and Economic Development. The anticipated completion date for the draft plan is June 2014 followed by implementation of recommendations up to December 2014.

- The MRPC has a signed contract with the town of Lunenburg through June 30th, 2014 to work with the Planning Department/Planning Board to provide town planner assistance. MRPC also worked with the town to update the Economic Development Element of the Lunenburg Master Plan.
- MRPC is assisting the City of Fitchburg on a portion of its ArtistLink Grant Project. The overall Project seeks to foster additional artist live/work space within Downtown Fitchburg, including the B.F. Brown School. MRPC's role is to provide assistance related to development of zoning reform to encourage artist space development and help determining the feasibility of artist space for vacant properties.
- A Massachusetts Department of Public Health (MDPH) award of \$25,000 in funding to the MRPC was used to assist the City of Fitchburg and the Montachusett Opportunity Council, Inc. (MOC) on the development of policy initiatives related to improvement of vacant lots within the City of Fitchburg. The project was completed in October 2013.
- The Montachusett Regional Planning Commission (MRPC) and the Northern Middlesex Council of Governments (NMCOG) were awarded \$188,512 in grant funds from the federal Department of Commerce's Economic Development Administration (EDA) to develop a plan for the Siting of Renewable Energy Facilities for the Montachusett Region and the Northern Middlesex Region. The anticipated completion date for this project is August 2014.
- MRPC administered a FY11 Community Development Block Grant for Phillipston and Royalston which included funding to prepare bid-ready plans, specifications and cost estimates to make their respective town halls handicapped accessible. The grant award also funded preparation of affordable housing production plans for each community. Both towns have little or no rental housing, housing for the handicapped, or senior housing. The plans quantified the scope of the need and recommended measures to increase the supply and identified sources of funding. The plans were submitted to the Commonwealth of Massachusetts, which approved them in December 2013. Phillipston is now developing affordable housing units for seniors, one of the key recommendations of the plan.
- MRPC has a contract to assist the Town of Hubbardston to evaluate its community needs. The project will consist of a town-wide survey, research on a number of demographic indicators (population trends, household income, educational attainment, etc.), focus group meetings, and an action plan as well as a resource manual. The project must be completed by June 30, 2014.
- Through Chapter 205 of the Acts of 2006, Massachusetts has provided funding to regional planning agencies to provide technical assistance to their communities through the State's District Local Technical Assistance (DLTA) program. MRPC is assisting several communities in the areas of achieving sustainable development and land use objectives and establishing partnerships among communities. All current DLTA projects will be completed by December 1, 2014. Efforts currently underway include the following:
 1. Fitchburg: Investigating/researching appropriate changes in zoning changes around Wachusett Station and the new Great Wolf Lodge resort.
 2. Lancaster: Economic Development Plan.
 3. Winchendon: Master Plan Housing Element.
 4. Harvard: Design Standards for the Town Center.
 5. Shirley: Housing Production Plan.
 6. Clinton: Utilization of the Economic Development Self- Assessment Tool (EDSAT), an instrument made available to communities by the Dukakis Center at Northeastern University.
 7. Clinton: Downtown Housing Study.
 8. Lunenburg: Review and Analysis of the Feasibility of Providing Regional Animal Control Services.
 9. Lunenburg: Continuation of work on a Village District Bylaw.
 10. Lancaster: Continuation of work on a Village District Bylaw.
 11. Shirley: Continuation of work on an Overlay Bylaw for the Lancaster Road Priority Development Area.
 12. Royalston: Village District Bylaw.
 13. Winchendon: Economic Development Plan.
 14. Athol: Housing Production Plan.

1.0

MANAGEMENT AND SUPPORT

OBJECTIVE:

To assist, support, and provide the capability to maintain an open, comprehensive, cooperative, and continuing (3C) transportation/air quality planning and programming process at all levels of government; in conformance with applicable Federal and State requirements and guidelines, as described in the Memorandum of Understanding, and consistent with the DOT/EPA agreement.

In addition, this task will provide continued technical assistance and liaison with various coalitions/task forces including: the Montachusett Regional Trail Coalition, the Route 2 Safety Improvement Task Force, the Fitchburg Line Working Group, and the Montachusett Regional Emergency Planning Committee.

The Montachusett Regional Trail Coalition was established in early 2012 through the joint efforts of the Nashua River Watershed Association, local trail advocates and the MRPC to “advance the development of diverse high quality trails and greenways for all people.” This group has worked to update regional trail inventories as well as to develop individual community maps for publication by member municipalities. In the upcoming program year, the group will assist in overseeing the development of a series of maps that identify various trails as “Heart Healthy.” The ultimate goal of these maps will be to give health care providers an exercise option for their patients.

The Route 2 Safety Task Force is a local task force that was established to oversee and guide a study conducted by a private consultant as well as the implementation of the study recommendations. This Task Force has been meeting for several years and has seen the implementation of several key improvements to Route 2. Meetings have been infrequent of late but the group still meets as the final improvements to Route 2 in the Franklin County area near implementation. Support for these improvements from a regional perspective has been a key component to their implementation. MRPC involvement is considered important as these final projects near implementation.

The Fitchburg Line Working Group is a group of local officials that has worked with consultants and the MA Bay Transportation Authority (MBTA) to examine options for improving commuter rail service on the Fitchburg Line. A report completed in the late spring of 2005 identified a number of issues related to the improvement of the Fitchburg Commuter Rail Line. As work continues on the commuter line, the Group will continue to meet to work with the MBTA and the Commonwealth to try to implement identified recommendations.

The cities of Fitchburg, Leominster and Lunenburg have formed the Montachusett Regional Emergency Planning Committee (MREPC) to address emergency management issues for the three communities. Support services are provided to continue to work with the MREPC on evacuation and security planning. Past assistance has included the preparation of maps and the establishment of critical infrastructure datasets. A key component to providing this assistance is the MRPC’s presence at MREPC meetings.

Additionally, the MRPC will continue to work with MassDOT related to the implementation of regulations and requirements related to the federal transportation authorization legislation known as Moving Ahead for Progress in the 21st Century (MAP-21).

PREVIOUS WORK:

During FY 2013-2014, the Montachusett Regional Planning Commission (MPO) staff administered a viable 3C transportation planning process under the directives of the MPO, as outlined in the previous Unified Planning Work Program (UPWP); scheduled, conducted and maintained an active citizen-participation process including private sector participation through the Montachusett Joint Transportation Committee (MJTC); and coordinated the transportation planning program with local community planning and engineering departments.

- Updated MJTC Bylaws, 2014;
- Wachusett Smart Growth Corridor Analysis Committee, 2012 – 2014;
- Montachusett Regional Trail Coalition, 2012 – Ongoing;
- Montachusett Emergency Regional Planning Committee , 2006- Ongoing;
- Route 2 Task Force, 1995-2009 - Ongoing;
- Fitchburg Line Working Group, 2001-2007 - Ongoing;
- Route 117 Corridor Profile Planning Group, 2013;

- Route 140 North Safety Improvement Task Force – 2010-2011
- Route 140 Safety Improvement Task Force – 2008 to 2010
- Fitchburg Commuter Rail Line Alternative Analysis – 2007;

METHODOLOGY:

General 3C Support:

1. Provide administrative and technical support to the 3C process such as:
 - a. Provide liaison and short term planning assistance to all communities on transportation planning matters.
 - b. Review Federal and State transportation programs and regulations as required or necessary.
2. Administer the UPWP, 3C Contract, FTA/The Office of Transportation Planning Technical Studies and other transportation related grants.
3. Provide for and support public participation and private enterprise involvement in the 3C Process, FTA and Air Quality Programs.
4. Participation in informational programs on transportation, air quality, hazardous waste, energy conservation and accessibility planning.
5. Coordinate work with agencies involved in the 3C Contract, FTA and Air Quality Planning Programs.
6. Review MassDOT "084" Forms which affect highway capacity, speed, or VMT as part of the MPO's annual Air Quality Consistency Review.
7. Provide for participation of staff in educational development programs and conferences with concurrence with the Office of Transportation Planning and other agencies as needed.
8. Review and comment on traffic studies submitted to member municipalities by developers under the MEPA process or as needed/requested.
9. Insure that transportation/air quality decisions are consistent with regional policies, goals, objectives, and the State Implementation Plan (SIP).
10. Distribute for endorsement all necessary certification documents; maintain all MPO documentation records and files, and act as the general secretariat for the MPO in the Montachusett Region.
11. Work with and assist MassDOT and OTP with the implementation of rules and regulations related to MAP-21.

Montachusett Regional Trail Coalition

- Continue participation on the Trail Coalition;
- Coordinate and liaison with the Nashua River Watershed Association and local trail advocates;
- Provide feedback and support related to trail development and implementation through the TIP process as well as other potential funding sources.

Route 2 Safety Task Force:

- Continue participation on and liaison with the Route 2 Task Force;
- Continue interaction and work with the Route 2 Task Force, FRCOG, the MassDOT Office of Transportation Planning and MassDOT Highway Division District 2 to review recommendations regarding project development and prioritization based upon feedback of MassDOT, the Office of Transportation Planning and the Task Force, and begin or continue process for development of projects for funding through the TIP, etc.
- Continue to ensure adequate and proper public participation throughout the process.
- Prepare meeting agendas, minutes and mailings in cooperation with FRCOG.
- Ensure proper notice and information regarding Task Force developments are submitted to MJTC.
- Prepare list of projects and implementation schedule for the Montachusett Region based upon MJTC, Route 2 Task Force, MassDOT Highway Division District 2 and the MassDOT Office of Transportation Planning input.

Fitchburg Line Working Group:

- Continue participation on and liaison with the working group;
- Continue interaction and work with local officials, MBTA and Devens Enterprise Commission to review information, analysis and recommendations regarding study as developed by consultant, and continue process for development of projects for funding through the TIP, etc.

Montachusett Regional Emergency Planning Committee

- Continue participation on and liaison with MREPC;
- Provide feedback and support services related to evacuation and emergency planning issues;
- Coordinate with local Regional Transit Authority on emergency issues and agreements.

PRODUCT:

The maintenance and satisfaction certification of a viable 3C transportation planning process.

Montachusett Regional Trail Coalition:

- Meeting support as needed.

Route 2 Safety Task Force:

- Project list for Route 2 within the Montachusett Region for use as input to TIP process where appropriate.
- Minutes/agendas, etc. related to Route 2 Task Force, the MassDOT Office of Transportation Planning and/or MassDOT Highway Division District 2 meetings.

Fitchburg Line Working Group:

- Project list for the Fitchburg Commuter Rail Line within the Montachusett Region for use as input to the MBTA's Capital Improvement Plan and where appropriate.

Montachusett Regional Emergency Planning Committee:

- Support maps and data as requested and where appropriate.

SCHEDULE:

Management and support activities on a continuing basis throughout the program year.

Task Force and Organization activities to be carried out throughout the program year.

Task 1.14

FHWA PL	MassDOT	FTA-5303	LOCAL	TOTAL
\$43,200	\$10,800	\$5,000	\$1,250	\$60,250

OBJECTIVE:

To develop and obtain MPO endorsement of an annual Unified Planning Work Program (UPWP) that provides a description of the overall transportation/air quality planning activities, ongoing and anticipated in the region, including funding sources and agency responsibilities.

PREVIOUS WORK:

Previous Unified Planning Work Programs and other Federal and State grant applications (including Prospectus).

METHODOLOGY:

In conformance with applicable Federal and State guidelines, prepare and continually maintain a Unified Planning Work Program/Prospectus that describes all transportation-related planning activities anticipated within the Region during a one year period regardless of funding sources.

PRODUCTS:

1. Annual Unified Planning Work Program endorsed by the MPO.
2. Amendments, as necessary, endorsed by the MPO.

SCHEDULE:

Update and endorsed annually during the Second Segment of each Program Year. Draft documents and meetings to occur in the April to June time period. MPO endorsement to be sought in June.

Amendments are prepared and endorsed as necessary.

Task 1.24

FHWA PL	MassDOT	FTA-5303	LOCAL	TOTAL
\$9,200	\$2,300	\$4,000	\$1,000	\$16,500

OBJECTIVE:

Under this task the Montachusett MPO will continue to support, review and update the Public Participation Program (PPP) developed for the UPWP, TIP and Regional Transportation Plan (RTP). These processes outline the public outreach procedures to be followed by the MPO in developing and amending the Region's RTP, TIP, and UPWP. It is designed to ensure that all interested public and private agencies, organizations, including non-profits, and citizens have equal access to all transportation related policies, projects, and decisions made within the region. The encouragement of meaningful participation of local citizens in metropolitan transportation planning is one of the most important goals of the "3C" process and the Public Participation Program. The Final Rule on Metropolitan Planning issued by U.S. DOT in October 1993 reemphasizes this goal by requiring that each MPO maintain:

"...a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing plans, TIPs..."

The Montachusett PPP was developed and endorsed in 2007 and amended in 2010. As part of the ongoing effort to maintain a viable program, appropriate PPP's from other MPO's will be solicited and reviewed and appropriate changes will be considered and incorporated. Any new Public Participation Program or amendment will be subject to a 45 day public review period and endorsement by the MPO. Any and all requirements related to Title VI will be reviewed and incorporated within the PPP as appropriate and applicable. Coordination with MassDOT's Office of Diversity and Civil Rights will continue to be maintained and encouraged through this task.

In addition, staff will continue to monitor, support and encourage public participation through the MJTC, the Montachusett MPO and the MRPC. Staff will continue to prepare for and attend public meetings, seek to identify underserved and underrepresented groups, populations and organizations, identify methods to improve participation in the MJTC, MPO and MRPC and examine new and innovated methods to disseminate materials in order to meet environmental justice and other federal and state requirements.

The MRPC website went through a significant update and redesign in spring 2013. This update has allowed staff to better maintain the site and by extension hopefully improve the experience and usage by the general public. Continued refinements to the MRPC web page (www.mrpc.org) will be undertaken in order to provide information and to solicit public input and participation. Efforts will continue to examine ways to make the MRPC website more accessible and easier to navigate for all elements of the public.

PREVIOUS WORK:

- MRPC website redesign – 2013 and Ongoing
- Montachusett Public Participation Plan Amendment – April 2010
- Montachusett Public Participation Plan – June 2007
- Montachusett Today Newsletter - 2008 and continuing
- MRPC website – 2008
- Montachusett 2012 Regional Transportation Plan website - 2011 & 2013

METHODOLOGY:

As part of the continued development of the MRPC website:

1. Prepare, publish, update and enhance the MRPC web page with information that indicates the status of transportation activities and programs in the region.
2. When appropriate, paper copies of information contained on the web site will be distributed to the MPO, the MJTC, local planning boards, selectmen and the general public.

As part of the Public Participation Program;

1. Continue to review and update the Public Participation Program that details efforts to involve citizens in the transportation planning process in accordance with FHWA/FTA Planning Regulations as related to MAP-21.
 - a. Provide a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions and supports early and continuing public involvement in developing UPWP's,

- Regional Transportation Plans, and TIP's and meets the eleven requirements and criteria specified in the regulations.
- b. Continue efforts to broaden participation to include environmental, public health, elderly and disabled and other public and private interest groups for air quality and accessibility planning.
 - c. Continue efforts to address issues related to Title VI and public outreach and involvement.
2. Analyze Existing Public Participation Program: During the upcoming year, staff will continue to evaluate the effectiveness of its Public Participation Program in meeting performance measures.
 3. Identify Innovative Public Participation Techniques and Processes: Based on the evaluation, staff will attempt to identify innovative public participation techniques and programs that will enhance public participation.
 4. Identify Underserved/Underrepresented Groups: Under the Final Rule on Metropolitan Planning, MPO's are required to reach out to those groups who have been traditionally underserved in the provision of transportation services. MRPC staff will identify these groups as well as others who, while not underserved, are not participating in the transportation planning process and attempt to get them more involved.
 5. Provide for Open Review of the Implementation of this Process: It is very likely that the Public Participation Program will require continued revision and refinement. MRPC will make sure that interested parties and the general public are involved in developing new outreach procedures and will have ample opportunity to voice their opinions on these changes once proposed.
 6. Implement Public Participation Program in All Aspects of MPO Planning: In addition to its use in developing/amending the RTP, TIP, and UPWP, the Public Participation Program will be used, where appropriate, in other aspects of the MPO planning process.
 7. Present Transportation Plans and programs to the public for appropriate action.
 8. Utilize MRPC internet web page to promote and solicit public input and involvement in all planning aspects. Actively promote availability of web page.
 9. Disabled individuals who need the assistance of special equipment during MPO sponsored public hearings, such as a tape of the draft document to be considered, a sign interpreter, large print materials, transportation, etc. are encouraged to contact the MRPC office at (978) 345-7376 for assistance.
 10. Review PPP to address issues related to Environmental Justice and Title VI compliance. Review procedures developed by MRPC to address Environmental Justice and Title VI and update/change the PPP.
 11. Continue review of Limited English Proficiency Plan (LEP) and its relation to the PPP. Update LEP and PPP as needed to affectively address MAP-21 rules and regulations.
 12. Review the potential development of a transportation related electronic newsletter that highlights ongoing projects and activities. This newsletter will be distributed to all persons/groups on current mailing lists as well as posted on the MRPC webpage.

The PPP, where appropriate, will address the needs of individuals with limited English-speaking proficiency. In addition, the updated PPP will recognize where appropriate that the development of Regional Transportation Plans will include consultations, as appropriate, with state and local officials responsible for Land Use Management, Natural Resources, Environmental Protection, Conservation, and Historic Preservation.

PRODUCT:

- Updated Web Page; Printed copies as needed.
- Department Electronic Newsletter
- The maintenance of a viable Public Participation Program for the TIP, RTP, UPWP and where appropriate, other aspects of MPO planning.

SCHEDULE:

To be carried out throughout the program year.

Revisions to PPP to be completed as necessary during the program year.

Newsletter to be published on a regular basis ex: Spring (March); Summer (June); Fall (September); Winter (December).

Website to be updated on a continuing basis as information developed.

Task 1.34

FHWA PL	MassDOT	FTA-5303	LOCAL	TOTAL
\$13,200	\$3,300			\$16,500

OBJECTIVE:

To develop and maintain a financially constrained staged multi-year program of transportation/air quality improvement projects that is consistent with the region's Transportation Plan, the State Implementation Plan, EPA's Air Quality Conformity Regulations and FHWA/FTA Planning Regulations; and to conduct, on an as needed basis, amendments and administrative adjustments to the TIP regarding new project selection, air quality reviews, etc. based upon procedures outlined within the TIP. Amendments and adjustments would include development of draft and final documents, public and MPO notification, etc. Staff developed in 2012-2013, a revised Transportation Evaluation Criteria (TEC) scoring mechanism based upon MJTC and MPO review and input. The TEC will continue to be reviewed and updated as new MAP-21 regulations are promulgated as related to performance measures. In addition, staff will conduct the process for MPO Subregions to select a Representative and Alternate based upon the guidelines established in the MPO Memorandum of Understanding (MOU).

PREVIOUS WORK:

Prior TIP's and Amendments developed on an annual basis.

Transportation Evaluation Criteria (TEC) Revision for the Montachusett Region – 2012-2013.

METHODOLOGY:**I. PREPARATION OF DRAFT TIP****a. GENERAL**

- i. The TIP is a staged, multi-year, Intermodal program of transportation projects which are consistent with the regional transportation plan. It is a management and project tracking tool that is used to monitor the progress in implementing the Regional Transportation Plan.
- ii. Insure early involvement of key stakeholders and citizens through adherence with the Public Participation Program prepared under the 3C Task.
- iii. Provide technical assistance to municipalities and private interests in developing projects and priorities.
- iv. Interview the appropriate MassDOT Highway Division District Project Engineers and personnel in developing project information.
- v. Include sections on:
 1. The relationship of the TIP to the Regional Transportation Plan
 2. Description of funding categories and amounts of Federal funds proposed to be obligated during each program year
 3. Previously funded projects and programs from the last TIP year, and an identification of any significant delays in the planned implementation of major projects
 4. A description of the criteria and Project Selection Process for prioritizing projects
 5. Air quality significance and relationship of the TIP to the State Implementation Plan (SIP)
 6. A description of the progress in implementing any required Traffic Control Measures (TCMs), including reasons for any significant delays in the planned implementation and strategies for ensuring their advancement
 7. A list of all projects found to conform in a previous TIP and are now part of the base case for the purpose of air quality conformity analyses
 8. A financial plan that compares revenue needs to revenue sources for highway and transit programs and identifies operating and maintenance costs for the existing transportation system. The MRPC recognizes the need to develop a financially constrained TIP and will work with all members of the MPO to ensure the development of such a document.
 9. Identification of projects needed to implement regional Americans with Disabilities Act plans.
- vi. Utilize Transportation Evaluation Criteria in the review and prioritization process for identified projects. A continued review of the revised TEC will be conducted in order to ensure a regionally specific TEC. Performance Measures as developed according to MAP-21 requirements will be incorporated into the TEC as they come online.

b. DEVELOPMENT OF THE FOUR YEAR PROGRAM OF PROJECTS

- i. Update the list of all transit, highway, or air quality projects that are expected to require federal transportation funds for planning and engineering, construction or purchase during the federal fiscal years that the TIP is prepared for.

1. Prepare a list of all regionally significant transportation projects or programs that require FHWA or FTA approval that are not using Federal transportation funds.
2. For informational purposes list all regionally significant projects proposed to be funded with Federal funds other than from FHWA and FTA.
3. For informational purposes list all regionally significant projects proposed to be funded with Non-Federal funds.
- ii. The list of projects shall include:
 1. The official MassDOT identifying project title
 2. Project description
 3. Transportation Evaluation Criteria Score
 4. Estimated total cost
 5. The amount of Federal funds proposed to be obligated during each program year
 6. Proposed source of Federal and non-Federal funds
 7. Identification of the recipient/sub recipient and State and local agencies responsible for carrying out the project
 8. Identification of those projects which are identified as TCMs in the SIP
 9. Identification of those projects which will implement ADA plans
- iii. Project descriptions shall be of sufficient detail to permit air quality analysis in accordance with the U.S. EPA conformity requirements.
- iv. The total costs of projects, seeking Federal funds, in each program year shall be in line with anticipated federal funds. Year of Expenditure (YOE) costs will be determined for projects contained within Years 2, 3 and 4 for the TIP.
- v. The projects will be reviewed by staff of the MPO Staff, MassDOT Planning and MassDOT Highway Districts 2 and 3 based upon the procedures outlined in the Transportation Evaluation Criteria. Initial scores will be determined and reviewed by the MPO in order to establish the TIP.

c. AIR QUALITY

Prepare all documentation necessary for an air quality consistency determination required by EPA's recent regulations of "Criteria and Procedures for Determining Conformity to State of Federal Implementation Plans of Transportation Plans, Programs, Projects Funded or Approved Under Title 23 U.S.C. of the Federal Transit Act".

- i. A review of the past year's accomplishments within the Transportation element of the SIP.
- ii. The TIP is based upon a conforming Regional Transportation Plan (RTP) and is therefore a conforming document. As such a quantitative air quality analysis of all regionally significant projects will be conducted only as needed and on those project not contained within the conforming RTP. Major air quality projects are defined as those that change vehicular speed, reduce VMT or affect travel delay; as promulgated and endorsed by the State Air Quality Task Force. This as needed analysis will include projects which require an Environmental Impact Study (EIS), Environmental Impact Report (EIR) or Finding of No Significant Impact (FONSI); and will utilize methodology endorsed by the State Air Quality Task Force. The analysis will be based on a network-based transportation demand model which will be used to compare the action (build) alternatives to the baseline (no-build) alternative relative to air quality impacts.

d. PUBLIC PARTICIPATION

- i. There will be reasonable opportunity for public comment in accordance with the Public Participation Program developed under the 3C Task.
- ii. At least one formal public meeting will be held during the TIP development process.
- iii. The proposed and approved TIP will be published or otherwise made readily available for information purposes.

e. CONSULTATION

Through the TIP development process, consultation with various state and local officials as well as other groups/organizations and stakeholders is required as stated in the "New Consultations" section of SAFETEA-LU [23 CFR 450.316 (3) (b)]. Through meetings with MassDOT and the MJTC, as well as the procedures outlined in the Montachusett Public Participation Plan, notification will be made to a number of "agencies and officials responsible for other planning activities within the Metropolitan Planning Area (MPA) that are affected by transportation" of the development of the TIP. Further coordination and/or consultation will occur as early as possible and as needed and requested. All efforts will be documented within the TIP.

II. TIP APPROVAL

The above completed documents will be reviewed and endorsed by the MPO. The endorsed products to serve as the required air quality consistency documentation necessary for DOT (FHWA/FTA) and EPA conformity determination.

III. ADJUSTMENT/AMENDMENT/MODIFICATIONS

- a. Amendments to the TIP will require MPO approval. Procedures outlined for the development of the full TIP as well as those outlined in the Montachusett Public Participation Plan will be followed. A 30 day public review and comment period will be conducted. A reduced comment period of not less than 10 days may be utilized under extraordinary conditions as determined by the MPO.
- b. Adjustments to the TIP require review by the Joint Transportation Committee and notification and approval of the full MPO. A formal 30 day public comment period will not be required. Formal notification of the MPO will be conducted either through written notice or via a MPO meeting.
- c. Modifications to the TIP will be reviewed by the Joint Transportation Committee as well as the MPO. Based upon the level of modification required, a formal 30 day public review and comment period as well written notification of the MPO may not be required.

IV. SELF CERTIFICATION

During the development of the TIP and at the time of endorsement by the MPO, the MRPC will conduct an annual Self Certification Compliance. This will certify that the Comprehensive, Continuing, Cooperative Transportation Planning Process for identified fiscal year in the Montachusett Metropolitan Planning Organization is addressing major issues facing the region and is being conducted in accordance with all applicable requirements including:

- a. 23 USC Section 134, 49 U.S.C. 5303, and this subpart;
- b. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- c. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- d. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- e. Section 1101 (b) of the Safe Accountable Flexible and Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- f. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37 and 38;
- g. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- h. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- i. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
- j. Anti-lobbying restrictions found in 49 U.S.C. Part 20. No appropriated funds may be expended by a recipient to influence or attempt to influence an officer or employee of any agency, a Member of Congress, in connection with the awarding of any Federal contract.

V. PERFORMANCE AND ECONOMIC MEASURES

- a. Review target eligible projects from prior TIPs to compiled listings of completed and working projects;
- b. Categorize projects based upon repair/construction strategies;
- c. Compile and review final costs for completed projects;
- d. Examine other potential economic factors that may be applicable to identified projects;
- e. Review performance and economic measures utilized by other agencies and organizations;
- f. Investigate methods to establish procedures to determine performance and economic measures of TIP projects to assess their effectiveness and benefits;
- g. Review methods and criteria with MJTC, MPO and MRPC for input and applicability to the region;
- h. Develop and finalize applicable performance and economic measures and criteria that can be used as part of TIP development and Transportation Evaluation Criteria process.

PRODUCT:

Transportation Improvement Program, including, Year 1, 2, 3 and 4 elements, a ranking of the projects based upon the Transportation Evaluation Criteria process, a quantitative analysis of all transportation related emissions as a result of the implementation of the TIP and a demonstration that its implementation is consistent with the SIP and meets EPA/DEP conformity criteria and disbursed in accordance with the latest distribution matrix.

Adjustments/amendments to the TIP as required. Amendments or administrative action based upon criteria outlined within the TIP.

The TIP and any adjustment or amendment will be a fiscally constrained document for each fiscal year covered.

Performance and economic measures based upon project types that can be used as part of evaluation criteria for TIP development.

SCHEDULE:

The TIP will be submitted as required by MassDOT during the third quarter of the required Program year.

Draft document to be developed for public release and review in April to June time period. Final and MPO Endorsed documents to be released in June time.

Amendments to the TIP are processed as needed.

Performance measures analysis ongoing throughout the year.

Task 1.44

FHWA PL	MassDOT	FTA-5303	LOCAL	TOTAL
\$36,400	\$9,100	\$5,000	\$1,250	\$51,750

OBJECTIVE:

To integrate the basic principles of Environmental Justice (EJ) and Title VI (compliance to the Civil Rights Act of 1964) into the 3C Transportation Planning Process. Attempts will continue to be made to expand upon and incorporate recommendations previously developed and agreed to by the MRPC. Integration will continue with the Public Participation Program (PPP) in order to ensure and encourage participation and access by all area citizens. Issues related to Environmental Justice and its inclusion in local technical assistance reports, studies, etc. will continue to be investigated to ensure the process contains no public involvement barriers to minority and low income groups. In addition, various methods to measure EJ efforts conducted through other studies/plans will be reviewed and a report, if appropriate, will be compiled to allow for consistent “tracking” of regional efforts. Additionally, the MRPC will continue efforts to meet Title VI requirements in accordance with state and federal policies. This includes the continued review and revision of the MPO Endorsed Limited English Proficiency Plan (LEP) as well as annual reports and updates to MassDOT regarding Title VI compliance and procedures. The Federal Highway Administration (FHWA) continues to work with the MassDOT Office of Diversity and Civil Rights towards the creation of a more robust Title VI program. These efforts will affect how MPOs address Title VI issues. Work efforts under this task will include continued working with MassDOT to address areas identified by FHWA and their incorporation into the planning process within the Montachusett Region.

PREVIOUS WORK:

- Montachusett Title VI Report – 2011, 2012;
- Updated MRPC website – 2013;
- Montachusett MPO Endorsed Limited English Proficiency Plan (LEP) – February 2013;
- MMPO Annual Title VI Report – December 2012;
- 2012 Regional Transportation Plan;
- Public Participation Plan & Amendment – 2007 & April 2010;

METHODOLOGY:

- Review maps related to Transportation Improvement Program highway and transit projects in relation to EJ groups.
- Continue to identify procedures and methods to encourage and improve involvement in the PPP and local technical assistance projects.
- Coordinate discussion and meeting with MassDOT, FHWA and MRPC regarding elements to be addressed and included in an updated PPP.
- Update and review PPP in relation to EJ and Title VI issues as necessary.
- Compile and submit on an annual basis to MassDOT a Title VI Report related to efforts and activities undertaken to meet applicable requirements.
- Continue to review and revise the Montachusett LEP Access Plan to reflect latest MAP-21 requirements.
- Continue to work and coordinate with MassDOT Office of Diversity and Civil Rights to address FHWA Title VI issues and needs.

PRODUCT:

- Maps of identified Environmental Justice groups
- Technical assistance memorandum, reports and workshops as needed.
- Mailing lists of EJ related groups and organizations.
- Reports on efforts as needed.
- Limited English Proficiency Plan Updates
- Website updates and refinements
- Annual Title VI report

SCHEDULE:

To be carried out during the program year. Annual Title VI reports prepared and submitted – As required

Task 1.54

FHWA PL	MassDOT	FTA-5303	LOCAL	TOTAL
\$24,800	\$6,200	\$2,000	\$500	\$33,500

2.0

DATA COLLECTION AND ANALYSIS FOR REGIONAL TRANSPORTATION PLANNING

OBJECTIVE:

To continue previous modeling efforts and develop staff modeling capabilities. To continue developing and updating the model for the Montachusett Region for use with the transportation plans/studies and the Regional Transportation Plan and also to meet federal requirements and air quality laws and regulations. The model will also be utilized to support other planning activities within MRPC such as the Data Collection Program, Regional Safety Review, Climate Change, TIP Development and Project Development. The model allows the MRPC to complete the following minimum planning activities: to model existing traffic impacts to reveal congested roadways, to forecast impacts on traffic as a result of population and economic development, to estimate Vehicles Miles Traveled, to evaluate transportation alternatives as needed. The results of these analyses may be used by local decision makers, as well as state officials, to make improvement decisions about the transportation network in the MRPC region.

In addition, during the development of the Update to the Montachusett Regional Transportation Plan during this program year, continued refinements and reviews of the model will be undertaken as needed. Issues related to Air Quality Conformity Determination will be addressed, in coordination with MassDOT, in order to meet requirements.

PREVIOUS WORK:

During the previous program years the following elements to the model have been accomplished.

- Utilized for review of projection data as part of 2012 RTP development
- Conversion to TransCAD from TRIPS completed.
- Build out analysis for MRPC communities
- Updated demographic data

METHODOLOGY:

Staff will continue the ongoing process of refining and calibrating the regional model in TransCAD. Further development of the model will continue with the guidance of state officials, consultants, and other RPA's. The possibility of developing a transit network / multi modal model will be researched.

Efforts will include integrating 2010 Census block group and demographic data as the data becomes available, updating the roadway network with the new MassDOT Road Inventory File, updating traffic volumes utilizing the latest traffic counts, and available data from the MassDOT Statewide Household Survey will be incorporated into the model where appropriate. Socioeconomic data for future years will reflect the latest reliable estimates, and road segments will be corrected as needed.

During the program year, the products developed from the model, i.e. the base and future year scenarios used for network analysis of air quality and travel demand, will be reviewed, evaluated, and utilized as part of the development of the Transportation Improvement Program and other applicable studies/projects for the Montachusett Region currently being developed. Reviews, comparisons and updates to and from the state related to the statewide model will continue as data is developed. In addition, as the update to the Regional Transportation Plan is undertaken during this program year, the model will be reviewed and utilized as necessary in order to provide input to the RTP process.

Continue to collect and compile data related to expansion of the model within smaller rural communities. This would allow for the review and analysis of development alternatives and as well as other transportation or corridor studies (this may include utilizing consultants under contract).

Interim documents, if produced, will be forwarded to the MassDOT Office of Transportation Planning and MassDOT Highway Division Districts as completed.

Training of staff, in cooperation with state officials and guidelines, will continue.

PRODUCTS:

Computer model of the major road networks that can be expanded upon as needed and utilized for travel demand estimation and forecasting. Various outputs will be generated based upon the needs of the MRPC, local officials and MassDOT.

Inputs as needed for the development of the update to the Regional Transportation Plan.

SCHEDULE:

To be carried out throughout the program year. 2010 Census updates – October 2013 to January 2014.

Network enhancements – January 2014 to September 2014.

Task 2.14

FHWA PL	MassDOT	FTA-5303	LOCAL	TOTAL
\$17,200	\$4,300			\$21,500

OBJECTIVE:

The MRPC will continue to improve and develop staff capabilities with the Geographic Information Systems (GIS) purchased during previous program years. The GIS allows the MRPC to store, display, manage and analyze transportation data for different work tasks. This task will also provide general GIS assistance on projects conducted as part of this UPWP, such as, road inventory file updates, travel demand modeling, Travel Time analysis, pavement and crash data management, transit analysis and impact analysis. Data will be developed as part of various transportation analysis projects that can be utilized in the decision making process.

MRPC will also continue to develop and enhance its web based mapping system for use by member municipalities. This online system is entitled “MRMapper.” Developed in 2012, the online web mapping system allows users to view, query and edit data utilizing advanced spatial analysis and geoprocessing tools. Prior information available to end users includes traffic count locations and data, functional classifications of roads, pavement conditions, road jurisdiction and federal aid eligibility. Applications have been added related to crash data allowing individuals to create safety related queries as part of their analysis. As more datalayers are developed and as requests come in from member municipalities, the MRMapper system will continue to be expanded and updates. Staff will also continue its outreach efforts to educate local communities about the MRMapper system and its applicability to their needs.

Staff also continue their participation in the Massachusetts RPA GIS User Group MARGIS.

In addition, MRPC staff will continue to maintain, develop and archive digital data for the Region. Current hardware and software requirements for the GIS will be evaluated and upgraded as appropriate. Approval on expenditures over \$1,000 will be obtained prior to purchase.

This task will also provide support to member communities as part of the MRPC GIS Technical Assistance program. MRPC provides each member community with 8 free hours per calendar year of GIS technical assistance on various mapping and analysis projects.

PREVIOUS WORK:

- Applications/Query tools for MRMapper (2012-2013);
- Travel Time GPS Data Maps (2013);
- Local educational meetings related to the use of MRMapper. (2012-2013);
- Update Trail Inventory Databases (2012-2013);
- Sidewalk/Walkability Mapping – Groton & Westminster (2012);
- Purchase of web based mapping software and hardware (2011-2012)
- MRMapper online web based GIS mapping system (2012)
- Regional Evacuation Route Mapping (2012)
- Regional Climate Change Mapping (2012)
- Regional Transportation Plan (2012)
- Trail Inventory – Regionwide (2005-2011)
- Safe Routes to School – Fitchburg, Leominster, Gardner, Harvard and Shirley (2010-2011)
- Ayer Parking Study Mapping
- Mass Broadband Institute Broadband Mapping
- Regional Energy Plan
- Wind Energy Mapping
- Fitchburg/Leominster/Lunenburg Summer Street Project
- Rt 140 Task Force Environmental, Data and Problem Area Maps – Westminster, Sterling, Winchendon
- MRPC Signal Inventory Map
- Accident location datalayer for the Montachusett Region.
- Montachusett Regional Transit Authority Transit Route map.
- Pavement Management database of Federal Aid eligible roads.
- Establishment/development of data sets through MassGIS.
- MassDOT Road Inventory File database.
- Establishment of Technical Assistance Program for member communities.
- Databases from the state have/will be incorporated into the existing system for the Montachusett Region.

METHODOLOGY:

- Continue development and integration of Travel Time software and collected data into GIS
- Maintain and incorporate GPS data as collected
- Continue support and enhancement of MRMapper online GIS program
- Provide local support related to the use of MRMapper
- Ongoing training and enhancement of staff and system abilities.
- Continued collection, analysis and refinement of data sets in order to provide inputs for various planning tasks.
- Integration of existing databases (accident and road inventory) and the travel demand model into the GIS as appropriate.
- Support of UPWP tasks and special reports where appropriate and necessary.
- Provide technical support of aerial imagery software to local communities.
- Local GIS Technical Assistance support.

PRODUCTS:

Continue updating of a data report/listing of archived GIS data for member communities.

Base map and overlay files that can be utilized for numerous tasks including: travel demand modeling, traffic assignment, capacity analysis, accident reporting and analysis, pavement management, transit routing, environmentally sensitive areas, etc.

MRMapper Online Web based mapping system with relational data for MRPC communities.

Information generated will be used to augment or as inputs to numerous studies and tasks as needed.

SCHEDULE:

To be carried on throughout the program year.

Technical support: As needed throughout program year.

MRMapper applications and updates – as developed October 2014 to September 2015.

Task 2.24

FHWA PL	MassDOT	FTA-5303	LOCAL	TOTAL
\$49,600	\$12,400	\$4,000	\$1,000	\$67,000

OBJECTIVE:

The objective of this task is to continue to develop and maintain a region wide database of information related to regional transportation issues that can be used in the development of studies, analyses and the decision making process.

Included in this task is the yearly traffic counting program that utilizes automatic traffic recorders (ATRs) and the intersection Turning Movement Count (TMC) program in order to determine Level of Service (LOS) at major intersections. MRPC will also utilize a video traffic counting system purchased in early 2013 known as Miovision to conduct TMCs, volume counts, pedestrian/bicycle counts as well as other non-traditional/difficult counts. In particular, trail usage counts will be examined in more detail to determine applicability.

This program will also cover the regular data collection begun under prior work programs related to pavement conditions on federal aid eligible roads as part of the Pavement Management element of the Management Systems task. There are approximately 640 miles of Federal Aid roads in the Montachusett Region that will continue to be surveyed through a 2 year inventory program.

This task will also continue efforts to refine and update crash data provided by MassDOT for the MRPC region. The 2012 Roadway Safety Improvement Project Selection Report that identified high crash locations will be updated with the latest available crash data. Other crash data produced for and by the MRPC for the region was also included in the report. Our GIS safety database will be maintained and updated as new crash data is obtained both from the state and local municipalities.

Staff will also continue to utilize Travel Time GPS software and equipment to collect data on the regional road network to quantified and identify congestion issues.

In addition, as part of the approach to the development of the Update to the Regional Transportation Plan, staff will provide data support as needed in order to address needs as identified.

PREVIOUS WORK:

Traffic Count Program:

- Traffic counts taken since the initiation of the program in FY 84-85;
- Computerized file system of historical traffic volumes on a town/roadway basis;
- Online maps and database of historical traffic count data;
- Video traffic counting system – 2013.

Pavement Management Inventory Program:

- Database of Federal Aid Eligible Roads
- 2011 – 2013 reports “Regional Pavement Profile”
- 2 Year Inventory Schedule
- 2012 Montachusett Regional Transportation Plan
- Montachusett Pavement Inventory Program – 2008, 2009, 2010, 2011
- Establishment of GIS Datasets for MRPC
- Technical Support Groups (Pavement Management Users Group)

Safety Database

- Roadway Safety Improvement Project Selection Report
- High Crash Locations MRPC website application
- Top Lane Departure Crash Locations website application
- Database of Crash Information – 2008-13.

Travel Time Data Program

- Road network datasets – Approximately 6 road segments within the Region – 2012-13

METHODOLOGY:

The 2014-15 Traffic Count program will consist of the following sub-tasks:

- a. Provide assistance to MassDOT's state-wide traffic counting program. MRPC will count approximately 25 locations in the region normally taken as a part of the MassDOT traffic count program;
- b. Maintain a testing program of traffic counters to ensure accuracy of data based upon MassDOT procedures;
- c. Continue to establish database link of regional counts to GIS;
- d. Maintain ADT computer file system on a town/roadway basis;
- e. Continue to develop, refine and implement a permanent regional traffic counting program of approximately 300 locations;
- f. Conduct Turning Movement Counts (TMC) at major intersections region-wide as part of the regional traffic counting program to determine Level of Service (LOS) for those locations.
- g. Provide for special counts within the region as requested for local technical assistance.
- h. Update traffic count data posted on MRPC website (www.mrpc.org).
- i. Implement Video Traffic Counting System at various locations to collect TMCs, volumes, bicycle/pedestrian trail counts, etc.

As part of the Pavement Management collection program, the following will be undertaken:

- a. Collect roadway condition information including but not limited to ride, distress, and rutting conditions that adversely impact surface conditions on approximately 200-300 miles of regional roads;
- b. Conduct analysis of the inventoried roads;
- c. Update PMS database, including recent repair/reconstruction activities, based upon data collected;

As part of the Safety Database program, the following will be undertaken:

- a. Receive and collect crash data from MassDOT and local communities;
- b. Review, verify and correct crash data;
- c. Update crash data for local municipalities and update high crash locations as appropriate;
- d. Coordinate data with GIS for mapping purposes.

As part of the Travel Time collection program, the following will be undertaken:

- a. Identify local routes for data collection;
- b. Collect GPS data through various trail runs for each road segment;
- c. Conduct analysis of data.
- d. Prepare summary reports of Travel Time results.

PRODUCT:

Traffic Count Program

- Complete 75 to 100 traffic counts throughout the Region (including approximately 23 MassDOT permanent coverage stations);
- Complete 10 to 20 TMC at intersections throughout the Region;
- Maintain a file of traffic counts on a town/roadway basis and a datalayer of regional counts with GIS;
- Maintain documentation/records of testing procedures and accuracy of equipment utilized in data collection
- Update and maintain count data on MRPC website.

Pavement Management collection program

- Compile and inventory pavement conditions on approximately 200-300 miles of federal aid eligible roads;
- Update Pavement Management database based upon collected data;
- Incorporate pavement condition data into the MRPC's GIS;

Safety Database Program

- Updated Regional Crash Database
- Updated Roadway Safety Improvement Project Selection Report
- Updated High Crash Locations MRPC website application
- Updated Top Lane Departure Crash Locations website application
- Updated Regional and Community Maps of Crash Locations

Travel Time Program

- Maps and information related to congestion on regional road segments;

- Summary report of collected data.

SCHEDULE:

Most data collection to occur from April through November, depending upon local weather conditions. Other support efforts likely to occur throughout the program year, i.e. LOS analysis, Travel time analysis, etc.

Safety Database Program – Data collection – October 2013 to April 2014; Data Review – February 2014 to August 2014;

Travel Time Program – Data collection – October 2013 to November 2013 and April 2014 to September 2014; Analysis and mapping – December 2013 to April 2014 and June 2014 to September 2014.

Task 2.34

FHWA PL	MassDOT	FTA-5303	LOCAL	TOTAL
\$30,800	\$7,700			\$38,500

OBJECTIVE:

The objective of this task is to continue regional efforts to maintain a Pavement Management program for federal aid eligible roads. In addition, the continued development of the Regional Safety Review program will be conducted under this task.

The Pavement Management Program, begun under prior work programs, will continue to evaluate federal aid eligible roadways within the Region. There are approximately 640 miles of Federal Aid roads in the Montachusett Region that will continue to be surveyed and incorporated into the pavement management program. MRPC has established a 2 year program to inventory and analyze these roads.

In addition, this task will allow for our participation in the RPA/State Pavement Management User Group as well as other potential work based upon arrangements and directives from MassDOT through a Pavement Management Program.

Staff will examine various Pavement Management software for implementation within the Region. Prior software utilized is no longer supported or applicable for current work efforts. Any expenditure over \$1,000 will seek MassDOT approval prior to purchase.

Staff will also continue its outreach to area DPW Superintendents, Planning Directors, etc. in order to provide communities with pertinent data and materials. Communities utilize their limited Chapter 90 funds to address local road condition issues based upon various local parameters. In order to assist them in attempting to maximize funding, this program will continue to provide available data related to their towns through various outreach methods.

Staff will also maintain its membership and participation in the Worcester County Highway Association.

As part of the Regional Safety Review program, staff will seek to cooperate with the State to meet the goals of the MAP-21 Safety Planning Factor. The Safety Factor seeks to improve safety at high crash locations through the Highway Safety Improvement Program (HSIP). The HSIP is a data driven program that needs to include crash data gathering, crash analysis, identification of hazardous crash sites, prioritization and implementation of projects that improve safety at these sites, and evaluation of the effectiveness of those safety improvement projects. The crash data that are generated from the crash reports of the locations under study under this task will be added to the Regional Safety Database.

Staff will continue to work with the MassDOT Road Safety Audit (RSA) program.

Staff will seek to meet with communities in the region to identify and encourage safety improvement project development at high crash locations. Implementing low cost safety improvements will be part of the discussion.

Additionally, a key feature of MAP-21 is the establishment of a performance- and outcome-based program through the development of performance measures and goals. Utilizing information and data from the Pavement and Safety Management Systems, staff will continue to examine various performance management techniques as well as the development of applicable measurable goals related to safety improvement and pavement conditions. Efforts will be coordinated with state and federal guidelines, policies and techniques.

PREVIOUS WORK:

- 2012 Montachusett Regional Transportation Plan
- 2011 – 2014 reports “Regional Pavement Profile
- Database of Federal Aid Eligible Roads
- 2 Year Inventory Schedule
- 2007 Montachusett Regional Transportation Plan
- Montachusett Pavement Inventory Program – 2008, 2009, 2010
- Technical Support Groups (Pavement Management Users Group)
- Route 12 and Willard Street Leominster Before and After Safety Performance Analysis – 2013
- Route 101 (Center Street)/Corey Hill Road/Williams Road Ashburnham Road Safety Audit – 2013
- Water Street at High Street and Water Street at Main/Sterling Street Clinton Road Safety Audit – 2013
- Leominster Road (Route 12) at Chocksett Road Sterling Road Safety Audit – 2012

- Route 117 Corridor Profile, Lancaster – 2013-2014
- Route 140 Winchendon Road Safety Audit – 2012
- Route 13 Leominster Road Safety Audit – 2012
- Route 140 North Safety Improvement Study in Westminster, Gardner and Winchendon – 2011
- Route 140 Safety Improvement Study in Westminster and Sterling – 2008-2010
- Regional Crash Database - 2009-12
- Route 2 Access Safety and Operational Study – 2010

METHODOLOGY:

Pavement Management

- Participation in RPA Pavement Management Users Group.
- Technical assistance to MassDOT Highway as part of state PMS program based upon mutually agreeable scope.
- Update PMS database, including recent repair/reconstruction activities.
- Assist interested town with PMS programs as requested.
- Participation in Worcester County Highway Association
- Distribution of pavement related activities to municipal DPW's/Interested parties
- Public outreach and presentation where necessary and requested
- Conduct project specific pavement analysis and profiles as needed
- Develop local condition maps for member communities.
- Promote PMS programs to local communities;
- Assist communities in the compilation of local projects, the PNF/PIF process and public awareness as needed.
- Conduct research and examination of pavement management software for possible purchase.

Regional Safety Review

- Assist MassDOT with implementing the Strategic Highway Safety Plan (SHSP) and the HSIP. Staff will attend Traffic Records Coordinating Committee (TRCC), SHSP and HSIP meetings and receive training as needed.
- Create individual community reports of identified high crash locations from the Roadway Safety Improvement Project Selection Report for the purpose of developing safety improvement projects.
- Seek to meet with communities in the region to discuss developing projects at the identified high crash locations or locations identified through safety analysis, local requests, state request, local or regional studies or other data.
- Continue to work cooperatively with the MassDOT RSA program to conduct RSAs at identified locations to meet the goal of the state HSIP to develop safety improvement projects for the TIP. An RSA will be sought on any TIP project that has identified locations either in the roadway safety conditions report or through a safety analysis.
- Develop a regional low cost safety improvement program largely based on the MA Traffic Safety Toolbox that will provide low cost safety improvement suggestions that can be implemented relatively quickly to help remediate a safety problem.

Performance Measurables and Goals

- Review various performance management techniques;
- Based upon collected and available pavement and safety data, continue development of applicable measures and goals for the region.
- Create a process to quantify, track and maintain performance measures and goals.
- Coordinate performance measures and goals with state and federal guidelines, practices, etc.

PRODUCTS:

Pavement Management

- Distribution of quarterly mailing consisting of pavement related activities including but not limited to: Report information, Ch. 90 information, Questionnaires, Services, etc.
- Distribution of year-end report "Regional Pavement Profile" analyzing region and municipal pavement data
- Distribution of individual municipal specific profiles
- Pavement Management database for federal eligible roads.
- Database information for incorporation into the MRPC's GIS.
- Regional report that outlines the status of roads and their needs.
- Integration of data and analysis into project level reports as needed.
- Community condition maps.
- PNF/PIF's for federal aid eligible roads based upon community needs;

Regional Safety Review

- Road Safety Audits for identified location(s).
- Community Roadway Safety Improvement Project Selection Report for each community in the region.

Performance Measurables and Goals

- Pavement and Safety Performance Measures, Goals and Targets for the region.
- Process to monitor and track Performance measures.
- Regional report documenting the process as well as current progress.

SCHEDULE:

Pavement Management – Data collection to be carried out during October/November 2014 and April to September 2015.
Analysis and review of data to be conducted from December 2014 to September 2015.

Safety Management – Data collection to be carried out during November 2014 to April 2015; Analysis – February 2015 to August 2015; Updated listings and regional reports – July 2015 to September 2015.

Performance Measurables and Goals – Needed data collection to be carried out during October 2014 to March 2015;
Analysis and review of data to be conducted from March 2015 to September 2015; Liaison with MassDOT regarding
Performance Measures – to be carried on throughout the program year, October 2014 to September 2015.

Task 2.44

FHWA PL	MassDOT	FTA-5303	LOCAL	TOTAL
\$21,200	\$5,300			\$26,500

UPWP TASK NO. 2.54**TASK TITLE: HEART HEALTHY TRAIL MAP DEVELOPMENT****OBJECTIVE:**

Under this task, staff will continue to work with the Montachusett Regional Trail Coalition and other local trail advocates and groups to develop a region wide map highlighting heart healthy trails. Trails that are considered “heart healthy” are 1.5 miles or less in length and are identified as having an easy to moderate activity level. The goal would be to provide doctors, hospitals, senior centers, etc. with heart healthy trail maps so that they can hand out exercise prescriptions. As part of this, special signs can be placed on these trails that are similar, or the same as, the Department of Conservation and Recreation’s (DCR) signage.

This task would expand upon previous trail inventory efforts with the hopes of encouraging more trail use throughout the region.

PREVIOUS WORK:

- Electronic Formatted Community Trail Maps - 2013
- Montachusett Trail Inventory Reports – 22 MRPC Communities (2005-2011)
- Montachusett Regional Trail Coalition, established in 2013
- Montachusett Trail Inventory Update - 2013
- Montachusett Regional Trail Visitor Guide - 2014
- 2012 Montachusett Regional Transportation Plan

METHODOLOGY:

- Compile and develop a database of heart healthy trails throughout the Montachusett Region;
- Work with DCR to consider heart healthy trail signage;
- Establish a database of hospitals, doctors offices and senior centers to distribute trail data to;
- Distribute printed and electronic maps to interested communities and organizations.

Throughout process, input and feedback will be provided by the Trail Coalition.

PRODUCT:

- Electronically available Heart Healthy trail maps via MRPC website or the MRMAPPER site.
- Printed paper and electronic versions for hospitals, doctors’ offices and senior centers.

SCHEDULE:

Trail data collection will be implemented during the first half of the program year. Map development and printing will be conducted during the second half of the program year and outreach to the medical field and member communities will be established.

Task 2.54

FHWA PL	MassDOT	FTA-5303	LOCAL	TOTAL
\$22,046	\$5,511			\$27,557

OBJECTIVE:

To build upon freight data collected in the 2013-2014 program year in order to identify freight and goods movement issues within the Montachusett Region. Within the Montachusett Region as also within the Commonwealth, the efficient movement of goods and freight are key factors to the economic vitality of an area. MAP-21 has also established national performance goals for freight movement and economic activity, in particular “To improve the nation’s freight network, strengthen the ability of rural communities to access national and international trade markets and support regional economic development.”

This task will build upon data previously collected in order to better integrate freight planning into the Montachusett planning process. This includes the identification of short and long range freight needs and projects, access and safety issues and potential funding sources to implement identified projects.

PREVIOUS WORK:

- 2012 Montachusett Regional Transportation Plan - August 24, 2011
- Regional Crash Database
- Geographic Information System for the Region
- Intermodal Connector Review - 2011
- Pavement Management Regional Report - 2011, 2012, 2013
- Route 140 North Corridor Profile - Westminster/Gardner/Winchendon - 2012
- MRPC Roadway Safety Improvement Project Selection Report – 2012, (update in progress)
- Route 117 Corridor Profile - Lancaster - 2013
- Route 12 at Willard Street - Safety Project Analysis Study (before & after) - Leominster - 2013
- Wachusett Smart Growth Corridor Analysis - 2014
- Regional Road Inventory File
- Fitchburg Commuter Rail Line Improvement Implementation plan – September 2005

METHODOLOGY:

- Seek to identify and establish a regional freight advisory committee;
- Establish freight strategies and policies to improve and encourage activity;
- Examine and analyze data related to infrastructure impediments to freight and goods movement;
- Identify potential infrastructure projects to address issues and evaluate benefits;
- Review data to develop methods to evaluate future freight growth in the region;

Interim documents, if produced, will be forwarded to MassDOT as completed.

PRODUCTS:

The final product will be a Montachusett Regional Freight Plan for distribution to local communities and interested parties.

SCHEDULE:

To be carried out throughout the program year.

Task 2.64

FHWA PL	MassDOT	FTA-5303	LOCAL	TOTAL
\$25,600	\$6,400			\$32,000

3.0

TRANSPORTATION PLANNING STUDIES

OBJECTIVE:

To review current operating conditions within the town center of Harvard to assess vehicular, pedestrian and bicycle flows. The study will evaluate safety for all modes, their critical paths and access points, parking issues, and sidewalk conditions and needs. Staff will attempt to develop recommendations to address identified problems and will likely include such items as pedestrian and geometric improvements, pavement marking and signage upgrades and road and municipal building access. A local committee will be formed to assist in the development of the study with an ultimate goal of improving the livability and accessibility of the town center.

The Harvard Town Center is currently the site of several competing functions from town offices and commercial activity to school gatherings and recreational use. Vehicular traffic crosses through the center via Routes 110 and 111 often seeking access to Route 2 in the north and I-495 to the southeast. In addition, the town sees on a regular basis, bicyclists on long distance rides. These uses can often present difficult and competing situations that can be unsafe.

The town has also conducted past studies related to parking within the Town Center that will be reviewed and incorporated into this study and analysis.

This task review and make use of the FHWA's Livability Initiative (<http://www.fhwa.dot.gov/livability/>) by tying in quality modes of transportation to local points of interest for all roadway users.

PREVIOUS WORK:

- Montachusett Trail Inventory Reports – 22 MRPC Communities (2005-2011)
- Montachusett Trail Inventory Update - 2013
- 2012 Montachusett Regional Transportation Plan
- Safe Routes to School Study – Harvard 2010
- Walkability Studies – Groton and Westminster – 2012-2013

METHODOLOGY:

The following methodology will be conducted:

1. Review existing conditions – Land Use, Sidewalks/walkways, Bicycling, Trails, Intersections/Crossings, Signage, and Parking usage;
2. Identify deficiencies and areas to be addressed;
3. Coordinate with local town committee;
4. Establish the major bike routes & pedestrian routes in town;
5. Include ADA & Safe Routes to School considerations were appropriate;
6. Determine feasibility of parking and infrastructure improvements;
7. Develop recommendations and projects for town implementation;

PRODUCT:

The final product will be a report showing the study area with current conditions and recommendations that address local concerns related to bicycle, pedestrian, parking and vehicular access within the Town Center. Possible recommendations could result in the programming of future TIP projects.

SCHEDULE:

To be carried out throughout the program year.

Product completion estimated: September 2015.

Task 3.14

FHWA PL	MassDOT	FTA-5303	LOCAL	TOTAL
\$20,000	\$5,000			\$25,000

OBJECTIVE:

A key feature of MAP-21 is the establishment of a performance and outcome based program. The objective of this program is for States to invest resources in projects that collectively will make progress toward the achievement of the national goals. National performance goals have been established in seven areas for the federal aid highway program. The national goals are safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. This task will allow staff to coordinate with state and federal regulations and rules as they are developed. In addition, staff will review performance measures and methodologies in order to establish regional and MPO targets that can be used to help measure progress as defined in MAP-21 and the MassDOT GreenDOT Policy.

MPOs will eventually be required to establish performance targets in relation to performance measures (after the setting of state targets). This task will allow staff to coordinate with state and federal regulations and rules as they are developed. In addition, staff will review performance measures and methodologies in order to establish regional and MPO targets that can be used to help measure progress as defined in MAP-21.

PREVIOUS WORK:

- Montachusett Regional Transportation Plan
- Regional Crash Database
- Traffic Counting Program
- Geographic Information System for the Region
- Pavement Management Regional Report
- Regional Trail Inventory
- MRPC Roadway Safety Improvement Project Selection Report
- Climate Change and Transportation in the Montachusett Region
- Roadway & Alternate Mode Access to Commuter Rail in the Region
- Montachusett Trail Map & Visitor Guide
- Siting of Renewable Energy Facilities
- Road Safety Audits
- Public Participation Plan
- Fitchburg Commuter Rail Line Improvement Implementation plan
- Fitchburg Commuter Rail Line Service Expansion Study
- Fitchburg Commuter Rail Line Improvement Project Alternatives Analysis

METHODOLOGY:

The following activities will be undertaken as part of the development of this program:

- Staff will work with MassDOT and other MPOs to establish performance targets to meet the performance measures established by the State to meet the national goals.
- To document existing MRPC performance measures staff will examine existing MRPC procedures.
- Collect the data needed to evaluate the status of the performance measures and targets. The evaluation method will be developed in consultation with MassDOT and other MPOs.

PRODUCTS:

MRPC Region MAP-21 Performance Measures and Targets Report

SCHEDULE:

To be carried out based on the MAP-21 Implementation Schedule.

Task 3.24

FHWA PL	MassDOT	FTA-5303	LOCAL	TOTAL
\$20,000	\$5,000			\$25,000

OBJECTIVE:

Previous work included an inventory and assessment of roadway drainage systems in environmentally sensitive areas located along federal aid eligible roadways in the region. Using GIS data, sensitive areas were identified and mapped. Site visits were conducted in order to GPS, inventory and assess the condition of infrastructures such as catch basins, pipes, etc. This information will be shared with municipalities who in turn are required to provide it to the Environmental Protection Agency (EPA) as part of the forth coming EPA Phase II Stormwater Regulations. The second year of this task will include collecting geographic and condition data on select areas not required to be reported according the EPA Phase II Stormwater Regulations. These areas include any Federal Aid eligible roadway in an urbanized area or and urban cluster as well as Federal Aid eligible roads which are within the boundaries of any environmentally sensitive areas which were determined through the previous year's task. MRPC will consider this information when prioritizing projects on the TIP and make any databases created available to municipal public works departments or other interested parties.

MRPC staff will also continue to work with and assist MassDOT in relation to GreenDOT initiatives. This includes the analysis and calculation of possible Greenhouse Gas Emissions (GHG) of transportation projects within the Transportation improvement Program (TIP) where appropriate.

In addition to the evaluation of projects and strategies related to GHG, staff will utilize the FHWA web based tool entitled Infrastructure Voluntary Evaluation Sustainability Tool (INVEST) to assess the sustainability of projects. The priority concept of Livability will be examined as potential projects and improvements are identified that could result in positive impacts.

PREVIOUS WORK:

Storm Water Runoff Database - 2014
 Regional Climate Change Review – 2013
 Regional Evacuation Routes - 2012
 Regional Transportation Plan – 2012
 NERAC Evacuation Route Mapping - 2011
 Bottleneck Identification – 2010

METHODOLOGY:

- Coordinate with local municipal officials related to available data;
- Seek partners where applicable in datasharing and inventory development;
- Develop maps of environmentally sensitive areas along the federal aid system;
- Conduct site visits to document and GPS infrastructures;
- Develop comprehensive database of stromwater runoff locations;
- Develop maps of vulnerabilities and areas of concern;
- Provide applicable data and maps to appropriate municipal departments;
- Conduct GHG analysis of applicable TIP projects based upon MassDOT guidelines;
- Conduct review of project sustainability through the FHWA web based tool INVEST.

PRODUCTS:

- Maps of vulnerable locations in environmentally sensitive areas;
- Database of locations along the federal-aid system including infrastructure conditions and risks.
- GHG emissions analysis for TIP projects.

SCHEDULE:

To be carried out throughout the program year. Mapping of locations – October 2014 to December 2014 and March 2015 to September 2015; Database development – December 2014 to June 2015; GHG analysis – May 2015 to July 2015.

Task 3.34

FHWA PL	MassDOT	FTA-5303	LOCAL	TOTAL
\$20,000	\$5,000			\$25,000

OBJECTIVE:

The objective of this task is to complete the development of an update to the 2012 Regional Transportation Plan (RTP) for the Montachusett Region that was endorsed by the Montachusett MPO on August 24, 2011. Federal regulations require that the RTP be updated and revised every 4 years. The RTP is a comprehensive, multi-modal transportation plan which is used to enhance the decision-making capability of local, regional, and State officials by identifying both short range and long range improvements to the regional transportation system. This effort will reflect the 3C process and will be based on Federal and State policies, regional goals and objectives, detailed technical data and analysis, input from local technical assistance activities conducted by the RPA, and citizen participation.

Federal legislation (ISTEA, 1991) established the primacy of the Regional Transportation Plan in the 3C transportation planning process. Provisions in the Act governing the contents of the plan were designed to promote the development of an intermodal transportation system and to have that system help meet the NAAQS set forth in the CAAA of 1990 and the mobility provisions established under ADA. ISTEA identified key factors which must be considered in developing the Transportation Plan including 20-year forecasts of population and employment, the elimination and prevention of congestion, consideration of the land use impacts of planned transportation projects, and the preservation of existing transportation facilities as well as a number of additional areas. The 2012 RTP was developed in accordance with these requirements and the new requirements of SAFETEA-LU (2005). The update for the 2015 RTP will likewise be developed in accordance with all necessary requirements contained within the new federal legislation MAP-21 and the MassDOT GreenDOT Policy, Mode Shift Goals, youMassachusetts, and the Healthy Transportation Policy Directive.

The Transportation Plan comprehensively examines the existing transportation network in the region, identifies those issues and problems which either require or will require improvement, and outlines possible courses of action designed to facilitate these improvements. It considers virtually all forms of transportation in the region and is developed so that it is consistent with the region's comprehensive, long-term land use plans as well as any social, economic, environmental, and energy conservation goals and objectives.

Information developed as part of the 2012 RTP, previous studies conducted during past program years, as well as the MRPC's GIS, have been and will be utilized as part of the 2015 RTP as well as a new Air Quality Conformity Determination based upon the requirements of EPA and DEP.

Short and long range improvements related to transit will also be identified and incorporated into the RTP in order to promote the development of an intermodal transportation system that will help meet NAAQS set forth in the CAAA and the mobility provisions established under ADA.

The updated RTP will address Safety, Climate Change, Livability and Pavement Management in the Region. The principals and strategies of Livability will be reviewed and incorporated with the various chapters and policies of the Montachusett RTP were applicable. The ongoing Safety and Pavement Management data compiled for the Montachusett Region will be utilized to assess operation and maintenance issues related to regionwide safety and pavement needs.

PREVIOUS WORK:

- 2012 Montachusett Regional Transportation Plan - August 24, 2011
- Regional Crash Database
- Geographic Information System for the Region
- Intermodal Connector Review - 2011
- Pavement Management Regional Report - 2011, 2012, 2013
- Downtown Fitchburg Bottleneck Profile - 2012
- Regional Trail Inventory - 2012
- Walkability (Groton & Westminster) - 2012
- Route 140 North Corridor Profile - Westminster/Gardner/Winchendon - 2012
- MRPC Roadway Safety Improvement Project Selection Report – 2012, (update in progress)
- Climate Change and Transportation in the Montachusett Region - 2013
- Route 117 Corridor Profile - Lancaster - 2013
- Route 12 at Willard Street - Safety Project Analysis Study (before & after) - Leominster - 2013
- Roadway & Alternate Mode Access to Commuter Rail in the Region - 2013-14

- Montachusett Trail Map & Visitor Guide - 2014
- Sterling – Senior Center Traffic Analysis - 2014
- John Fitch Highway & North St/Pearl St Transportation Study - Fitchburg (in progress) - 2014
- Siting of Renewable Energy Facilities - 2014
- Wachusett Smart Growth Corridor Analysis - 2014
- Road Safety Audits: Lancaster - 2010; Sterling - 2012; Winchendon – 2012; Leominster – 2012; Ashburnham - 2013; Clinton - 2013
- Public Participation Plan - June 2007
- Coordinated Public Transit - Human Services Transportation Plan - June 2007
- Revised Montachusett MPO MOU - February 4, 2009
- Peak Hour Regional Travel Demand Model
- Regional Travel Demand Model
- Regional Road Inventory File
- Fixed Route Services Maps, Fitchburg/Leominster/Gardner - 2007-08; 2013- 2014
- Fitchburg Commuter Rail Line Improvement Implementation plan – September 2005
- Fitchburg Commuter Rail Line Corridor Alternative Analysis Scoping Package – January 2007
- Fitchburg Commuter Rail Line Service Expansion Study – February 2005
- Fitchburg Commuter Rail Line Improvement Project Alternatives Analysis – September 2007

METHODOLOGY:

The following areas will be conducted/developed utilizing traditional system planning combined with public involvement as part of the revision process:

- Review previous public outreach program. Update and revise as needed.
- Update and re-launch RTP specific website.
- Review and incorporate prior studies and analyses into identified RTP elements.
- Update relevant chapters to incorporate MAP-21 requirements and the MassDOT GreenDOT Policy, Mode Shift Goals, youMassachusetts, and the Healthy Transportation Policy Directive.
- Conduct local meetings and workshops to discuss and present the RTP.
- Develop and review evaluations of alternative solutions to identified problem areas.
- Develop plan elements to ensure a multi-modal approach. To include highway, mass transit, pedestrian and bicycle facilities, railroads and airports.
- Develop and review the air quality issues and strategies of the plan and its relationship to attaining and maintaining NAAQ Standards. Conduct Air Quality Conformity Determination based upon requirements established and by utilizing the Regional Travel Demand Model.
- Development of the Plan will include consultations, as appropriate, with state and local officials responsible for Land Use Management, Natural Resources, Environmental Protection, Conservation, and Historic Preservation.
- Identify various stakeholders within the region and coordinate meetings with individuals/groups to incorporate and integrate their thoughts/ideas/input/plans into the RTP. Efforts will be made to conduct coordination as early as possible in the update process. Stakeholders are considered members of the public, the business community, various local and state agencies, governments and other interested parties. Efforts will be documented within the final RTP.
- Develop and review the Financial Section of the Transportation Plan: Federal regulations require that each project and/or program appearing in the RTP must also have an identified source of funding that can reasonably be assumed to be available for implementation. Staff will work with MassDOT, FHWA, the Office of Transportation Planning and FTA to refine the transportation project funding level projections made in the RTP. Staff will also examine in greater detail the following basic activities required to produce a Long Range Transportation Plan:
 - Assessment of current financial conditions;
 - Projection of future financial requirements for operation and maintenance;
 - Assessment of ability to meet future financial requirements, based on analysis of existing revenue sources;
 - Identification of potential revenue sources to meet possible future shortfalls, including innovative financing methodologies;
 - Analysis of existing and future revenue sources, to include long-term availability and sensitivity to external factors;
 - Forecasts of baseline transportation system costs for use in making service and investment decisions.
- Print document for distribution when applicable. Electronic versions will also be distributed.
- Seek Full MPO endorsement of the plan when applicable.

Interim documents, if produced, will be forwarded to MassDOT as completed.

PRODUCTS:

The final product will be a comprehensive, multi-modal transportation plan endorsed by the MPO for the Montachusett Region to include an Air Quality Conformity determination. Distribution of endorsed copies will be to local public officials, MPO and MJTC members and other interested parties. Copies will also be made available to the general public thru the MRPC website (www.mrpc.org).

SCHEDULE:

To be carried out throughout the program year. New and updated RTP anticipated to be endorsed in the first half of 2015.

Task 3.44

FHWA PL	MassDOT	FTA-5303	LOCAL	TOTAL
\$52,000	\$13,000	\$4,000	\$1,000	\$70,000

OBJECTIVE:

The objective of this task is to provide a quick and effective response mechanism to handle special, short term issues and projects as they arise. This will include the development, upon the written request from the chief elected official of a local community or from state and federal agencies, of detailed technical data and reports that will assist local communities or the MassDOT in improving the Region's transportation system. Studies will include accident analyses, intersection capacity investigations, signal warrant investigation, analysis of potential projects related to Management Systems Activities, and traffic impact reports. Based upon local requests, reviews of proposed development impact reports will be conducted to determine accuracy, feasibility, completeness and integrity of results. Where appropriate GIS applications will be utilized. These studies may involve the establishment of a subarea transportation model, analysis of major and/or critical intersections within the study area and liaison with local and state officials in order to determine viable solutions to the identified problems.

PREVIOUS WORK:

- Local Town Impact Data & Review Related to Proposed Leominster Casino – Sterling, 2013;
- Review of Impact Report Related to Development in Westminster – 2013;
- Data Compilation Related to Proposed Senior Center – Sterling, 2013;
- Data Compilation for Town Review – Lunenburg, 2013;

METHODOLOGY:

Provide technical assistance in the form of meetings, data and reports to MassDOT, DEP, local communities, and other local, State and Federal agencies as the need arises. This includes, but is not limited to: air quality analyses; intersection and capacity analyses; traffic impact analyses of proposed developments; both commuter and municipal parking analyses; carpool/vanpool analyses; GIS applications and routine requests from local communities or citizens that continually arise in connection with the administration of the transportation planning program.

For each non-routine issue or sub-regional analysis, a study design will be developed for the Office of Transportation Planning /FHWA approval that outlines the geographic scope and level of effort required, including on a generalized basis a cost estimate based upon mandated requirements. In addition, potential bicycle and pedestrian connections will be reviewed and evaluated as part of any study.

PRODUCTS:

Detailed technical data and reports as appropriate. Distribution to include local officials of communities involved as well as state and federal officials.

SCHEDULE:

To be carried out throughout the program year as requests received.

Task 3.54

FHWA PL	MassDOT	FTA-5303	LOCAL	TOTAL
\$16,000	\$4,000			\$20,000

OBJECTIVE:

To review and assess the bike and walkability of the Town of Lancaster and to assist in determining routes and streets that can meet Complete Streets criteria. The analysis will examine school routes, truck access, ADA issues, possible bike and pedestrian accommodations and recommend potential projects that will enhance the town of Lancaster. This report will take into account the Complete Streets concept while analyzing ways to improve pedestrian circulation throughout the community and promote healthy transportation options. This task also supports the FHWA's Livability Initiative (<http://www.fhwa.dot.gov/livability/>) by tying in quality modes of transportation to local points of interest for all roadway users.

PREVIOUS WORK:

- Electronic Formatted Community Trail Maps - 2013
- Montachusett Trail Inventory Reports – 22 MRPC Communities (2005-2011)
- Montachusett Regional Trail Coalition, established in 2013
- Montachusett Trail Inventory Update - 2013
- Montachusett Regional Trail Visitor Guide - 2014
- 2012 Montachusett Regional Transportation Plan
- Safe Routes to School
- Walkability Studies

METHODOLOGY:

The following methodology will be conducted:

1. Review existing conditions – Land Development, Sidewalks/walkways, Bicycling, Trails, Intersections/Crossings, Signage, Environmental Justice Neighborhoods, and target populations
2. Establish the major bike routes & pedestrian routes in town
3. Determine the bikeability & walkability of these routes & if they meet the complete streets criteria
4. Create connections to Lancaster's Points of Interest (historical, cultural, ecological, recreational, agricultural, institutional)
5. Include ADA & Safe Routes to School considerations
6. Determine feasibility of establishing specific truck routes
7. Adapt routes to the different streetscape plans (Center Village, South Village, North Lancaster)
8. Encourage projects that take complete streets into account
9. Promote traffic management concepts that improve mobility
10. Map current conditions, EJ areas, and recommendations

PRODUCT:

The final product will be a report showing the study area with current conditions and recommendations. These recommendations could result in the programming of future TIP projects. Maps will show areas that currently promote complete streets, as well as points of interest, sidewalk locations, handicap accessibility, locations of concern, trails, etc.

SCHEDULE:

To be carried out throughout the program year.

Product completion estimated: September 2015.

Task 3.64

FHWA PL	MassDOT	FTA-5303	LOCAL	TOTAL
\$20,000	\$5,000			\$25,000

4.0

MULTIMODAL PLANNING ACTIVITIES

UPWP TASK NO. 4.14**TASK TITLE: TRANSPORTATION EQUITY AND PUBLIC INVOLVEMENT****OBJECTIVE:**

The objective of this task is for the staff to participate in the Montachusett Joint Transportation Committee (MJTC) and the Montachusett Regional Planning Commission (MRPC) for transit involvement issues to represent the needs of the Transit Authority (MART). Staff will also continue to work with the Montachusett Regional Emergency Planning Committee (MREPC) on evacuation and security plans in an emergency situation. Also, staff will continue to participate in the Fitchburg Line Working Group to improve rail service on the Fitchburg Line in the Montachusett Region, the Leominster Crime Stoppers Group to continue to educate the public in participating in the crime stopper program, and the Human Service Transportation (HST) Coordination Advisory Group in order to assist MART, other RTAs and the communities in their effort to improve access to transportation services for persons with special mobility needs.

In addition, staff will continue efforts to meet applicable Title VI requirements, including any updates to the MPO endorsed Limited English Proficiency (LEP) Access Plan as well as other issues related to Environmental Justice and state and federal policies as necessary. In particular, staff will address Federal Transit Administration (FTA) requirements and transit issues in regards to Title VI, Environmental Justice and LEP as they are raised and as they relate to any underserved populations that see environmental justice planning as an opportunity to address local transit issues. This task also includes efforts to encourage private enterprise and minority business participation throughout the planning process.

PREVIOUS WORK:

- Montachusett MPO Endorsed Limited English Proficiency (LEP) Access Plan – February 2013;
- Annual Title VI Report – 2011, 2012;
- Montachusett Regional Emergency Planning Committee (MREPC) - on going
- The Human Service Transportation (HST) Coordination Advisory Group- on going
- Fitchburg Line Working Group - on going
- MinuteVan Regional Transit Group- on going
- North Central Massachusetts Community Reinvestment Act Coalition (NCMCRA) - on going
- Montachusett Region Comprehensive Economic Development Strategy (MRCEDS) - on going
- Northern Tier Initiative – ongoing
- Leominster Crime Stoppers Group - ongoing

METHODOLOGY:

Coordinate planning activities thru participation in the MJTC.

Prepare required information/data which can assist in ongoing efforts to identify clients and available public transit services.

In addition, issues related to Environmental Justice and Title VI will be reviewed and addressed through the various aspects of this task. Where appropriate action will be taken thru the various coalitions and participation plans to improve the involvement of those traditionally not part of the planning process.

Interim documents, if produced, will be forwarded to MassDOT as completed.

PRODUCT:

Regionwide database of relevant socioeconomic data based upon collected information.

SCHEDULE:

Ongoing throughout the program year.

Task 4.14

FHWA PL	MassDOT	FTA-5303	LOCAL	TOTAL
		\$3,967	\$992	\$4,959

OBJECTIVE:

Provide technical support services to the Transit Authority (MART) related to the improvement of the commuter rail service facilities in the Montachusett region. Efforts will include assistance to MART in assessing commuter rail parking lots, the identification and assessment of park-and-ride lots, the review of commuter rail station construction plans and bid documents and the continued monitoring of transit construction projects.

In addition, staff will assist in the preparation of the Update to the 2012 Montachusett Regional Transportation Plan (RTP) through coordination with MART, incorporation of findings from their Comprehensive Plan (currently under development), and public outreach.

PREVIOUS WORK:

- Wachusett Station and Layover Facility – on going
- 2012 Montachusett Regional Transportation Plan - 2011
- Wachusett Extension Environmental Assessment – 2010
- North Leominster Commuter Rail Station Parking Expansion - 2013
- Ayer Commuter Rail Parking Expansion – on going
- Assisted MART and the Town of Ayer with the location, design and funding of the Ayer Commuter Rail Parking Facility including:
 - Preparation of appropriation request;
 - Preparation of the parking alternatives;
 - Preparation of responses to MassDOT concerns regarding financial constraint and handicapped accessibility;
 - Meetings with Town Officials to discuss federal funding of Ayer Commuter Rail Station.
- Littleton Commuter Rail Station improvement – on going
- Ayer Parking Garage Impact Analysis - 2009
- Wachusett – Gardner Extension (Phase I: Feasibility Screening) – 2009
- Fitchburg Commuter Rail Line Improvement Project (Alternatives Analysis Report) - 2007

METHODOLOGY:

MRPC will continue to review the commuter rail services in Fitchburg/Leominster and assist in the technical support and implementation of improvements to the region's facilities. This will include all stops along the Fitchburg MBTA line from Littleton to Fitchburg (and Gardner).

- Continue coordination with MART as part of RTP update.
- Assist in development of Transit Element of RTP.
- Coordinate RTP with Comprehensive Plan currently under development by MART.

PRODUCT:

Support services at meetings and presentations related to improvements to area facilities. Where appropriate technical documents and reports will be developed.

SCHEDULE:

To be carried out during the program year.

Wachusett Station and Layover Facility – October 2014 to September 2015.

Ayer and Littleton Commuter Rail Parking Projects – October 2014 to September 2015.

Task 4.24

FHWA PL	MassDOT	FTA-5303	LOCAL	TOTAL
		\$8,000	\$2,000	\$10,000

UPWP TASK NO. 4.34**TASK TITLE: TECHNICAL ASSISTANCE TO MART****OBJECTIVE:**

To provide technical planning services and assistance to the Montachusett Regional Transit Authority (MART) which will include the coordination of special transit planning projects, GIS assistance and mapping on identified transit projects such as transit and impact analyses, technical assistance at RTA board meetings and assistance to MART's welfare to work program.

Staff will also provide support services related to the development of the Update to the Regional Transportation Plan.

PREVIOUS WORK:

- GIS mapping of Fixed Route Transit Services and Updates – 2012, 2013
- Solar Voltaic Energy Production and Energy Management System Project – 2013-2014
- 2012 Montachusett Regional Transportation Plan - 2011
- Categorical Exclusions for Ayer Commuter Rail Parking Improvements - 2011
- Expansion of MART Storage Facility Leominster – 2010
- Categorical Exclusions for Acquisition of Property in Leominster for Temporary Parking- 2010
- Wachusett Extension Application for TIGER Discretionary Grant – 2009
- Fitchburg Commuter Rail Line – License Plate Survey – 2009
- Gardner MART Storage and Maintenance Facility - 2008

METHODOLOGY:

The FY15 MART technical assistance activities will consist of the following sub-tasks:

- Provide planning and management services as needed, including the maintenance of record keeping systems.
- Coordinate short range transit planning projects with long range transit goals and planning for the Region.
- Provide technical planning assistance to MART and member communities.
- Assist MART in meeting federal reporting requirements related to fixed route services.
- Assess and evaluate bus and van routes, schedules and fare structures.
- Prepare information and data for FTA reports.
- Conduct and review air quality related analysis and data for transit projects.
- Continue reviews and updates related to the development of transit element of the regional transportation plan.

PRODUCT:

Reports to public groups concerning MART activities.

SCHEDULE:

The planning assistance program to the RTA is to be carried out continuously during the program year.

Task 4.34

FHWA PL	MassDOT	FTA-5303	LOCAL	TOTAL
		\$8,000	\$2,000	\$10,000

OBJECTIVE:

The objective of this task is to continue the update to the Transit Development Program of Fixed Route Services in Gardner and the G-Link service areas. The study will examine and analyze types of travel, socio-economic data and geographic characteristics during the program year, make recommendations for improvements and prepare any necessary updated system schedules and fixed route mapping for the service areas. As stated, this is a continuation of work conducted in the previous program year for the Gardner and G-Link service between Gardner to Athol/Orange and Gardner to Winchendon areas.

PREVIOUS WORK:

- Transit Development Program Update – Fitchburg and Leominster 2013;
- Bus Stops & Bus Shelters Location Maps – 2009;
- Transit Development Program Update – Fitchburg and Leominster 2003; 2008
- Transit Development Program Update – GLink 2005;
- Transit Development Program Update – Gardner 2000
- 2012 Regional Transportation Plan
- Fixed Route Service Maps – Fitchburg, Leominster & Gardner – 2005; 2010

METHODOLOGY:

- Compile applicable 2010 Census data for the Gardner and G-Link service areas;
- Review current fixed route services and operation;
- Identify short comings related to access, populations, facilities and services;
- Update mapping of services;
- Recommend route and service changes to address identified needs.

PRODUCTS:

Transit Development Program Update with Service Recommendations
Map of potential service changes.

SCHEDULE:

To be carried out throughout the program year.
Data collection – October 2014 to January 2015.
Data Analysis – December 2014 to June 2015.
Public outreach and meetings – October 2014 to September 2015.
Recommendations and Draft report – May 2015 to August 2015.
Final report – September 2015.

Task 4.43

FHWA PL	MassDOT	FTA-5303	LOCAL	TOTAL
		\$16,000	\$4,000	\$20,000

OBJECTIVE:

The purpose of this task is to update the Coordinated Public Transit - Human Services Transportation Plan (Coordinated Plan) which was last endorsed in June of 2008. The Coordinated Plan focuses on three target populations within the Montachusett region, individuals with disabilities, low-income individuals (or persons below the poverty level) and the elderly, and seeks to identify gaps in existing transportation services and needs to meet those gaps.

The updated Coordinated Plan will include new information on existing transportation resources and newly identified gaps. The plan will also include new demographic data from the census bureau.

At the beginning of the program year a “Successful Grant Writer” training session will be held for any organization (Municipality, PFP, PNP, RTA, or State Agency) that plans to apply for funding in the annual Community Transit Grant Program in February 2015. One of the training sessions that is planned to be held will be for the Section 5310 program. The CHST plan updates will be made after the grant application training to allow time for attendees to add their respective services/projects to the CHST Plan.

Participants in updating this plan will include the Regional Coordinated Council (RCC).

PREVIOUS WORK:

- Coordinated Public Transit – Human Services Transportation Plan - 2008
- 2012 Montachusett Regional Transportation Plan

METHODOLOGY:

- Coordinate with Regional Coordinated Council;
- Develop, set and hold training workshops as required;
- Update 2010 Census data for targeted populations;
- Review Coordinated Plan and revise, update, identify needs and issues;
- Develop recommendations and strategies needed to meet plan requirements.

PRODUCT:

Updated Coordinated Public Transit – Human Services Plan

SCHEDULE:

Workshops will be scheduled within first half of program year; Final plan to be completed before September 2015

Task 4.54

FHWA PL	MassDOT	FTA-5303	LOCAL	TOTAL
\$20,000	\$5,000	\$15,000	\$3,750	\$43,750

Montachusett Regional Planning Commission
October 1, 2014 - September 30, 2015 Program Year Staffing Report

Staff	Title	Expected Time on 3C Contract
Bradford Harris	Transportation Project Director	100%
George Kahale	Transit Project Director	5%
George Snow	Transportation Planner	100%
Sherilyn Bean	Transportation Planner	100%
Brian Doherty	Transportation Planner	100%
Jason Stanton	GIS Project Director	50%
Renee Marion	GIS Planner	50%
	Transportation Intern	100%
	Transportation Intern	100%

SUMMARY OF FUNDING BY SOURCE AND TASK
PROGRAM YEAR 2014 - 2015

TASK NO./NAME	SPR	PL			FTA - 5303	LOCAL	TOTAL
		FHWA	MassDOT	TOTAL			
1.14 Support of 3C Process	-	\$43,200	\$10,800	\$54,000	\$5,000	\$1,250	\$60,250
1.24 Unified Planning Work Program	-	\$9,200	\$2,300	\$11,500	\$4,000	\$1,000	\$16,500
1.34 Public Info Reporting/Participation Program	-	\$13,200	\$3,300	\$16,500	-	-	\$16,500
1.44 Development of TIP	-	\$36,400	\$9,100	\$45,500	\$5,000	\$1,250	\$51,750
1.54 Environmental Justice/Title VI	-	\$24,800	\$6,200	\$31,000	\$2,000	\$500	\$33,500
Subtotal	-	\$126,800	\$31,700	\$158,500	\$16,000	\$4,000	\$178,500
2.14 Regional Transportation Model	-	\$17,200	\$4,300	\$21,500	-	-	\$21,500
2.24 GIS Mapping and Analysis	-	\$49,600	\$12,400	\$62,000	\$4,000	\$1,000	\$67,000
2.34 Data Collection & Analysis Program	-	\$30,800	\$7,700	\$38,500	-	-	\$38,500
2.44 Management Systems	-	\$21,200	\$5,300	\$26,500	-	-	\$26,500
2.54 Heart Healthy Trail Map Development	-	\$22,046	\$5,511	\$27,557	-	-	\$27,557
2.64 Regional Freight Plan	-	\$25,600	\$6,400	\$32,000	-	-	\$32,000
Subtotal	-	\$140,846	\$35,211	\$176,057	\$4,000	\$1,000	\$181,057
3.14 Town Center Operational Study	-	\$20,000	\$5,000	\$25,000	-	-	\$25,000
3.24 MAP-21 Performance Measures	-	\$20,000	\$5,000	\$25,000	-	-	\$25,000
3.34 Climate Change & Storm Water Runoff	-	\$20,000	\$5,000	\$25,000	-	-	\$25,000
3.44 Regional Transportation Plan Update	-	\$52,000	\$13,000	\$65,000	\$4,000	\$1,000	\$70,000
3.54 Local Technical Assistance	-	\$16,000	\$4,000	\$20,000	-	-	\$20,000
3.64 Local Complete Streets Review & Analysis	-	\$20,000	\$5,000	\$25,000	-	-	\$25,000
Subtotal	-	\$148,000	\$37,000	\$185,000	\$4,000	\$1,000	\$190,000
4.14 Transportation Equity & Public Involvement	-	-	-	-	\$3,967	\$992	\$4,959
4.24 Short Range Transportation Planning	-	-	-	-	\$8,000	\$2,000	\$10,000
4.34 Technical Assistance to MART	-	-	-	-	\$8,000	\$2,000	\$10,000
4.44 Update to TDP	-	-	-	-	\$16,000	\$4,000	\$20,000
4.54 Coordinated Transit Plan Update	-	\$20,000	\$5,000	\$25,000	\$15,000	\$3,750	\$43,750
Subtotal	-	\$20,000	\$5,000	\$25,000	\$50,967	\$12,742	\$88,709
TOTAL FFY 2015	-	\$435,646	\$108,911	\$544,557	\$74,967	\$18,742	\$638,266

SUMMARY OF FUNDING BY SOURCE AND ELEMENT
PROGRAM YEAR 2014-2015

ELEMENT	FHWA/MassDOT		FTA -	LOCAL	TOTAL
	SPR	PL	5303		
1	-	\$158,500	\$16,000	\$4,000	\$178,500
2	-	\$176,057	\$4,000	\$1,000	\$181,057
3	-	\$185,000	\$4,000	\$1,000	\$190,000
4	-	\$25,000	\$50,967	\$12,742	\$88,709
TOTAL	-	\$544,557	\$74,967	\$18,742	\$638,266

SUMMARY OF FUNDING BY SOURCE AND GRANTEE
PROGRAM YEAR 2014-2015

GRANTEE	FHWA/MassHighway		FTA -	LOCAL	TOTAL
	SPR	PL	5303		
MRPC	-	\$544,557	\$74,967	\$18,742	\$638,266
LOCAL GOVT (MART)	-	-	-	-	-
TOTAL	-	\$544,557	\$74,967	\$18,742	\$638,266

*100% FTA FUNDING FOR PRIVATE SECTOR ACTIVITIES

* NOTE: Source of Local Funds: Local Assessment, State and Other Sources (i.e. interest, etc.) and MART. No Section 5307 funds are included.

MRPC FEDERAL FISCAL YEAR "PL" ALLOCATIONS

<u>FY</u>	<u>ANNUAL</u>	<u>CUMULATIVE</u>
1974-2004	\$1,434,456.00	\$5,875,735
2005	\$506,127.00	\$6,381,862
2006	\$496,737.00	\$6,878,599
2007	\$508,486.00	\$7,387,085
2008	\$546,217.00	\$7,933,302
2009	\$567,231.00	\$8,500,533
2010	\$582,543.00	\$9,083,076
2011	\$563,751.00	\$9,646,827
2012	\$563,751.00	\$10,210,578
2013	\$555,297.00	\$10,765,875
2014	\$570,098.00	\$11,335,973
2015	\$544,557.00	\$11,880,530

MRPC "PL" EXPENDITURES

<u>CONTRACT #</u>	<u>AMOUNT</u>	<u>SPENT</u>	<u>CUMULATIVE</u>
18281-88006-24717	\$1,442,781.61	\$1,396,386.79	\$1,396,386.79
6047	\$165,000.00	\$165,000.00	\$1,561,386.79
94022	\$772,599.00	\$678,525.78	\$2,239,912.57
96506	\$1,278,009.00	\$930,861.89	\$3,170,774.46
30049	\$1,427,409.00	\$1,427,134.28	\$4,597,908.74
4034020	\$1,941,815.00	\$1,528,445.40	\$6,126,354.14
0052453	\$2,354,263.00	\$2,081,355.65	\$8,207,709.79
69656	\$2,429,837.00	\$1,361,850.15	\$9,569,559.94 *
Cumulative PL Allocation	\$11,880,530.00		
- Cumulative Amount Spent	\$9,569,559.94 **		
-	\$4,287.57	Overhead rate adj. from Contract #22725	
	\$2,306,682.49		
-	\$25,000.00	Approved Addn'l Funds from PL Balance 9/12/2005	
	\$2,281,682.49	Estimated remaining bank balance**	

*Estimated Expenditure Through February 28, 2014

Federal Fiscal 2015 SPR and PL Formula Allocation

based on revised MARPA formula as of 3/18/2013

FFY14 OA from Notice N 4520.228 per FHWA email dated 3/20/14
FFY14 apportionment - from FHWA email dated 3/20/14
\$8,537,386

<u>MPO (PL-Funded)</u>		<u>%</u>	FFY14 apportionment OA 93.4	FHWA Funds	NFA Funds	TOTAL FFY2014	Federal aid number	PARS number
Berkshire	YR 3	0.04610364	\$367,627	\$367,627	\$91,907	\$459,533		
Boston (CTPS)	YR 3	0.34173965	\$2,207,253	\$2,207,253	\$551,813	\$2,759,067		
(MAPC)	YR 3		\$517,751	\$517,751	\$129,438	\$647,188		
Cape Cod	YR 3	0.06040797	\$481,688	\$481,688	\$120,422	\$602,110		
Central Mass.	YR 4	0.09532586	\$760,121	\$760,121	\$190,030	\$950,151		
Merrimack Valley	YR 3	0.07186451	\$573,042	\$573,042	\$143,260	\$716,302		
Montachusett	YR 4	0.05463381	\$435,646	\$435,646	\$108,911	\$544,557		
Northern Middlesex	YR 3	0.06704058	\$534,576	\$534,576	\$133,644	\$668,220		
Old Colony	YR 4	0.07036820	\$561,110	\$561,110	\$140,278	\$701,388		
Pioneer Valley	YR 3	0.09817868	\$782,869	\$782,869	\$195,717	\$978,586		
Southeastern Mass.	YR 4	0.09433711	\$752,236	\$752,236	\$188,059	\$940,296		
TOTAL		1.00000000	\$7,973,919	\$7,973,919	\$1,993,480	\$9,967,398		
<u>RPA (SPR-Funded)</u>		<u>change from FFY2013</u>	<u>SPR FFY2014 Funds</u>					
Franklin	YR 3	-\$19,629	\$398,879	\$398,879	\$99,720	\$498,599		
Martha's Vineyard	YR 3	-\$11,255	\$228,721	\$228,721	\$57,180	\$285,901		
Nantucket	YR 2	-\$9,574	\$194,556	\$194,556	\$48,639	\$243,195		
TOTAL			\$822,156	\$822,156	\$205,539	\$1,027,695		
TOTAL (PL and SPR funded)			\$8,796,074	\$8,796,074	\$2,199,019	\$10,995,093		

The recommended PL Allocation Formula as developed by the Massachusetts Association of Regional Planning Agencies and recommended by MassDOT is based upon the following three factors. These factors result in the percentages shown.

- 40% of available funds are equally divided among the 10 MPOs.
- 30% is allocated based upon each MPO's relative share of Urbanized Population.
- 30% is allocated based upon each MPO's relative share of Total Population.

SUMMARY OF OTHER MRPC FUNDING SOURCES

Agency	Program	Funding Total
U.S. Dept. of Commerce Economic Development Administration	<i>Section 203 Area Planning Assistance Grant (7/1/13-6/30/14)</i>	\$60,000.00
Montachusett Regional Transit Authority	<i>Technical Assistance</i>	\$168,000.00
Massachusetts Department of Environmental Protection	<i>319 Non Point Pollution</i>	\$87,750.00
Massachusetts Department of Housing & Community Development	<i>Phillipston/Royalston Joint Community Development Block Grant FY11</i>	\$245,000.00
Massachusetts Department of Housing & Community Development	<i>Clinton Community Development Block Grant</i>	\$31,360.00
Massachusetts Department of Housing & Community Development	<i>Phillipston/Royalston Joint Community Development Block Grant FY12</i>	\$95,461.00
Massachusetts Emergency Management Agency	<i>Pre-Disaster Mitigation Competitive Program</i>	\$93,750.00
Montachusett Regional Planning Commission	<i>Local Assessment</i>	\$68,383.74
U.S. Dept. of Housing & Urban Development	<i>Community Challenge Initiative</i>	\$129,500.00
Town of Westminster	<i>GIS Services</i>	\$6,000.00
U.S. Dept. of Commerce Economic Development Administration	<i>Renewable Energy Siting Plan</i>	\$94,256.00
U.S. Dept. of Transportation Federal Transit Administration	<i>Section 5303 Technical Assistance</i>	\$59,534.00
Massachusetts Information Technology	<i>GIS</i>	\$7,963.00
Town of Ashburnham	<i>Distressed Properties Initiative</i>	\$29,800.00
City of Fitchburg	<i>ArtistLink Grant Project</i>	\$6,000.00
Massachusetts Dept. of Housing & Community Development	<i>District Local Technical Assistance-Round 6 (1/1/12 – 12/31/13)</i>	\$157,522.00
Massachusetts Dept. of Public Health	<i>Capacity Building Grant</i>	\$25,000.00
Town of Ayer	<i>GIS Services</i>	\$6,770.39
Town of Lunenburg	<i>Master Planning Project</i>	\$4,950.00
Town of Ashburnham	<i>Community Development Block Grant - Program Income</i>	\$4,898.00
U.S. Dept. of Commerce Economic Development Administration	<i>Section 203 Area Planning Assistance Grant (4/1/14-3/31/15)</i>	\$70,000.00

SUMMARY OF OTHER MRPC FUNDING SOURCES (cont.)

Agency	Program	Funding Total
Massachusetts Dept. of Housing & Community Development	<i>District Local Technical Assistance-Round 6 (1/1/13 – 12/31/14)</i>	\$197,640.00
Town of Hubbardston	<i>Community Needs Assessment</i>	\$23,500.00
Town of Royalston	<i>Zoning Bylaw Amendment</i>	\$9,000.00
Town of Lunenburg	<i>Planning Assistance</i>	\$12,000.00
Town of Clinton	<i>GIS Services</i>	\$6,919.50

COMMENTS AND RESPONSES

COMMENT	RESPONSE