

Southeastern Massachusetts Metropolitan Planning Organization
Management and Support Transportation Plan Special Studies

FFY 2012
UNIFIED PLANNING
WORK PROGRAM



Transportation Improvement Program
MassDOT SRPEDD SRTA GATRA

ENDORSED BY SMMPO: AUGUST 31, 2011

FFY 2012 UNIFIED PLANNING WORK PROGRAM

SOUTHEASTERN MASSACHUSETTS METROPOLITAN PLANNING ORGANIZATION (SMMPO) MEMBERS

Jeffrey Mullan, Secretary and CEO, Massachusetts Department of Transportation

Frank DePaolo, Administrator, Massachusetts Department of Transportation

Mayor Kevin J. Dumas, Mayor, City of Attleboro

Mayor William A. Flanagan, Mayor, City of Fall River

Mayor Scott Lang, Mayor, City of New Bedford

Mayor Charles Crowley, Mayor, City of Taunton

Jean C. Fox, Freetown Selectman

Jonathan F. Henry, Marion Selectman

Stephen McKinnon, Middleborough Selectman

Shawn McDonald, Dartmouth Selectman

Ray Ledoux, Interim SRTA Administrator

Francis J. Gay, GATRA Administrator

Randall Kunz, SRPEDD Commission Chairman

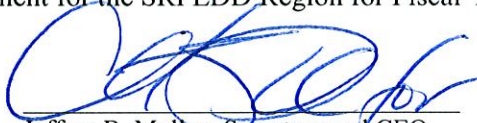
Endorsed by the SMMPO on August 31, 2011

SMMPO Endorsement of the FY2012 Unified Planning Work Program (UPWP)

The Unified Planning Work Program (UPWP) identifies in a single document the annual transportation planning activities that are to be undertaken in the Southeastern Massachusetts Metropolitan Area in support of the goals, objectives and actions established in the Long-Range Regional Transportation Plan. It is an outline of the transportation planning activities that will be conducted within the area designated as the Southeastern Massachusetts Metropolitan Planning Organization (SMMPO). The area of the SMMPO, as designated by the Governor, is the same area as the boundaries of the Southeastern Regional Planning and Economic Development District (SRPEDD).

The UPWP is developed by the SRPEDD staff with input from the Joint Transportation Planning Group (JTPG), local governments, regional transit providers, the Massachusetts Department of Transportation (MassDOT), the SRPEDD Commission and residents of the region through SRPEDD's public participation process. The work performed under this annual work program is primarily accomplished by a combination of professional, technical and administrative staff of SRPEDD, with the assistance and cooperative support of participating SMMPO member agencies.

The Southeastern Massachusetts Metropolitan Planning Organization (SMMPO) hereby endorses the Unified Planning Work Program document for the SRPEDD Region for Fiscal Year 2012



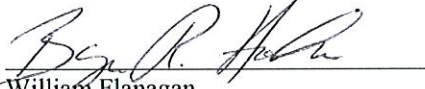
Jeffery B. Mullan, Secretary and CEO
Massachusetts Department of Transportation



Frank DePaolo, Administrator
Massachusetts Department of Transportation



Randall Kunz, Chairman
Southeastern Regional Planning and
Economic Development District



For William Flanagan
Mayor of the City of Fall River

Scott W. Lang
Mayor of the City of New Bedford

Charles Crowley
Mayor of the City of Taunton

Kevin J. Dumas
Mayor of the City of Attleboro



Jean C. Fox
Selectman from the Town of Freetown

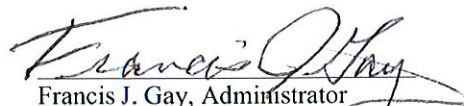
Jonathan Henry
Selectman from the Town of Marion

Stephen McKinnon
Selectman from the Town of Middleborough

Shawn McDonald
Selectman from the Town of Dartmouth



Ray Ledoux, Interim Administrator
Southeastern Regional Transit Authority



Francis J. Gay, Administrator
Greater Attleboro-Taunton Regional
Transit Authority

**SOUTHEASTERN REGIONAL PLANNING AND ECONOMIC DEVELOPMENT
DISTRICT**

**88 Broadway, Taunton, MA 02780
Tel (508) 824-1367 - FAX 508-823-1803
www.srpedd.org**

Administration:

Stephen C. Smith, Executive Director

Greg Guimond, Deputy Director

SRPEDD Transportation Planning Staff:

James C. Hadfield, Transportation Planning Manager

Paul L. Mission, Director of Highway Planning

Linda Lally, Director of Transit Planning

Louise Hardiman, Principal Transportation Planner

Lisa Estrela-Pedro, Principal Transportation Planner

Lilia Cabral, Senior Transportation Planner

Adam Recchia, Principal Transportation Planner

Jacqueline Schmidt, Senior Transportation Planner

Jennifer Chaves, Transportation Planner

Angela Azevedo, Transportation Planner

Christopher Cardaci, Transportation Planning Technician

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SRPEDD

UNIFIED PLANNING WORK PROGRAM

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INTRODUCTION

The Unified Planning Work Program (UPWP) identifies in a single document the annual transportation planning activities that are to be undertaken in the Southeastern Massachusetts Metropolitan Area in support of the goals, objectives and actions established in the Long-Range Regional Transportation Plan. It is an outline of the transportation planning activities that will be conducted within the area designated as the Southeastern Massachusetts Metropolitan Planning Organization (SMMPO). The area of the SMMPO, as designated by the Governor, is the same area as the boundaries of the Southeastern Regional Planning and Economic Development District (SRPEDD).

The UPWP is developed by the SRPEDD staff with input from the Joint Transportation Planning Group (JTPG), local governments, regional transit providers, the Massachusetts Department of Transportation (MassDOT), the SRPEDD Commission and residents of the region through SRPEDD's public participation process. The work performed under this annual work program is primarily accomplished by a combination of professional, technical and administrative staff of SRPEDD, with the assistance and cooperative support of participating SMMPO member agencies. The UPWP describes the scope and cost of the work tasks of the SRPEDD transportation and transit staff in four elements, as follows:

- 1) **Management and Support** – The efforts needed for coordinating transportation planning activities between SRPEDD member communities, the SRPEDD Commission and local, regional, state and federal agencies; To coordinate planning activities such as routine operating or administrative assistance to other public agencies. Public participation efforts designed to increase public awareness of, and involvement in transportation planning activities and issues. The work tasks related to the development of, and amendments to, the Transportation Improvement Program (TIP).
- 2) **Regional Data and Modeling** – The collection, maintenance, management and use of all transportation related data needed to effectively model and study the regional transportation system.
- 3) **Transportation Plan and Studies** – The continued monitoring and update (as needed) of the 2012 Regional Transportation Plan. Efforts include conducting studies recommended in the approved Plan, such as at high crash intersections, and corridors identified as safety problems; and congestion studies resulting from the Regional Congestion Management Plan (TPlan Congestion chapter); continuing environmental monitoring (such as the GRRIP Roadway Runoff inventory). Also, prepare transportation studies requested by MassDOT or member municipalities as needed (as the budget allows); provide planning assistance to Intermodal and ITS projects in the region; conduct planning studies for the Regional Transit Authorities (RTAs); the Southeastern Regional Transit Authority (SRTA) and the Greater Attleboro Taunton Regional Transit Authority (GATRA); provide technical assistance for other studies conducted in the region.
- 4) **Additional Planning Effort** – Provide planning assistance for projects of statewide concern, such as staff support to the Commuter Rail Task Force.

Tasks within this document will consider the eight planning factors defined in SAFETEA-LU, the MassDOT GreenDot initiative and reductions in greenhouse gas emissions, the Clean Air Act, the concepts for improving livability/sustainability.

The UPWP is also a budgeting tool, and each task includes the approximate cost of each service or study and an appropriate schedule for performing them. The UPWP is used by MassDOT, FHWA, FTA, and the RTAs as the scope of services for the contract for planning services, and can be amended during the program year with approval of the SMMPO. Program years described in this document by funding source are as follows:

Funding Source	Program Year
FHWA (PL)/MassDOT	October 1, 2011 - September 30, 2012
FTA/ MassDOT Section 5303	April 1, 2011 - March 31, 2012
FTA/ MassDOT Section 5303	April 1, 2012 - March 31, 2013
FTA Section 5307 SRTA	October 1, 2011 - September 30, 2012
FTA Section 5307 GATRA	October 1, 2011 - September 30, 2012

FUNDING SOURCES

This UPWP shows how funding sources are combined to provide the funding for SRPEDD's transportation planning programs for planning activities to occur during Fiscal Year 2011. Possible funding sources are as follows:

I. FHWA / MassDOT

PL Funds - provided by the FHWA (80%) and the MassDOT (20%), for the purpose of carrying out highway related transportation planning in urban areas. These funds are apportioned to the states on the basis of population in urbanized areas, to be made available to the Metropolitan Planning Organizations (MPO) that conduct the planning.

SPR Funds - Statewide Planning and Research funds are provided by FHWA to MassDOT for the purpose of carrying out specialize transportation related planning on a statewide or special project basis. These funds are apportioned to the states on the basis of a percentage of highway construction funds utilized by the state. SPR funds may be provided to MPOs at the discretion of the MassDOT - Office of Transportation Planning, with the concurrence of FHWA.

II. Federal Transit Administration (FTA)

FTA Section 5303 - These funds are earmarked, in Section 5303 of the Federal Transit Laws of 1994 (Amended in 2005 by SAFETEA-LU), for planning and technical studies related to urban mass transportation. Section 5303 planning funds are 80% federal and 20% local. SRPEDD provides the local match through In-kind services from the two transit authorities and a SRPEDD cash match. Section 5303 funds are distributed through MassDOT.

FTA Section 5307 - Section 5307 of the Federal Transit Laws of 1994 (as amended by SAFETEA-LU in 2005) provides funds for planning as well as other purposes. Section

5307 planning funds are 80% federal and 20% local. SRPEDD provides the local match through In-kind services from each of the two transit authorities and a SRPEDD cash match. The RTAs apply to the State for the Section 5307 funds from FTA. The RTAs then develop and sign a "third party" contract with SRPEDD, or an otherwise eligible third party, to use Section 5307 funds to support the needed planning projects for SRTA & GATRA.

SRPEDD Cash - These are funds provided by SRPEDD's member communities, by way of an annual assessment based on population.

SRTA In-Kind - These are the salary costs of SRTA staff time, and time by personnel working for SRTA's bus operation that are utilized in support of planning activities in support of public transit.

GATRA In-Kind - These are the salary costs of GATRA staff time, and time by personnel working for GATRA's bus operation that are utilized in support of planning activities in support of public transit.

Commuter Rail Task Force - MassDOT has a contract with SRPEDD to continue to staff the Commuter Rail Land Development/Growth Management Task Force. This Task Force includes both SRPEDD and the Old Colony Planning Council (OCPC). The schedule of work will coincide with the development of the Environmental Impact Statement for the New Bedford/Fall River Commuter Rail Extension Project.

Local - There are generally no charges for requested transportation planning studies by the Chief Local Elected Officials of SRPEDD member communities, as long as the conduct of the study is approved by SRPEDD's contracting agencies. In some instances, however, a community will be billed by SRPEDD for the costs of that project which cannot be funded by an available state or federal grant program. Local contributions to a planning study may also be provided to show a local commitment to the study. This local commitment would enhance the potential for this study's approval.

**SECTION 5303 FUNDS PLANNED IN UPWP
PLANNING EMPHASIS AREAS FOR SMMPO AND STATE PLANNING**

<u>Program Proposed with 80% Federal Funds</u>	<u>FY2011</u>	<u>FY2012</u>
Management and Support		
1.1 3C Process	\$ 33,000	\$ 33,000
1.2 Public Participation and Environmental Justice	\$ 14,000	\$ 14,000
1.3 Unified Planning Work Program	\$ -0-	\$ 4,000
1.4 Transportation Improvement Program	\$ 3,000	\$ 6,000
Regional Data and Modeling Planning		
2.1 Data Management and GIS	\$ 17,003	\$ 10,003
2.2 Regional Modeling	\$ 12,000	\$ 12,000
Transportaion Plan Update & Studies		
3.5 ITS & Intermodal Coordination	\$ 4,000	\$ 4,000
3.6 TPlan Transit Special Studies	\$ 13,000	\$ 13,000
3.8 Mobility Management	\$ 10,000	\$ 10,000
3.9 JARC and New Freedoms	\$ 5,000	\$ 5,000
TOTAL	\$111,003	\$111,003
Total Program Cost		
Federal Share	\$ 88,002	\$ 88,002
Local Share	<u>\$ 22,001</u>	<u>\$ 22,001</u>
Total Cost	\$111,003	\$111,003

TRANSPORTATION STUDIES COMPLETED IN RECENT CONTRACT YEARS

- FY2012 Regional Transportation Plan
- SRPEDD Traffic Count File 2001 to 2011
- Regional Intersection Crash Rates Update
- Transportation Funding Guide (Update of 1983 Document-Underway)
- Regional Truck Route Study (2008)
- Freetown-South Main Street Redevelopment/Rezoning/TOD Corridor Evaluation (2011)
- SRTA website-redesign (2010)
- Mansfield-North Main Street Corridor Study (2011)
- Seekonk-Route 44 Corridor Redevelopment Study (2011)
- GATRA FY10 Year End Report of Demand Response System (Underway)
- GATRA FY10 Half Year Report of Demand Response System (March 2010)
- Route 44 Seekonk Corridor Redevelopment/Rezoning Study (2011)
- Route 44 – School Access Traffic Study, Rehoboth (2009)
- Lane Departure/Intersection Road Safety Audits/Studies (SRPEDD Audits)
 - Acushnet - Main Street Corridor Lane Departure Crashes (2007)
 - Attleboro - Park Street @ Oak Hill Avenue Intersection Safety (2008)
 - Carver - High Street Lane Departure Crashes (2009)
 - Dartmouth - Hixville Road Lane Departure Crashes (2009)
 - Dartmouth - Reed Road Lane Departure Crashes (2009)
 - Dartmouth - Tucker Road Lane Departure Crashes (2009)
 - Fairhaven - New Boston Road Lane Departure Crashes (2009)
 - Fairhaven - Sciticut Neck Road Lane Departure Crashes (2009)
 - Fairhaven - Huttleston Ave. Rte 6 Corridor Safety/Congestion Study (2006)
 - Fall River - Eastern Avenue @ New Boston Road Intersection Safety (2006)
 - Fall River - Plymouth Avenue Corridor Safety/Congestion Study (2007)
 - Freetown - County Road / Chase Road / Mason Road Intersection Safety (2010)
 - Lakeville - Howland Road @ Freetown Street Intersection Safety (2007)
 - Marion - I-195 @ Front Street Interchange Safety (2008)
 - Marion - Point Road Lane Departure Crashes (2008)
 - New Bedford - Brownell Ave. / Kempton St./ Rte 140 Intersection Safety (2010)
 - Rochester - Braley Hill Road Lane Departure Crashes (2009)
 - Swansea - Maple Ave @ Wood Street Intersection Safety (2007)
 - Swansea - Hortonville Road Lane Departure Crashes (2009)
- Lane Departure/Cross-Over Crash/intersection Safety Audits (MassDOT Audits with assistance from SRPEDD)
 - Dartmouth - I-195 Median Cross-Over Crashes (2008)
 - Fairhaven - I-195 Median Cross-Over Crashes (2008)
 - Freetown - Route 140 Median Cross-Over Crashes (2009)
 - Lakeville - Route 140 Median Cross-Over Crashes (2009)
 - Middleboro - I-495 Median Cross-Over Crashes (2008)
 - New Bedford - Route 140 Median Cross-Over Crashes (2009)
 - North Attleborough - I-95 Median Cross-Over Crashes (2008)
 - Norton - I-495 Median Cross-Over Crashes (2008)
 - Plainville - Route 1 @ George Street Intersection Safety (2009)
 - Swansea - I-195 Lane Departure Crashes (2007)
 - Taunton - Route 140 Median Cross-Over Crashes (2008)
 - Taunton - G. Owen Riverway @ Williams Street Intersection Safety (2009)
 - Westport - I-195 Median Cross-Over Crashes (2008)

- Wareham St., Spruce St. and Marion Rd. in Middleborough (2011)
- SRTA NEPA Filing for Fall River Bus Terminal (May 2009)
- GATRA Maintenance Facility Study, DRAFT (June 2009)
- GATRA Drug and Alcohol Certification (April 2009)
- GATRA Title VI Assessment (March 2009)
- GATRA Report on Norfolk Service Alternatives (March 2009)
- GATRA FY09 Half Year Report of Demand Response System (September 2009)
- GATRA FY09 Year End Report of Demand Response System (March 2009)
- SRTA Schedules and Maps on SRTA Web Site (Jan. to March 2009)
- Carver Master Plan Transportation Section Assistance (Mar 2009)
- Plainville Master Plan Transportation Section Assistance (Jan 2009)
- National Transit Database Reports for SRTA and GATRA (Oct 2008)
- GATRA FY08 Year End Report of Demand Response System (November 2008)
- Marion Bikepath Mapping (November 2006)
- SRTA Title VI Assessment (October 2006, October 2009)
- SRTA NTD Report (October 2006, 2007, 2008, 2009)

ELEMENT 1

MANAGEMENT AND SUPPORT

Objectives:

Maintain an open, comprehensive, cooperative and continuing transportation planning and programming process involving the local, regional, and state levels of government in conformance with applicable federal and state requirements and guidelines. Provide professional transportation planning staff support to the SMMPO, the JTPG, the SRPEDD Commission, MassDOT, the GATRA Advisory Board, and the SRTA Advisory Board and to the cities and towns in the region. Provide assistance to local communities in the development of projects, including preparation of MassDOT's Project Needs Forms and Project Initiation Forms, identification of funding sources, public review processes, etc. as needed. Provide review of Massachusetts Environmental Policy Act (MEPA) projects for compliance with sustainability development principles including transit and pedestrian accessibility. Host informational forums on various transportation issues. Support other transportation planning and regional planning activities including SRPEDD Economic Development Planning (CEDS), SRPEDD Comprehensive and Environmental Planning, Municipal Assistance, and other SRPEDD related planning activities.

Procedures:

1. Provide administrative and technical support to the 3C Regional Planning Process:
 - A. Provide community liaison and technical assistance to all communities on transportation and air quality planning matters.
 - B. Review federal, state, and local transportation plans, programs, and projects as required.
 - C. Provide technical planning assistance to other transportation agencies in the project development phase, and on an ongoing, routine basis.
 - D. Provide financial management of the 3C contracts with MassDOT, FHWA, FTA, SRTA and GATRA.
 - E. Provide technical planning assistance to MassDOT's Boston and District 5 offices.
 - F. Provide technical planning assistance to the GATRA and SRTA Advisory Boards and their Consumer Advisory Committees, and to the cities and towns in the region.
 - G. Provide information on regional transportation issues, socio-economic and transportation data, transportation providers, etc. directly and through SRPEDD's web page.
 - H. Monitor regional news, national news and events in the State Legislature and Congress that have an effect on transportation funding and policy. Stay up to date on transportation news through trade journals and transportation related periodicals.
2. Provide technical assistance in support of the policies of the SRPEDD Commission. Attends and participate in SRPEDD Commission meetings and ensure that the members

are informed of all important transportation issues. The staff is responsible for carrying out the directives of the SRPEDD Commission and performing work that is transportation related for the Commission and the member cities and towns.

3. Participate in information programs on transportation, environmental/air quality, hazardous waste, energy conservation, and accessibility planning.
4. Develop study designs for comprehensive transportation studies that are recommended in the Regional Transportation Plan
5. Coordinate all transportation planning activities with other planning programs and activities for the region, including interagency coordination necessary for air quality, ITS, intermodal, freight, transit and accessibility planning. Coordinate highway planning activities with the MassDOT District 5 office.
6. Administer the transportation planning program in conformance with federal and state guidelines, regulations, and requirements.
7. Provide for participation of staff in educational development programs and conferences with the concurrence of the appropriate agency (FHWA, FTA, MassDOT, SRTA or GATRA).
8. Review and comment on traffic studies submitted through the MEPA process or as needed by communities for local permits. Review and comment on the transportation elements of development plans seeking approval from city or town Planning Boards. Evaluate proposals for development to determine compliance with sustainability principles including transit and pedestrian accessibility.
9. Review and circulate MassDOT guidelines governing project solicitation, selection, and ranking under the Transportation Enhancement Program. Assist member communities in preparing applications/documentation for proposed projects such as MassDOT Project Needs Forms and/or Project Initiation Forms. Assist communities in identifying project's eligibility for CMAQ, HSIP and/or Enhancements funding. Continue to inform the JTPG in the consideration, evaluation and status of projects. Assist in the compilation of specific data items as needed, identification of funding sources, public review processes. Assist local boards in the review of transportation aspects of proposed projects requiring a site plan review
10. Continue assistance in the development of Transportation Demand Management Program type programs and projects. Work with member communities and public agencies to provide technical assistance including air quality analyses as needed.
11. Pursue the implementation of recommendations from previous transportation planning studies from the Regional Transportation Plan for Congestion Management, Safety Management, and other studies.
12. Prepare an annual update and bibliography of SRPEDD transportation related studies.
13. Participate in statewide coordination of federal and state transportation issues through the Transportation Managers Group, Massachusetts Association of Regional Planning

Agencies (MARPA) and Massachusetts Association of Regional Transit Authorities (MARTA).

14. Promote bikeway and pedestrian issues within the region. Coordinate activities within the state's bikeway and pedestrian planning efforts. Continue pursuit of connectivity through coordination with adjacent regions and Rhode Island. Assist local groups seeking SRPEDD's expertise in the planning of bicycle and pedestrian enhancements in the region. Assist local communities in the expansion of sidewalks that provide connectivity to destinations such as schools, recreational areas, and commercial uses.
15. Maintain an awareness of projects (such as commercial, industrial, housing, etc.) that have potential impacts on the region's transportation system, Participate in the review and comment on Environmental Impact Reports and Engineering Studies conducted in the region with impacts on the region's transportation system.
16. Participate in forums on alternative transportation (such as the transportation fair previously conducted at the UMass, Dartmouth campus). Promote alternative modes of transportation that does not rely on the automobile for travel. Inform citizens of the need for connectivity within the transportation system in the SRPEDD region.
17. Host information forums on alternative transportation including the transportation fair in conjunction with the University of Massachusetts Dartmouth campus. This forum will promote alternative means of transportation in SRPEDD that does not rely on the automobile for travel. The intent will also alert citizens on the needs for connectivity within the transportation system of the SRPEDD area.

Products:

- Maintenance and Certification of a viable 3C Transportation Planning Process
- Administration of contract needs
- Technical Assistance to the SMMPO
- Technical Assistance to the JTPG
- Technical Assistance to the SRTA and GATRA Advisory Boards and Consumer Advisory Committees
- Technical Assistance to member cities and towns
- Coordination with neighboring MPO's and the State of Rhode Island
- Evaluation and selection of Transportation Enhancement Projects
- Evaluation and selection of Congestion Mitigation Air Quality (CMAQ) Projects
- Evaluation of Highway Safety Improvement (HSIP) Projects
- Evaluation of Transportation Demand Management Projects
- Coordination and support for economic development and community development programs and environmental planning local technical assistance in transit planning for GATRA, SRTA and the non RTA areas
- Information about federal and state rules and regulations
- Assistance with statewide transportation planning programs
- Endorsement of regional certification documents
- Participation with State Agencies in their efforts to carry out the State Implementation Plan (SIP) for Air Quality
- Review and comment on traffic studies through the MEPA process

- Participation in Sustainable Transportation Fair
- Assistance in highway Project Needs and Project Initiation Form preparation
- Bibliography of transportation-related studies
- Staff Training

Funding:	FHWA/MassDOT	\$ 170,646
	FTA/ MassDOT Section 5303	\$ 66,000
	SRTA Section 5307	\$ 12,000
	GATRA Section 5307	<u>\$ 12,000</u>
		\$ 260,646

Objectives:

Evaluate and improve the public participation and environmental justice considerations of transportation planning and programming in Southeastern Massachusetts. Encourage public participation in transportation planning issues through the Joint Transportation Planning Group (JTPG). Continue to support and implement SRPEDD's Public Participation Program. Educate local officials on MassDOT guidelines for, and solicit, review, rank and select regional projects under the CMAQ, HSIP and Transportation Enhancements Programs. Continue to participate in statewide and regional committees, task forces and advisory groups, such as the Route 79/I-195 Task Force, to monitor and represent the interests of the region. Inform the public of the various aspects of the State's Transportation Bond Issues, SAFETEA-LU, Congressional actions on the replacement of SAFETEA-LU, federal transportation planning regulations, and amendments to the Clean Air Act. Ensure that there is equity in the distribution of transportation resources in the region. Increase awareness of the transportation planning process and issues in the region through various media outlets including the SRPEDD web site, SRPEDD (electronic) Newsletter, and social media outlets such as Facebook and Twitter. Continue participation in neighborhood meetings, organizational meetings (such as Rotary, Lions, Kiwanis, etc.), planning board meetings as needed to keep citizens and local officials informed of transportation issues affecting the region. Continue the maintenance of a mailing list of special interest groups, alternative media outlets, and organizations to ensure that all parties have access to information on important studies, projects and decision making processes.

Procedures:

1. The Southeastern Massachusetts Metropolitan Planning Organization (SMMPO) created the JTPG to be the transportation planning advisory body and the public participation resource to the SMMPO. The SRPEDD staff provides professional staff expertise and all secretarial duties needed to meet the responsibilities of the SMMPO.
2. The principal mission of the JTPG is to foster broad participation in the transportation planning process by maintaining a forum that brings together representatives of cities and towns, other public agencies, transportation providers, and citizens concerned with the transportation planning process. The SMMPO transportation planning staff employed through SRPEDD provides professional staff expertise in support of the JTPG. The staff also provides all secretarial duties needed to meet the responsibilities and purpose of the JTPG.
3. Form an EJ Advisory Board or other process for gaining public input to advise JTPG and SRPEDD transportation staff. Seek public input, through the Advisory Board or other process on outreach for basic transportation planning activities (TIP, T-Plan, UPWP) and special studies. Outreach methods will be different depending on whether planning activity is regional or local. Input will be sought on: current PPP methods of public involvement; ways to increase involvement of EJ communities; improvements to SRPEDD's contact list for outreach; identify community leaders who can help with outreach for planned projects.
4. Review definitions of target populations/areas for EJ analysis based on the 2010 U.S. Census and American Community Survey. Define EJ measures for analysis of potential

disparities in benefits and impacts. (e.g., access to jobs, # accidents, conditions of bridges or roads, transit travel times to popular destinations, average fare, population within ¼ mile of transit, frequency of service, vehicle crowding, vehicle assignment, age, type, TIP programming, crash locations, at-grade RR crossings) Identify disparate impacts realized, (e.g., security incidents, health, environment, noise, aesthetics, increased traffic, isolation, denial or decrease or delay in receipt of benefits, education, commute connections, etc.)

- A. Update SRPEDD's Title VI program.
 - B. Produce language assistance plan for LEP persons as part of PPP. Identify individuals who need language assistance services; provide language assistance services; train staff; provide language assistance services; and monitor/update plan
5. Provide a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and support early and continuing involvement of the public in developing plans, studies, and project programming (TIP) and meet the requirements and criteria specified in the regulations.
 - A. Continue efforts to broaden participation to include environmental, public health, elderly and disabled, minority, low income and other public and private interest groups for air quality and accessibility transition planning.
 - B. Afford an opportunity of one formal public meeting annually to review planning assumptions and the plan development process.
 6. Present transportation plans and programs (e.g. Transportation Plan and TIP) developed through the public and private participation process to the SMMPO for appropriate action and endorsement as necessary.
 7. Coordinate public input to the revised Massachusetts State Implementation Plan (SIP).
 8. Maintain and update when necessary the region's Public Participation Program (PPP). Conduct discussions on SRPEDD's Public Participation Program and transportation planning process with low and moderate income and minority populations to identify new strategies for public involvement.
 - A. Maintain an updated mailing list of community groups.
 - B. Seek out community leaders to involve in the planning process, and assist with outreach. Solicit candidates for at-large SRPEDD Commissioners, who also serve on the JTPG.
 9. Determine environmental justice issues for analysis, such as:
 - A. Safety - Compare the differences between target and non-target areas in high crash locations, at-grade railroad crossings, structurally deficient bridges, pedestrian and bicycle accidents.

- B. Limited English Proficiency – Analyze demographics of target populations to determine where English-only bus schedules and other information are insufficient to meet the need of low and moderate income and minority populations.
 - C. Region / Area Level - Identify benefits and impacts of proposed plans/study recommendations on target zones. Involve target populations in the planning effort.
 - D. Project Level - Identify geographic units to analyze.
 - E. Overlay improvements on target zones. Identify benefits and impacts on different population segments. Consult with target populations about planned improvements and analysis of impacts.
10. Provide staff support and secretarial duties to the GATRA Consumer Advisory Committee and Sub Committees. Assist in organization of the CACs to include varied and plentiful participation. Provide technical data to assist in the efficient operation of the CAC's Rules of Order, Resource Book, Notices, and Improvement Proposals.
 11. Provide outreach to the SRPEDD region at any local or regional job fairs.
 12. Conduct information Sessions and Listening opportunities, etc., by providing information on the SMMPO, SRPEDD and/or SRTA and GATRA as appropriate.
 13. Prepare news articles and press releases to highlight and educate the region's elected officials and residents on important transportation issues. Assist in preparing the SRPEDD newsletters and annual report.
 14. Respond to inquiries and requests for information and data from citizens, businesses and elected and appointed officials.
 15. Participate in organization's meetings (such as Rotary Club, Lion's Club, Chamber's of Commerce, etc.) to present and discuss transportation issues.
 16. Update the SRPEDD Title VI Program annually and provide it to the State and FTA. This includes an analysis of the Census data for low and middle income people as well as minorities and LEP individuals as well as providing ways and opportunities to involve them with the public participation program.

Products:

- Operation of the JTPG
- Operation of the SMMPO
- Public Participation Program
- Public Education on Transportation Issues
- Proactive Public Involvement
- Transportation articles for SRPEDD Newsletter, regional news papers and periodicals
- SRPEDD Annual Report

- Increased involvement of low and moderate income and minority populations in the transportation planning process.
- Annual SRPEDD Title VI Report

Funding:	FHWA/MassDOT	\$ 80,000
	FTA/ MassDOT Section 5303	\$ 28,000
	SRTA Section 5307	\$ 16,000
	GATRA Section 5307	<u>\$ 14,000</u>
		\$ 138,000

Objectives:

Develop and obtain SMMPO endorsement of an annual Unified Planning Work Program (UPWP) that provides a description of the overall transportation planning activities ongoing and anticipated within the region, including funding sources and agency responsibilities. Obtain SMMPO endorsement of major amendments to the UPWP.

Procedures:

1. In conformance with federal planning regulations and state guidelines, annually prepare, obtain SMMPO endorsement of, and maintain a UPWP which describes all transportation, transit, air quality and transportation related planning activities anticipated within the region during the future year regardless of funding sources. SMMPO endorsement of the UPWP will be conducted in a manner consistent with the FHWA and FTA planning regulations.
2. Amendments to the UPWP will be made as required throughout the program year. Major amendments shall follow the formal process of submission to, review and endorsement by the SMMPO. Major endorsed amendments shall then be circulated to all SMMPO members, and to the grantor agencies involved. Major amendments due to state or federal requests as mandated, may require funding adjustments.
3. Other revisions to the UPWP, such as changes in the existing levels of effort and funding of tasks, the addition/deletion of tasks and procedures within current contract/grant programs, etc., will be made as required throughout the program year upon mutual agreement of the agencies involved. Such revisions will be carried out by SRPEDD staff and circulated as appropriate.

Products:

- Annual review and update as needed.
- Amendments to UPWP for FFY 2013.
- Unified Planning Work Program for FFY 2013.

Funding:	FHWA/MassDOT	\$ 10,000
	FTA/ MassDOT Section 5303	<u>\$ 4,000</u>
		\$ 14,000

ELEMENT 2

REGIONAL DATA AND MODELING

Objectives:

The TIP is the four year programming document that lists transportation projects by federal funding category. It is consistent with the 2012 Regional Transportation Plan (TPlan). Develop, maintain and amend or adjust as necessary the FFY 2012 to 2015 TIP in order to insure that the FFY 2012 and 2013 yearly elements are as accurate as possible. Maintain a formal program of transportation improvement projects that is consistent with the region's Transportation Plan, the State Implementation Plan, EPA's Air Quality Conformity Regulations, and FHWA and FTA's Planning Regulations. Provide assistance in the consideration of CMAQ, HSIP and Enhancements eligibility for TIP projects. Participate in the statewide CMAQ Consultation Committee, HSIP Project Selection Committee, and Enhancement Selection Committee. Apply an evaluation process to measure relevant criteria for each project proposed for inclusion in the TIP to assist in the selection and prioritization of all projects. Review and adjust (through the JTPG/MPO) the region's evaluation criteria scoring process to ensure full and fair evaluation of all projects. Assist local officials and MassDOT District 5 in the preparation of Project Needs Forms and Project Initiation Forms as needed for submission to the Project Review Committee with sufficient information to consider projects for implementation.

Procedures:

1. Participate with MARPA and the Transportation Planning Managers Group to continually evaluate the TIP process and coordinate regional input into the Statewide TIP.
2. Standard Procedures in Preparing the Draft TIP
 - A. 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 of implementing the recommendation in the Regional Transportation Plan.
 - B. Receive from MassDOT estimates of Federal and State funds to be utilized in developing the financial plan for Southeastern Massachusetts.
 - C. Insure early involvement of local legislators, chief elected local officials and citizens through adherence with the Public Participation Program. Consult with regional agencies and officials responsible for other planning activities within SRPEDD that are affected by transportation. (Such as: regional airports, seaports and environmental groups.)
 - D. Provide technical assistance to municipalities and private interests in developing projects and priorities.
 - E. Work with the MassDOT District 5 Projects Engineer, MassDOT's Capital
 - F. Expenditure and Program Office and the MassDOT Office of Transportation Planning in developing project information.
 - G. Review all projects and apply SRPEDD's Evaluation Criteria to each. Elements of the evaluation criteria will be scored based on current project status, estimated cost, existing

and future conditions, impacts on congestion, safety, the project's effect on the residential and business community, land use, and the environment, etc. The Evaluation Criteria scoring process that staff uses to evaluate projects will be revisited this year to ensure an unbiased comparison of projects.

H. Include sections on:

- i. Relationship of the TIP to the Regional Transportation Plan,
- ii. Description of funding categories and amount of Federal funds proposed to be obligated during each program year,
- iii. Previously funded highway, bridge and transit projects and programs,
- iv. Identification of any significant delays in planned implementation of major projects.
- v. Description of the criteria and process for prioritizing projects, including an environmental justice evaluation.
- vi. Air quality significance and relationship of the TIP to the State Implementation Plan (SIP).
- vii. Description of the coordination activities that took place during the development of the TIP with other planning activities within the region.
- viii. Description of the progress in implementing required Transportation Control Measures (TCMs), including reasons for any significant delays in implementation and strategies for ensuring their advancement.
- ix. List 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.
- x. Calculation of Green House Gas emission reductions where appropriate.
- xi. A financial plan that compares revenue needs to revenue sources for highway and transit programs.
- xii. A statement of financial constraint.
- xiii. Identification of projects for enhancement funding within both the FHWA and FTA programs, and the use of preventive maintenance funds by the transit authorities.

3. Development of the four year program of projects

A. 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 appear in the TIP.

- i. Prepare a list of all regionally significant transportation projects or programs that require FHWA or FTA approval that are not using Federal transportation funds.
- ii. For informational purposes list all regionally significant projects proposed to be funded with Federal funds other than from FHWA and FTA.
- iii. For informational purposes list all regionally significant projects proposed to be funded with Non-Federal funds.
- iv. Cooperatively develop with MassDOT a list of regional priority projects proposed for state funding.

B. The list of projects shall include:

- i. Official MassDOT identifying project title and number
- ii. Project description and status
- iii. Estimated total cost
- iv. Amount of federal funds proposed to be obligated during each program year
- v. Proposed source of federal and non-federal funds

- vi. Identification of the recipient/sub-recipient and state and local agencies responsible for carrying out the project
 - vii. Identification of those projects which are identified as TCMs in the SIP
 - viii. Identification of those projects which will implement Americans with Disabilities Act (ADA) plans
- C. Project descriptions shall be of sufficient detail to permit air quality analysis in accordance with the U.S. EPA conformity requirements.
- D. The total costs of projects seeking federal funds in each program year shall be in line with anticipated federal funds. Account for inflationary pressures in the cost of construction, estimated project costs will be increased by 4% per year for TIP years beyond year one.
4. Air Quality - Prepare all documentation necessary for an air quality conformity determination required by EPA's recent regulations of "Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, projects Funded or Approved under Title 23 U.S.C. or the Federal Transit Act.
- A. A review of the past year's accomplishments within the Transportation element of the SIP.
 - B. A quantitative air quality analysis of all major TIP construction projects. Major air quality projects are defined as those which change vehicular speed or affect travel delay; as promulgated and 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 build alternatives to the no-build alternative relative to air quality impacts, and to do the required emissions budget tests.
5. Public Participation
- A. There will be reasonable opportunity for public comment in accordance with SRPEDD's most recent Public Participation Program.
 - B. One formal public meeting will be held during the TIP development process.
 - C. The proposed and approved TIP will be published or otherwise made readily available for information purposes.
6. TIP Approval - The above completed document will be reviewed and endorsed by the SMMPO. The endorsed document will include the required air quality analysis necessary for MassDOT (FHWA/FTA) and EPA conformity determination. Endorsement of this document will be conducted in a manner acceptable to the FHWA and FTA.
7. Modification / Amendment
- A. Amendments to the TIP will require SMMPO approval.
 - B. Modifications/Adjustments to the TIP require approval of the JTPG, but do not require full SMMPO approval.

Products:

- Update to the Evaluation Criteria used by Staff to assist the SMMPO in project selection and prioritization.
- A final SMMPO endorsed Transportation Improvement Program, meeting a schedule that allows for an approved State TIP before October 1, 2013; and all necessary amendments and adjustments to the FFY 2012 TIP as needed.

Funding:	FHWA/MassDOT	\$ 70,000
	FTA/ MassDOT Section 5303	<u>\$ 9,000</u>
		\$ 79,000

ELEMENT 2

REGIONAL DATA AND MODELING

Objectives:

Continue to develop, update and maintain transportation related information and data to ensure that transportation recommendations and decisions are based on the most current and complete information possible. Prepare maps and graphics for presentations and reports using GIS programs available at SRPEDD. Organize all data for GIS use. Continue efforts to assist communities with updates to the Road inventory database maintained by MassDOT. Promote this update through the JTPG to encourage towns to provide updates.

Continue the process of compiling crash data in the region using MassDOT's database as the primary source of data. Continue to assist MassDOT in geocoding crash locations of the most recent annual crash database. Continue to edit the MassDOT database to ensure maximum accuracy of crash locations. To continue to update the lists of most dangerous intersections and road segments in the region; which is the basis for initiation of detailed studies and safety audits, and the development and implementation of corrective measures. This effort includes calculation of crash rates based on severity (EPDO) and exposure (ACC/MEV).

Continue to maintain and update specific data for all 360 signalized intersections in the region. Data includes: phasing/timing data, intersection geometry, peak period turning movement counts, capacity analysis, crash rates, crash diagrams, and aerial photography. Continue sharing the database through interactive Google Maps and Google Earth to display capacity analyses results, operational characteristics, delay, queue and if appropriate, optimal signal timing; plus the most current crash rates.

Collect and maintain detailed small-area data for SRTA and GATRA service areas. Develop and implement a complete GIS database for GATRA and SRTA route and bus stops to allow their participation in Google Transit. Update the database with changes to the routes and/or stops as appropriate to keep the Google Transit website current. Provide data input and reports as required. Support the needs of the Southeastern Massachusetts Data Center at SRPEDD in providing our contracting agencies and member municipalities with current useable economic, land use, and demographic data. Continue to support the use of Pictometry.

Procedures:

1. **LAND USE DATA** -Respond to all requests for information. Assist in updates of the SRPEDD Fact Book of regional data. Support the efforts of the regional data center. Periodically update and maintain data related to the transportation system. Collect and maintain small-area demographic and housing data of significance to fixed-route service areas of SRTA and GATRA. Compile the latest US Census data and information from the Massachusetts Household Survey as it becomes available.
2. **SIGNALIZED INTERSECTION DATABASE** - The signalized intersection database provides the basis for identification of safety, congestion, and air quality issues at the region's signal controlled intersections. Maintaining and updating the data and analyses is an ongoing task. Data includes: phasing/timing data, intersection geometry, peak period turning movement counts, crash rates and crash diagrams, aerial photography, capacity analyses, delay, queue, and crash rates. To support work in Congestion Management - See Task 3.2.

- A. Maintain the inventory of all signalized intersections in the region. Update the following data items:
 - i. PM Peak hour turning movement counts
 - ii. PM Peak hour capacity analyses
 - iii. Equivalent Property Damage Only (EPDO) crash rate
 - iv. Accidents per Million Entering Vehicles (ACC/MEV) crash rate
 - B. Conduct field counts and capacity analyses where needed.
 - C. Compile annual updates of data and develop a regional listing of signalized intersections, their level of congestion, and crash rates.
 - D. Review all data to determine the cause of the congestion and develop and test alternative solutions.
 - E. Prepare a report describing the findings, conclusions and recommendations. Assist the responsible authority in the implementation of solutions.
 - F. Integrate the delay results into the travel demand forecasting model.
3. CRASH DATA COLLECTION - SRPEDD uses the MassDOT statewide crash database. Staff assists MassDOT in geocoding approximately 20% of crashes prior to their closing the previous year's database. Once MassDOT releases the data, SRPEDD staff conducts further editing to refine the database, correcting discrepancies, and inconsistencies in the data.
- A. SRPEDD will continue to work with local police departments to provide site specific crash data as needed. Staff will provide local police with Excel Spreadsheets of the annual crash data as needed. Staff will compile intersection and corridor crash totals for inclusion in the regional crash database. The crash database provides historical yearly crash totals and is used to calculate crash rates for intersections and corridors.
 - B. Continue promotion and use of the top 100 most dangerous locations in the region.
4. COMPUTER HARDWARE / SOFTWARE - Develop and expand the capability and use of SRPEDD's computer systems in the collection and analysis of data.
- A. Purchase further computer hardware and software, as needed, within budget constraints.
 - B. Review and test available software, and identify software needs.
5. ROAD INVENTORY – Continue annual preparation of a mapping CD of the road inventory files for use in Maptitude and TransCAD software by SRPEDD staff. Develop pre-made maps for staff to use when researching information on roads within the SRPEDD area. Begin outreach and offer assistance member communities on updating information for the road inventory file. Assist communities on completing necessary forms to submit to MassDOT to update the road inventory.

6. TRANSIT DATA

- A. Periodically update and maintain data related to the transportation system. Collect and maintain small-area demographic and housing data of significance to fixed-route service areas of SRTA and GATRA
- B. Compile Title VI materials as needed by the RTAs and SRPEDD for submissions to MassDOT and FTA.
- C. Document in appropriate Google database format, all bus stops and routes for GATRA and SRTA for use in Google Transit. GIS all bus stops and upload timed stops and locations to the Google database. Work with Google transit and the MassDOT to include southeast regional transit authorities SRTA and GATRA in the coordinated Massachusetts submittal to Google.

7. AIR QUALITY - Provide the Office of Transportation Planning (MassDOT) with modifications to the region-wide emission estimates as needed. Conduct analyses for projects that impact Greenhouse Gas (GHG) emissions for MassDOT.

8. PICTOMETRY - To manage and make use of the aerial photos and software provided by MassDOT through the Pictometry to continue to improve the quality of transportation studies conducted in the region.

- A. Provide Licensed Products (i.e. Pictometry images, software, and manuals) at no charge to member communities upon request.

- B. Inform member communities of all resources available at no charge through MassDOT concerning new or updated software and images, training, and technical support.

- C. Notify MassDOT before scheduling events, distributing informational materials, or soliciting city or town officials regarding licensed products.

- D. Provide for staff and member communities training and assistance in the use and maintenance of the Pictometry software (Electronic Field Study).

9. GEOGRAPHIC INFORMATION SYSTEMS (GIS) – Prepare maps and graphics for presentations and reports using GIS programs available at SRPEDD. Organize all data for GIS use.

10. TRANSPORTATION PROVIDERS – Continue to compile and maintain a survey of all regional transportation providers including; bus companies, taxis, van and chair car companies, airport limos, councils on aging, ambulance companies and human service agencies, as well as public transportation resources. Assemble information that includes each provider's name, address, phone, equipment available, type of service, area and times served, fare information and other information. This list will be compiled from the existing database, GATRA's brokerage list, the United Way, Commissions for the disabled and the MassRides Commuter Transportation Resource Guide.

Products:

- A base map file and overlay files to support many transportation planning functions; including travel demand modeling, highway capacity, traffic volumes, accident reporting and analysis, transit routing, transit needs, pavement management. Provide base maps and data for use by MassDOT, SRTA, GATRA and member communities.
- SRTA and GATRA's entire route systems including bus stops available for public viewing in Google Earth and Google Maps via a link to both Authorities' Web sites.
- Data collection is an ongoing activity that generates the information used in the course of plan development.
- Maintenance of the SRPEDD Data Center.
- Maximum use of Pictometry images and software.
- Maintenance of the regional traffic count file, accident data, road inventory updates, pavement management data. An online database of all signalized intersections in the region, their level of performance (peak delay), crash rate, a data layer in the TransCAD/GIS system, and a refinement of the Travel Demand Model to include specific delays and turn penalties.
- Maintain an interactive database of all signalized intersections in the region through Google Earth.

Funding:	FHWA/MassDOT	\$ 125,000
	FTA/ MassDOT Section 5303	\$ 27,006
	SRTA Section 5307	\$ 20,000
	GATRA Section 5307	<u>\$ 12,000</u>
		\$ 184,006

Objectives:

Continue to maintain the TransCAD Regional Travel Demand Model. Continue to use the model for analysis and support of other planning activities within SRPEDD and support for other transportation planning efforts and studies including Support for Regional Studies / Project Development. Use available data from the Statewide Household Survey conducted by MassDOT. Continue to add and update daily traffic count data to assist with calibration of the model. Maintain all necessary data as data layers within the TransCAD system.

Procedures:

1. UPDATE / IMPROVE TRAVEL DEMAND MODEL - In accordance with the Environmental Protection Agency's (EPA) regulations for transportation plans, programs and projects Conformity Rule; a network-based travel demand forecasting model relating travel demand and transportation system performance to land-use patterns, population demographics, employment, transportation infrastructure, and transportation policies is used to estimate travel within the metropolitan planning area.
 - A. TRAFFIC VOLUMES – Continue to update the road network by adding the latest traffic count information from our traffic count files. The data is incorporated as 24 hour PM peak hour (to determine peak period congested travel conditions). Speed and vehicle classification data is collected as part of SRPEDD's annual traffic count program. Speed and travel time data is incorporated into the network on an ongoing basis. Peak period (congested) travel times based on the SRPEDD's comprehensive signalized intersection database, is added to the network to assist in the further refinement of the peak period model.
 - B. ROAD NETWORK – Continue to maintain and update as needed.
 - C. MODEL REFINEMENT – Continue comparisons of existing socio-economic data to the results of the 2010 census.
 - D. TRANSCAD - SRPEDD will continue to use TransModeler, a traffic simulation package for large scale road networks. TransModeler can illustrate traffic flows, signal operations, and overall road network performance.
 - E. MULTI-MODAL MODEL - Begin the process of adding the SRTA/GATRA transit networks and appropriate data into the regional model. SRPEDD has collected ridership data in separate projects for the RTAs which will be helpful with initial development of the transit modeling effort. SRPEDD staff must develop knowledge in transit modeling including a determination of additional data needs, leading to the expansion of our existing model into a full multi-modal tool. This will be a cooperative effort of transportation and transit staff to understand the needs of a mode split model, the conditions that affect it, and the interpretation of its' output. The results would provide a more comprehensive examination of existing transit service with the ability to consider the impact of route deviations. This effort will begin with the addition of the SRTA route system into the Regional Travel Demand Model.

2. CONGESTION MANAGEMENT SUPPORT – Continue to identify and prioritize existing and future year congestion problems for further study using the Travel Demand Forecasting Model and the signalized intersection database. Use GIS and the model to identify land use patterns leading to congestion and develop projections for future congestion at current zoning regulations, and alternative zoning practices.
3. COMPUTER HARDWARE / SOFTWARE - Purchase further computer hardware and software, as needed, within budget constraints.
4. SUPPORT FOR MassDOT/CONSULTANT STUDIES - See Task 3.1.

Products:

- Continued maintenance of a region-wide travel demand model with a 2010 base year and future year (2020, 2030 and 2035) traffic projections.
- Air Quality Conformity Determination of the Transportation Plan and TIP as needed.
- The addition of Transit Routes and appropriate data layers to begin Transit Modeling in the SRPEDD Region.

Funding:	FHWA/MassDOT	\$ 48,000
	FTA/ MassDOT Section 5303	\$ 24,000
	SRTA Section 5307	<u>\$ 8,000</u>
		\$ 80,000

Objectives:

Conduct a minimum of 70 automatic traffic counts at various locations throughout the region. Serve MassDOT by conducting automatic traffic counts at 30 locations within the region identified as MassDOT coverage count locations, selected by the MassDOT and SRPEDD. Maintain a regional traffic counting program which includes counts at locations other than MassDOT coverage count stations, but are at locations deemed necessary to maintain adequate data for regional planning purposes. Provide technical assistance to those communities that currently own automatic traffic counters and retrieve and format traffic count reports for distribution. Test counters according to MassDOT/FHWA requirements and calibrate when necessary. Maintain a leased vehicle that is used for traffic counting, and registered to SRPEDD. Costs include lease payments, insurance, fuel and maintenance, as well as appropriate safety equipment.

Procedures:

1. Transportation Staff will manage the traffic count program through the following:
 - A. Review all coverage count locations assigned by MassDOT.
 - B. Determine where additional traffic counts are needed in the region. This is an ongoing process that is subject to change. SRPEDD supplements MassDOT locations with our own three year revolving program. Responding to local requests is also a major component to the traffic count program.
 - C. Automatic counts will include speed and vehicle classification data, in addition to volume, wherever possible.
 - D. Extract traffic count data through computer software and store in the traffic count file.
 - E. General maintenance of all traffic counters and traffic counting related equipment.
2. Safety Training for Traffic Counting Personnel - All newly hired personnel are required to read SRPEDD's Traffic Counting Procedures and Safety Manual before they are actually demonstrated these same safety procedures in an off-road setting by SRPEDD staff. This training continues in the field for several weeks by various SRPEDD staff with regular evaluations in the field by the head of the Traffic Count Program.
3. Prepare traffic count reports for monthly submission to MassDOT.
4. Purchase replacement equipment as needed to continue the count program.
5. Traffic counting procedures will include two or three employees placing traffic counters in the field for a 48 to 72 hour period with retrieval of the counters at the end of the period.
6. Assemble and maintain a current file of traffic counts conducted in the region from various sources. Store and maintain all regional traffic count data in both a paper file and a computer base for ease of retrieval. Store and maintain volume, classification and speed data separately

to better utilize and explore new uses for all available data. Prepare a report yearly, compiled by municipality, of all traffic count information. Distribute the report to all member cities and towns, and the MassDOT - Boston and District offices.

7. Link Traffic Count Data to GIS - Volume, Speed, and Vehicle Classification data will be linked to the Road Inventory Files and the Travel Demand Model through TransCAD. This will assist in analysis and calibration of the model as well for use with other transportation applications.
8. Maintain the Traffic Count Vehicle - SRPEDD currently leases a 2008 Honda CR-V for the purpose of carrying traffic counters and equipment to sites for installation. The vehicle is equipped with safety lights. The monthly lease payment and the cost of gasoline are funded through this task. The SRPEDD Commission has adopted a Vehicle Use Policy. The existing lease agreement expires in May of 2012. Prior to that date staff will explore other options including extension of the existing lease, or purchase of a vehicle.

Product:

- The Traffic Count Program is expected to run between April and October. A minimum of 70 counts will be conducted over an estimated seven month period (28 weeks).
- Maintenance of the regional traffic count file. Publish a yearly report summarizing all traffic counts in the region over the last ten years.

Funding: **FHWA/MassDOT** **\$72,000**

Objectives:

Provide necessary and timely Demand-Response and contractor Fixed Route system operating statistics to the GATRA and SRTA Administrators for management analysis and preparation of SRTA and GATRA NTD reports to the FTA.

Procedures:

1. Contact each fixed route and demand response providers to SRTA and GATRA and compile operational data for monthly reporting to the NTD. Review the data collection process, assist GATRA and SRTA in maintaining accuracy and efficiency of reporting, and designing data collection forms when necessary. Participate in the training of any Demand-Response and contractor Fixed-Route personnel in data reporting requirements. Maintain a computer-based system for tabulating, analyzing, and interpreting resulting data. Provide periodic reports and respond to the Administrators' needs for information. Maintain an appropriate level of communication with Demand-Response and contractor Fixed-Route operators to assure the timely flow of data. Maintain monthly reports of the Mobility Assistance Program funded vehicles for GATRA.
2. Collect financial data from SRTA and GATRA for validation against operational data. Data outside expected parameters cannot be successfully entered into the database and must be researched and justified before FTA will accept the report. The database is set up to reject out of range data. Reports not submitted by the due date will not be included in the Federal Funding Formula (FFF). Any public transit authority not included in the FFF will not receive federal funding for that fiscal year.
3. Request monthly information from SRTA and GATRA regarding accident and security incidents for monthly reporting to the NTD.
4. Compute passenger mile data using a Federal Formula as a predictor of future funding.

Products:

- Annual operating forms for the FTA NTD.
- Service Supplied and Consumed for demand response and fixed route
- Ridership Activity Summary for demand response and fixed route
- Revenue Vehicle Inventory, including total active and lifetime mileage, for demand response and fixed route
- Stations and Maintenance Facilities for demand response and fixed route
- Technical memorandum and supporting analytical charts and productivity graphics which will be used to complete the FY-2011 NTD report.

Funding:	SRTA Section 5307	\$ 12,000
	GATRA Section 5307	<u>\$ 16,000</u>
		\$ 28,000

Objective:

Continue the ongoing comprehensive update of the region-wide pavement management survey of Federal Aid Roads (not surveyed by MassDOT). Staff will begin using a new software package to compile pavement distress and calculate financial strategies for local communities. The intent is to provide sufficient information for local highway officials to consider more efficient and cost effective pavement maintenance strategies. Staff will also create an interactive pavement condition map for use with Google Earth and/or Google Maps to assist local communities with pavement management efforts as well as inform the public of pavement conditions in their community. Pavement distress data will also be used in project evaluation criteria of proposed TIP projects.

Procedures: Regional Pavement Management

1. Assist MassDOT with data collection and analysis for comprehensive statewide pavement management program for all roads eligible for federal aid funding.
2. SRPEDD will survey approximately 260 miles (1/3) of 780 miles of road pavement distress data for functionally classified principal arterial, minor arterial, and collector roads.
3. MassDOT is expected to collect and evaluate all roads at and above the minor arterial classification level. The data collected by MassDOT is expected to be shared with SRPEDD for use in the evaluation of TIP projects.
4. Data collection will be a “windshield survey” which will examine road surfaces for: longitudinal and transverse cracking, alligator cracking, patching and potholes, edge cracking, rutting, roughness, and drainage. Staff will enter distress data into pavement management software.
5. Staff will conduct analysis of distress data to provide recommend repair strategies with complete cost estimates.
6. Working with FHWA and MassDOT, SRPEDD will provide the analysis and prepare Pavement Management Reports for distribution.

Procedures: Local Pavement Management

1. Assist communities interested in starting or updating a Pavement Management program.
2. The communities are responsible for collecting pavement condition data for their roadways. They will survey their entire road network to update an existing database. SRPEDD will train and monitor town personnel in their data collection efforts to insure that all information is collected accurately.
3. Communities will provide updated road inventory information on new roads or where changes have been made to the road's characteristics. SRPEDD will setup a new, or update an existing database with the new survey information for the community. The communities will receive survey forms with their Road Inventory information already present.

Communities will check the road inventory files for accuracy and provide new condition data. They will also update the cost estimates for various repairs strategies practiced within the community.

4. Working directly with the community, SRPEDD will provide the analysis and prepare Pavement Management Reports for the community.

Products:

- Continuous update of the Federal Aid Roadway Pavement Management database
- A Local Pavement Management Program for participating municipalities
- Local Assistance in developing maintenance strategies
- Updates to the MassDOT Road Inventory Files
- Interactive pavement conditions map.

Funding: **FHWA/MassDOT** **\$ 35,000**

ELEMENT 3

TRANSPORTATION PLAN AND STUDIES

Overview: Conduct detailed studies originating from the 2012 Regional Transportation Plan. Studies will include a detailed review of existing or projected transportation problems, and will identify alternative solutions as well as consideration for multi-modal enhancements and/or alternatives. All studies will include a public process as defined in the Regions Public Participation Program. Public meetings through the Joint Transportation Planning Group and the SRPEDD Commission, among others, will be conducted as needed to gain input from citizens, businesses, special interest groups and local officials. Comments will also be solicited from federal, state and local agencies. Studies will include identification of issues, goals for the study, compilation of appropriate data, analyses of existing and future conditions, identification of alternatives and analysis of their impact. Reports will be prepared summarizing existing and future conditions, and recommended actions for consideration.

Objectives:

Assist local communities and MassDOT in the development of projects to address transportation needs in the region. These efforts include providing existing and projected traffic data from the regional Travel Demand Model, socio-economic projections, alternatives analyses, etc.

Participate in established Task Force groups to work toward solutions to the issues relevant to a specific project. Assist planning studies being conducted by other entities. Ongoing studies include:

- Route 79 / I-195 Interchange Bridge Replacement Task Force
- Route 79 Relocation Corridor Study in Fall River
- Middleborough Rotary Interim Improvements Study

Procedures:

1. Route 79 / I-195 Interchange Replacement – As part of the MassDOT Accelerated Bridge Program, the project intends to replace the interchange ramp system for Route 79, Route 138, I-195, also known as “the Spaghetti Ramps” in Fall River. SRPEDD has participated in the Task Force to select a preferred alternative that would repair the existing ramp system and reduce the total bridge deck area of the interchange, making future improvements in the future less expensive. We will continue to participate with the task force, public meetings, and provide any information that would assist MassDOT and the consulting engineers in the replacement design of this structure.
2. Route 79 Relocation, Fall River – A MassDOT funded consultant feasibility study was completed in June of 2008. The city is requesting a new contract to fund Phase 2 of the study which is proposed to select the preferred transportation improvement for the corridor. SRPEDD will assist with Travel Demand Model runs to evaluate alternatives, review of all reports produced and public participation.
3. Middleborough Rotary Interim Improvement Study – MassDOT is studying the Rotary to identify affordable measures that could be implemented to provide relief for the severe congestion and safety issues that have plagued the site for many years. SRPEDD will provide assistance as needed in this effort.

Products:

Assistance in the completion of Corridor Studies that pave the way for project approval leading to implementation of improvements.

Previous Work:

- Route 79 Relocation, Fall River, 2007
- Route 79/I-195 Interchange Replacement, 2009/2010
- Middleborough Rotary studies dating back to the 1980’s

Funding: **FHWA/MassDOT** **\$ 20,000**

Objective:

Update the status of projects identified in the FY2012 Regional Transportation Plan's Congestion Management Plan for the region, which provides information on the existing and future performance of transportation and transit systems and alternative strategies to alleviate congestion. Study existing and projected future congestion locations throughout the region identified in the Regional Transportation Plan and through the Public Participation Process, to develop alternative solutions for local and State consideration. Identify potential improvement measures to address existing and projected "Bottlenecks" at intersections, along roadways, along public transit routes and intermodal facilities. Begin a process of conducting corridor/intersection Congestion Audits (similar in format to Road Safety Audits) to bring appropriate parties together to identify cause and potential solutions to congestion issues.

Consider travel demand reduction and operation management strategies to reduce congestion, improve the movement of goods and passengers, create a safer and more appealing environment. Update and revise congestion studies previously completed by SRPEDD and promote the implementation of recommended improvements through an active public outreach process to determine if there is support for the recommendations of the study. To continue providing assistance to SRPEDD's Comprehensive and Economic Development Planning Staff in planning efforts associated with District Local Technical Assistance (DLTA) grants. Provide transportation analyses and recommendations to compliment this activity.

Procedures:**1. Continuing Studies:**

- A. **Pre-Timed Traffic Signal Analyses** – Continue the process of determining the ability of old traffic signal systems to handle today's traffic demands. Working with MassDOT, this effort uses information previously compiled through the Signalized Intersection Inventory, to determine where signal systems need to be updated.
- B. **Mansfield Downtown Circulation Study** – This study began in the FY2011 UPWP to evaluate traffic circulation in Downtown Mansfield to address travel patterns that are inefficient, especially due to traffic associated with the nearby commuter rail station. Pedestrian and bicycle mobility are also difficult and dangerous through the study area. Staff provided several alternatives to address congestion and parking issues in August of 2011. A committee of local officials, business owners, and residents are now considering those alternatives. In this FY2012 UPWP, staff will provide ongoing technical assistance to the committee as they consider alternatives and/or variations of the alternatives presented.
- C. **South Main Street Freetown Corridor Study** – This study began in the FY2011 UPWP to evaluate traffic and corridor needs based on expected economic development generated by new exit 8B on Rte 24, future impacts from a possible commuter rail station, and transit oriented development in the vicinity of the station. The study was completed in August of 2011. This is an ongoing effort to complete an examination of the corridor's ability to accommodate growth based on existing and revised zoning, development potential, and a future commuter rail station. In this FY2012 UPWP, staff

will provide ongoing technical assistance to the local committee as they consider zoning changes and road improvements to accommodate this growth. A separate funding source through a District Local Technical Assistance (DLTA) grant has funded the SRPEDD Comprehensive staff's participation in considering various development scenarios along the corridor to assist the community in identifying an appropriate economic development strategy for South Main Street.

2. Proposed Studies:

- A. **King's Highway, New Bedford** – A study to address daily congestion along the corridor was completed in 2005 under a previous administration. The current administration has expressed interest in pursuing improvements to King's Highway. This effort will update data and analyses, and verify the previous study's conclusions and recommendations if necessary, and conduct a new public process on the results with the intent to develop measures to improve traffic flow, accessibility, and safety along the corridor.
- B. **Old Westport Road/Chase Road, Dartmouth** – The Town requested a study to determine appropriate traffic controls at the intersection to address peak period congestion and safety issues. This effort will complement a previous SRPEDD study of the nearby Route 6/Faunce Corner Road intersection.
- C. **Intersection Congestion Audits** – This effort will be modeled similar to Road Safety Audits. SRPEDD, through the JTPG, will select up to two intersections identified in the Regional Transportation Plan to conduct an audit of traffic flow and congestion issues with the goal of identifying problems and possible corrective measures (both short term low cost, and possible long term measures).
- D. **Bicycle Parking Facilities** - Assist local communities in the identification of sites appropriate for bicycle parking/storage facilities, and assist in identifying CMAQ eligibility and/or Transportation Enhancements funding on behalf of local communities for purchase of the equipment. SRPEDD will also seek to identify potential cost savings through SRPEDD's Cooperative Purchasing Program.

Products:

- Individual reports on the studies conducted including problem identification, results of analyses, identified issues, and recommended measures to address them.
- Ongoing cooperative efforts with local, state and federal officials in project development.

Previous Work:

- Kings Highway, New Bedford 2005
- Faunce Corner Rd/Route 6, Dartmouth Corridor Study, 2007
- Washington St/Oak St, Taunton Corridor Study, 2009

Funding: **FHWA/MassDOT** **\$ 85,000**

Objective:

Continue to participate in the efforts of the Strategic Highway Safety Plan (SHSP) Steering Committee, Highway Safety Improvement Committee (HSIP) and the Traffic Records Coordinating Committee (TRCC). Continue to provide local technical assistance in identifying, analyzing, and developing strategies to address high hazard intersections and corridors throughout the region. Continue conducting road safety audits and participating in audits conducted by MassDOT. This effort involves the detailed review of high hazard locations based on intersection and/or road segment crash rates that exceed critical thresholds defined in the Regional Transportation Plan. Continue efforts to identify and study corridors with excessive lane departure crashes resulting in injury/fatality. Continue to study intersections with excessive crash rates. Continue to study signalized intersections with a high number of red-light-running crashes. Begin an effort to study locations identified as having a high occurrence of pedestrian collisions. Select up to six intersection/road segments to conduct road safety audits pertaining to pedestrian collisions. Assist MassDOT in identifying and auditing unsignalized intersections that could benefit from low cost/quickly implemented improvements. Seek input from community officials and the general public on the selection of locations for further study. Continue assistance to local officials in the review of safety issues within their communities. This includes crash report analyses, signal/stop warrants analyses; speed studies, site plan review, access management, drive thru window review, etc.

Procedures:**1. Typical Audit Study Procedures include:**

- A. Location selection will be accomplished through the JTPG using crash data previously compiled by SRPEDD
- B. Organize members of the audit team, including: local officials such as highway superintendants, police, fire and EMT personnel; state police, etc.
- C. Collect copies of crash reports from local and/or state police departments. Videotape corridors for review and presentation. Review the reports and prepare collision diagrams and summaries of all relevant factors contributing to the crashes
- D. Review all characteristics of the corridor such as traffic controls, pavement markings, signage, speed limit, curves, sight distance, etc.
- E. Map all relevant information including location of crashes, guardrails and other obstructions, speed zones, as well as connecting the videotape to geographic points, etc.
- F. Through the audit process, identify short and long term needs of the corridor
- G. Prepare a report describing the findings and recommendations. Assist the responsible authority in the implementation of solutions
- H. Conduct a post audit meeting to determine measures implemented and determine their effectiveness

2. **Lane Departure Corridor Safety Audits** – Continues the efforts from FY2007 through 2010 in conducting road safety audits, leading to implementation of measures to address serious injuries and fatalities along corridors in the region. Staff will provide follow-up meetings with those communities in which lane departure audits have been conducted to determine which measures have been implemented and whether they have been effective. Additional audits will be conducted along corridors not previously studied as requested by

local communities. Cooperation with local officials, including police and public works, will be necessary to ensure a successful outcome.

3. **Intersection Safety Audits** – Continue to conduct formal safety examinations of intersections to identify potential safety issues, and possible opportunities for safety improvements. Intersections appearing on the most recent Regional 100 Most Dangerous Locations list will receive priority for selection for study.
4. **Pedestrian Safety Audits** – Select up to six locations (intersections or road segments) identified as high pedestrian collisions sites to conduct road safety audits.
5. **Unsignalized Intersection Safety Evaluation**– In cooperation with MassDOT Safety Staff, SRPEDD will assist in review and analysis of selected unsignalized intersections that have a high crash rate to identify low-cost quick implementation measures to lower the crash rate. Staff will participate in compilation of data, interaction with local officials and appropriate/interested parties, safety audits, and the identification and consideration of corrective measures.
6. **Red Light Running Evaluation** - Red light running crashes have doubled between the publications of SRPEDD’s Most Dangerous Locations 2002-2004 and 2006-2008. The latest publication identifies the top red light running locations in our region; 23 intersections in 9 communities. Staff will continue the effort begun in FY2010 by studying an additional four locations in this UPWP. Staff will collect and analyze data for four intersections and recommend improvements to resolve the problem. A report with recommended improvements will be provided to the city, town and MassDOT for implementation. Information from these studies will also better determine if legislation to support intersection camera enforcement is necessary.
7. **Safety Education** – Continue to assist high school administrators in the development of educational programs and materials that inform students and parents of the dangers along specific roads and intersections in close proximity to their schools.
8. **Optical Speed Bar Pilot Program** - In past road safety audits, SRPEDD has recommended the use of experimental optical speed bars as an alternative solution for lane departure crashes with the community’s support. Now that the MUTCD has approved the measure, SRPEDD with possible assistance from UMASS Amherst, will provide assistance with a possible pilot program to test optical speed bars in the region. This effort would include a thorough before, during and after examination of their impact.
9. **Purchase/Pleasant/Kempton/Mill Street Intersection in New Bedford** - New Bedford has requested a study of the Purchase/Pleasant/Kempton/Mill Street intersection (the so-called Octopus intersection) for consideration of improvements to address safety, congestion and geometric issues. A roundabout configuration will be analyzed for feasibility

Products:

- Lane Departure Corridor Audit Reports for all corridors audited.
- Intersection Audit Reports for all intersections audited.
- Reports for all locations studied for pedestrian crashes
- Before/During/After data on Optical Speed Bar effectiveness

- Report on results of each intersection/corridor analysis

Previous Work:

- Red Light Running in Southeastern Massachusetts, 2004
- Red Light Running Enforcement, Testimony to Massachusetts Legislatures regarding
- Camera Enforcement at Intersections 2007
- SRPEDD's Regional Crash Database (1988-2009)
- Safety Audit Reports at various intersection and road segments throughout the region
- Ongoing cooperative efforts with local, state and federal officials in project development.

Funding: **FHWA/MassDOT** **\$ 135,000**

Objective:

Continue planning new and/or improved bicycle and pedestrian facilities as an enhancement to the livability of the region, and a safe and low cost means of transportation. Provide technical assistance to local bicycle and pedestrian committees and assist in efforts to acquire enhancement funds for construction. Manage SRPEDD's Enhancement Subcommittee and present Enhancement Projects competing for state funding. Promote the ideas for sustainable communities and promote bicycle and pedestrian connectivity to residential, commercial, and institutional destinations. Also, maintain bicycle and pedestrian GIS databases, including maps, geographic files and crash statistics. Perform bicycle and pedestrian traffic counts on shared use paths and at busy locations. Review local bicycle and pedestrian plans and compile them into a regional plan concurrent with the Regional Transportation Plan.

Procedures:

1. Continue to provide technical assistance to local Bike Committees in Wareham, Westport, Marion, Mattapoisett, Dartmouth, Taunton and Fall River in pursuit of connectivity to the South Coast Bikeway:
 - A. Provide maps to committees depicting road characteristics, railroad lines and other easements
 - B. Provide maps depicting chosen bicycle routes
 - C. Assist in preliminary route decision-making
 - D. Assist in finding funding sources
2. Provide assistance in Enhancement Funding Applications and CMAQ eligibility
 - A. Solicit new Enhancement Projects from communities
 - B. Manage JTPG Enhancements Subcommittee in reviewing Enhancement prescreening
 - C. Assist communities in determining eligibility for CMAQ funding
 - D. Assist communities in filling out Enhancement Prescreening Applications, Pre-applications and Final Applications to MassDOT. Attend quarterly Statewide Enhancements Subcommittee meetings to promote our region's projects
 - E. Provide technical assistance in filling out MassDOT Project Needs Forms and Project Initiation Forms
3. Maintain bikeway GIS database - Update Regional Bike Map and Bikeway geographic files as projects are completed and new projects are proposed
4. Maintain sidewalk inventory

- A. Continue updating road inventory file regarding sidewalks region wide
 - B. Continue updating priority locations for new sidewalk construction
5. Review construction plans and studies for Americans with Disability Association (ADA) compliance
- A. Review road project plans for ADA compliance regarding curb cuts, sidewalk widths, slopes, etc
 - B. Incorporate ADA compliance into all regional studies to make recommendations
 - C. Perform ADA compliance audits at necessary locations that are requested

Products:

- GIS database updates of existing and proposed bike facilities
- Updated region-wide sidewalk inventory
- Ongoing cooperative efforts with local, state and federal officials in project development.

Previous Work:

- 2007 and 2012 Regional Transportation Plan, Bike and Pedestrian Section
- Wareham Bike Route Recommendation Study, 2007
- Assisted Mattapoisett, Marion and Wareham Taunton, Dighton Bike Committees
- Assisted the UMASS Dartmouth Sustainability Department
- Created Regional Bicycle Map
- Created Regional Sidewalk Map
- Authored several magazine articles regarding South Coast Bikeway
- Assistance to the Enhancement Subcommittee
- Assisted Westport and Middleborough with State Enhancement Applications

Funding: **FHWA/MassDOT** **\$30,000**

Task No. **3.5**

Task Title: **Intermodal Project Coordination & Intelligent Transportation Systems (ITS)**

Objective:

Continue to provide technical assistance for regional intermodal improvements and Intelligent Transportation Systems development. Continue to assist the City of New Bedford, MassDOT and SRTA in implementing the ITS Port Information Center Project. Work with MassDOT in maintaining the Regional ITS Architecture in accordance with federal and state guidelines. Promote the implementation of ITS solutions to regional traffic problems. Provide staff support to commuter rail issues in the region.

Procedures:

1. Assist in ongoing studies of improving port facilities for New Bedford and Fall River including:
 - A. Shipping
 - B. Truck staging areas
 - C. Steamship Authority issues
 - D. Participation in meetings of the Seaport Advisory Council
2. Assist in working with CSX/ Mass Coastal/Bay Colony Railroads on rail freight issues in New Bedford, Fall River, Taunton and other areas targeted for rail freight expansion
3. Commuter Rail - Assist in evaluating the need for improvements to existing service and proposed expansion within the region
4. Assist with Intermodal Centers in Attleboro and Wareham
5. Assist with improvements and enhancements to Commuter Bus Stops and Universal Fare to Destination
6. Assist in various studies related to intermodal improvement plans including, but not limited to:
 - A. Harbor Master Plans for New Bedford/Fairhaven and Fall River /Somerset
 - B. The State Freight and Rail Plan
 - C. SRTA and GATRA maintenance garage facilities and terminals
 - D. Commuter rail security improvements at stations
 - E. New Bedford ITS Port Information Center

7. Provide staff coordinating assistance to MassDOT, the Mass Motor Transportation Association, the Seaport Advisory Council, the U.S. Coast Guard's Safety and Security Port Committee and the Commuter Rail Task Force.
8. Comment on, and assume a lead region role in reviewing the studies released by the MBTA on the expansion of Commuter Rail to Fall River and New Bedford.
9. Coordinate work with the Rhode Island Division of Planning concerning Intermodal facilities that impact the contiguous SRPEDD and Rhode Island areas: namely the Providence Urbanized Area. Participate in their Freight and Rail Plan Task Force.
10. Continue to make updates to the 2008 Regional Truck Study, including pavement conditions, and high truck crash locations.

Products:

- Enhanced regional effort in promoting intermodal transportation.
- Special study reports as needed, subject to available funds and federal guidance.

Funding:	FHWA/MassDOT	\$ 10,000
	FTA/MassDOT Section 5303	<u>\$ 8,000</u>
		\$ 18,000

Objective:

Conduct studies that assist SRTA, GATRA and other transportation providers in meeting the transportation needs of the region. Evaluate the demand and need for additional service and/or to assist with service cuts mandated by budget shortfalls and funding cuts at the State level. Assist SRTA in the development of a Comprehensive Service Plan.

Procedures:

1. Conduct public meetings through the Joint Transportation Planning Group, the SRTA and GATRA Consumer Advisory Committees, and through the Transit Mobility Coordinator, for the purpose of obtaining input from citizens, the business community, special interest groups and local officials on the transportation issues facing the region. Public outreach will be in accordance with SRPEDD's approved Public Participation Program. Topics will include:
 - A. Proposed Transit Enhancements for GATRA and SRTA (Passenger Amenities - Comprehensive survey of GATRA and SRTA bus stops and shelters)
 - B. Update the Coordinated Human Services Transportation Plan
 - C. Intelligent Transportation Systems for SRTA and GATRA (Google Transit, AVL, GPS of bus stops, smart card technology)
 - D. JARC/New Freedom funded service data collection and reporting to FTA
 - E. Commuter Bus Surveys
 - F. Dartmouth Route Study and service assessment as it pertains to UMASS Dartmouth and free service for students, et al
 - G. ADA Transit Expansion in the GATRA Area – Evaluation Report (Pembroke, Marshfield, and Duxbury)
 - H. Traffic Study and route deviation study surrounding new SRTA Terminal in Fall River
 - I. Intermodal project for GATRA, including capital projects and service connections
 - J. Examine the process of providing demand response rides for more efficiency and cost-saving methods (City of Fall River study group)
 - K. Assist Councils on Aging on their transportation service needs
2. Conduct meetings to discuss the above issues. Utilize the meetings to present strategies and alternative solutions
3. Use the SRPEDD web site for public information and comment on Studies. Advertise the existence of the use of the web site to provide input into the Studies

4. Prepare draft Studies and distribute them in accordance with the public participation process
 - A. Develop recommendations from other transportation studies conducted
 - B. Revise reports based on input through the public participation process
5. Compile an inventory of Bus Stops and Bus Shelters in the GATRA and SRTA areas. Identify each stop, ensure signage is appropriate and in place, plot each location using the GIS/AVL/ITS systems in place and proposed for each transit agency. Research availability and cost analysis of alternate forms of signage. Photograph each stop and provide analysis of ADA compliance and/or accessibility. Inventory the existing shelters for each transit agency and, where necessary, identify the need for additional shelters at specific stops. Continue to develop GATRA and SRTA's ability to view transit routes, bus stops, ADA and deviated routes on-line in Google Earth and Google Maps
6. Update and map GATRA and SRTA bus routes and stop locations
7. Verify all data elements including parcel data, ADA, data, and deviated route data along routes
8. Create maps in TransCad with all layers needed for Google Maps
9. Link Transit data to Google Earth for access to the public

Product:

- Individual reports on the studies conducted including problem identification, results of analyses, identified issues, and recommended measures to address them for each of the above studies
- Public accessibility of GATRA and SRTA route systems through Google Earth and Google Maps via a link on SRPEDD's web site

Funding: **FTA/MassDOT Section 5303** **\$26,000**

Objective:

Provide technical assistance, data collection and performance monitoring of fixed route and demand response services, recommendations for service and policies, assistance with grant applications, intermodal and maintenance facility site studies.

Procedures:

1. Begin the process of developing a Twenty (20) Year Capital Plan for the SRTA system as recommended by the Federal Transit Administration's June 2000 publication "Guidance for Transit Financial Plans" and recommended by the May 2011 MassDOT Memorandum "Comprehensive Examination of SRTA Administration and Operations". This 20 year plan should include review and analysis of:
 - A. Funding sources and revenue forecasts,
 - B. Proposed project capital budgets,
 - C. Other planned capital expenses,
 - D. Annual operating and maintenance expenses for the exiting SRTA system and potential expansion.
2. In conjunction with the Twenty Year Capital Plan, develop a Comprehensive Service Plan for SRTA's fixed route system.
 - A. SRPEDD will conduct extensive outreach to transit riders, focus groups, business organizations and other constituencies throughout the SRTA service area to assess transit needs in the SRTA region. Outreach will be augmented by collection and analysis of extensive and varied data (land use, location of important transit nodes, census information, ridership, fare structure, employment and business centers, and important destinations).
 - B. Conduct random monthly field checks of maintenance records to insure that vehicles are being maintained in accordance with preventative maintenance schedules. Records should indicate that Periodic Maintenance is being conducted on SRTA vehicles at the appropriate time intervals as prescribed by the manufacturer to assure adherence to requirements to vehicle warranties. Stringent attention to these prescribed intervals are intended to provide the most economical and effectual use of FTA/SRTA's capital equipment.
 - C. The effort will incorporate the Transit Development Plan currently being undertaken in New Bedford on behalf of South Coast Rail by VHB. Request a presentation of the VHB study for a future JTPG and MPO meeting on the results and recommendations for implementation.
 - D. This task will include data collection from all routes in New Bedford and Fall River and will include performance monitoring and suggestions for service changes.

- E. Suggestions for change will seek to ensure that SRTA is using its fiscal resources to its maximum by increasing ridership and passenger revenues.
 - F. Participate in comprehensive service analysis, which may include data collection, ride counts and GIS mapping, and modeling.
3. Seek to ensure that SRTA is providing maximum transportation mobility options to persons with disabilities (ADA qualified) up to and beyond the requirements of the Americans with Disabilities Act of 1990 by conducting a comprehensive assessment of service being provided by the contractor.
 4. Develop a general design for tasks requested by the SRTA Administrator including an estimated work effort time and cost and agreed to by SRPEDD.
 5. Undertake study(s) in accordance with study design under the supervision of SRTA administrator.
 6. Assist SRTA with updates to their public participation procedures.
 7. Continue to assist in the maintenance of the SRTA web site, including postings, updating, schedules, maps, and policy changes/news as needed. Prepare reports, maps, charts, etc. covering the work effort.

Product:

- Reports on specific elements studied describing the findings, conclusions, and recommendations.

Funding: **SRTA Section 5307** **\$ 45,000**

Task No. **3.8**

Task Title: **GATRA -Technical Planning Assistance**

Objectives:

Continue technical assistance data collection and performance monitoring of fixed route and para-transit services, recommendations for service and policies, assistance with grant applications, intermodal and maintenance facility site studies. Conduct inventories of bus stops and shelters, including accessibility and needs for people with disabilities and elders. Prepare technical studies and provide assistance in planning for GATRA as needed.

Procedures:

1. Continue GPS mapping of all GATRA bus stops and various ancillary data collection, such as ride counts and GIS mapping.
2. For other requests develop a general design for tasks requested by the GATRA Administrator and agreed to by SRPEDD.
 - A. Develop an estimated work effort time and cost.
 - B. Undertake study(s) in accordance with study design under the supervision of GATRA administrator.
 - C. Prepare reports, maps, charts, etc. covering the work effort.

Product:

- Google Transit available on the GATRA website
- Special study reports as needed

Funding:

GATRA Section 5307

\$ 36,000

Objective:

Conduct mobility management planning to support livability/sustainability themes from the Regional Transportation Plan effort. Inventory all transportation resources, develop and promote transportation service coordination, provide short-term management activities to plan and implement coordinated services, and provide administrative support to the Southeastern Massachusetts Transportation Alliance.

Procedures:

1. Continue to update and maintain an inventory of all regional transportation providers including; bus companies, taxis, van and chair car companies, airport limos, councils on aging ambulance companies and human service agencies, as well as public transportation resources. Assemble information that includes each provider’s name, address, phone, equipment available, type of service, area and times served, fare information and other information. This list will be compiled from the existing database and provider directory, GATRA’s brokerage list, the United Way, Commissions for the disabled and the MassRides Commuter Transportation Resource Guide.
2. Develop and promote transportation service coordination for employers, the medical community, businesses, chambers of commerce, human service agencies, daycare and nursing facilities, youth organizations, and others. To create a “one stop” transportation information resource and provide support for GATRA’s call center in order to provide information on all transportation modes and how to make connections.
3. Involve non-traditional providers including human service agencies, private companies and non-profits that provide transportation as an ancillary service.
4. Provide short-term management activities to plan and implement coordinated services, using existing vehicles for evening vanpools.
5. Support coordination policies by consumer advocates and councils, and provide administrative support to the Southeastern Massachusetts Transportation Alliance.
6. Produce educational materials about accessing transportation for workforce development services, including career centers and other interested parties. Hold workshops to provide education, marketing and promotion about available services.

Product:

- Up-To-Date Regional Transportation Provider Inventory
- Materials for Career Centers and Other Potential Interested Parties

Funding:	FTA/MassDOT Section 5303	\$ 20,000
	GATRA Section 5307	\$ 10,000
	SRTA Section 5307	<u>\$ 7,000</u>
		<u>\$ 37,000</u>

Objective:

Identify transportation services needed to support the federal Job Access / Reverse Commute initiative; to provide assistance to all agencies involved in this initiative; to prepare studies and/or action plans for providing new transit services; and to monitor and evaluate new services created. The New Freedom formula grant program aims to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. Lack of adequate transportation is a primary barrier to work for individuals with disabilities. The New Freedom formula grant program seeks to expand the transportation mobility options available to persons with disabilities beyond the requirements of the Americans with Disabilities Act of 1990.

The Federal share of eligible capital costs may not exceed 80% of the net capital costs of the program. The Federal share of the eligible operating costs may not exceed 50% of the net operating costs of the activity. The local share of eligible capital costs shall be no less than 20% of the net cost of the activity, and the local share for eligible operating costs shall be no less than 50% of the net operating costs. All of the local share must be provided from sources other than Federal DOT funds.

Procedures:

1. Act as liaison between various community departments and agencies with transportation concerns for welfare recipients. Maintain and improve communications and coordination of services between RTAs and service providers.
2. Continue to expand knowledge base regarding origins and destinations significant to welfare recipients and low income individuals requiring improved transit connections.
 - A. Update transportation resource map as necessary in GIS, including employer/business databases of locations, welfare recipients' child care, human service agency and other significant locations.
 - B. Assist RTA's and other interested parties in applying for competitive grants providing data, maps and other assistance as needed.
 - C. Work with Economic Development groups and employers to encourage participation in Commuter Choice programs and cooperation with transit providers through transit pass programs, guaranteed ride home, and ridesharing. Conduct surveys of employer and employee transportation needs.

Products:

- Transportation information to SRPEDD's website
- Special study reports as needed

Funding: **FTA/MassDOT Section 5303** **\$ 10,000**

Objective:

Complete the effort which began in FY2011 to update the region's Transportation Funding Guide which ultimately provides a document that explains the transportation planning and programming process, its rules and regulations, the public processes, funding mechanisms, the roll of the Joint Transportation Planning Group (JTPG), the Southeastern Massachusetts Metropolitan Planning Organization (SMMPO), development of the Transportation Improvement Program (TIP), etc. Provide a description of the various transportation funding categories, project eligibility, and the process communities must follow to secure state and federal funds for transportation projects. The intent is to provide a hand book to existing and future SRPEDD staff, JTPG representatives, MPO delegates, SRPEDD Commissioners, and other interested parties, to provide a source of information on the transportation improvement processes. The Funding Guide will be a draft document at the end of FY2011. Internal staff review and presentation to the JTPG for review by members will occur in this FY2012 UPWP.

Procedures:

1. Review and update the previous Transportation Funding Guide developed by SRPEDD in the early 1980's which included funding categories and explanations of funding eligibility.
2. Review and update the process communities must follow to secure project funds.
3. Provide maps showing transportation facilities eligible for federal funding.
4. Provide the rules and regulations for the Joint Transportation Planning Group and the Southeastern Massachusetts Metropolitan Planning Organization.
5. Provide information relevant to the public participation process including the 30 day comment period for documents such as the Transportation Improvement Program (TIP) and Unified Planning Work Program (UPWP).
6. Produce a draft funding guide with an enhanced visual format (more graphics) for review and comment by local, state and federal officials and the general public.
7. Upon completion, the Funding Guide will be distributed to all municipal officials and will be the focus of educating the public on the processes necessary to obtain funding for transportation in the region and throughout Massachusetts through the JTPG and SMMPO.

Product:

- Updated Transportation Funding Guide to aid local officials in project development

FUNDING:**FHWA/MassDOT****\$ 10,000**

ELEMENT 4

ADDITIONAL PLANNING EFFORT

Objective:

This is a collaborative effort with Save-The-Bay (seeking a \$20,000 grant from EPA) to provide an assessment of road runoff vulnerability and water quality impairment in the upper Narragansett and Mount Hope Bay watersheds, that expands on SRPEDD's ongoing Geographic Roadway Runoff Inventory Program (GRRIPP). SPREDD will provide mapping assistance in this effort. GIS maps will be created for each community with the project aspects. These maps will include hardened shorelines, vulnerable roads and infrastructure, problem culverts and road drainage areas, and potential adaptation projects. SRPEDD and Save-The-Bay will contact municipal staff from each town to determine ongoing flooding and water quality problem spots, and to determine the extent to which rising sea level and coastal adaptation is part of their current local planning and review. The project area focuses on the Upper Narragansett Bay/Mount Hope Bay Watershed Coastal Communities of Massachusetts and Rhode Island. The project will assess the risks and vulnerabilities of coastal roads and associated infrastructure in the target watersheds with changes in storms and rising sea level; identify existing problems with flooding and storm water impacting roads and infrastructure that will likely worsen; and provide communities with the tools to understand and plan for adapting to predicted changes.

Procedures:

1. Assess and map the risks and vulnerabilities of coastal infrastructure in the target watersheds with predicted changes in storms and sea level
2. Assess salt marsh vulnerability and stress
3. Identify problems with flooding and stormwater that are current and ongoing and that will likely worsen due to increased participation, sea level rise and failing or undersized infrastructure such as dams and culverts
4. Provide communities with tools to understand and begin to plan for adapting to predicted changes in current problem spots

Product:

- Road segments/culverts and other infrastructure identified as vulnerable for worsening flooding/stormwater problems
- Measures to address such locations

Previous Work:

- SRPEDD's GRRIP database

FUNDING:**FHWA/MassDOT****\$ 20,000**

Objective:

Continuation of a regional Commuter Rail Task Force that has been underway for several years through a contract with MassDOT to help southeastern Massachusetts and its communities deal in a coordinated fashion with the environmental and growth impacts of the proposed commuter rail extension project to Taunton, Fall River and New Bedford. A new contract between SRPEDD and MassDOT will enable the continuation of the Task Force beyond the recent release of the Environmental Impact Report for the extension project

Procedures:

1. Staff the Southeastern Commuter Rail Task Force. The Task Force will continue to serve as the principal public participation vehicle for planning and implementation of Executive Order 535 – the implementation of the South Coast Rail Corridor Plan. The membership incorporates official representation for all communities affected by the additional alternatives analysis, as listed on the attachment. The Task Force performs the following roles:
 - A. Assist in the coordination of information exchanges and decision-making on South Coast Rail related issues between state agencies, consultants and the cities and towns of the region.
 - B. Act as a sounding board for concepts and ideas proposed by state officials, members of the public, and other stakeholders.
 - C. Provide a forum to develop regional consensus on aspects of the project.
 - D. Serve as a vehicle for education of citizens and local officials on the rail project and impacts associated with it.
2. In coordination with MassDOT, Executive Office of Housing and Economic Development (EOHED) and their consultants, SRPEDD and its subcontractors will work with the Corridor communities to develop zoning bylaws and other regulatory and planning studies that will implement the land use changes recommended in the corridor plan. As opportunities arise at the community level, MassDOT, EOHED, and SRPEDD will work collaboratively to reallocate effort between the following tasks if necessary.
3. Continue to assist cities and towns that are proposed to host new stations to develop and adopt transit oriented development (TOD) zoning.
 - A. In coordination with MassDOT, EOHED and their consultants, SRPEDD will work with communities seeking assistance to develop TOD zoning for the new station sites. The zoning may use a form-based code approach. This task may require significant public input and frequent meetings with the cities and towns. Visualizations of what the area could look like will also be needed. Market feasibility studies and other studies and plans may be necessary for some sites. Assist communities with TOD zoning and proposed bylaws/ordinances through Town Meeting/City Council for adoption during this contract period. Deliverables will include the proposed zoning language, warrant article language,

and outreach materials. It is anticipated that multiple community meetings or workshops will be needed to build support for the zoning proposals.

- B. Develop Housing Production Plans for communities as requested. Housing Production Plans will be developed and submitted for Department of Housing and Community Development (DHCD) approval for five communities. Community meetings will be necessary in the development of the plans.
- C. Provide technical assistance to cities and towns: SRPEDD will work with the region's cities and towns to plan, develop, and adopt zoning and other regulatory changes and plans that implement the recommendations from the Corridor Plan, including compact development near stations, preserving critical natural resources, and preventing sprawl development. MassDOT, EOHED, their consultants, and SRPEDD will review, prioritize and select requests for technical assistance from the communities. Potential tasks include:
 - i. Assist in the creation of a regional pilot program to consider transfer of development rights (TDR) program. This would include working with communities to create or revise local TDR bylaws.
 - ii. Assisting in the development of housing and mixed-use districts.
 - iii. Assist in the development of Open Space Residential Design bylaws and other techniques that preserve open space.
 - iv. Working with communities to develop infrastructure and preservation plans and loan programs
 - v. Other tasks as identified by MassDOT.
- D. Continue to coordinate and lead the process for providing outreach and education about the Corridor Plan, provide strategic planning to communities to help prioritize local actions that would support the plan, and for updating the plan as local and regional priorities evolve over time.
 - i. Design and lead a process for local outreach on the Corridor Plan. Meet with the Corridor Plan communities as needed to build support for the Corridor Map priorities and to identify and prioritize local actions to implement the Corridor Plan. It is anticipated that two meetings per community will likely be needed.
 - ii. Serve as the repository for requests to modify the regional and local priority development and protection areas. Conduct an update process one time during this contract to make modifications to the priority areas.
- 4. Technical support for environmental review process. Because of SRPEDD's unique knowledge and expertise, we will provide support on selected elements of the environmental review process.
- 5. REPORTING AND ADMINISTRATION: SPREDD will participate in regular project team meetings and provide regular progress reports, including a comprehensive final report of all activities and products produced under this contract.

Product:

- Communities better prepared for Commuter Rail and Smart Growth

Previous Work:

- Ongoing participation in the Commuter Rail Task Force and local assistance to communities in the planning for Commuter Rail

FUNDING: **MassDOT** **\$354,552**

OTHER TRANSPORTATION PLANNING ACTIVITIES IN THE REGION

1. **AIRPORT PLANNING** - Federal Aviation Administration (FAA) and Massachusetts
 - Aeronautics Commission (MAC)
 - The New Bedford Regional Airport Master Plan Update

Federal/State Funds: \$ 380,000

2. **SRPEDD ECONOMIC DEVELOPMENT PLANNING** - Economic Development Administration (EDA)
 - Time Period of Contract: July 1, 2011 - June 30, 2012
 - Provide technical assistance to cities and towns on economic development. Provide training on economic development issues. Expand the regional web site to include economic development sites.

Federal/State Funds: \$ 70,000
Local/Private Funds: \$ 17,500
Total: \$ 87,500

3. **SRPEDD - COMPREHENSIVE AND ENVIRONMENTAL PLANNING**

- A. **MUNICIPAL ASSISTANCE** - -Source of Funding: Assessment, interest Earned, sale of publications
 - Time Period of Contract: July 1, 2011 - June 30, 2012
 - At the direction of the SRPEDD Commission and/or the Municipal Assistance Committee, provide technical assistance to SRPEDD municipalities on various planning issues.

Federal/State Funds: \$ 0
Local/Private Funds: \$ 23,000
Total: \$ 23,000

- B. **COMMISSION SUPPORT** - Source of Funding: Assessment
 - Time Period of Contract: July 1, 2011 - June 30, 2012
 - Commission and Committee meetings and follow up on non-funded activities (e.g. housing), contract development, regional reviews / MEPA reviews.

Federal/State Funds: \$ 0
Local/Private Funds: \$ 10,000
Total: \$ 10,000

4. **MISCELLANEOUS CONTRACTS** –Source of Funding:

- A. **DISTRICT LOCAL TECHNICAL ASSISTANCE**
 - Time period of contract: July 1, 2011 - December 31, 2012
 - Provide technical assistance to cities and towns on planning and cooperative purchasing.

Total: \$ 130,000

5. TRANSPORTATION PLANNING PROJECTS FROM CONGRESSIONAL EARMARKS

- A. Several Congressional earmarks were received to plan, design, and partially implement the relocation of Route 79 and Davol Street along the waterfront in the city of Fall River, between the Brightman Street Bridge and I-195. Route 79 (Western Expressway), Davol Street North and Davol Street South would be converted into a 4 lane urban boulevard with a large landscaped median strip separating the northbound and southbound lanes. This effort is in conformance with the city’s draft Harbor Master Plan. SRPEDD will assist in the study by providing technical assistance with the travel demand model. Funding for continued planning is proposed for FFY2010.

HPP - FY2005	\$ 2,024,775
Sect. 117 - FY2005	\$ 1,475,892
NCPBP - FY2005	\$ 661,333
STP 330 - FY2003	\$ 993,500
TCSP - FY2003	\$ 100,000

- B. Two Congressional earmarks were received to plan, design, and reconstruct the highway interchange of Route 24 with Route 140, replace the Route 24 bridge T-01-46 and ramps, widen and extend acceleration and deceleration lanes in the city of Taunton. The smaller of the earmarks is programmed for FFY2010 to complete the Functional Design Report, perform Environmental Studies and complete 25% engineering design of the preferred alternative. The larger earmark cannot be programmed until full construction funding of the preferred alternative is also programmed in the TIP.

HPP - FY2005	\$ 14,623,376
HPP - FY2005	\$ 5,007,375

- C. A \$2,200,000 (100%) Section 115 grant in 2004, a Section 5309 grant in FFY2005, and a \$500,000 (80%) FTA Bus and Bus Facilities grant in 2008 was received to assist in planning and construction of an Intermodal Center at the Downtown Attleboro MBTA Commuter Rail Train Station and GATRA Bus Terminal in Attleboro. SRPEDD may provide assistance in planning this facility through its FTA planning contracts.

Omnibus Budget - FY2008	\$ 500,000
Sect 115 - FY2004	\$ 2,200,000
Section 5309 - FY2005	\$ 2,000,000

- D. A \$550,079 (80%) High Priority Project Congressional Earmark for planning and engineering for access between I-95 and the proposed Industrial Park in Attleboro. The funds are programmed in the FFY2009 and 2010 TIP for the engineering design of the Tiffany Street, Phase 2 project, which is an access road to the Industrial Park. A state match of \$125,185 is also available for a total of \$687,599.

HPP - FY1998	\$ 687,599
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- E. A \$449,951 (80%) High Priority Project Congressional Earmark to study, design permit and right-of-way for new on and off ramps on I-95 between Route 1A and Route 123 in

TRANSPORTATION PLANNING BUDGET

Task	MassDOT (FHWA-PL)	FTA/MDOT FY11 (half year) Section 5303	FTA/MDOT FY12 (half year) Section 5303	SRTA Section 5307	GATRA Section 5307	MassDOT Other	Total
1.1 3C Process	\$170,646	\$33,000	\$33,000	\$12,000	\$12,000		\$260,646
1.2 Public Participation/EJ	\$80,000	\$14,000	\$14,000	\$16,000	\$14,000		\$138,000
1.3 UPWP	\$10,000		\$4,000				\$14,000
1.4 TIP	\$70,000	\$3,000	\$6,000				\$79,000
Total Element 1	\$330,646	\$50,000	\$57,000	\$28,000	\$26,000	\$0	\$491,646
2.1 Data Mgt & GIS	\$125,000	\$17,003	\$10,003	\$20,000	\$12,000		\$184,006
2.2 Regional Modeling	\$48,000	\$12,000	\$12,000	\$8,000			\$80,000
2.3 Traffic Counting	\$72,000						\$72,000
2.4 Transit Data Maint/NTD				\$12,000	\$16,000		\$28,000
2.5 Pavement Mgt.	\$35,000						\$35,000
Total Element 2	\$280,000	\$29,003	\$22,003	\$40,000	\$28,000	\$0	\$399,006
3.1 Support for Regional Studies	\$20,000						\$20,000
3.2 Congestion Management	\$85,000						\$85,000
3.3 Safety Management	\$135,000						\$135,000
3.4 Bike/Pedestrian Planning	\$30,000						\$30,000
3.5 Intermodal Coord. & ITS	\$10,000	\$4,000	\$4,000				\$18,000
3.6 Transit Studies		\$13,000	\$13,000				\$26,000
3.7 SRTA Tech Planning				\$45,000			\$45,000
3.8 GATRA Tech Planning					\$36,000		\$36,000
3.9 Mobility Management		\$10,000	\$10,000	\$7,000	\$10,000		\$37,000
3.10 JARC/New Freedoms		\$5,000	\$5,000				\$10,000
3.11 Transportation Funding Guide	\$10,000						\$10,000
Total Element 3	\$290,000	\$32,000	\$32,000	\$52,000	\$46,000	\$0	\$452,000
4.1 Flood Hazard Reduction	\$20,000						\$20,000
4.2 Commuter Rail Task Force						\$354,552	\$354,552
Total Element 4	\$20,000	\$0	\$0	\$0	\$0	\$354,552	\$374,552
TOTAL ALL ELEMENTS	\$920,646	\$111,003	\$111,003	\$120,000	\$100,000	\$354,552	\$1,717,204

Projection of SRPEDD Staff Involved in Transportation Planning for FY 2012

Name & Title	MassDOT	FTA	SRTA	GATRA	Rail
James Hadfield Transportation Planning Manager	80%	10%	5%	5%	
Paul Mission Director of Highway Planning	100%				
Linda Lally Director of Transit Planning		45%	45%	10%	
Louise Hardiman Principal Transportation Planner		50%	20%	30%	
Lisa Estrela-Pedro Principal Transportation Planner	100%				
Adam Recchia Principal Transportation Planner	100%				
Jackie Schmidt Senior Transportation Planner	100%				
Lilia Cabral Senior Transportation Planner	80%	20%			
Jennifer Chaves Transportation Planner		20%	40%	40%	
Angela Azevedo Mobility Management/Transit Planner		35%	40%	25%	
Christopher Cardaci Transportation Planning Technician	80%		10%	10%	
Greg Guimond Comprehensive Planning Manager					60%
Joy Reynes Data Manager	10%				
Karen Porter GIS Specialist	20%				
William Napolitano Environmental Program Director	30%				7%
Grant King Comprehensive Planner/Information and Multimedia Specialist	20%				
Transportation Interns	70%		15%	15%	