

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

DRAFT  
FFY 2011  
UNIFIED PLANNING  
WORK PROGRAM



Transportation Improvement Program  
MassDOT SRPEDD SRTA GATRA

**FY2011**  
**UNIFIED PLANNING WORK PROGRAM**

**DRAFT – Authorized for public  
release by the SMMPO on July 21, 2010**

SOUTHEASTERN MASSACHUSETTS METROPOLITAN PLANNING ORGANIZATION

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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 five 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** – Continue updates as needed to the 2011 Regional Transportation Plan. Conduct studies recommended in the approved 2011 Regional Transportation Plan, especially from the Safety Chapter for locations highlighted in the region's crash statistics and for road safety audits. The Congestion Management Plan (chapter) in the Regional Transportation Plan also contains recommended studies. Prepare transportation studies requested by MassDOT or member municipalities 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).
- 4) **Special Projects** – The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) sub-tasks for areas of national concern and tasks or contracts for other transportation planning activities.

- 5) **Additional Planning Effort** – Potential planning funds for projects of statewide concern. Provide staff support to the Commuter Rail Task Force.

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, 2010 - September 30, 2011
FTA/ MassDOT Section 5303	January 12, 2010 - March 31, 2011
FTA/ MassDOT Section 5303	April 1, 2011 - March 31, 2012
FTA Section 5307 SRTA	October 1, 2010 - September 30, 2011
FTA Section 5307 GATRA	October 1, 2010 - September 30, 2011

## 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

A. 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 carry out the planning.

B. 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)

A. 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.

B. 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.

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

D. 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 urban mass transportation.

E. 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 urban mass transportation.

F. 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.

### III. 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.

STATUS OF FEDERAL PLANNING FUNDS FOR FHWA/MASSDOT CONTRACT

SRPEDD FEDERAL FISCAL YEAR "PL" ALLOCATIONS  
October 1 to September 30

FFY	DATE AS OF	FED + STATE ANNUAL ALLOCATION	CUMULATIVE TOTAL	
1995	10/1/94	ISTEA	\$456,172	\$4,197,197
1996	10/1/95		\$450,264	\$4,647,461
1997	10/1/96		\$516,960	\$5,164,421
1998	10/1/97		\$258,383	\$5,422,804
1998	5/22/98	TEA21	\$541,829	\$5,964,633
1999	10/1/98		\$624,252	\$6,588,885
2000	10/1/99		\$630,514	\$7,219,399
2001	10/01/00		\$642,570	\$7,861,969
2001	Federal DeObligation		-\$120,000	\$7,741,969
2002	10/01/01		\$652,588	\$8,394,557
2003	10/01/02		\$650,971	\$9,045,528
2003	Federal DeObligation		-\$241,931	\$8,803,597
2004	10/01/03		\$666,046	\$9,469,643
2005	10/01/04	SAFETEA-LU	\$780,000	\$10,249,643
2005	Federal DeObligation		-\$45,312	\$10,204,331
2006	10/01/05		\$780,000	\$10,984,331
2007	10/01/06		\$780,000	\$11,764,331
2008	10/01/07		\$892,124	\$12,656,455
2009	10/01/08		\$926,375	\$13,582,830
2009	Federal Recession		-\$303,083	\$13,279,747
2010	10/01/09		\$951,334	\$14,231,081
2011	10/01/10		\$920,000	\$15,151,081
SRPEDD "PL" EXPENDITURES				
SPENT AS OF 9/30/09 CUMULATIVE TOTAL			\$11,603,459	
SPENT FROM 10/1/09 TO 6/30/10			\$ 566,140	
TOTAL PL EXPENSES TO 6/30/10			\$12,169,599	
SRPEDD "PL" BALANCE				
Cumulative "PL" Allocation thru 10/1/10			\$15,151,081	
Cumulative Amount Spent as of 6/30/10			\$12,169,599	
Actual Remaining Balance			\$2,981,482	
UPWP BUDGET FOR 10/01/10 TO 9/30/11			\$920,000	

SECTION 5303 FUNDS PLANNED IN UPWP

PLANNING EMPHASIS AREAS FOR SMMPO AND STATE PLANNING

<u>Program Proposed with 80% Federal Funds</u>	<u>FY 2010</u>	<u>FY 2011</u>
Program Support and Administration		
1.1 3C Process	\$ 30,000	\$ 40,000
1.3 Unified Planning Work Program	\$ -0-	\$ 5,000
1.4 Transportation Improvement Program	\$ -0-	\$ 12,000
Public Participation and Environmental Justice		
1.2 Public Participation and EJ	\$ 14,000	\$ 16,000
Long Range Transportation Planning		
2.1 Data Management, GIS and Modeling	\$ 15,000	\$ 19,750
2.2 Regional Modeling	\$ -0-	\$ 8,000
3.1 Regional T-Plan Update	\$ 28,900	\$ -0-
3.2 T-Plan Transit Studies	\$ 2,000	\$ 30,000
Other Activities		
3.4 Environmental Justice	see Task 1.2	
3.5 ITS & Intermodal Coordination	\$ 7,000	\$ 8,000
Special Projects		
4.1 JARC and New Freedoms	<u>\$ 10,000</u>	<u>\$ -0-</u>
TOTAL	\$106,900	\$138,750
Total Program Cost	<u>2010</u>	<u>2011</u>
Federal Share	\$ 85,520	\$111,000
Local Share	<u>21,380</u>	<u>27,750</u>
Total Cost	\$106,900	\$138,750

## TRANSPORTATION STUDIES COMPLETED IN MOST RECENT UPWP CONTRACT YEARS

SRPEDD Park and Ride Study, Regional (May 2010)  
SRPEDD Traffic Count File 2000 to 2010 (July 2010)  
Top 100 Most Dangerous Locations, Regional, (August 2010)  
2011 Regional Transportation Plan Update, Underway  
Faunce Corner Rd/Route 6 Study (2007)  
Regional Truck Route Study (2008)  
County St (Rte 138)/Main St Safety Study, Dighton (2009).  
SRTA website- redesigned entirely- 2010  
GATRA FY10 Year End Report of Demand Response System (UNDERWAY)  
GATRA FY10 Half Year Report of Demand Response System (March 2010)  
Washington Street Corridor Study, Taunton (August 2009)  
Route 44 – School Access Traffic Study, Rehoboth (to be completed August 2009)  
Lane Departure Road Safety Audits Underway  
    Tucker, Reed and Hixville Roads in Dartmouth  
    Scotcut Neck and New Boston Roads in Fairhaven  
    High Street in Carver  
    Wareham and Spruce Streets and Marion Road in Middleborough  
    Braley Hill Road in Rochester  
    Hortonville Road in Swansea  
I-495 Corridor Study (May 2009)  
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 Half Year Report of Demand Response System (February 2008)  
GATRA FY08 Year End Report of Demand Response System (November 2008)  
Regional Truck Route Study (September 2008)  
Model Curb Cut By-Law / Access Management Update (September 2008)  
Somerset Route 6 Signalized Intersection Safety Study Update (September 2008)  
Marion, Front Street @ I-195 EB Ramp Safety Study (August 2008)  
Marion, Point Road Lane Departure Safety Audit (July 2008)  
Lakeville Commuter Rail Station Survey (May 2008)  
Lane Departure/Cross-Over Crash Safety Audits (Participation in MassDOT Audits)  
    I-95, Attleboro (May 2008)   Route 140, Taunton and Lakeville (Feb 2009)  
    I-195, Westport (May 2008)   I-195 Fairhaven (Jan 2009)  
    I-195 Dartmouth (Oct 2008)   I-495, Middleborough (April 2008)  
Freetown, County/Chase/Mason Intersection Alternative Traffic Controls (April 2008)  
Attleboro, Park/Oak Hill Avenue Alternative Traffic Controls Study (April 2008)  
Coordinated Human Services Transportation Plan (February 2008)  
Middleborough Transportation Needs Survey Summary (Nov 2007)

Plymouth Avenue Corridor Study, Fall River (Oct 2007)  
 National Transit Database Reports for SRTA and GATRA (Oct 2007)  
 GATRA FY07 Half Year Report of Demand Response System (May 2007)  
 GATRA FY07 Year End Report of Demand Response System (September 2007)  
 Lane Departure Crashes in Southeastern Mass 2003-2005 (2007)  
 Road Inventory Files, Year End 2006 on CD (July 2007)  
 Lane Departure Safety Audits  
     I-195, Swansea (Aug 2007)  
     Main Street, Acushnet (Aug 2007)  
 Lakeville Howland Road and Freetown St. Safety Study (June 2007)  
 Alternative Service Ideas for Plymouth Fixed Route Service (June 2007)  
 GATRA Attleboro Garage Needs Assessment (May 2007)  
 Dartmouth Master Plan Transportation Section (May 2007)  
 SRTA Downtown Fall River Terminal Location and Parking Study (April 2007)  
 2007 Regional Transportation Plan (March 2007)  
 Wareham Bikeway Route Recommendation (February 2007)  
 Marion Bikepath Mapping (November 2006)  
 SRTA Title VI Assessment (October 2006)  
 SMMPO Transportation Improvement Program, Fiscal Year 2007 (August 2006)  
 SMMPO Unified Planning Work Program, Fiscal Year 2007 (August 2006)  
 The 100 Most Dangerous Intersections 2002-2004 (July 2006)  
 SRPEDD Traffic Count File 1996 to 2005 (July 2006)  
 Hurricane and Disaster Evacuation Route Evaluation (July 2006)  
 Fairhaven, Route 6 Corridor Safety Study (August 2006)  
 GATRA FY06 Half-Year Report of Demand Response System Performance (April 2006)  
 GATRA FY06 Year End Report of Demand Response System (April 2006)  
 GATRA Title VI Assessment (January 2006)  
 Fall River, Eastern Ave. (Route 6) & New Boston Rd. Safety Study (January 2006)  
 Wareham Intermodal Transportation Center Site Analysis (November 2005)  
 Fall River, I-195 & Route 24 North Interchange Safety Study (October 2005)  
 GATRA FY05 Year End Report of Demand Response System Performance (October 2005)  
 New Bedford, Interstate 195 Corridor Study (September 2005)  
 New Bedford, Kings Highway/Tarkiln Hill Rd. Corridor Study (November 2005)  
 SMMPO Transportation Improvement Program, Fiscal Year 2006 (August 2005)  
 SRPEDD Traffic Count File 1995 to 2004 (July 2005)  
 SRPEDD's Title VI Assessment-Update of Program Specific Requirements (Jun 2005)  
 Lakeville Commuter Rail Station Survey (June 2005)  
 Drive-Through Facilities Review Standards and Proposed By-Laws (Presentations to city/town  
 Planning Boards completed in 2005)  
 GATRA FY04 Year End Report of Demand Response System Performance (May 2005)  
 GATRA FY05 Half-Year Report of Demand Response System Performance (April 2005)  
 Access Management Case Study, Carver (February 2005)  
 Middleborough Transportation Survey Results and Planning New Transportation  
     Services - Next Step (February 2005)  
 Bark, Buffington, Stevens Street Traffic Control Study, Swansea (January 2005)

PROJECTION OF SRPEDD STAFF INVOLVED IN  
TRANSPORTATION PLANNING FOR FY 2011 PROGRAM YEAR

STAFF NAME AND TITLE	MASSD OT	FTA	SRTA	GATRA	RAIL	OTHER
James C. Hadfield, Transportation Planning Manager	80%	10%	5%	5%		
Paul L. Mission, Director of highway Planning	100%					
Linda Lally, Director of Transit Planning		45%	60%	10%		
Louise Hardiman, Principal Transportation Planner		50%	10%	30%		10%
Lisa Estrela-Pedro, Principal Transportation Planner	100%					
Adam Recchia, Senior Transportation Planner	100%					
Lilia Cabral, Senior Transportation Planner	85%	15%				
Jennifer Chaves, Transportation Planner	5%	55%	15%	25%		
Jacqueline Schmidt, Transportation Planner	100%					
Stacy Sousa, Transportation Planning Technician		30%	18%	28%		24%
Christopher Cardaci, Transportation Planning Technician	100%					
William Napolitano, Environmental Program Dir.	30%					7%
Greg Guimond, Comprehensive Planning Manager	0%				60%	40%
Karen Porter, GIS Specialist	20%					80%
Joy Reynes, Data Manager	10%					90%
Interns	70%		10%	10%		

***ELEMENT 1***

***MANAGEMENT AND SUPPORT***

**Objectives:**

To 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. To provide professional transportation planning staff support to the SMMPO, the JTPG, the SRPEDD Commission, MassDOT, the GATRA Advisory Board, 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, 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. To host informational forums on various transportation issues such as ongoing sustainable transportation meetings. To 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:**

- I. Provide administrative and technical support to the 3C Regional Planning Process such as:
  - 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 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. on 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 magazines.
- II. The SRPEDD transportation planning staff provides technical work in support of the policies of the SRPEDD Commission. The staff attends Commission meetings and ensures that the Commission is 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.

- III. Participate in information programs on transportation, environmental/air quality, hazardous waste, energy conservation, and accessibility planning.
- IV. Prepare study designs for comprehensive transportation studies that are recommended in the Regional Transportation Plan.
- V. Coordinate all transportation planning activities with other comprehensive 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.
- VI. Administer the transportation planning program in conformance with federal and state guidelines, regulations, and requirements.
- VII. Provide for participation of staff in educational development programs and conferences with the concurrence of the appropriate agency (FHWA, MASSDOT, MASSDOT, FTA, SRTA or GATRA).
- VIII. Review and comment on traffic studies submitted under 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 development principles including transit and pedestrian accessibility.
- IX. Review and circulate MASSDOT guidelines governing project solicitation, selection, and ranking under the Transportation Enhancement Program. Work with member communities in preparing applications. Hold an Enhancements Workshop where interested parties may ask questions or be informed of any new information regarding the guidelines. Maintain a subcommittee, through the JTPG, to review and evaluate projects. Assist municipalities in developing Enhancement projects for design or construction. Maintain a tracking system for all approved projects.
- X. Review and circulate MASSDOT guidelines regarding solicitation/selection under the Transportation Demand Management Program. Work with member communities and public agencies in preparing applications. Provide technical assistance for air-quality analysis.
- XI. Pursue the implementation of recommendations from previous transportation planning studies from the Regional Transportation Plan, Congestion Management Plan, and other reports such as Safety and Circulation Studies.
- XII. Prepare an annual update and bibliography of SRPEDD transportation- related studies.
- XIII. 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).

- XIV. Promote bikeway and pedestrian issues in the region. Coordinate activities within the state's bikeway and pedestrian planning efforts.
- XV. Become involved with any Environmental Impact Study or Engineering Study conducted in the region that impacts the region's transportation system.
- XVI. Provide assistance to local communities. This includes assistance in the development of projects, including preparation of MassDOT's Project Needs and Project Initiation Forms, reporting on project specific data, identification of funding sources, public review processes, etc. as needed. This also includes assist local boards in the review of projects requiring a site plan review.
- XVII. Host information forums on alternative transportation including the transportation fair with the University of Massachusetts, Dartmouth campus. To promote alternative modes of transportation that does not rely on the automobile for travel. The intent is to 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
- Evaluation and selection of Transportation Enhancement Projects
- Evaluation and selection of Congestion Mitigation Air Quality (CMAQ) 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
- Study Designs for transportation studies
- Endorsement of regional certification documents
- Participation with State Agencies in their efforts to carry out the Air Quality-State Implementation Plan (SIP)
- Comments on traffic studies through MEPA
- Participation in a Sustainable Transportation Fair
- Assistance in highway project needs form preparation
- Bibliography of transportation-related studies
- Staff Training

<b>FUNDING:</b>	FHWA/MassDOT	\$ 170,000
	FTA/ MassDOT Section 5303	\$ 70,000
	SRTA Section 5307	\$ 18,000
	GATRA Section 5307	\$ <u>12,000</u>
		\$ 270,000

**Objectives:**

To encourage public participation in transportation planning issues through the JTPG. To continue to support and implement SRPEDD's Public Participation Program. To educate local officials on MassDOT guidelines for, and, solicit, review, rank and select regional projects under the Transportation Enhancements Program. To continue to participate in statewide and regional committees, task forces and advisory groups, such as the local Casino Task Force, to monitor and represent the interests of the region. To 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 the Clean Air Act Amendments of 1990 and amendments to the Clean Air Act.

To ensure that there is equity in the distribution of transportation resources in the region. To increase awareness of the transportation planning process and issues in the region through various media outlets and appearing on local cable TV or radio programs. To continue the maintenance of a mailing list of special interest groups, alternative media outlets, and organizations to ensure that all parties have access to important projects and decision making processes

**Procedures:**

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

- V. Coordinate public input to the revised Massachusetts State Implementation Plan (SIP).
- VI. 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.
- VII. 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. Access to Jobs - Analyze mobility of target area populations to jobs, child care, and transit routes or stations. Compare accessibility of target and non-target areas to jobs, colleges and hospitals. (Task 4.1 JARC will fund most of this effort.)
  - D. Region / Area Level - Identify benefits and impacts of proposed plans/study recommendations on target zones. Involve target populations in the planning effort.
  - E. Project Level - Identify geographic units to analyze. Overlay improvements on target zones. Identify benefits and impacts on different population segments. Consult with target populations about planned improvements and analysis of impacts.
- VIII. Provide staff support and secretarial duties to the GATRA Consumer Advisory Committee, and the SRTA Consumer Advisory Committee. 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.
- IX. Provide outreach to the SRPEDD region at any local or regional job fairs.
- X. Information Sessions, etc., by providing information on the SMMPO, SRPEDD and/or SRTA and GATRA as appropriate.
- XI. 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.

- XII. Respond to inquires and requests for information and traffic counts from citizens, businessmen and elected and appointed officials.

**Products:**

- Operation of the JTPG
- Operation of the SMMPO
- Public Participation Program
- Public Education on Transportation Issues
- Proactive Public Involvement
- Transportation articles for the 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.

<b>FUNDING:</b>	FHWA/MassDOT	\$ 80,000
	FTA/ MassDOT Section 5303	\$ 30,000
	SRTA Section 5307	\$ 17,000
	GATRA Section 5307	\$ <u>14,000</u>
		\$ 141,000

**Objectives:**

To 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. To obtain SMMPO endorsement of major amendments to the UPWP.

**Procedures:**

- I. In conformance with federal planning regulations and state guidelines, annually prepare, obtain SMMPO endorsement of, and maintain a UPWP which describes all transportation, 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.
- II. 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.
- III. 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 2011.
- Unified Planning Work Program for FFY 2012.

FUNDING:	FHWA/MassDOT	\$ 10,000
	FTA/ MassDOT Section 5303	<u>\$ 5,000</u>
		\$ 15,000

Task No. **1.4**

Task Title: **Development of Transportation Improvement Program**

**Objectives:**

To maintain a program of transportation improvement projects that is consistent with the region's Transportation Plan, the State Implementation Plan, EPA's Air Quality Conformity Regulations, FHWA/FTA's Planning Regulations, and the Memorandum of Understanding for a Balanced Statewide Road and Bridge Program. To provide assistance in the consideration of CMAQ eligibility for TIP projects, and participate in the statewide CMAQ Consultation Committee. To coordinate the initiation of projects that meet the guidelines of the Enhancement program. To apply an evaluation process to measure relevant criteria for each project in the TIP that assists in the selection and prioritization of all projects. The Transportation Improvement Program (TIP) includes a four year program of projects for Federal Fiscal Year (FFY) 2011, FFY 2012, FFY 2013, and FFY 2014. Develop, maintain and amend or adjust as necessary the FFY 2011 TIP in order to insure that the FFY 2011 and 2012 yearly elements are as accurate as possible.

To assist local officials and MassDOT District 5 in the preparation of Project Needs Forms and Project Initiation Forms as needed to for submission to the Project Review Committee with sufficient information to consider projects for implementation.

**Procedures:**

- I. TIP Procedures - Participate with MARPA and the Transportation Planning Managers Group to continually evaluate the TIP process and coordinate regional input into the Statewide TIP in an efficient manner. Develop the TIP consistent with the Memorandum of Understanding developed by the task force of state and regional officials to define, develop and monitor a balanced Statewide Road and Bridge Program.
- II. 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 Expenditure and Program Office and the MASSDOT Office of Transportation

Planning in developing project information.

- F. Review all projects and apply the SRPEDD Evaluation Criteria to each. Each element 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.
  
- G. Include sections on:
  - 1. The relationship of the TIP to the Regional Transportation Plan.
  - 2. Description of funding categories and amounts of Federal funds proposed to be obligated during each program year.
  - 3. Previously funded highway, bridge and transit projects and programs, and an identification of any significant delays in the planned implementation of major projects.
  - 4. A description of the criteria and process for prioritizing projects, including an environmental justice evaluation.
  - 5. Air quality significance and relationship of the TIP to the State Implementation Plan (SIP).
  - 6. A description of the coordination activities that took place during the development of the TIP with other planning activities within the region.
  - 7. A description of the progress in implementing any required Transportation Control Measures (TCMs), including reasons for any significant delays in the planned implementation and strategies for ensuring their advancement.
  - 8. A list of all projects found to conform in a previous TIP and are now part of the base case for the purpose of air quality conformity analyses.
  - 9. A financial plan that compares revenue needs to revenue sources for highway and transit programs.
  - 10. A statement of financial constraint.
  - 11. Identification of projects for enhancement funding within both the FHWA and FTA programs, and the use of preventive maintenance funds by the transit authorities.

### III. 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 the TIP is prepared for.
  - 1. Prepare a list of all regionally significant transportation projects or programs that require FHWA or FTA approval that are not using Federal transportation funds.
  - 2. For informational purposes list all regionally significant projects proposed to be funded with Federal funds other than from FHWA and FTA.
  - 3. For informational purposes list all regionally significant projects proposed to be funded with Non-Federal funds.
  - 4. Cooperatively develop with MASSDOT a list of regional priority projects proposed for state funding.

B. The list of projects shall include:

1. The official MASSDOT identifying project title
2. Project description
3. Regional priority based on the region's Evaluation Criteria
4. Estimated total cost
5. The amount of federal funds proposed to be obligated during each program year
6. Proposed source of federal and non-federal funds
7. Identification of the recipient/sub-recipient and state and local agencies responsible for carrying out the project
8. Identification of those projects which are identified as TCMs in the SIP
9. Identification of those projects which will implement 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. To account for inflationary pressures in the cost of construction, the funding targets provided through a collaborative effort between MASSDOT, MARPA and the SMMPOs will be reduced by 4% per year for TIP years beyond year one.

IV. 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.

V. 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.

VI. TIP Approval - The above completed documents will be reviewed and endorsed by the SMMPO. The endorsed products to serve as the required air quality consistency documentation 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.

VII. 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:**

I. Transportation Improvement Program including a quantitative analysis of major construction projects, consistent with the SIP. (5 copies to the Department with additional copies as required.)

II. Modifications/amendments to the Transportation Improvement Program as required.

**Schedule:**

A final SMMPO endorsed Transportation Improvement Program, meeting a schedule that allows for an approved State TIP before October 1, 2010; and all necessary amendments and adjustments to the FFY 2011 TIP.

FUNDING:	FHWA/MassDOT	\$ 70,000
	FTA/ MassDOT Section 5303	\$ <u>12,000</u>
		\$ 82,000

***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. Begin effort 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. To edit the MassDOT database 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.

Continue to maintain and update specific data for all 330 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 "TransCAD for the Web" software, which displays capacity analyses results performed on the existing data to determine the operational characteristics, delay, queue and if appropriate, optimal signal timing; plus the most current crash rates including Accidents Per Million Entering Vehicles (ACC/MEV) and Equivalent Property Damage Only (EPDO).

Collect and maintain detailed small-area data for SRTA and GATRA service areas. 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:**

- I. LAND USE DATA - Respond to citizen 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.
- II. SIGNALIZED INTERSECTION DATABASE - The signalized intersection database is complete. 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 3.3.
  - A. Maintain the inventory of all signalized intersections in the region. Update the following data items:
    1. PM Peak hour turning movement counts
    2. PM Peak hour capacity analyses
    3. Equivalent Property Damage Only (EPDO) crash rate

4. 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.
  
- III. CRASH DATA COLLECTION - SRPEDD previously collected crash data from each local community's Police Department. Beginning in 2001, SRPEDD began using MASSDOT's database. Staff assists MASSDOT in geocoding approximately 20% of crashes prior to 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 for the 2006 through 2008 three year period.
  
- IV. COMPUTER HARDWARE / SOFTWARE - Develop and expand the capability and use of SRPEDD's computer system 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.
  
- V. ROAD INVENTORY - Develop 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.

## VI. 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. Title VI materials will be developed as needed by the RTAs and SRPEDD for submissions to MASSDOT and FTA.

VII. TRANSPORTATION PROVIDERS - Conduct 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.

VIII. AIR QUALITY - Provide the Executive Office of Transportation & Public Works(MASSDOT) with modifications to the regionwide emission estimates as needed.

IX. PICTOMETRY - To manage and make use of the aerial photos and software provided by MASSDOT through the Pictometry Company, to improve the quality of transportation studies conducted in the region.

- A. To continue to serve, on behalf of MassDOT, as a marketing and distribution outlet to member communities within the region for Licensed Products.

- 1. To provide Licensed Products (i.e. Pictometry images, software, and manuals) at no charge to member communities upon request.
- 2. To inform member communities of all resources available at no charge through MassDOT concerning new or updated software and images, training, and technical support.
- 3. To notify MassDOT before scheduling events, distributing Informational materials, or soliciting city or town officials regarding Licensed products.
- 4. To provide for staff and member communities training and assistance in the use and maintenance of the Pictometry software (Electronic Field Study).

X. Geographic Information Systems (GIS) - Prepare maps and graphics for presentations and reports using GIS programs available at SRPEDD. Organize all data for GIS use.

- A. Maintain and provide equipment necessary for the production of maps with GIS data layers.

- B. Provide for staff training in GIS programs available to SRPEDD such as: Mapitude, TransCAD, TransCAD for the Web, and TransModeler.

**Products:**

- A base map file and overlay files to support many transportation planning functions; including 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.
- 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 and GPI 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 new data layer in the TransCAD/GIS system, and a refinement of the Travel Demand Model to include specific delays and turn penalties

FUNDING:	FHWA/MassDOT	\$ 120,000
	FTA/ MassDOT Section 5303	\$ 34,750
	SRTA Section 5307	\$ 20,000
	GATRA Section 5307	<u>\$ 12,000</u>
		\$ 186,750

**Objectives:**

To continue to maintain the TransCAD Regional Travel Demand Model. To continue to use the model for analysis and support of other planning activities within SRPEDD and support for other transportation planning efforts as part of Task No. 3.2 - Support for Regional Studies / Project Development. Use available data from the Statewide Household Survey being conducted by MassDOT Office of Planning. 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:**

- I. 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 – Was established for previous modeling effort to update of the 2011 Regional Transportation Plan
  - C. MODEL REFINEMENT – To begin comparisons of existing socio-economic data to the results of the 2010 census. Continue and explore the process of developing an hourly model by establishing a data layer that contains existing directional count data. This allows us to replace a previously used regionwide peak hour default value. This effort will continue with the further collection of peak period traffic volumes and speed data (collected in our annual traffic count program). The model will allow us to more accurately calculate existing and future road segment volume to capacity ratios.
  - 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. Mode split in the SRPEDD region is only 2% for transit, which makes the use of mode split travel demand model, such as “SUMMIT” impractical for the region. SRPEDD has collected ridership data in separate projects for the RTAs, MBTA

commuter rail, and commuter bus. As SRPEDD progresses towards the development of the Regional Transportation Plan, there is an opportunity to develop staff knowledge in transit modeling to examine these separate modes of transit collectively and train our transit planners to understand mode split and the conditions that affect it. The result would be a more comprehensive examination of the existing transit service, mapping through TransCAD, the strong connections between each mode and where gaps exist.

- II. 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.
- III. COMPUTER HARDWARE / SOFTWARE - Purchase further computer hardware and software, as needed, within budget constraints.
- IV. 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. Perform Air Quality Conformity Determinations of the T-Plan and TIP when needed.

<b><u>FUNDING:</u></b>	FHWA/MassDOT	\$ 40,000
	FTA/ MassDOT Section 5303	<u>\$ 8,000</u>
		\$ 48,000

**Objectives:**

Conduct a minimum of 70 automatic traffic counts at various locations throughout the region. Serve the MASSDOT by conducting automatic traffic counts at 30 locations within the region identified as MASSDOT coverage count stations, 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:**

- I. SRPEDD 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 on-going 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.
- II. 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.
- III. Prepare traffic count reports for monthly submission to MassDOT.
- IV. Purchase replacement equipment as needed to continue the count program.
- V. 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.



**Objectives:**

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

**Procedures:**

- I. 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.
- II. 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 and as a result will not allow the report to be submitted. Reports not submitted by the due date will not be included in the Federal Funding Formula (FFF). Reporters not included in the FFF will not receive federal funding for that fiscal year.
- III. Contact each Safety Officer at SRTA and GATRA and request information concerning accidents and security incidents during the previous month for monthly reporting to the NTD.
- IV. 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-2010 NTD report.

<b><u>FUNDING:</u></b>	SRTA Section 5307	\$ 40,000
	GATRA Section 5307	<u>\$ 16,000</u>
		\$ 56,000

**Objective:**

To continue maintenance of the region's pavement condition database for all Federal Aid Roads. To begin the comprehensive update of a region wide pavement management survey of the Federal Aid Roads not surveyed by MassDOT. This includes compiling survey results to identify appropriate maintenance strategies, develop fully loaded project costs based on specific cost estimates, and to be used with the criteria evaluation TIP projects. To continue to offer assistance to local communities in developing local pavement management programs.

**Procedures:**

**REGIONAL PAVEMENT MANAGEMENT**

- I. Assist MassDOT with data collection and analysis for comprehensive statewide pavement management program for all roads eligible for federal aid funding.
  - A. 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.
  - B. MassDOT is expected to collect and evaluate all roads at and above the minor arterial classification level. The MassDOT data is expected to be shared with SRPEDD for use in the evaluation of TIP projects
  - C. Data collection will be a "windshield survey" of approximately which, will examine road surfaces for: longitudinal and transverse cracking, alligator cracking, patching and potholes, edge cracking, rutting, roughness, and drainage.
  - D. Staff will enter distress data into pavement management software
  - E. Staff will conduct analysis of distress data to provide recommend repair improvement strategies with complete cost estimates.
  - F. Working with FHWA and MassDOT, SRPEDD will provide the analysis and prepare Pavement Management Reports for distribution.

**LOCAL PAVEMENT MANAGEMENT**

- I. Assist communities interested in starting or updating a Pavement Management program.
  - A. The communities will survey their entire road network to update an existing database needed for analysis. SRPEDD will train and monitor town personnel in their data collection efforts to insure that all information is collected accurately. Communities will provide updated road inventory information on new roads or where changes have been made to the road's characteristics.

- B. SRPEDD will setup or update any existing database with the new survey information for the towns that are part of our pavement management program. 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 costs for various repairs practiced within the community.
  
- C. Working directly with the community, SRPEDD will provide the analysis and prepare Pavement Management Reports for distribution.

**Products:**

- Continuous update of the Federal Aid Roadway Pavement Management database
- A Local Pavement Management Program for participating municipalities
- Updates to the Massachusetts Highway Department's Road Inventory Files

**Previous Work:**

Regional Pavement Management Evaluation 1997, 2008

Local Pavement Management:

Fairhaven, 2001

New Bedford, 2001

Taunton, 2003

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

***ELEMENT 3***

***TRANSPORTATION PLAN AND STUDIES***

**Objectives:**

To complete the preparation of the 2011 multi-modal Regional Transportation Plan (T-Plan) for the SRPEDD region for submittal to the JTPG, the general public, local officials, MassDOT, SRTA, GATRA, and the SRPEDD Commission for review and comment, and the MPO for approval. The effort will focus on changes to the Draft report due in the fall of 2010 in preparation for the final report due in 2011. The T-Plan will be consistent with regional growth policies, public investment decisions, and the Clean Air Act. To develop a framework for further study of transportation improvement projects that will mitigate problems identified in this T-Plan update. To enhance the public participation effort of the JTPG to meet the requirements of FHWA/FTA Planning regulations. To assist in coordinating the development of the Regional Transportation Plan with the Regional Land Use Plan and the Comprehensive Economic Development Strategy.

To conduct mobility management planning and support for the region in conjunction with livability and sustainability themes from the Regional Transportation Plan effort. To inventory all regional 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:****I. Public Participation**

- A. Continue public meetings through the Joint Transportation Planning Group and the SRPEDD Commission, among others, to gain input from citizens, 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.
- B. Solicit comments from the federal, state and local agencies on the transportation plan. Include any and all comments resulting from public meetings or provided to SRPEDD electronically or in writing as part of the public record for the development of the plan. Use the SRPEDD web site for public information and comment on sections of the Plan. Present issues and content of the T-Plan update to social, cultural, civic and other citizen groups through speaking engagements.

**II. Plan Preparation**

- A. Prepare a draft of the Regional Transportation Plan and distribute copies in accordance with the public participation process.
- B. Begin 30 day comment period in accordance with the public participation process.
- C. Revise plan based on input through the public participation process.

- D. Determine the Plan's consistency with the State Implementation Plan and the Clean Air Act.
- III. Financial Element - Refinement of the Financial Section of the Plan is an ongoing effort. As part of this process, staff will examine in detail the following basic activities required to produce a Short and a Long Range Transportation Plan.
- A. Project future financial requirements for operation and maintenance.
  - B. Assess the ability to meet future financial requirements, based on analysis of existing revenue sources. Identify potential revenue sources to meet possible future shortfalls, including innovative financing methodologies.
  - C. Analyze existing and future revenue sources, to include long-term availability and sensitivity to external factors. Forecast baseline transportation system costs for use in making service and investment decisions.
- IV. Develop Final Regional Transportation Plan for January 2011.
- A. Revise plan if necessary based on federal and state agency, local officials and public input.
  - B. Meet with sub-committees on final content of the plan.
  - C. Obtain SMMPO endorsement.
- V. Mobility Management
- A. Inventory all regional transportation resources (vehicles, services, funding) for both traditional and non-traditional transportation providers.
  - B. To 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 "1-stop" transportation information resource and call center in order to provide information on all transportation modes and how to make connections.
  - C. To involve non-traditional providers including human service agencies, private companies and non-profits that provides transportation as an ancillary service.
  - D. To provide short-term management activities to plan and implement coordinated services, using existing vehicles for evening vanpools.
  - E. To support coordination policies developed by consumer advocates and councils, and provide administrative support to the Southeastern Massachusetts Transportation Alliance.

- F. To produce educational materials for interested parties. To hold workshops to provide education, marketing and promotion about available services.
- G. Presentations to local planning boards with design principles that support transit and pedestrian friendly development.

**Products:**

- A 2011 Regional Transportation Plan to the year 2035
- Air Quality Conformity Determination on the T-Plan
- Mobility Management Plan for the region

FUNDING:	FHWA/MassDOT	\$ 60,000
	FTA/ MassDOT Section 5303	\$ <u>28,900</u>
		\$ 88,900

**Objectives:**

To 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, output from the regional Travel Demand Model, socio-economic projections, alternatives analyses, etc. To participate in established Task Force groups to work toward solutions to the issues relevant to a specific project.

To assist planning studies being conducted by other entities. Ongoing studies include:

- Route 79 Corridor Study in Fall River.
- Route 79 / I-195 Interchange Bridge Replacement Task Force

**Procedures:**

- I. Route 79 Relocation, Fall River - An EOT 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 be assisting with modeling runs to evaluate alternatives, review of all reports produced and public participation.
- II. Route 79 / I-195 Interchange Replacement – As part of the MassDOT Accelerated Bridge Program, the project intends is to replace the interchange ramp system for Route 79, Route 138, I-195, also know 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.

**Products:**

- Complete Corridor Studies that pave the way for project approval.

**Previous Work:**

Route 79 Relocation, Fall River, 2007  
Route 79/I-195 Interchange Replacement, 2009/2010

FUNDING:      FHWA/MassDOT                      \$ 20,000

**Objective:**

To update the status of projects identified in the FY11 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. To 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. To implement travel demand reduction and operation management strategies thereby improving the planning process, reducing congestion, and improving the movement of goods and passengers creating a safer and more appealing environment.

**Procedures:**

- I. Review existing and projected land use information incorporated in the Travel Demand Model. The Model will be used to determine traffic impacts from future land use scenarios. Prepare a report describing the findings of the study and conclusions and recommendations.

- II. Studies Currently Proposed

**Pre-Timed Traffic Signal Analyses** – This task would begin the process of determining the ability of very old traffic signal systems to handle today's traffic demands. Working with MassDOT, this effort would use information previously compiled through the Signalized Intersection Inventory, to determine where signal systems need to be updated.

**Mansfield Downtown Circulation Study** – This will evaluate the traffic circulation controls in Downtown Mansfield to address mobility and service to Downtown businesses. The existing travel patterns through the downtown are confusing and inefficient. Difficulties negotiating the road network are especially problematic due to traffic demands associated with the nearby commuter rail station. Pedestrian mobility is also difficult and dangerous.

This study is intended to identify and evaluate traffic flow issues along North Main Street and Old Colony Road through the downtown. It will include an examination of the travel needs of commuters, patrons of downtown businesses, and residents. It will also include an evaluation of pedestrian needs and bicycle accommodations within the study area. The study will consider the relationship of traffic circulation to parking availability (both on and off street) throughout the downtown.

The study area is bounded by: Chauncy Street to the north, East and West Street to the south, Rumford Avenue to the west, and Chilson Avenue to the east. The study will review existing traffic circulation patterns, identify problems, and evaluate alternative measures for consideration by the Town of Mansfield.

***South Main Street Freetown Corridor Study*** – This effort will continue to determine the ability of the existing corridor to accommodate growth based on zoning and development potential. It will determine the ability of the South Main Street corridor (from the Fall River line to Assonet village north of the Route 24 interchange) to accommodate growth based on various zoning and development scenarios. The study area includes the Riverfront Business Park, a proposed SouthCoast Commuter Rail Station, and the recently relocated Stop & Shop distribution center. Immediately adjacent to the study area is the Campanelli Industrial Park, proposed Paynes Crossing commercial site, and the proposed Fall River Executive Park. Immediately adjacent to South Main Street is the Route 24 limited access highway. A new interchange on Route 24 (Exit 8 B) is in the early stages of development with ARRA economic stimulus funding. The interchange originally was intended to provide access to the Fall River Executive Park and the southern end of South Main Street at the Fall River/Freetown line. A change of the study of traffic impacts may become necessary due to recent events for a proposed casino at the executive park effort in place of the bio park.

A separate SRPEDD funding source is intended to consider various development strategies along the corridor and assist the community in identifying an appropriate economic development strategy for South Main Street. The transportation component funded by this UPWP will determine the traffic implications of each development scenario. SRPEDD's regional Travel Demand Model will be used to estimate the traffic impacts of each scenario. This will be accomplished through estimates of trip generation and trip distribution for each development scenario.

***Route 44 Seekonk Corridor Study*** – This effort will work in conjunction with SRPEDD's Comprehensive Planning Section that has received a District Local Technical Assistance (DLTA) grant to conduct a land use study and determine the ability of the existing corridor to accommodate growth based on potential zoning changes and development potential. The transportation effort will include existing and projected traffic growth, existing road safety issues, and address access management issues.

The DLTA grant is intended to consider various development strategies along the corridor and assist the community in identifying an appropriate economic development strategy for Route 44. The transportation component funded by this UPWP will determine the traffic implications of each development scenario. SRPEDD's regional Travel Demand Model will be used to estimate the traffic impacts of each scenario. This will be accomplished through estimates of trip generation and trip distribution for each development scenario. The resulting traffic estimates will be incorporated into TransModeler, a traffic simulation tool to demonstrate traffic flow for each development scenario.

A full study design and budget will be prepared for prior approval.

**Products:**

- Individual reports on the results and recommended solutions of each of the above studies.

**Previous Work:**

Kings Highway, New Bedford 2005

I-195 New Bedford, 2005

Faunce Corner Rd/Route 6 Corridor Study, 2007

I-495 Corridor Study, 2009

Washington St/Oak St Corridor Study, 2009

**FUNDING:**                      FHWA/MASSDOT                      \$ 60,000

**Objective:**

To participate in the continuing development and refinement of the Strategic Highway Safety Plan (SHSP) for Massachusetts. To work with MassDOT in the implementation of goals set forth in the SHSP. To participate in the efforts of the SHSP Steering Committee, Highway Safety Improvement Committee (HSIP) and the Traffic Records Coordinating Committee (TRCC). To continue to provide local technical assistance in identifying, analyzing, and developing strategies to address high hazard intersections and corridors throughout the region. 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 conduct Road Safety Audits of corridors and intersections to identify appropriate solutions. Explore new alternatives to recommend as part of the road safety audits to improve safety. Continue to participate in road safety audits conducted by MassDOT Safety staff.

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:**

Suggested tasks include:

***Lane Departure Corridor Safety Audits*** – This task continues the efforts from FY07 through 2010 in conducting road safety audits, leading to implementation of measures to address the high incidence of serious injuries and fatalities along corridors. Selection of sites to be audited will originate from the most recent available list of corridors/road segments experiencing frequent lane departure crashes with injury and/or fatality, as well as through input from local officials and citizens. Cooperation with local officials, including police and public works, will be necessary to ensure a successful outcome.

***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. SRPEDD has worked with UMASS Amherst with research on this alternative and will ask for the university's assistance with a possible pilot program to test optical speed bars at a problem location within our district.

***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 a study.

***Safety Education*** – 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.

## Typical Study Procedures

- I. Corridor selection will be accomplished through the JTPG using crash data previously compiled by SRPEDD.
- II. Organize members of the audit team, including: local officials such as highway superintendents, police, fire and EMT personnel; state police.
- III. 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.
- IV. Review all characteristics of the corridor such as traffic controls, pavement markings, signage, speed limit, curves, sight distance, etc.
- V. Map all relevant information including location of crashes, guardrails and other obstructions, speed zones, as well as connecting the videotape to geographic points, etc.
- VI. Through the audit process, identify short and long term needs of the corridor.
- VII. Prepare a report describing the findings and recommendations. Assist the responsible authority in the implementation of solutions.

### **Products:**

- Individual reports on the results and recommended solutions of each intersection studied
- A region wide evaluation of Traffic Signals and need upgrading
- Lane Departure Corridor Safety Audits
- Intersection Safety Audits

### **Previous Work:**

Carver – High Street, 2010

Dartmouth – Tucker Road, Reed Road, Hixville Road, 2010

Fairhaven – Scticut Neck Road & New Boston Road, 2010

Rochester – Braley Hill Road, 2010

Swansea – Hortonville Road, 2010

FUNDING:      FHWA/MassDOT                      \$ 105,000

**Objective:**

To conduct studies that assist SRTA, GATRA and other transportation providers in meeting the transportation needs of the region. To evaluate the demand and need for additional service and/or to assist with service cuts mandated by FY2009 budget shortfalls and funding cuts at the State level. To assist the statewide Mobility Compact in conducting a Homeland Security approved table top exercise for Regional Transit Authorities as needed.

**Procedures:**

## I. Public Participation relative to Transit Studies

- A. Conduct public meetings through the Joint Transportation Planning Group, the SRTA and GATRA Consumer Advisory Committees, and others, 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:
  1. Proposed Transit Enhancements for GATRA and SRTA (Passenger Amenities - Comprehensive survey of GATRA and SRTA bus stops and shelters)
  2. Update the Coordinated Human Services Transportation Plan
  3. Intelligent Transportation Systems for SRTA and GATRA (Google Transit, AVL, GPS of bus stops, smart card technology)
  4. JARC/New Freedom funded service data collection and reporting to FTA
  5. Commuter Bus Surveys
  6. Dartmouth Route Study and service assessment as it pertains to UMASS Dartmouth and free service for students, et al
  7. ADA Transit Expansion in the GATRA Area – Evaluation Report (Pembroke, Marshfield, and Duxbury)
  8. Traffic Study and route deviation study surrounding new SRTA Terminal in Fall River
  9. Updates to the GATRA/SRTA websites with ITS improvements
  10. Intermodal project for GATRA, including capital projects and service connections
  11. Examine the process of providing demand response rides for more efficiency and cost-saving methods (City of Fall River study group)
  12. Assist Councils on Aging on their transportation service needs.
- B. Conduct meetings to discuss the above issues. Utilize the meetings to present strategies and alternative solutions.
- C. 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.

## II. Plan Preparation

- A. Prepare draft Studies and distribute them in accordance with the public participation process described in Item I.
- B. Include recommendations from other transportation studies conducted.
- C. Revise reports based on input through the public participation process.
- D. Determine the Study's consistency with the State Implementation Plan and the Clean Air Act.

## III. Bus Stop and Shelter Inventory

Conduct a comprehensive inventory of Bus Stops at both GATRA and SRTA. 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.

FUNDING:      FTA/ MassDOT Section 5303      \$ 32,000

Task No. 3.6

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

**Objective:**

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

**Procedures:**

- I. 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 Bond Council
- II. Assist in working with CSX on rail freight issues in New Bedford, Fall River, Taunton and other areas targeted for rail freight expansion.
- III. Commuter Rail - Assist in evaluating the need for improvements to existing service and proposed expansion within the region.
- IV. Assist with Intermodal Centers in Attleboro and Wareham.
- V. Assist with improvements and enhancements to Commuter Bus Stops and Universal Fare to Destination.
- VI. 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
  - F. Commuter Rail security improvements at stations
- VII. Provide staff coordinating assistance to MASSDOT, the Freight Movers Council, the Seaport Advisory Council, the U.S. Coast Guard's Safety and Security Port Committee and the Commuter Rail Task Force.
- VIII. 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.

- IX. 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.
- X. Conduct truck movement studies in the region where appropriate.
- XI. Analyze the condition, pavement, geometrics and capacity of the National Highway System connections serving intermodal facilities.

**Product:**

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

<b><u>FUNDING:</u></b>	FHWA/MassDOT	\$ 10,000
	FTA/MassDOT Section 5303	<u>\$ 15,000</u>
		\$ 25,000

Task No. 3.7

Task Title: SRTA - Technical Planning Assistance

**Objectives:**

To 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. To conduct inventories of Bus stops and shelters, including accessibility and needs for people with disabilities and elders. To continue to collect and provide data for the National Transit Database (NTD) To conduct a Fall River Route System Study. To conduct public outreach to all member communities on how to use the SRTA Bus Route system. To prepare technical studies and provide assistance in planning for SRTA which presently is not specifically identified.

**Procedures:**

- I. For additional requests develop a general design for tasks requested by the SRTA Administrator and agreed to by SRPEDD.
- II. Develop an estimated work effort time and cost.
- III. Undertake study(s) in accordance with study design under the supervision of SRTA administrator.
- IV. Participate in comprehensive service analysis, which may include data collection, ride counts and GIS mapping.
- V. Prepare reports, maps, charts, etc. covering the work effort.

**Product:**

- Special study reports as needed, subject to available funds.

**FUNDING:**

SRTA Section 5307

\$ 53,000

**Objectives:**

To 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. To conduct inventories of Bus stops and shelters, including accessibility and needs for people with disabilities and elders. To prepare technical studies and provide assistance in planning for GATRA which presently is not specifically identified. To continue to collect and provide data for the National Transit Database (NTD)

**Procedures:**

- I. Do GPS mapping of all GATRA bus stops, develop time between stops data, and various ancillary data collection, such as ride counts and GIS mapping.
- II. 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:**

- Make Google Transit available on the GATRA website.
- Special study reports as needed, subject to available funds.

FUNDING: GATRA Section 5307           \$ 46,000

ELEMENT 4

SPECIAL PROJECTS

**Objective:**

To 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.

**Procedures:**

The Southeastern Regional Planning and Economic Development District is responsible for the solicitation and submission of proposals within the SMMPO relative to New Freedom (Section 5317) and Job Access/Reverse Commute (JARC) (Section 5316) grants and their coordination with public transit. Grants fund services that expand mass transit for ADA and journey to work customers.

The Project Management Plan includes the SMMPO's objectives, policies, procedures, and administrative requirements as described in the program Circulars. They describe these in sufficient detail to be readily accessible to potential sub-recipients, SMMPO staff, FTA, and the public without having to refer to the Circulars. The PMP facilitates both SMMPO management and FTA oversight by documenting SRPEDD's procedures and policies for administering the 5316, and 5317 programs. The PMP serves as a program guide for both existing and new local project applicants.

I. New Freedom Summary – Section 5317

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.

II. Job Access Reverse Commute Summary – Section 5316

The Job Access Reverse Commute grant program helps to develop transportation services designed to transport welfare recipients and low income individuals to and from jobs and to develop transportation services for residents of urban centers and rural and suburban areas to suburban employment opportunities. Emphasis is placed on projects that use mass transportation services.

Job Access grants are intended to provide new transit service to assist welfare recipients and other low-income individuals in getting to jobs, training and child care. JARC programs require a 50% local match for operations and a 20% local match for capital projects from funds other than the Massachusetts Executive Office of Transportation (EOT).

- III. 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.
- IV. 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 databases of welfare recipient, child care, human service agency and other significant locations.
  - B. Improve GIS land use information - re: employer/business locations. Compile employers by industry classification and number of employees.
  - C. Assist RTAs and other interested parties in applying for competitive grants.
  - D. 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
- Grant applications
- 5316 and 5317 Program Management Plan

**FUNDING:** FTA/MASSDOT Section 5303      \$ 10,000

**Objective:**

A continuation for planning bicycle and pedestrian facilities in the region. To provide technical assistance to local bicycle and pedestrian committees and to help them acquire enhancement funds for constructions. To manage SRPEDD's Enhancement Subcommittee and represent Enhancement Projects competing for state funding. To promote the ideas for sustainable communities and promote connectivity between existing bicycle paths and pedestrian facilities. Also, maintain bicycle and pedestrian GIS databases, including maps, geographic files and crash statistics. To perform bicycle and pedestrian traffic counts on shared use paths and at busy locations. To review local bicycle and pedestrian plans and compile them into a regional plan concurrent with the Regional Transportation Plan.

**Procedures:**

- I. Provide technical assistance to local Bike Committees in Wareham, Westport, Marion, Mattapoisett and Fall River in pursuit of 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
- II. Provide assistance in Enhancement Funding Applications
  - a. Solicit new Enhancement Projects from communities
  - b. Manage JTPG Enhancements Subcommittee in reviewing Enhancement Prescreening
  - c. 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.
  - d. Provide technical assistance in filling out MassDOT Project Needs Forms and Project Initiation Forms.

- III. Maintain bikeway GIS database - Update Regional Bike Map and Bikeway geographic files as projects are completed and new projects are proposed.
- IV. Maintain sidewalk inventory
  - a. Continue updating road inventory file regarding sidewalks region wide.
  - b. Continue updating priority locations for new sidewalk construction.
- V. 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.

Previous Work:

- 2007 Regional Transportation Plan, Bike and Pedestrian Chapter
- Wareham Bike Route Recommendation Study, 2007
- Assisted Mattapoisett, Marion and Wareham 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                      \$10,000

**Objective:**

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 focus on four locations for this year's effort. Staff will collect and analyze data for these select 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.

**Procedures:**

I. Intersection selection process

- a. Staff will examine the 23 intersections with the highest rates of red light running crashes and choose four locations for further study.
- b. Selection will consist of intersections located in 4 separate communities.

II. Data Collection – staff will collect information for each intersection which will include:

- a. Crash reports for the selected intersection from the local police departments.
- b. Obtain copies of signal permits.
- c. Place traffic count equipment and collect data for all approaches to the intersection. Information collected will include volume, speed, and vehicle classification.
- d. For locations where traffic count equipment can not be deployed, staff will conduct a spot speed study.
- e. Record the existing signal timings for peak and off peak periods.
- f. Collect all intersection measurements.
- g. Examine existing turning movement counts and determine if updates are needed. If a turning movement count has not been collected within the past 5 years, new turning movement counts will be conducted.

III. Analysis –

- a. Examine the crash reports to and look for trends in the data.

- b. Conduct a synchro analysis of the intersection to determine the Level of Service operation.
  - c. Examine the 85<sup>th</sup> percentile approach speed for each intersection to determine if speed is a contributing factor to these crashes.
  - d. Apply the ITE clearance interval formula to determine if the yellow and all red clearance times are adequate for the intersections' operations.
  - e. Perform Synchro Analysis if new clearance intervals are found necessary to see what the effects are on the LOS.
  - f. Examine synchro analysis, crash diagrams, existing turning movement counts and the signal phasing to determine if any changes are necessary.
  - g. Determine the contributing factor to red light running crashes and recommend improvements.
- IV. Prepare a report with the study results and recommendations.
- V. Submit copies to the city/town and MassDOT for review and comment.
- VI. Present the results of the study to community, state and federal officials as well as the general public as part of our public participation effort.
- VII. Assist the responsible authority with the implementation of recommended solutions.

Previous Work:

- Red Light Running in Southeastern Massachusetts, 2004
- Red Light Running Enforcement, Testimony to Massachusetts Legislatures regarding Camera Enforcement at intersections, 2007.

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

**Objective:**

The Geographic Roadway Runoff Inventory Program (GRRIP) program is a useful environmental tool to the region. Its importance lies not only with the tools, but also in its appeal to a wide range of end users (MassDOT, DEP, DCR, planners, environmental groups, local officials). GRRIP identifies the interface between highway facilities (drainage, road surfaces, etc.) and sensitive environmental receptors (rivers, streams, critical habitats, etc.). Historically, highway superintendents and DPW directors have been mostly concerned with the safe and efficient movement of traffic, and all too often, environmental impacts have been a secondary concern. The GRRIP program is altering this equation.

GRRIP 6 is a continuation of the development of the Geographic Roadway Runoff Inventory Program (GRRIP) to identify poorly designed road-stream crossings that block water flow and movement of aquatic organisms. This phenomenon was demonstrated with recent flooding in southeastern Massachusetts during the Spring of 2010 where several roads and e Freetown neighborhood were closed due to the flooding.

**Procedures:**

Poorly designed road-stream crossings can act like dams, blocking water flow and movement of aquatic organisms. As a changing climate brings more intense storms and higher temperatures, fragmentation of stream systems by road infrastructure poses a threat both to aquatic life and to public safety. SRPEDD and The Nature Conservatory (TNC) have previously partnered (2007-2008) to begin comprehensively assessing both stream barriers and roadway drainage facilities in the Taunton River watershed, a 562 square mile ecologically significant watershed on the southeastern Massachusetts coastal plain. The watershed hosts the largest river herring run in New England as well as numerous rare aquatic and wetland species.

The 2008 project utilized assessment and scoring methods developed by the Massachusetts River and Stream Continuity Partnership and GRRIP to determine the fragmenting effect of road-stream crossings on fish and wildlife passage. GRRIP 6 work will follow-up on previous efforts and gather data on sites that are problems both from an ecological and infrastructure perspective. The objective is to present recommendations for a small number of high priority projects that can meet multiple goals, including infrastructure and ecological restoration opportunities, and help to focus efforts and resources in places where they will have the greatest impact.

**Previous Work:**

- GRRIP 1: Inventory of Storm Drain Systems, Buzzards Bay Communities, 2000
- GRRIP 2: Inventory of Storm Drain Systems, Narragansett Bay Communities, 2002
- GRRIP 3: Small Watersheds Analysis Project, Buzzards Bay Communities, 2004
- GRRIP 4: Small Watersheds Analysis Project, Narragansett Bay Communities, 2004
- GRRIP 5: Stormwater Management, 2008

**FUNDING:**

FHWA/MassDOT

\$ 25,000

**Objective:**

An effort to update and provide explanation on the rules and roll of the Joint Transportation Planning Group (JTPG) and the Transportation Improvement Program (TIP). A list and explanation of various transportation funding categories, eligibility, and the process communities must follow to secure state and federal funds for transportation projects. The intent is to provide this hand book to staff, existing JTPG/SRPEDD Commissioners and new JTPG/SRPEDD Commissioners to educate them on the transportation improvement process.

**Procedures:**

- I. Obtain a copy of the Transportation Funding Guide developed in the 1980s
- II. Review and update the guide with any and all funding categories with full explanations of the source of funding and eligibility.
- III. Review and update the process communities must follow to secure funds for specific projects.
- IV. Provide maps showing transportation facilities eligible for federal funding.
- V. Provide the rules and regulation for the Joint Transportation Planning Group and the Southeastern Massachusetts Metropolitan Planning Organization.
- VI. 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).
- VII. Produce a draft funding guide for review and comment by local, state and federal officials and the general public.
- VIII. Upon completing of the review and comment period, see adoption and endorsement by the JTPG and SMMPO.

**FUNDING:**

FHWA/MassDOT

\$ 30,000

***ELEMENT 5***

***ADDITIONAL PLANNING EFFORT***

**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 has been approved to enable the continuation of the Task Force through the development of a new Environmental Impact Report for the extension project. The contract is \$365,450 (with \$100,000 pass through funds) for one year from July 2010 to June 2011.

**Procedures:**

- I. STAFF SOUTHEASTERN COMMUTER RAIL TASK FORCE – The Task Force will serve as the principal public participation vehicle for planning the South Coast Rail. 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. Help coordinate 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 the impacts associated with it.
- II. CORRIDOR PLAN IMPLEMENTATION ACTIVITIES. In coordination with MASSDOT, 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.
- III. Work with the cities and towns that will 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 will 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. It is

anticipated that approximately 5 communities will seek assistance with TOD zoning and that the proposed bylaws/ordinances will be taken to 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 five communities. Housing Production Plans will be developed and submitted for 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:
    - 1. Assisting in the creation of a regional pilot transfer of development rights (TDR) program. This would include working with communities to create or revise local TDR bylaws.
    - 2. Assisting in the development of housing and mixed-use districts.
    - 3. Assist in the development of Open Space Residential Design bylaws and other techniques that preserve open space.
    - 4. Working with communities to develop infrastructure and preservation plans for state grant and loan programs.
    - 5. Other tasks as identified by MASSDOT.
  - D. CORRIDOR PLAN OUTREACH AND UPDATES. SRPEDD will 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.
    - 1. 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.
    - 2. 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.
- IV. Technical support for environmental review process. Because of SRPEDD's unique knowledge and expertise, they will provide support on selected elements of the environmental review process. It is expected that SRPEDD, in coordination with the

development of Socio-Economic Projections for the Regional Transportation Plan, will reallocate demographic projections to the Transportation Analysis Zone (TAZ) level for the smart growth scenario based on the Corridor Plan. Other tasks as requested by MASSDOT.

- V. 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.

FUNDING:                    MASSDOT                    \$ 365,450

\$ 100,000 of the above amount is a pass through amount that is not for SRPEDD's use, but for consultant services

Task No. 5.2 Task Title: Other Transportation & Related Planning Activities in the Region

I. AIRPORT PLANNING - Federal Aviation Administration (FAA) and Massachusetts Aeronautics Commission (MAC)

- A. The New Bedford Regional Airport - A Notice of Project Change was published in February of 2007 for safety improvements to the runways and taxiways at the airport. A new environmental study will be funded. Amount of planning funds unknown.

II. SRPEDD ECONOMIC DEVELOPMENT PLANNING

ECONOMIC DEVELOPMENT PLANNING - SOURCE OF FUNDING: Economic Development Administration (EDA)

Time Period of Contract: January 1, 2009 - December 31, 2009  
January 1, 2010 - December 31, 2010

- A. Provide technical assistance to cities and towns on economic development. Provide training on economic development issues. Expand the regional web site with economic development sites.

Federal/State Funds:	\$ 70,000
Local/Private Funds:	\$ 17,334
Inkind:	<u>\$ 52,666</u>
Total:	\$ 140,000

III. SRPEDD - COMPREHENSIVE AND ENVIRONMENTAL PLANNING

- A. MUNICIPAL ASSISTANCE - SOURCE OF FUNDING: Assessment, interest earned and sale of publications

Time Period of Contract: July 1, 2010 - June 30, 2011

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:	<u>\$ 23,000</u>
Total:	\$ 23,000

- B. COMMISSION SUPPORT - SOURCE OF FUNDING: Assessment

Time Period of Contract: July 1, 2010 - June 30, 2011

1. Commission and Committee meetings and follow up on non-funded activities (e.g. housing)
2. Contract development
3. Regional reviews / MEPA Reviews

Federal/State Funds:	\$ -0-
Local/Private Funds:	<u>\$ 10,000</u>
Total:	\$ 10,000

C. MISCELLANEOUS CONTRACTS - SOURCE OF FUNDING:

Primarily local contracts:

1. Town of Carver, Town of Freetown
2. and Others

Total Projected:	\$ 25,000
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D. SRPEDD DATA CENTER - SOURCE OF FUNDING: Indirect Budget  
Time Period of Contract: July 1, 2010 - June 30, 2011

1. Data Products/Reports - Prepare and distribute various data products at the request of data users or to meet identified data needs. Update the Southeastern Massachusetts Fact Book on-line.
2. Assist transportation planning through evaluation of U.S. Census information.

Total:	\$ 40,000
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E. DISTRICT LOCAL TECHNICAL ASSISTANCE

Time period of contract: July 1, 2010 - December 31, 2011

Provide technical assistance to cities and towns on planning and cooperative purchasing.

Federal/State Funds:	\$162,939
Local/Private Funds:	<u>\$ 16,293</u>
Total:	\$179,232

F. NOAA – American Rivers

Time period of contract: July 1, 2009 to June 30, 2012

Provide SUPPORT FOR THE MILL RIVER STUDY.

Fed/State Funds:	\$17,500
Local/Private Funds:	<u>0</u>
Total:	\$17,500

IV. TRANSPORTATION PLANNING PROJECTS FROM CONGRESSIONAL EARMARKS

- A. The City of Fall River received several Congressional earmarks to plan, design, and partially implement the relocation of Route 79 and Davol Street along the

waterfront, 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 FFY 2010.

Total:	\$ 1,555,668	HPP	FY 2006
	\$ 1,500,000	Sect. 117	FY 2005
	\$ 661,333	NCPBP	FY 2005
	\$ 1,000,000	STP 330	FY 2003
	<u>\$ 100,000</u>	TCSP	FY 2003
	\$ 4,817,001		(not to SRPEDD)

- B. The City of Taunton received two Congressional earmarks 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. The smaller of the earmarks is programmed for FFY 2010 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.

Total:	\$ 11,235,380	HPP	FY 2006
	\$ 3,457,400	HPP	FY 2006
	\$ 14,692,780		(not to SRPEDD)

- C. The City of Attleboro received a \$2,200,000 (100%) Section 115 grant in 2004, a Section 5309 grant in FFY 2005, and a \$500,000 (80%) FTA Bus and Bus Facilities grant in 2008. The purpose of these grants is to assist in planning and construction of an Intermodal Center at the Downtown Attleboro MBTA Commuter Rail Train Station and GATRA Bus Terminal. SRPEDD may provide assistance in planning this facility through its FTA planning contracts.

	\$ 500,000	Omnibus Budget	FY 2008
	\$ 2,200,000	Sect 115	FY 2004
	<u>\$ 2,000,000</u>	Section 5309	FY 2005
Total:	\$ 4,200,000		(Not to SRPEDD)

- D. The City of Attleboro received a \$ 675,384 (80%) High Priority Project Congressional Earmark for planning and engineering for access between I-95 and the proposed Industrial Park. The funds are programmed in the FFY 2009 and 2010 TIP for the engineering design of the Tiffany Street, Phase 2 project, which is an access road to the Industrial Park.

Total	\$ 675,384	HPP	FY 1998
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- E. The City of Attleboro received a \$432,130 (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. SRPEDD is expected to assist in planning for the use of these funds.

Total: \$ 432,130 HPP FY 2006 (Not to SRPEDD)

- F. The City of New Bedford and the Town of Fairhaven received \$345,704 (80%) from the SAFETEA-LU Corrections Act of 2008 in High Priority funding to conduct a bridge modernization study for the New Bedford / Fairhaven Bridge (Route 6 over the Acushnet River). The 2007 Regional Transportation Plan recommends that a study be done to replace the bridge on the same alignment which would remove the swing span that is slow, antiquated and restricts the width of the opening for ship traffic. SRPEDD will have some involvement in this study.

Total: \$ 345,704 HPP FY 2008 (Not to SRPEDD)

- G. The City of New Bedford received \$500,000 (80%) from the 2008 Omnibus Budget Act to conduct a feasibility study and design of improvements to the I-195 Interchange with Coggeshall Street.

Total: \$ 500,000 Omnibus FY 2008 (Not to SRPEDD)

- H. The Town of Wareham received a Congressional earmark to do a planning study on the interchange of I-195 with I-495.

Total: \$ 500,000 Sect 115 FY 2004 (Not to SRPEDD)

## V. INTELLIGENT TRANSPORTATION SYSTEMS (ITS) DEPLOYMENT INCENTIVE PROGRAM (ITSDI)

Time Period of Contract: FFY 2007, 2008, 2009 and 2010

The City of New Bedford, co-sponsored with the Southeastern Regional Transit Authority (SRTA), received a \$ 831,942 (50%) grant from FHWA for funding to do an ITS master plan for the Port of New Bedford. The funding is evaluating the potential ITS technologies appropriate for a Smart Port Initiative and implementing recommendations within the limits of the budget. Areas involved are the piers and infrastructure of the port, the highway system serving the port, the regional transit authority and its terminal and the New Bedford Regional Airport. MassDOT and SRPEDD are assisting with the management of this program.

## VI. Plymouth Intermodal Transportation Center

- A. This task will include the following activities:

- B. Examine the demand and need for a new Intermodal Transportation Center to be located in downtown Plymouth, MA. If the study determines that an ITC is warranted, review 6 - 8 potential sites in the Downtown Plymouth and waterfront district. Any site recommended for advancement would need to co-locate GATRA's local bus services with intercity bus that does commuter service between Cape Cod and Boston and tourism in the Town of Plymouth. In addition, the study will identify the overall size of the facility. Identify potential funding sources for the intermodal center, including Federal, State, municipal or private investments. The Town could be receiving state and/or Federal funding for the 400th yr. anniversary of the Landing of the Pilgrims, which could help to defray some of the costs. Barnstable UZA funds will be used for this activity, as Plymouth is within the Barnstable UZA as established by the US Census Department.
- C. The estimated cost for this project is \$150,000 with \$120,000 in federal Section 5307 planning funds (2009 funds from the Barnstable UZA) and \$30,000 in local funds from the Town of Plymouth.
- D. While Plymouth is located outside of the SMMPO in an adjacent town, GATRA originated in this region and remains headquartered there. OCPC, the SMMPO for Plymouth, has been notified of this change to the SMMPO UPWP and the inclusion of this item in the SMMPO FY10 TIP. These funds will be transferred from GATRA to a consultant through a competitive RFP process. The SMMPO has gone through the public participation process of adding this project and funding to its FY10 TIP.

## FUNDING TOTALS

**SRPEDD**

**FY 2011**

**TOTAL TRANSPORTATION PLANNING BUDGET  
BY TASK - BY CONTRACT**

UWPPTABLE11.EXL

	MassDOT (FHWA-PL)	REMAINING FTA/MDOT FY 2010 SECT 5303	HALF OF FTA/MDOT FY 2011 SECT 5303	SRTA SECT 5307	GATRA SECT 5307	MDOT	TOTALS
1.1 3C PROCESS	\$ 170,000	\$ 30,000	\$ 40,000	\$ 18,000	\$ 12,000		\$270,000
1.2 PUBLIC PARTICIPATION & EJ	80,000	14,000	16,000	17,000	14,000		\$141,000
1.3 UNIFIED PLANNING WORK PROGRAM	10,000		5,000				\$15,000
1.4 TRANS. IMPROVEMENT PROGRAM	70,000		12,000				\$82,000
<b>TOTAL ELEMENT 1</b>	<b>\$ 330,000</b>	<b>\$ 44,000</b>	<b>\$ 73,000</b>	<b>\$ 35,000</b>	<b>\$ 26,000</b>	<b>\$ 0</b>	<b>\$508,000</b>
2.1 DATA MGT & GIS	\$ 120,000	\$ 15,000	\$ 19,750	\$ 20,000	\$ 12,000		\$186,750
2.2 REGIONAL MODELING	40,000		8,000				\$48,000
2.3 REGIONAL TRAFFIC COUNTING	70,000						\$70,000
2.4 TRANSIT DATA MAINTENANCE / NTD				40,000	16,000		\$56,000
2.5 PAVEMENT MANAGEMENT	20,000						\$20,000
<b>TOTAL ELEMENT 2</b>	<b>\$ 250,000</b>	<b>\$ 15,000</b>	<b>\$ 27,750</b>	<b>\$ 60,000</b>	<b>\$ 28,000</b>	<b>\$ 0</b>	<b>\$ 380,750</b>
3.1 REGIONAL T-PLAN UPDATE	\$ 60,000	\$ 28,900					\$88,900
3.2 SUPPORT FOR REGIONAL STUDIES	20,000						\$20,000
3.3 CONGESTION MANAGEMENT	60,000						\$60,000
3.4 SAFETY MANAGEMENT	105,000						\$105,000
3.5 REGIONAL TRANSIT STUDIES		2,000	30,000				\$32,000
3.6 INTERMODAL COORDINATION & ITS	10,000	7,000	8,000				\$25,000
3.7 SRTA - TECH. PLANNING				\$53,000			\$53,000
3.8 GATRA - TECH. PLANNING					\$46,000		\$46,000
<b>TOTAL ELEMENT 3</b>	<b>\$ 255,000</b>	<b>\$ 37,900</b>	<b>\$ 38,000</b>	<b>\$ 53,000</b>	<b>\$ 46,000</b>	<b>\$ 0</b>	<b>\$429,900</b>
4.1 JARC AND NEW FREEDOMS		\$10,000					\$10,000
4.2 BICYCLE AND PEDESTRIAN PLANNING	\$10,000						\$10,000
4.3 RED LIGHT RUNNING EVALUATION	\$20,000						\$20,000
4.4 GRRIP 6: TAUNTON RIVER WATERSHED	\$25,000						\$25,000
4.5 TRANSPORTATION FUNDING GUIDE	\$30,000						\$30,000
<b>TOTAL ELEMENT 4</b>	<b>\$ 85,000</b>	<b>\$ 10,000</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$95,000</b>
<b>TOTAL ALL ELEMENTS</b>	<b>\$ 920,000</b>	<b>\$ 106,900</b>	<b>\$ 138,750</b>	<b>\$ 148,000</b>	<b>\$ 100,000</b>	<b>\$ 0</b>	<b>\$1,413,650</b>
<i>ADDITIONAL PLANNING EFFORT</i>							
5.1 COMMUTER RAIL TASK FORCE						\$ 365,450	\$365,450
<b>TOTAL ELEMENT 5</b>						<b>\$ 365,450</b>	<b>\$365,450</b>
<b>TOTAL ALL ELEMENTS</b>	<b>\$ 920,000</b>	<b>\$ 106,900</b>	<b>\$ 138,750</b>	<b>\$ 148,000</b>	<b>\$ 100,000</b>	<b>\$ 365,450</b>	<b>\$1,779,100</b>

Note: FHWA-PL and FTA Section 5303/5307 funds are 80% of the amounts shown. MDOT provides the 20% match of FHWA funds. SRPEDD, SRTA and GATRA provide the 20% match of FTA funds.

**UNIFIED PLANNING WORK PROGRAM YEAR**

**UPWP TASKS TIME LINE**

