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Introduction

The Transportation Improvement Program Development Process

The Transportation Improvement Program (TIP) is a prioritized, financially constrained, multi-year program for the implementation of transportation improvement projects in a specific region. The TIP is important for two primary reasons. First, a transportation project that is to receive Federal funding must be listed on the TIP. Second, the TIP is a requirement of the urban transportation planning process as described in the Federal Urban Transportation Planning Rules and Regulations, Part 450, Sub-Part C, which requires that the TIP receive the endorsement of the Metropolitan Planning Organization (MPO) for the area. In the case of the Franklin Region, the Franklin County Transportation Planning Organization (TPO) serves as the region's MPO.

The Franklin TPO's 2014 - 2017 Transportation Improvement Program for the Franklin Region contains information as follows: 1) Each fiscal year of the TIP contains a federal aid listing (Section 1) and a non-federal aid listing (Section 2), and a separate transit listing. These sections are financially constrained, and projects have been programmed according to the funding expectations conveyed by the Massachusetts Department of Transportation (MassDOT). 2) Appendix A lists projects that are in various stages of development and/or cannot be accommodated within the 2014-17 listings because they are beyond the region's target. 3) Statewide projects are listed following Appendix A for informational purposes. 4) Funding forecasts for Franklin County Highway Operations and Maintenance and Statewide Highway Operations and Maintenance have been provided by MassDOT and are included.

The TIP is an expression of intent to implement the listed projects. Funding for projects contained in the first two years of the TIP is available or committed. Later years of the TIP contain projects that are reasonably expected to be ready in terms of design and expected to have funding available. On behalf of the Franklin TPO, the FRCOG planning staff works closely with MassHighway Districts 1 and 2, the Franklin Regional Transit Authority (FRTA) and the MassDOT Office of Transportation Planning (OTP) to ensure that these prioritized projects are advertised and funded, and that the TIP is a realistic listing of projects for the region. Projects contained in the TIP are consistent with the 2012 Franklin County Regional Transportation Plan.

Projects on the TIP were solicited from Franklin County municipal officials, MassDOT Highway Districts 1 and 2, MassDOT Office of Transportation Planning, the Franklin Regional Transit Authority, the FRCOG, and the TPO members. They are also identified through other sources including the Regional Transportation Plan, previous TIPs, Safety and Corridor Planning studies, Congestion and Safety management activities, and previous Unified Planning Work Programs.

Project Prioritization

Projects included on the TIP have been prioritized using the Evaluation Criteria employed by all regions for their 2014 - 2017 TIPs. These criteria take into consideration condition of the

facility, mobility, safety, cost effectiveness, community effect and support, land use and economic development, and environmental factors. All of these criteria except “cost effectiveness” (which is scored neutral as zero) can receive a score of -3 to +3. Staff from the Franklin Regional Council of Governments, MassDOT Office of Transportation Planning, and MassDOT Highway Districts 1 and 2 evaluate proposed projects annually and determine a score. While these scores identify general priorities, projects are not ranked solely based on their score. Other factors used to prioritize projects include available funding, project readiness, greenhouse gas emission impacts, and importance to the overall regional transportation network. Local input is also provided by the Franklin Regional Planning Board. Final decisions are made by the TPO, comprised of members representing a broad group of interests.

Public Participation

The TIP was developed in accordance with the TPO endorsed Franklin County Public Participation Plan. This plan identifies a broad spectrum of constituent groups that are routinely included in discussions and decisions for expending transportation funds in Franklin County. The Franklin TPO has provided citizens, affected public agencies, representatives of transportation agencies, private providers of transportation and other interested parties with a reasonable opportunity to comment on the 2014-2017 TIP in accordance with the provisions of the Intermodal Surface Transportation Efficiency Act of 1991 and its successors the Transportation Equity Act for the 21st Century (TEA-21), the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Safetea-LU), and Moving Ahead for Progress in the 21st Century (MAP-21). Please see the following page for a map that shows the areas of Franklin County from which TPO members are appointed by the Franklin County Selectmens Association.

Specifically, the following actions were taken. In 2013, the Towns of Franklin County and the Transit providers were interviewed about the status of their previously listed TIP projects and proposed new projects. Similarly, the Franklin TPO members, the Franklin Regional Regional Planning Board, and Council of Governments Executive Committee members recieved drafts of the 2014-2017 TIP for review. Drafts were also sent to MassDOT Highway Districts 1 and 2, MassDOT Office of Transportation Planning, MASSDOT Transit, FHWA, FTA, and the Franklin Regional Transit Authority for review and comment. Drafts were also made available to the general public and the press. A 32-day public review and comment period was observed from May 24, 2013 to June 24, 2013. Please see the end of this document for a summary of comments received during the public comment period.

Amendment/Adjustment Procedures

During the course of the fiscal year, changes to the TIP are sometimes required. Changes will either be defined as amendments or adjustments. Amendments to the TIP are significant changes that will require the approval and recommendation of the the Franklin Regional Planning Board and full signatory approval by the Franklin County Transpotation Planning Organization (TPO).

Map of Franklin County Selectmens' Association areas for TPO Member Appointments.

An adjustment to the TIP is an insignificant change that will not negatively affect a project's funding or status. The Franklin Regional Council of Governments, as staff to the Franklin TPO, will make the determination of when a proposed change is an adjustment and have the authority to make the adjustment to the TIP. When an adjustment to the TIP has been made, FRCOG planning staff will notify the Franklin Regional Planning Board at their next regularly scheduled meeting, and the Adjustment will be presented to the Franklin TPO at their next meeting.

The Amendment process requires a 30-day public comment and review period, while an Adjustment process does not. The definitions of an Amendment and an Adjustment are as follows:

Amendment Definition - The following actions are considered significant changes and require amendments to the TIP:

- A request to add or delete a project to one of the Federal Aid Funding Categories within the TIP.
- Movement of projects from a Federal Aid Funding Category to Non-Federal Aid.
- A request to move any project from its current fiscal year to later fiscal years.
- Significant project cost changes.
- Changes in federal aid funding categories.

Adjustment Definition - The following actions are considered insignificant changes and require adjustments to the TIP:

- A request to move any project forward to a more current fiscal year as long as the receiving annual element remains financially constrained to allocated apportionments.
- Splitting projects for separate implementation.
- Movement of projects from Non-Federal Aid to a Federal Aid Funding Category as long as this shift does not jeopardize any other project on the Federal Aid Listing.

Transportation Funding Programs

Transportation projects listed within the TIP are divided into federal and non-federal funding programs. A description of each of the funding programs follows.

Federal Aid Programs

The National Highway Performance Program (NHPP): The National Highway System is comprised of 155,000 miles of the Nation's roads, and includes the Interstate system and a large percentage of urban and rural principal arterials. (Principal arterials are defined as those roads that receive substantial statewide or interstate travel.)

The Surface Transportation Program (STP): The Surface Transportation Program is the most flexible funding source under SAFETEA-LU. Funds from the STP program are for use on any roads, other than local roads and rural minor collectors, for capital costs of transit projects, and for bridge projects. Additionally, STP funds can be used for projects like: carpooling projects, Park and Ride lots, highway and transit safety improvements, and bicycle and pedestrian facilities. STP funds cannot be used for operating costs or maintenance costs of transportation facilities.

Congestion Mitigation and Air Quality Improvement Program (CMAQ): CMAQ money has been allocated for projects that reduce ozone, carbon monoxide and particulate-matter emissions. CMAQ money is available to those areas that have been defined as non-attainment areas¹ for ozone according to the Clean Air Act. The state of Massachusetts has been declared a nonattainment area making the Franklin Region eligible for these funds.

Highway Safety Improvement Program (HSIP): HSIP money is set aside specifically for projects that improve highway safety. The HSIP requires that there be a data driven criteria for selecting eligible projects and that criteria should provide a ranking of the most hazardous locations. In addition, the HSIP has a focus on reducing fatal and injury crashes. The intent of the Program is to focus on the areas that will yield the highest safety benefit based upon data compiled and analyzed in the same manner to ensure that the highest incident locations are being addressed in a timely manner. The development of these criteria has just begun with the initiation of a HSIP Task Force comprising members from the stakeholders in this process.

On-System Bridge Replacement and Rehabilitation Program (BRR-ON): This program funds the replacement or rehabilitation of bridges that are on the federal aid system (bridges on all roads except those classified as rural local or rural minor collector).

Off-System Bridge Replacement and Rehabilitation Program (BRR-OFF): This program funds the replacement or rehabilitation of bridges that are off of the federal aid system (bridges on those roads classified as rural local or rural minor collector).

Section 5307: This is a funding program with resources available to urbanized areas for transit capital and operating assistance in urbanized areas and for transportation related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census. Because of the population requirements, the FRTA is not eligible for this funding. However, the Job Access Reverse

¹ A nonattainment area is a geographic region designated by the U.S. Environmental Protection Agency as not meeting the National Ambient Air Quality Standards (NAAQS). All of Massachusetts has been designated serious nonattainment for ozone pollution.

Commute (JARC) competitive funding program (see below for description) has been consolidated under this Section through MAP-21, to which FRTA is eligible to apply.

Section 5309 (Previously Section 3): This is a discretionary transit funding program for capital stock and facilities and is generally used for fixed-route system improvements.

Section 5310 (Previously Section 16/Mobility Assistance Program - MAP): This is a transit funding program for capital stock.

Section 5311 (Previously Section 18): This is a paratransit funding program that provides operating assistance for rural transit authorities.

Section 5316 (Job Access Reverse Commute - JARC): This is a competitive funding program that provides capital, planning and operating expense assistance for projects that transport low income individuals to and from jobs and activities related to employment, and for reverse commute projects. This program has now been consolidated under Section 5307.

Non Federal Aid Programs

This category contains all projects not receiving federal funds. The listing of Non Federal Aid projects is not required as part of the federal TIP process. However, projects receiving Non-Federal Aid are vitally important to the Franklin Region and Commonwealth transportation network and, thus, are included within this document. Additionally, the Memorandum of Understanding for a Balanced Statewide Road and Bridge Program executed in 2000 between the Commonwealth's Metropolitan Planning Organizations and MassHighway recognizes both the importance of non-federal aid funding for roads and bridges in the Commonwealth, and the appropriateness of listing non-federal aid projects in the TIP.

Regionally Significant Projects

“Regionally Significant Projects” generally refers to transportation projects with potential air quality impacts that should be modeled for Air Quality Conformity. Typically, interchanges between major highways, as well as roadways that bring large volumes of traffic in and out of a region, are those that are targeted with this label. The Franklin Region does not have any Regionally Significant Projects.

2014-2017 TIP Complete Project Listing

INSERT 2014- HWY 1

INSERT 2014 Transit - 2

INSERT 2015-HWY 1

INSERT 2015-Transit 2

INSERT 2016 – HWY 1

INSERT 2016-transit 2

INSERT 2017 HWY-1

INSERT 2017 Transit-2

INSERT APPENDIX A

INSERT STATEWIDE

Financial Summary

Targets and Programming

The financial plan contained herein is financially constrained and indicates that the Franklin Region Transportation Improvement Program (TIP) reflects the highway program emphasis on the maintenance and operations of the current roadway and bridge system with the ability to provide for additional capacity improvements. Only projects for which funds can reasonably be expected have been included.

The following table summarizes the federal aid funding targets and actual programmed project totals for Fiscal Years 2014 through 2017 for the Franklin County region.

Federal Aid Funding Targets

Fiscal Year	Federal STP Target	Federal CMAQ Target	Federal HSIP Target	Total Federal Target	Federal Programmed
2014	\$3,111,771	\$1,206,379	\$349,215	\$4,667,365	\$4,667,365
2015	\$2,780,175	\$952,405	\$282,194	\$4,014,774	\$4,014,774
2016	\$3,195,635	\$952,405	\$282,194	\$4,430,234	\$4,430,234
2017	\$3,195,635	\$952,405	\$282,194	\$4,430,234	\$4,430,234

The following table lists transit funding estimates available for 2014-17.

Transit Project Programming

Fiscal Year	5311 Total Funds	RTA Capital	JARC	Total Transit Funding
2014	\$1,736,104	\$220,000	\$498,904	\$2,455,008
2015	\$2,116,662	\$210,500	\$0	\$2,327,162
2016	\$2,135,838	\$187,000	\$0	\$2,322,838
2017	\$2,155,208	\$90,500	\$0	\$2,245,708

Status of Projects from Previous Annual Elements

The following table lists the projects that have been advertised, awarded or constructed in Franklin County in fiscal years 1994 – 2013. The best possible information available has been included. In some cases there are gaps in the information due to limited information available from the MassHighway Districts and the MassDOT Office of Transportation Planning.

Projects Advertised Since 1994

Town	Location	Description	FFY Year	Funding Source	Status	Comments
Ashfield	Route 116	Resurfacing	1994	Federal	Construction complete 6/17/94	
Bernardston	Rte. 5 over Couch Brook	Bridge Replacement	1994	Bridge	Construction complete 11/26/95	
Buckland-Shelburne	Routes 2 and 112	Resurfacing and related work	1994	NFA	Construction complete 5/24/95	
Colrain	Route 112	Resurfacing and related work	1994	NFA	Construction complete 7/25/95	
Conway-Shelburne	Bardswell Ferry Road	Bridge rehabilitation	1994	Bridge	Construction completed 12/8/95	
Buckland-Ashfield	Route 112	Resurfacing	1994	NFA	Construction complete 6/25/96	
Montague	Montague City Road	Resurfacing and related work	1994	Federal	Construction complete 7/23/95	
Northfield	Routes 10 and 63	Resurfacing and related work	1994	NFA	Construction complete 7/23/95	
Orange	Routes 2A and 78	Resurfacing and related work	1994	NFA	Construction complete 6/23/95	
Sunderland-Montague	Route 47	Resurfacing	1994	Federal	Construction complete 8/17/95	
Bernardston	Routes 5 and 10	Guardrail replacement	1995	NFA	Construction Complete 6/30/95	
Bernardston	I-91	Resurfacing	1995	NFA	Construction complete 7/3/95	
Bernardston	Route 10 over the Fall River	Bridge betterment	1995	NFA	Construction complete 7/23/95	
Charlemont	Route 8A	Temporary bridge	1995	NFA	Construction complete 8/19/95	
Colrain	Foundry Village Road	Bridge reconstruction	1995	NFA	Construction complete 11/25/95	
Greenfield	Routes 5 and 10	Resurfacing and related work	1995	NFA	Construction complete 5/24/95	
Whately-Deerfield	Routes 5/10/116	Resurfacing and signalization	1995	NFA	Construction complete 7/7/95	
Sunderland	Main Street (Route 47)	Streetscape improvements – tree restoration	1995	Federal-Enh.	Construction Complete 1995	
Shelburne	Mahican-Mohawk Trail	Trail Reopening	1995	Federal – Enh.	Construction Complete 8/97	

FRCOG History of Project Advertising cont.

Town	Location	Description	FFY Year	Funding Source	Status	Comments
Buckland	Route 112 over Route 2	Bridge replacement	1996		Construction complete 1999	
Conway	Main Poland Rd. over South River	Bridge rehabilitation	1996		Advertised 1/6/96	
Deerfield	Route 116	Construction of storage facility	1996	NFA	Advertised 12/13/95	Complete
Erving	Route 2	Downtown streetscape	1996	Fed. – Enh.	Construction complete	
Greenfield	Mill and River Sts.	Partial reconstruction	1996	NFA	Advertised 9/21/96	Complete
Greenfield	Routes 2 and 2A	Resurfacing and related work	1996		Advertised 10/25/95	Complete
Greenfield	I-91	Clean and paint bridges	1996	IM	Advertised 9/11/96	Complete
Greenfield	Mackin Sandbank	Archeology	1996	Fed. – Enh	Project complete 1998	Complete
Montague	Route 63	Bridge replacement	1996		Advertised 1/6/96	Const. comp. Spring 1999
Northfield	Northfield Road Bridge over Conn. River	Demolition of Bridge (Schell Bridge)	1996		Advertised 9/4/96	Awarded in 1996 but Work pending in 2011
Whately	Conway Road	Bridge replacement	1996		Advertised 1/6/96	Complete
Whately	Conway Road	Bridge replacement	1996		Advertised 1/6/96	Complete
Whately	Claveric Road	Bridge replacement	1996		Advertised 1/6/96	Complete
Ashfield	Route 116	Road reconstruction	1997		Advertised 3/22/97	Construction Complete 11/99
Buckland-Shelburne	Route 2A (Bridge St.) Iron Bridge	Cleaning and painting bridge	1997		Advertised 10/23/96	Construction complete.
Erving	Prospect Street	Resurfacing and related work	1997		Advertised 2/4/97	Complete
Erving-Gill	Route 2	Installation of delineator posts and pavement markers	1997			Complete
Deerfield-Sunderland	Route 116 over Connecticut River	Bridge lighting replacement	1997		Construction complete	Complete
Montague	L Street	Resurfacing and related work	1997		Advertised 11/2/96	Complete
Monroe	Turner Hill Road over Dunbar Brook	Bridge replacement	1997		Advertised 11/6/96	Complete
Orange-Wendell	Depot Road over Millers River	Bridge replacement	1997		Advertised 2/4/97	Complete

FRCOG History of Project Advertising cont.

Town	Location	Description	FFY Year	Funding Source	Status	Comments
Whately	North Road	Bridge replacement	1997		Advertised 7/5/97	Complete
Greenfield	Route 2A	Construction of Tourist Information Center	1998	NFA	Advertised 3/28/98	Construction complete 12/99
Colrain	Franklin Road	Bridge rehabilitation	1998		Advertised 1/10/98	Complete
Conway	Hickory Ridge Road	Bridge rehabilitation	1998		Advertised 10/25/97	Complete
Whately	Christian Lane	Road reconstruction	1998		Advertised 5/30/98	Complete
Greenfield	Route 2	Safety improvements	1998		Advertised 7/98	
Charlemont	Charlemont/Maxwell Road Br.	Bridge replacement	1999*	NFA	Advertised with 1999 Supplemental Budget	Complete
Colrain	Shattuckville Road	Bridge replacement	1999*	NFA	Advertised with 1999 Supplemental Budget Awarded 8/99	Complete
Colrain	Colrain-Franklin Hill Road	Bridge replacement	1999*	NFA	Advertised with 1999 Supplemental Budget	Complete
Deerfield	Sugarloaf Street	Signal Installation	1999	NFA	Advertised 9/1/98	Complete
Gill	Route 2 rest area	Improvements to rest area	1999*	NFA	Advertised with 1999 Supplemental Budget	Complete
Greenfield	Green River Road bridge	Bridge rehabilitation	1999*	NFA	Advertised with 1999 Supplemental Budget	Complete
Monroe	River and Depot Rd.	Road reconstruction	1999*	NFA	Advertised with 1999 Supplemental Budget	Complete
Shelburne	Route 112	Culvert reconstruction	1999*	NFA	Advertised with 1999 Supplemental Budget	Complete
Shelburne	Route 2/Mechanic St.	Road reconstruction	1999*	NFA	Advertised with 1999 Supplemental Budget	Complete
Orange	Royalston Road	Bridge replacement	1999*	NFA	Advertised with 1999 Supplemental Budget	Complete
Montague	Millers Falls Streetscape	Streetscape design	2000	Fed. – ENH	Received contract FY 2000	Design complete.
Shelburne	Trolley Car restoration	Trolley car restoration	2000	Fed. – ENH	Received funds FY 2000	Complete
Sunderland	Routes 116/47	Intersection reconstruction	2000	Fed – CMAQ	Advertised 9/2/00	Complete

* Projects funded by \$300 million supplemental budget

FRCOG History of Project Advertising cont.

Town	Location	Description	FFY Year	Funding Source	Status	Comments
Greenfield	Riverside Greenway bike bridge	Installation of bike/ped bridge	2000	Fed.-ENH	Advertised 9/29/00	Construction complete 6/05
Deerfield	Route 5/10	Culvert installation	2001	NFA	Advertised 1/5/01	Work complete Spring 01
Erving/ Northfield	Route 63	Resurfacing	2001	NFA	Advertised 1/5/01	Work complete Spring 01
Montague	South Ferry Road/The Sawmill River	Bridge Replacement	2001	NFA	Advertised 2/16/01	Complete
Whately	Westbrook Road Bridge	Bridge Replacement	2001	NFA	Advertised 3/16/01	Complete
Whately	Rte. I-91 resurfacing	Interstate maintenance	2001		Advertised 3/16/01	Complete
Colrain	White Archambo Road	Bridge replacement over west branch of North River	2001	NFA	Advertised 3/29/01	Complete
Charlemont/ Rowe	Zoar Road	Bridge replacement	2001	NFA	Advertised 4/6/01	Complete
Orange	Highway Dept.	Construction of chemical storage shed.	2001	NFA	Advertised 4/13/01	Complete
Montague	South Ferry Road	Bridge replacement	2001	NFA	Re-advertised 4/13/01	Complete
Shelburne	Colrain/Shelburne Road	Reconstruction	2001	Fed. STP	Advertised 5/4/01	Complete
Greenfield	Main Street	Streetscape	2001	Statewide ENH	Advertised 5/18/01	\$566,491 Complete
Orange	West River Street	Reconstruction	2001	NFA	Advertised 5/25/01	\$632,719 Construction complete.
Greenfield	Allen St. over B&M RR	Bridge reconstruction	2001	NFA	Advertised 6/22/01	\$171,402 Complete after readv.
Ashfield	Williamsburg Road	Reconstruction	2001	NFA	Advertised 6/22/01	\$2,388,966 Complete
Montague/ Wendell	Davis Road over Lyons Brook	Bridge replacement	2001	NFA	Advertised 6/29/01	\$849,066 Complete
Greenfield	Log Plain Road	Bridge replacement over Mill Brook	2001	NFA	Advertised 7/20/01	\$1,075,090 Complete

FRCOG History of Project Advertising cont.

Town	Location	Description	FFY Year	Funding Source	Status	Comments
Charlemont/ Shelburne	North River Rd.	Bridge replacement over North River	2001	NFA	Advertised 9/1/01	\$750,826 Complete
Greenfield	Allen Street	Bridge replacement over B&M railroad	2002	NFA	Advertised 11/10/01 (previously adv. 6/23/01 for \$171,402)	\$318,913 Complete
Conway and Williamsburg	Williamsburg Road	Road reconstruction	2002	NFA	Advertised 9/19/02	\$3,207,240 Complete
Colrain	Route 112 (Griswoldville Rd.)	Replace bridge over the North River	2002	NFA	Advertised 2/23/02	\$1,892,527 Complete
Charlemont/ Shelburne	North River Rd.	Bridge replacement over North River	2002	NFA	Advertised 4/13/02 (prev. adv. 9/1/01 for \$750,826)	\$970,416 Complete
Buckland	Hog Hollow Rd.	Replace Bridge B-28-12) over Clesson Brook	2002	BRZ	Advertised 8/24/02	\$349,250 Complete
Charlemont	Route 2	Construction of Park and Ride	2002	CMAQ	Advertised 8/24/02	\$216,969.25 Complete
Erving/ Montague	East Mineral Road	Bridge rehabilitation to bike/ped bridge	2002	CMAQ	Advertised 9/7/02	\$526,933 Complete Spring 05
Shelburne	Greenfield Rd./ Hindsdale Ave.	Bridge Replacement	2003	FA	Advertised 11/9/02	\$542,064 Complete
Greenfield	Riverside Greenway	Franklin County Bikeway Phase III	2003	FA	Advertised 11/30/02	\$479,580 Complete 6/05
Conway	Main Poland Road	Rehabilitation of Burkeville Covered Bridge (C-20-9)	2003	NHCBP	Advertised 6/28/03	\$635,070 Complete 8/05
Colrain	Route 112	Replace Bridge C-18-12 over North River	2003	FA	Advertised 7/5/03	\$469,869 Complete Spring 07
Charlemont	South River Road	Replace Bridge C-5-25 over Bozrah Brook	2003	FA	Advertised 7/5/03	\$535,455 Complete
Erving	Route 2	Relocation of Route 2 at the Erving Paper Mill	2003	FA	Advertised 8/9/03	\$8.2 million Complete 11/06
Charlemont	Mountain Road	Replace Bridge C-05-006 over Mill Brook	2003	FA	Advertised 8/16/03	\$703,977 Complete

FRCOG History of Project Advertising cont.

Town	Location	Description	FFY Year	Funding Source	Status	Comments
Montague	Unity Park (Turners Falls) to Montague City Road	Construct Canalside Trail Bikepath	2003	FA	Advertised 8/23/03	\$1,459,980 Complete 11/07
Buckland	Bridge Street	Shelburne Falls Downtown Streetscape	2003	FA	Advertised 9/13/03	\$184,376 Complete
Hawley	Pudding Hollow Road	Replace Bridge H-13-006 over Chickley River	2003	FA	Advertised 9/13/03	\$974,702 Complete
Conway	Reeds Bridge Road	Replace Bridge C-20-13 over South River	2003	FA	Advertised 9/20/03	\$537,417 Complete
Ashfield/ Conway	Route 116	Resurface	2003	FA	Advertised 9/27/03	\$5,067,072 Complete 11/07
Conway	Reeds Bridge Road	PV change	2004	FA	Advertised 1/17/04	\$28,612 Complete
Conway	Reeds Bridge Road	Replace Bridge C-20-014 over South River	2004	FA	Advertised 1/24/04	\$980,314 Complete
Erving/ Gill/ Orange/ Wendell	Route 2	Repairs to Route 2 bridge over Conn. River/ and to Route 2/2A over Millers River	2004	FA	Advertised 1/31/04	\$454,370 Complete
Greenfield/ Bernardston	Route I-91	Microsurfacing	2004	FA	Advertised 5/1/04	\$498,371 Complete
Buckland	Upper Street	Replace Bridge B-28-011 over Clesson Brook	2004	FA	Advertised 5/1/04	\$498,975 Complete
Colrain	Shattuckville Road	Demolish Bridge C-18-009 over North River	2004	FA	Advertised 5/15/04	\$149,275 Complete
Athol/ Phillipston	Athol/ Phillipston	Route 2 Safety Improvements	2004	FA	Advertised 9/4/04	\$14,517,560 Complete 11/07
Ashfield	Route 116	South River Bridge Replacements	2004	FA	Advertised 9/18/04	\$1,365,259 Complete 07
Buckland	Route 112	Clesson Brook Bridge Replacement	2004	FA	Advertised 9/18/04	\$1,323,390 Complete 07

FRCOG History of Project Advertising cont.

Town	Location	Description	FFY Year	Funding Source	Status	Comments
Erving	Bridge Street	Bridge Street Millers River Bridge Rehabilitation	2004	FA	Advertised 9/18/04	\$3,561,393 Complete
Erving	Route 2/ Route 63	Two bridges – over B&M and over Route 63	2004	FA	Advertised 9/18/04	\$4,316,543 Complete 4/09
Montague	Millers Falls	Streetscape	2004	FA	Advertised 9/18/04	\$807,919 Complete
Ashfield-Conway	Route 116	Resurfacing – PV change	2004	FA	Advertised 9/25/04	\$765,566 Complete
Deerfield/Montague	Deerfield/Montague	Franklin County Bikeway – Phase 1A	2004		Advertised 9/25/04	\$1,197,690 Complete
Ashfield-Conway	Route 116	Resurfacing – PV change	2004	FA	Advertised 9/25/04	\$765,566 Complete
Greenfield	Interstate 91	NB and SB Deck Replacement	2005	FA	Advertised 12/4/04	\$134,000 Complete
Montague	Millers Falls	Streetscape – PV change	2005	FA	Advertised 12/11/04	\$129,992 Complete
Montague	Millers Falls	Streetscape – PV change	2005	FA	Advertised 12/18/04	\$82,035 Complete
Colrain	Lyonsville Road	Replace bridge over North River – PV change	2005	FA	Advertised 4/2/05	\$1,459,972 Complete
Gill	Main Road	Reconstruct Main Road	2005	NFA	Advertised 5/28/05	\$3,134,120 Complete
Bernardston	Route 5/10	Rt 5/10 bridge replacement over B&M	2005	FA	Advertised 6/4/05	\$3,640,117 Complete
Colrain	Greenfield Road	Rehabilitation	2005	NFA	Advertised 6/25/05	\$888,420 Complete
Ashfield	Route 116 and Spruce Corner	Repalce bridge A-13-010	2005	FA	Advertised 7/2/05	\$881,234 Complete 07
Ashfield	Route 116 and Spruce Corner	Cost adjustment for bridge A-13-010	2005	FA	Advertised 8/13/05	\$337,182 Complete
Montague	Route 63	Resurface roadway	2005	FA	Advertised 8/13/05	\$578,669 Complete
Orange	Route 202/122	Resurface roadway	2005	FA	Advertised 8/13/05	\$651,995 Complete
Gill	Main Road	Reconstruction cost adjustment	2005	FA	Advertised 9/30/05	\$496,989 Complete
Charlemont	Route 2	Bridge Betterment	2006	FA	Advertised 8/5/06	\$4,466,570 Complete

FRCOG History of Project Advertising cont.

Town	Location	Description	FFY Year	Funding Source	Status	Comments
Bernardston	Route 10/Falls River	Bridge rehabilitation B-10-1	2006	NFA	Advertised 9/16/06	\$592,393 Complete
Shutesbury	Leverett-Cooleyville-Prescott Road	Reconstruction	2006	FA	Advertised 9/16/06	\$4,391,640 Complete
Warwick	Route 78/Orcutt Brook	Bridge replacement	2006	NFA	Advertised 9/16/06	\$1,588,121 Complete
Orange	Route 2/202	Replace bridge O-3-21	2006	FA	Advertised 9/23/06	\$6,038,200 Complete
Greenfield	I-91/Route 2 rotary	Safety Improvements	2006	NFA	Advertised 9/30/06	\$996,115 Complete 8/08
Charlemont		Repair bridge C-05-11 over Mill Brook and replace bridge C-05-15 over Avery Brook	2007	FA	Advertised 10/7/06	\$2,505,563 Complete
Erving/Gill	Route 2	Repairs to Route 2 over Conn. River	2007	FA	Advertised 10/21/06	\$1,396,121 Complete
Greenfield	I-91/Rt. 2 rotary	Readvertise additional items for safety improvementw	2007	Governor's HSIP	Advertised 4/28/07	\$116,675 Complete
Erving	Route 2	Erving'side Safety Improvements	2007	FA	Advertised 8/11/07	\$3,492,880 Complete 11/09
Orange	Route 2/Lake Rohunta	Replace bridge O-3-30=A-15-30	2007	FA	Advertised 8/25/07	\$1,725,970 Complete
Greenfield	I-91	Resurfacing and related work	2007	FA	Advertised 9/1/07	\$10,107,690 Complete
Bernardston	Route 5/10	Reconstruction	2007	FA	Advertised 9/22/07	\$5,226,320 Complete
Leverett	Route 63	Replace bridge L-09-11 Route 63/ NEC RR BR-001S(823)X	2008	FA	Advertised 7/5/08	\$6,221,370 Complete
Hawley	Route 8A	Bridge Deck Preservation bridge H-13-07	2009	NFA	Advertised 11/29/08	ABP - \$3,159,794.75 Complete
Greenfield	various	Signals and intersection improvements	2009	FA/HSIP	Advertised 5/9/09	\$4,137,145 Complete
Montague	Prospect Street	Replace bridge M-28-028 Prospect Street over Spring Street	2009	FA	Advertised 2 nd quarter	\$3,350,414 Complete

FRCOG History of Project Advertising cont.

Town	Location	Description	FFY Year	Funding Source	Status	Comments
Northfield	Main Street	Scenic Byway Streetscape construction	2009	ARRA	Advertised 3/21/09	\$1,685,890 Complete
Orange	West River Street	Replace bridge O-03-024 West River Street over Route 2	2009	Special Bridge Funds	Advertised 8/29/09	\$4,757,140 Complete
Whately	Haydenville Road	Replace bridge W-33-009 Haydenville Rd over West Brook	2009	FA	Advertised 12/12/09	\$1,733,911 Complete
Gill Erving Wendell Orange	Route 2	Resurfacing and related work	2009	ARRA	Advertised 2 nd quarter	\$3,988,870 Complete
Greenfield Gill	Route 5/10	Resurfacing and related work	2009	ARRA	Advertised 2 nd quarter	\$3,967,320 Complete
Greenfield	Bank Row and Olive Street	Construct Regional Transit Center	2009	ARRA	Advertised 2 nd quarter	\$12,800,000 Under construction
Orange	Route 2	Safety improvements including bridge O-03-22	2010	ARRA	Advertised 1/23/10	\$19,868,037 Under construction
Buckland - Shelburne	Route 2 over Route 112 and Deerfield River	Bridge Betterment, B-28-032 = S-11-014	2010	Special Bridge	Advertised 7/31/10	\$9,148,360 Under construction
Colrain	Route 112	Bridge preservation C-18-005 over North River	2010	Special Bridge	Advertised 7/31/10	\$3,576,020 Under construction
Buckland	State Street	Reconstruction from Clement Steet to Route 2	2010	STP	Advertised 7/31/10	\$3,204,390 Under construction
Bernardston	Route 5/10	Replace culvert B-10-026	2011	STP	Advertised 6/11/11	\$376,170
Charlemont	Mountain Road	Replace Bridge C-05-036 over Hartwell Brook	2011	GANS	Advertised 7/23/11	\$1,266,895
Deerfield/Whately	Various Locations	Intersection and signal improvements	2011	HSIP	Advertised 7/30/11	\$630,003

Town	Location	Description	FFY Year	Funding Source	Status	Comments
Conway	North Poland Road	Replace Bridge C-20-003 over Poland Brook	2011	ABP	Advertised 8/6/11	\$1,731,400
Whately	Route 116/5/10 intersetion	Construction of Park and Ride lot	2011	Statewide CMAQ	Advertised 9/10/11	\$1,528,609
Charlemont	Route 2	Replace Culvert over Oxbow Book and Wilder Brook C-05-016 & 017	2011	STP	Advertised 9/17/11	\$2,482,523
Deerfield	I-91	Rehab. Bridges D-06-044 & 045 (NB/SB) over Deerfield River (Stillwater Rd and Lower Rd)	2011	BR-AC	Advertised 9/17/11	\$48,857,667
Gill-Greenfield	Route 2	Replace Bridge G-04-003 = G-12-004 over Fall River	2011	BR	Advertised 9/17/11	\$8,487,425
Ashfield	Route 116	Retaining wall repairs at 2 locations along South River	2012	FA	Advertised 1/4/12	\$2,755,089
Gill, Montague	Avenue A	Bridge reconstruction (G-04-010 and M-28-31) over Connecticut River (multi-year)	2012	BR	Advertised 9/18/12	\$7,450,073
Buckland	Route 112	Bridge replacement (B-28-002) on Route 112 over Clarks Brook	2012	BR	Advertised 7/2/12	\$1,944,282
Charlemont	Route 2	Culvert replacement (C-05-025) on Route 2 over Hartwell Brook	2012	STP	Advertised 8/31/12	\$1,399,116
Deerfield	I-91	Bridge rehabilitation (D-06-044 and D-06-045) over the Deerfield River	2012		Advertised 9/18/12	\$24,809,494

Air Quality Conformity Information

Franklin County Transportation Planning Organization (TPO)

FFY 2014-2017 Transportation Improvement Program

Since most all of Massachusetts (with limited exceptions) was designated on 5/21/12 by the United States Environmental Protection Agency as “unclassifiable/attainment” for the latest ozone standard, a conformity determination for the Franklin Region TPO 2014-17 TIP is not required. Further details and background information are provided below:

Introduction

The 1990 Clean Air Act Amendments (CAAA) require metropolitan planning organizations within nonattainment and maintenance areas to perform air quality conformity determinations prior to the approval of Long-Range Transportation Plans (LRTPs) and Transportation Improvement Programs (TIPs), and at such other times as required by regulation. A nonattainment area is one that the U.S. Environmental Protection Agency (EPA) has designated as not meeting certain air quality standards. A maintenance area is a nonattainment area that now meets the standards and has been re-designated as maintaining the standard. A conformity determination is a demonstration that plans, programs, and projects are consistent with the State Implementation Plan (SIP) for attaining the air quality standards. The CAAA requirement to perform a conformity determination ensures that federal approval and funding go to transportation activities that are consistent with air quality goals.

The entire Commonwealth of Massachusetts was previously classified as nonattainment for ozone, and was divided into two nonattainment areas. The Eastern Massachusetts ozone nonattainment area included Barnstable, Bristol, Dukes, Essex, Middlesex, Nantucket, Norfolk, Plymouth, Suffolk, and Worcester counties. Berkshire, Franklin, Hampden, and Hampshire counties comprised the Western Massachusetts ozone nonattainment area. With these classifications, the 1990 Clean Air Act Amendments (CAAA) required the Commonwealth to reduce its emissions of volatile organic compounds (VOCs) and nitrogen oxides (NOx), the two major precursors to ozone formation to achieve attainment of the ozone standard.

Legislative and Regulatory Background

The 1970 Clean Air Act defined a one-hour national ambient air quality standard (NAAQS) for ground-level ozone. The 1990 CAAA further classified degrees of nonattainment of the one-hour standard based on the severity of the monitored levels of the pollutant. The entire commonwealth of Massachusetts was classified as being in serious nonattainment for the one-hour ozone standard, with a required attainment date of 1999. The attainment date was later extended, first to 2003 and a second time to 2007.

In 1997, the EPA proposed a new, eight-hour ozone standard that replaced the one-hour standard, effective June 15, 2005. Scientific information had shown that ozone could affect human health at lower levels, and over longer exposure times than one hour. The new standard was challenged in court, and after a lengthy legal battle, the courts upheld it. It was finalized in June 2004. The eight-hour standard is 0.08 parts per million, averaged over eight hours and not to be exceeded more than once per year. Nonattainment areas were again further classified based on the severity of the eight-hour values. Massachusetts as a whole was classified as being in moderate nonattainment for the eight-hour standard, and was separated into two nonattainment areas—Eastern Massachusetts and Western Massachusetts.

In March 2008, EPA published revisions to the eight-hour ozone NAAQS establishing a level of 0.075 ppm, (March 27, 2008; 73 FR 16483). In 2009, EPA announced it would reconsider this standard because it fell outside of the range recommended by the Clean Air Scientific Advisory Committee. However, EPA did not take final action on the reconsideration so the standard would remain at 0.075 ppm.

After reviewing data from Massachusetts monitoring stations, EPA sent a letter on December 16, 2011 proposing that only Dukes County would be designated as nonattainment for the new proposed 0.075 ozone standard. Massachusetts concurred with these findings.

On May 21, 2012, (77 FR 30088), the final rule was published in the Federal Register, defining the 2008 NAAQS at 0.075 ppm, the standard that was promulgated in March 2008. A second rule published on May 21, 2012 (77 FR 30160), revoked the 1997 ozone NAAQS to occur one year after the July 20, 2012 effective date of the 2008 NAAQS.

Also on May 21, 2012, the air quality designations areas for the 2008 NAAQS were published in the Federal Register. In this Federal Register, the only area in Massachusetts that was designated as nonattainment is Dukes County. All other Massachusetts counties were classified as unclassifiable/attainment.

Therefore, conformity for ozone in the Franklin TPO is required until July 20, 2013 for only the 1997 ozone standard. Since this 2014-17 TIP will not complete its collective development, review, and approval by the Federal Highway Administration until after July 20, 2013 – when this standard will be revoked, and since the latest area designations do not require conformity under the current 2008 standard, the TPO does not need to perform a conformity determination for ozone on the program.

ADA Status

The Franklin Regional Transit Authority has been in ADA compliance since January 1994. Because the fixed route system in Franklin County is limited, the FRTA had been providing extensive demand response services for several years before the Americans with Disabilities Act went into effect. The FRTA had no difficulty quickly complying with the requirements of ADA.

The transit projects listed in the 2014-2017 TIP include no new or additional costs related to compliance with ADA. No new paratransit vehicles are being purchased except to replace existing vehicles.

GREENHOUSE GAS MONITORING AND EVALUATION

This section summarizes the greenhouse gas (GHG) impacts that are anticipated to result from the projects that are included in this FFY 2014 – 2017 Transportation Improvement Program (TIP). It includes a summary of the state laws and policies that call for reducing greenhouse gas in order to mitigate global climate change, actions that are being to respond to these state laws and policies, the role of regional planning and TIP development in reducing GHG emission and tracking these reductions, and the projected GHG emission impacts from the projects programmed in the TIP.

State Policy Context

The Global Warming Solutions Act (GWSA), which Governor Deval Patrick signed into law in August 2008, makes Massachusetts a leader in setting aggressive and enforceable GHG reduction targets, and implementing policies and initiatives to achieve these targets. In keeping with the law, on December 29, 2010 the Massachusetts Executive Office of Energy and Environmental Affairs (EOEEA), in consultation with other state agencies and the public, released the Massachusetts *Clean Energy and Climate Plan for 2020*. This implementation plan establishes targets for overall, statewide GHG emissions:

- By 2020: 25 percent reduction below statewide 1990 GHG emission levels
- By 2050: 80 percent reduction below statewide 1990 GHG emission levels

GreenDOT Policy

The transportation sector is the single largest emitter of greenhouse gases, accounting for over a third of GHG emissions, and therefore the transportation sector is a key focus of the *Clean Energy and Climate Plan*. MassDOT's approach to supporting the implementation of the plan is set forth in its GreenDOT Policy Directive, a comprehensive sustainability initiative that sets three principal objectives:

- **Reduce greenhouse gas (GHG) emissions.** MassDOT will achieve this by taking GHG emissions into account in all of its responsibilities, from strategic planning to project design and construction and system operations.
- **Promote the healthy transportation modes of walking, bicycling, and public transit.** MassDOT will achieve this by pursuing multi-modal, “complete streets” design standards; providing choice in transportation services; and by working with MPOs and other partners to prioritize and program a balance of projects that serve drivers, pedestrians, bicyclists, and public transit riders.
- **To support smart growth development.** MassDOT will achieve this by working with MPOs and other partners to make transportation investments that enable denser, smart growth development patterns that support reduced GHG emissions.

GreenDOT Policy and Metropolitan Planning Organizations

The Commonwealth’s thirteen metropolitan planning organizations (MPOs) are integrally involved in helping to achieve the GreenDOT goals and supporting the GHG reductions mandated under the GWSA. The MPOs are most directly involved in helping to achieve the GHG emissions reductions under the second goal – to promote healthy transportation modes through prioritizing and programming an appropriate balance of roadway, transit, bicycle and pedestrian investments – and assist in the third goal by supporting smart growth development patterns through the creation of a balanced multi-modal transportation system. This will be realized through the transportation goals and policies espoused in the Regional Transportation Plans (RTPs), the major projects planned in the RTPs, and the mix of new transportation projects that are programmed and implemented through the TIPs. The GHG tracking and evaluation processes enable the MPOs to identify the anticipated GHG impacts of the planned and programmed projects, and also to use GHG impacts as a criterion in prioritizing transportation projects.

Regional GHG Tracking and Evaluation in RTPs

MassDOT coordinated with MPOs and regional planning agency (RPA) staffs on the implementation of GHG tracking and evaluation in development of each MPO’s 2035 RTPs, which were adopted in September 2011.

Working together, MassDOT and the MPOs have attained the following milestones:

- Modeling and long-range statewide projections for GHG emissions resulting from the transportation sector. Using the Boston MPO’s regional model and the statewide travel demand model for the remainder of the state, GHG emissions were projected for 2020 no-build and build conditions, and for 2035 no-build and build conditions.

- All of the MPOs included these GHG emission projections in their RTPs, along with a discussion of climate change and a statement of MPO support for reducing GHG emissions as a regional goal.

Project-Level GHG Tracking and Evaluation in the Transportation Improvement Program

It is also important to monitor and evaluate the GHG impacts of the transportation projects that are programmed in the MPO Transportation Improvement Programs (TIP). The TIP includes both the larger, regionally-significant projects from the RTPs, which have already had their aggregate GHG impacts calculated and reported in the RTP, as well as smaller projects that are not included in the RTP but that may nevertheless have impacts on GHG emissions. The principal objective of this tracking is to enable the MPOs to evaluate expected GHG impacts of different projects and to use this information as a criterion for prioritizing and programming projects in future TIPs.

In order to monitor and evaluate the GHG impacts of TIP projects, MassDOT and the MPOs have developed the following approach for identifying anticipated GHG impacts and quantifying GHG impacts of projects, when appropriate, through the TIP. Different types of projects will have different anticipated GHG emissions impacts. The different project categories are outlined on the next two pages with this region's project tracking sheet on the third page.

- **Projects with Quantified Impacts**
 - **RTP Projects** - Major capacity expansion projects (e.g. Green Line Extension, I-95 Whittier Bridge Replacement) would be expected to have a significant impact on GHG emissions. However, these projects are included in the RTPs and analyzed using the statewide model or Boston regional model, which would reflect their GHG impacts. Therefore, no independent TIP calculations are required.
 - **Quantified Decrease in Emissions** - Projects that would be expected to produce a measurable decrease in emissions. The approach for calculating these impacts is described below. These projects should be categorized in the following manner:
 - **Quantified Decrease in Emissions from Traffic Operational Improvement** - An intersection reconstruction or signalization project that is projected to reduce delay and congestion.
 - **Quantified Decrease in Emissions from Pedestrian and Bicycle Infrastructure** - A shared-use path that would enable increased walking and biking and decreased vehicle-miles traveled (VMT).

- **Quantified Decrease in Emissions from New/Additional Transit Service** - A bus or shuttle service that would enable increased transit ridership and decreased VMT
 - **Quantified Decrease in Emissions from a Park and Ride Lot** A park-and-ride lot that would enable increased transit ridership/ increased ridesharing and decreased VMT
 - **Quantified Decrease in Emissions from Bus Replacement** A bus replacement that would directly reduce GHG emissions generated by that bus service.
 - **Quantified Decrease in Emissions from Other Improvement**
 - **Quantified Increase in Emissions** – Projects that would be expected to produce a measurable increase in emissions.
 - **Calculation of GHG Impacts for TIP Projects** - The Office of Transportation Planning at MassDOT provided the spreadsheets that are used for determining Congestion Management and Air Quality Improvement (CMAQ) eligibility. These spreadsheets require the same inputs as the CMAQ calculations, and have been adapted to provide CO₂ impacts. The data and analysis required for these calculations is available from functional design reports that should be submitted for projects that would produce a measurable GHG impact.
- **Projects with Assumed Impacts**
 - **No Assumed Impact/Negligible Impact on Emission** - Projects that do not change the capacity or use of a facility (e.g. a resurfacing project that restores a roadway to its previous condition, or a bridge rehabilitation/replacement that restores the bridge to its previous condition) would be assumed to have no GHG impact.
 - **Assumed Nominal Decrease in Emissions** - Projects that would be expected to produce a minor decrease in emissions that cannot be calculated with any precision. Examples of such projects include roadway repaving or reconstruction projects that add a new sidewalk or new bike lanes. Such a project would enable increased travel by walking or bicycling, but there may be not data or analysis to support any projections of GHG impacts. These projects should be categorized in the following manner:
 - **Assumed Nominal Decrease in Emissions from Sidewalk Infrastructure**
 - **Assumed Nominal Decrease in Emissions from Bicycle Infrastructure**
 - **Assumed Nominal Decrease in Emissions from Sidewalk and Bicycle Infrastructure**
 - **Assumed Nominal Decrease in Emissions from Intelligent Transportation Systems (ITS) and/or Traffic Operational Improvements**

- **Assumed Nominal Decrease in Emissions from Other Improvements**
- **Assumed Nominal Increase in Emissions** - Projects that would be expected to produce a minor increase in emissions that cannot be calculated with any precision.

Regional Greenhouse Gas Impact Summary Tables for FFY 2014 – 2017 TIP

The following tables summarize the calculated quantitative and assumed qualitative impacts of the projects included in the regional FFY 2014 – 2017 TIP.

GHG TRACKING TABLES

MassDOT Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG Impact by the Numbers
606048	GREENFIELD- ROUNDABOUT CONSTRUCTION AT THE INTERSECTION OF COLRAIN ROAD, COLLEGE STREET & COLRAIN STREET	Qualitative	Quantified Decrease in Emissions from roundabout (see attached analysis spreadsheet)	-29,063
607223	GREENFIELD, ROUTE 2A AND SHELBURNE RD/RIVER ST INTERSECTION IMPROVEMENTS	Qualitative	Assumed Minor Positive Impact on Emissions	N/A
604696	MONTAGUE- GREENFIELD ROAD PEDESTRIAN BRIDGE	Qualitative	Assumed Minor Positive Impact on Emissions	N/A
607239	MONTAGUE, CANALSIDE BIKEPATH AND PED XING IMPROVEMENTS ON MONTAGUE CITY ROAD AT SOLAR AVE AND DEPOT ST	Quantified	Assumed Minor Positive Impact on Emissions	N/A
607246	Erving Intersection Improvements at Route 2/2A	Qualitative	Assumed Minor Positive Impact on Emissions	N/A
Total Minimum Impact (in CO2 kilograms per summer day)				-29,063

Comments Received During the Public Comment Period

A 30-day public review and comment period was observed between May 24, 2013 and June 24, 2013. During that time comments were received from MassDOT Office of Transportation Planning, MassDOT District 1, MassDOT District 2, and Federal Highway Administration. Their comments are listed following:

MassDOT Office of Transportation Planning, District 1 and District 2

June 24, 2013

Ms. Linda Dunlavy, Executive Director
Franklin Regional Council of Governments
12 Olive Street
Greenfield, MA 01301-3318

Dear Ms. Dunlavy:

The Massachusetts Department of Transportation (MassDOT) Office of Transportation Planning (OTP) has reviewed the draft Federal Fiscal Year 2014 to 2017 Transportation Improvement Program (TIP) released by the Franklin Regional Council of Government's (FRCOG) Transportation Planning Organization (TPO) on May 24, 2013. I would like to take this opportunity to provide feedback on the TPO's 3C planning process as it relates to the preparation of this document and to comment specifically on the contents of the draft document released for public review.

As required under the federal Moving Ahead for Progress in the 21st Century (MAP-21) legislation, we must continue to seek ways to incorporate performance measures into our planning process by identifying key metrics, targets and thresholds that can be used to measure progress on priority activities. As federal guidance on performance measurement becomes available, MassDOT looks forward to working with all of Massachusetts' MPOs to develop performance-based planning processes that will help the regions to set policies and prioritize projects in a manner consistent with federal and state goals.

As the federally-authorized entities charged with ensuring public participation in the spending of federal funds, MPOs have a primary responsibility for outreach and civic engagement in the development of the TIP. We commend the TPO for its efforts in holding TPO meetings on April 30th, May 21st and June 25th to present the TIP development process and the scoring of projects, to propose the draft TIP, and to endorse the final TIP, respectively. OTP urges the TPO to ensure that the TIP and any subsequent amendments are as accessible as possible to members of the public. TPO staff should consult with the TPO on guidelines and standard practices for making the TIP and TIP amendments easily available. This should include the posting of the TIP and TIP amendments on the TPO's website, updating the TIP project lists whenever they are amended, and ensuring that the TIP project lists are labeled with the number and date of the latest amendment.

OTP also reminds the TPO of the importance of ensuring that the TPO process is accessible to all individuals, including members of Title VI, Environmental Justice (EJ), and Limited English Proficiency (LEP) communities, as this part of the process continues to be a major priority for the U.S. Department of Transportation. We encourage a continued emphasis

on engaging these populations during the planning process and throughout all transportation planning-related efforts in accordance with the Region's public participation plan.

In preparing to endorse the 2014-2017 TIP, the TPO should bear in mind that the Congestion Mitigation and Air Quality Improvement (CMAQ) and Highway Safety Improvement Program (HSIP) components of the regional target are a minimum, and that TPO staffs should work with the proponents of regional target projects, OTP, and the Highway Division to leverage CMAQ and HSIP funds to the maximum extent possible within the overall regional target.

Beginning this year, MassDOT will deploy our custom-developed database for compiling the State Transportation Improvement Program (STIP). In order to ensure that this process is as trouble-free as possible, we are asking that all of the MPOs keep their TIP list information as consistent as possible. First, the project description field should exactly match the MassDOT ProjectInfo description. Any other information should be included in the "Additional Information" field, including total project cost, project funding sources, source of match funding (other than state bond funding), project costs in Year of Expenditure, Design Funding, and an identification of the Advance Construction (AC) year/total AC years (e.g. "AC Year 1 of 3") as applicable.

The MassDOT Rail and Transit Division is also deploying a new system for creating and managing the TIP transit project lists. Regions are encouraged to ensure that transit project descriptions are as informative as possible for public review. To this end, the MassDOT Rail and Transit Division is reviewing and updating the descriptions for many of the TIP transit projects. In order to ensure the most up to date transit project list from Grants Plus+ is made available to the public, the TPO should include a current TIP list from Grant Plus+ when it is time to endorse its TIP.

The TPO should also make every effort to program the full amount of their regional target for all TIP years. The closer the year, the more important full programming is. However, given all of our transportation system's needs, and all of the deserving projects, we expect each Region to identify projects that will fully utilize available target funds in all of the TIP years. If the regional targets are not fully programmed, the Region should work with the MassDOT Highway Division districts and with the regional municipalities in a timely fashion to identify additional projects.

In addition, please note the following comments specific to the information contained in the FTPO's DRAFT 2014-2017 TIP.

- In Part A: Introduction, please include a map showing the region and the boundaries of the sub-regions.
- In Part A: Introduction, Federal Aid Programs, please replace the National Highway System (NHS) program with the new National Highway Performance Program (NHPP).

- In all four years of the highway project listing, please change the heading and funding category of Section 1D – NHS to NHPP, as the NHS program has been replaced by the NHPP program under MAP-21.
- In the 2015 highway project listing, \$27,199 in Highway Safety Improvement Program (HSIP) funds and \$445,405 in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds are currently available. Please work with District 1 and District 2 to identify HSIP and CMAQ eligible projects.
- In the 2016 highway project listing, please change the funding source to HSIP for project #607539, as this project is not approved for CMAQ funding. Also, this project should have a funding breakdown of 90% federal and 10% non-federal; please adjust as appropriate.
- In the 2016 highway project listing, \$952,405 in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds are currently available. Please work with District 1 and District 2 to identify CMAQ eligible projects.
- In the 2017 highway project listing under section 1B – Federal Aid Bridge Projects, please include the project number for the Shelburne, Bardswell Ferry Road over Dragon Brook Bridge project. The project number is #607548.
- In the 2017 highway project listing under section 1B – Federal Aid Bridge Projects, please include the project number for the Orange, Holtshire Road over Millers River Bridge project. The project number is #607527.
- In the 2017 highway project listing, \$282,194 in Highway Safety Improvement Program (HSIP) funds and \$452,040 in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds are currently available. Please work with District 1 and District 2 to identify HSIP and CMAQ eligible projects.
- In the Appendix of Projects on Waiting List, please update the cost for project #603371 to \$2,869,756, and change the design status from 75% to 25%: revised 25% due at the end of June 2013.
- In the Appendix of Projects on Waiting List, please update the cost for project #605732 to \$2,500,000.
- In the Appendix of Projects on Waiting List, please update the cost for project #606006 to \$3,601,424, and change the design status to PS&E.
- In the Appendix of Projects on Waiting List, please update the cost for project #606011 to \$1,833,470, and change the design status to 75%.
- In the Appendix of Projects on Waiting List, please update the cost for project #606894 to \$650,000.

- In the Appendix of Projects on Waiting List, please include the project number for the Sunderland, North Main Street project. The project number is #607245.
- In the Appendix of Projects on Waiting List, please add project #604818 Erving – Route 2 Reconstruction of Erving Center, at a cost of \$16,356,156.
- In the Appendix of Projects on Waiting List, please add project #607253 Erving – Streetscape & Pedestrian Improvements on Route 63, from River St. to 1,200 feet north of Lillian Way at a cost of \$332,688.
- In the Appendix of Projects on Waiting List, please add project #606127 Montague – Resurfacing & related work on Greenfield Rd, from Turners Falls Rd to the future Bike/Ped bridge over the B&M RR (1.75 miles) at a cost of \$970,334 and include the design status as PS&E.
- In the Appendix of Projects on Waiting List, please add project #606309 Orange – Route 2/Route 202 at a cost of \$27,342,596.
- In the Appendix of Projects on Waiting List, please add project #604959 Erving – Route 2 Reconstruction of Farley Section at a cost of \$6,899,045.
- In the Appendix of Projects on Waiting List, please add project #604189 Bernardston – Brattleboro Rd/Shattuck Brook at a cost of \$2,185,200.
- In the Appendix of Projects on Waiting List, please add project #602319 Northfield – Birnam Rd over Mill Brook at a cost of \$2,573,234.

I commend the Franklin Regional Council of Governments TPO members and staff for their hard work in creating an accessible and comprehensive document. I recognize the thorough, full and open public process that the MPO membership and staff fulfill, especially in respect to the preparation of certification documents such as the TIP. Please contact me at (857) 368-8865 or William Palmer at (857) 368-8868 if you have further questions.

Sincerely,

David J. Mohler
Executive Director
Office of Transportation Planning

Cc: Pamela Stephenson, Division Administrator, Federal Highway Administration
Mary Beth Mello, Regional Administrator, Federal Transit Administration
Francis DePaola, MassDOT Highway Division Administrator
Peter Niles, P.E., MassDOT District 1 Highway Director
Albert Stegemann, P.E., MassDOT District 2 Highway Director
Clinton Bench, Deputy Executive Director, Office of Transportation Planning
Ned Codd, Director of Project-Oriented Planning
Sheri Warrington, Manager of MPO Activities
William Palmer, MPO Liaison

Federal Highway Administration

Comments offered via email by Paul Maloney on 5-2-2013

2014

601657 – Montague – AC'd over 3 yrs. Is 3 yrs necessary? It could be afforded over 2 years, but the construction might take 3. Please explain.

604696 – Montague Bridge rehab – The TIP shows a question about use of CMAQ. Has the project been approved by the CMAQ Consultation Committee? If so, FHWA has no problem using CMAQ to begin the project, but if this project needs to be AC'd please show the total cost and explain the number of years expected.

Financially Constrained

2015

601657 – Same question as 2014 above regarding Advance Construction.

604696 – Please indicate that earmark 2820 is HPP 2820 in the comments and down in the Earmarks funding section (rather than just HPP 2005). Good recommendation to move ahead with the bridge if possible.

HSIP Section – Looks like the minimum has not been met, but it also looks like the sub-total is not totaling the HSIP funds programmed correctly also. Cell G15's SUM formula looks incorrect (not capturing cell G14). Please look into this.

607253 – Streetscape project – Please coordinate with MassDOT to provide the Mass Demo ID number for the Section 115 earmark.

Financially Constrained

2016

601657 – Same question as 2014, 2015 above regarding Advance Construction.

Targets are under-programmed. Please work with Mass DOT to advance projects that available funding can be used for; particularly CMAQ.

Financially Constrained

2017

TIP Projects not completely identified; Targets under- programmed. Please work with Mass DOT to identify appropriate projects to program targets to.

Summary of this element has a typo on it. Reader sees “2016 Franklin TIP Summary”. I think it should read- 2017 Franklin TIP Summary.

Financially Constrained. The 2017 element is significantly under-programmed at this draft stage. Please work with Mass DOT to identify appropriate projects for MPO consideration of programming.

Thanks for sharing the listing. My comments are offered with the understanding that this is a draft and additional changes seem likely. Feel free to contact me as needed. Take care.

Paul

Town of Shelburne

Letter of support for improvements to the intersection of Colrain-Shelburne Road and Route 2 included in FY 2016. The letter is attached.