

Regional Transportation Plan Appendices

Appendix A: Public Outreach Efforts and Comments

Appendix B: Surveys

Appendix C: Demographic Trends and Projections

Appendix D: Glossary of Transportation Acronyms

Appendix A Public Outreach Efforts

The following is a list of stakeholders that were contacted as part of the public outreach effort in the development of this Regional Transportation Plan.

- All twenty-six Franklin County town administrators
- All twenty-six Franklin County town highway departments
- Town of Greenfield Planning Director
- Town of Sunderland Energy Committee
- FRCOG Planning Board
- Walk Franklin County committee members
- Franklin County Bikeway Committee members
- MassDOT Districts 1 and 2
- MassDOT Office of Transportation Planning
- Transportation Planning Organization members
- Franklin Land Trust
- Mt. Grace Land Conservation Trust
- Franklin County Community Development Corporation
- Franklin Regional Housing and Redevelopment Authority
- Franklin Regional Transit Authority
- Greater Franklin County Comprehensive Economic Development Strategy Committee
- Franklin County Chamber of Commerce
- Franklin County Selectmen's Association
- Community Transit Services
- Stavros
- Councils on Aging
- About Town Taxi
- ACE Cab
- F.M. Kuzmeskus
- Connecticut River Watershed Council
- Indus-Rail Company
- YMCA
- Greenfield Community College
- Baystate Franklin Medical Center
- Congressman John Olver
- State Senator Stanley Rosenberg
- State Representative Stephen Kulik
- Massachusetts Department of Conservation and Recreation
- Massachusetts Rehabilitation Commission
- Massachusetts Historic Commission
- Massachusetts Department of Housing and Community Development
- Massachusetts Executive Office of Energy and Environmental Affairs
- Massachusetts Department of Environmental Protection
- Federal Highway Administration
- Federal Transit Administration
- Federal Railroad Administration
- Federal Aviation Administration

Appendix A Public Comments

Once the FRCOG staff had completed a draft of the 2012 Regional Transportation Plan, public input was sought from a variety of stakeholders, as well as those required by SAFETEA-LU, during a 30-day public review and comment period between August 8 and September 9, 2011. A public meeting was held on September 7, 2011 in the centralized location of Greenfield to directly obtain public input regarding the draft RTP.

As part of this outreach, the FRCOG received few substantial comments on the draft RTP. Those comments that were received were reviewed and incorporated, as appropriate, into the RTP during its preparation. The following is a list of comments received during the public meeting. Attached are the comments received from MassDOT and FHWA.

Comments Received during the Public Meeting

- There should be provisions made for biking and walking along Route 78 in Orange.
- There should be a passenger rail train that runs east to Boston for commuting.
- What are the passenger rail policies for bike accommodation on-board rail cars? FRCOG should advocate for bike accommodation.
- The recommended sidewalk along Route 112 to Mohawk Regional High School should also include a bike lane.
- The RTP should ensure that an effort is made within the county to prepare for the coming fuel shortage and effects from climate change.
 - The region should be more aggressive in promoting bicycling in Franklin County.
 - Need more mass transit.
- Bicycling on the Cheapside Bridge on Route 5/10 towards Deerfield is very dangerous. The road speeds should be lowered at this location.

- Vehicle speeds along Route 5/10 in Deerfield should be reevaluated for bike safety.
- There should be a bike lane on the length of Federal Street in Greenfield. This will make bicycling in the area easier, will help with economic development, and will help with traffic calming.
- Can FRCOG work to put in a bike lane in a town as a pilot study for other towns to see if it is feasible and the issues involved with it?
- Can FRTA keep track of how many bicycles are being placed on the bus bike racks? How are the racks being used?
- There should be more dedicated turn lanes in the county for two reasons. The first reason is driver safety. The other reason is environmental. Less fuel is used when accelerating and de-accelerating is minimized. Turning lanes would help keep through traffic from having to slow for turning vehicles.
- South River Road in Charlemont is in very bad condition. There is little pavement left and the retaining walls are in poor shape. This road is an alternate to Route 2 for emergencies and the town of Charlemont can afford to repair it.
- The reconstruction of the General Pierce Bridge should be redesigned to accommodate truck traffic. Specifically, it should be designed to have an increased weight limit of 49 tons.



Deval L. Patrick, Governor
Timothy P. Murray, Lt. Governor
Richard A. Davey, Secretary & CEO

massDOT
Massachusetts Department of Transportation

September 9, 2011

Ms. Linda Dunlavy, Executive Director
Franklin Regional Council of Governments
425 Main Street
Greenfield, MA 01301-3313

The Office of Transportation Planning has reviewed the draft 2012 Regional Transportation Plan released by the Franklin TPO on July 28, 2011. Please find our comments below:

- Title Page 3 – Franklin County Transportation Planning Organization and Endorsement Page
 - Please replace Secretary Jeffrey Mullan's name with Richard A. Davey.
 - Please change the title of Francis DePaola of the Highway Division to Administrator. He has been permanently appointed to the position as of August 11, 2011.
- Chapter 3 – Page 6: Coordination with State and Federal Agencies
 - Please replace Massachusetts "Historic" Commission with "Historical".
- Chapter 10 – Page 14: Safe Routes to School Program
 - Replace "MassRides" with "MassRIDES."
- Chapter 12 – Page 2: GreenDOT
 - Please include the text provided by the Office of Transportation Planning for documenting green house gas emissions reduction for GreenDOT implementation.
- Chapter 13 – Pages 4-5: Top Fifty Most Hazardous Intersections in Franklin County, 2004 – 2006 Table 13-2
 - The right side of the table on both pages appears to be cut off. Please correct the formatting.
- Chapter 14 – Page 6: Challenges for Large Scale Evacuations
 - The evacuation route map that is noted as being included at the end of the chapter is not attached. Please either include the map or remove reference to it.
- Chapter 15 – Scenic Byways and Tourism
 - Page 1: The Scenic Byways map that is noted as being included at the end of the chapter is not attached. Please either include the map or remove reference to it.
 - Pages 4-7: Future Scenic Byways projects. Several of these projects did not receive Scenic Byways funding in FY 2010. Please remove them from the document.
- Chapter 18 – Page 6: Estimated Project Costs Table 17-3
 - The first timeframe starts in 2011 and the last timeframe ends in 2036. Please correct the first timeframe to start on 2012 and end the last timeframe on 2035.
 - Bridge projects do not need to be itemized in the RTP.
 - Non-major infrastructure projects do not need to be itemized in the RTP.
 - Year of Expenditure inflation estimates need to be applied to all projects listed in the RTP.

Ten Park Plaza, Suite 3170, Boston, MA 02116
Tel: 617-973-7000, TDD: 617-973-7306
www.mass.gov/massdot

If you have any questions or concerns, please contact me at (617) 973-7844 or William Palmer at (617) 973-8070.

Sincerely,



David Mohler
Executive Director
Office of Transportation Planning

CC: Peter Niles, MassDOT, DHD, D1
Albert Stegeman, MassDOT, DHD, D2
Tina Cote, FRTA
Paul Maloney, FHWA
Bill Gordon, FTA

FHWA Comments on the Franklin Region TPO's Draft 2012-2035 RTP

9-6-2011

General Comments

- This draft document does not appear to have included a signatory page for the MPO voting members to sign, signifying that they endorse the RTP. Please include this page in the final document.

Chapter 5 – Roadway and Bridge Infrastructure

- This chapter provides the reader with a good understanding of what the existing pavement conditions are and what the estimated cost would be to bring all federal aid eligible roadways (both state and locally owned) up to excellent conditions.
- This chapter needs to be enhanced by furthering the discussion that such an investment (all up to excellent conditions) is not feasible. The cost to maintain or improve existing conditions at a feasible level of expenditure is missing and needs to be discussed. Since bringing all of these roadways up to excellent pavement conditions is not feasible, what needs to be defined is the amount that is feasible, that will maintain the current conditions, or make an incremental improvement over current pavement conditions. This cost estimate must then be shown in the final financial constraint analysis. One way to do this is to develop another table similar to Table 5-5, which shows a new set of “goal” conditions and much of the same information as Table 5-5 shows, but with a smaller cost estimate, which will necessarily come as the result of not being able to bring all of these roadways up to excellent conditions. This cost estimate will then need to be plainly shown in the comparison of costs versus revenues, to demonstrate financial constraint.

Chapter 7 – Passenger Rail

- No Comments.

Chapter 8 – Airports

- No Comments.

Chapter 13 – Transportation Safety

- Page 1 - The introduction section of this chapter could talk a bit about Safety being one of the 8 Planning Factors.
- Page 3 – Please define MEV, as it is used in MEV_{EPDO} .
- This chapter should refer to the fact that the SAFETEA-LU legislation created the Highway Safety Improvement Program (HSIP) and that, as a condition for states to access HSIP funding for eligible projects, states had to create Strategic Highway Safety

Plans (SHSPs). This is relevant because the reader should understand that what the SHSP Emphasis Areas are and that the most pressing regional safety needs align at least generally with the SHSP. This connection reinforces that there is coordination between the federal, state and local level, regarding safety planning.

- Has signal pre-emption been considered for providing emergency vehicles with priority, when reacting to an emergency? If so, this would be relevant to include as an example of regional safety planning efforts.

Chapter 14 – Transportation Security

- The introduction section of this chapter could talk a bit about Security being one of the 8 Planning Factors.
- Page 6 – The section entitled “Challenges for Large Scale Evacuations” refers the reader to a map at the end of the chapter. There was no such map, which may have been an addition to the document, following this chapter being uploaded to the web. Please check that this map is available.

Chapter 16 – Air Quality Conformity Determination

- Please rename this chapter to Air Quality Conformity Determination.
- There is no signatory page in this chapter. Please include a signatory page for all MPO members to sign, collectively certifying that the Plan is in conformance with the State Implementation Plan (SIP).

Chapter 17 – Recommended Projects

- All projects that are recommended for construction in a year following 2012 must include a 4% per year inflation factor applied to the cost. Projects shown to advance to construction beyond the 2011-2015 time frame currently show a 4% inflation factor. Not only should this inflation factor apply to ALL years beyond 2012, the 4% must be applied per year.
- The first timeframe shown is 2011-2015. Please correct this to show 2012-2015. Projects advancing to construction in 2011 should not have their 2011 costs considered in the 2012-2015 timeframe.
- The last timeframe now ends in 2036. Please correct this to end in 2035.
- Page 3 – In this version, The Bernardston, Rt. 10 bridge project (shown in the 2011-2015 timeframe) has an unknown estimated cost. Please ensure that this cost estimate is entered.
- Page 6 – Please ensure that the Deerfield projects (the I-91 northbound and southbound bridge rehabs) require 5 construction seasons to complete the entire project, since Advance Construction is shown to span 5 years.

- The Greenfield project I-91 over Rt. 5/10, must have a cost estimate entered. As written in the version currently under review, the entry of “not sure of amount” is provided. Please enter a valid cost estimate.
- Page 8 – The Gill-Montague Bridge rehab is shown to advance to construction in the 2016-2020 timeframe. Please denote the use of Advance Construction method of programming, but showing AC-1/x, where x represents the number of years that the project is scheduled to span over. Also, please contact me to ensure that 5 years will be necessary, and to let me know that, while the TPO intends to program funding during 2011, 12, 13,14, and 16, what happens in 2015; why is there no funding programmed in 2015?
- Page 11 – The Leverette, Charlemont, Deerfield-Watery-Sunderland, Deerfield, and Greenfield projects must have a cost estimate represented if these projects are to be included in the recommended (i.e., financially constrained) portion of the RTP.
- Same comment for each project shown on Page 12. These projects cannot be represented like this for TPO consideration and endorsement. There is no way to demonstrate financial constraint without these costs being accounted for. This requires follow-up prior to requesting TPO endorsement.
- Pages 13 to 22 – As discussed above, please ensure ALL recommended projects have valid and reasonable cost estimates associated with them.

Chapter 18 – Financial Constraints

- Page 3 should show Table 18-2, not 17-2; just an apparent typo.
- It would be most helpful; to create a summary table showing all highway related costs associated with the RTP, for each 5-year timeframe, beginning with 2012-2015. The thought being that this bottom line number for each 5-year timeframe, and the aggregated sum of costs throughout the Plan’s horizon, can be easily compared to the funding expected to be available for the same timeframes. This comparison should be made explicitly to demonstrate financial constraint.

The following comments were previously sent via email, on July 14, 2011:

Ch1, P3

Under the SAFETEA-LU section, it may be appropriate to mention that SAFETEA-LU is currently being extended, while Congress works to pass a subsequent, long-term law to fund surface transportation. Funding levels in the next bill are uncertain and could be lower than those contained in SAFETEA-LU. This may affect the timeliness of delivering projects that address regional transportation priorities.

Ch 1, P5 (Table 1-1)

Nice chart with lots of great information. However there are a few entries that did not have a status update in the version I saw. Can an update be provided in the draft that goes out for public review and comment, for the following:

#9 - Advance Rt 2 Safety Improvements Erving, Farley, ...

#10- Plan for passenger rail from Franklin County to Boston

#13- Implement Safety and Traffic Flow Improvements on Rt 2 between I-91 and Rt 2 rotary

And, can the following be updated, providing an estimated timeframe of when these projects may begin:

#16- Construct Rt 2 West Safety Improvements...

#17- Construct a bikeway to connect Orange and Athol Downtowns

#18- Realign I-91 northbound exit 24 ramp

Ch2 p1

Public Participation

The discussion says that the legislation says the consultations should take into account plans, maps, and inventories of natural and or historic resources as available and applicable.

My question is- did this occur? Efforts that were made to have this type of consultation need to be documented in the RTP; specifically, with whom was this consultation held and what materials were referred to and shared in the meeting.

Ch2 p2

As I read the Initial Public Outreach section, I wanted to recognize the great job the FRCOG has done to make sure public input was incorporated. Nice Job!

Ch2 p4

Table 2-1

Reading through the Table, I did not see any representatives from resource agencies like Land Use Management, Historical Preservation, Corps of Engineers, etc... I did read the Consideration of Environmental and land Use Issues section and understand the efforts that were made to coordinate and consult with some of those agencies. I didn't read anything about whether long range plans were shared and discussed. It would be helpful to add that detail, or more closely describe what type of consultation was held. I'm looking for a better understanding of what level of involvement these entities had in helping to shape the document. A concise entry would be fine. Again, nice efforts.

Ch3

In the version of the document that I reviewed, it seems that this chapter will probably be further developed. As written, there are 11 goals with a very brief explanation of each stated goal. If this has not been further developed, I recommend providing the reader with more discussion that links the goals to how they might be realized and why their realization should be considered regional priorities.

Ch4

Figure 4-2 Please add the appropriate label of units being measured; i.e., Population (persons)

Figure 4-5 Presumably, the Unemployment Rate (Y axis) is being shown in %. These values should be labeled. An example would be to label the axis: Unemployment Rate (%)

Figure 4-6 Same comment; i.e., Employment (persons). Also, please include the source.

Ch4 Figure 4-8 Please label the Y axis; i.e., Residents

Ch5 – I have not received this chapter yet.

Ch6

It would be helpful to show a map of the region, which depicts the various freight corridors (rail and highway) with the approximate volume (\$s worth of freight moved, or trips made over the corridors) shown. This would help the reader to gain an appreciation of the volume of freight that moves in, out, and through the region. It might be beneficial to try and show desire lines along the various corridors / routes, where the lines' thickness depict the volume (trips), or value (of goods) being moved.

Ch9

Figure 9-1 – Please label the Y axis; i.e., Riders. Also, please include the source.

Figure 9-2 – Same comment.

Figure 9-3 – Same comment.

Ch10

While the version of the RTP I read did not include a chapter explicitly called *Livability*, it was evident to me that this chapter was the closest chapter to where this topic is discussed. FHWA has discussed that RTPs should contain a chapter on livability, and in the best situation, that would be the name of the chapter. I would recommend that Livability be used on the front of chapter 10, perhaps together with Bicycle and Pedestrian Facilities. It also seems that there could be some paragraph or two that could tie livability together with all of the various initiatives you wrote about, in this chapter. I read the references to the National Livable Communities Initiative, GreenDOT, the Global Warming Solutions and the Healthy Transportation Compact, but I think one or two paragraphs should be developed that tie all these programs and initiatives together, to result in making the Franklin County region more livable. There should also be a brief passage that describes specifically what types of projects have been done in the recent past, that address livability goals, and an explanation that takes that passage a step further to give the reader a glimpse of the kinds of initiatives that may be in store for the future of Franklin County. Ideally, I think the Livability chapter should discuss what the term means to the residents and stakeholders of the region and how that meaning translates into potential improvement projects. To me, that should be the foundation of the Livability “spin” of this chapter, then tie it into the other initiatives you have mentioned.

Ch11

No comments

Ch12 p7

Devoted to the topic of Climate Change, FHWA provided various advice and guidance for regions to consider, in order to appropriately address climate change initiatives. One strategy that was suggested, was for MPOs to complete an inventory of the transportation infrastructure within the region and consider what threats to the continued service of that infrastructure might exist. From the early version of the RTP I reviewed, it appears that this task has been undertaken at least partially, with regard to the transportation infrastructure that could be impacted by the failure of the Harriman Dam (see “plan for More Severe and Frequent Flooding in the Region section). This activity was recommended for the whole region. If this has not been done, it would be appropriate to include a discussion of such a region-wide effort, so that appropriate transportation / disaster planning can occur.

Recommendations section

The recommendation “Continue to promote sustainable and alternative forms of transportation to the *singly-occupied* motor vehicle... may need to be re-worded. Please review this passage again.

Ch13 - I have not received this chapter yet.

Ch14 - I have not received this chapter yet.

Ch15 – No comments.

For the Pavement Management Chapter-

Each region must identify in the RTP, what the existing pavement conditions are, explaining how the data was arrived at. If your region developed that data, you will be able to describe the data collection process and what the breakdown of the conditions are for Franklin County (i.e., 20% excellent, 35% good, 45% poor). Then, the MPO’s goals for the future pavement condition should be discussed; it may be a brief discussion like “ this topic was discussed at an MPO meeting and the policy board decided that the region’s roadway conditions should be brought up to the following conditions - 35% excellent, 35% good, 30% poor). The last part of this discussion needs to be a discussion of what the estimated cost would be to the region, in order to

bring the pavement to the condition described by the MPO's goals. This will probably not be affordable to the region, so it would be prudent for this discussion to conclude with the most likely, affordable pavement condition, keeping financial responsibility and the need to address other region priorities in mind. The estimated cost that results from the most likely, affordable pavement condition the RTP will be planning for, should be used in the Financial Plan. This is exactly the kind of discussion and analysis that FHWA will be looking for in each of the RTPs. Please call if there are questions on this.

For the Safety Chapter –

I have urged all regions to explain that the Safety priorities in their region tie into the Mass DOT Strategic Highway Safety Plan's (SHSP) Emphasis Areas. While Mass DOT's safety priorities are broad enough to cover many areas of concern, from all around the state, Franklin County's safety concerns may be a smaller subset of those found in the SHSP. That's fine, but what the RTP safety section should do is discuss the region's safety priorities and make the connection to which Emphasis Area of the SHSP they align with. As previously mentioned, the Emphasis Areas are fairly broad in scope, so aligning the regional safety priorities with the SHSP Emphasis Areas (i.e., the State's safety priorities), should not be difficult. This connection can be done very simply in a tabular form or even parenthetically.

As a reminder – The Draft RTP should not be released without the Air Quality Conformity finding included. Same for the Financial Section. To reiterate recent direction from Mass DOT, this year, targets will not be reduced to observe the inflationary costs of projects beyond the 1st year of the TIP. Rather, the costs will be inflated by 4% per year after the 1st year. This will be important not only for the TIP, but the RTP also, as the first time band shown in the RTP's financial Plan shows the TIP years.

Appendix B Surveys

General Transportation Survey

Major Employer Transportation Survey

Transportation Survey

The results of this survey will help FRCOG update the Regional Transportation Plan by identifying transportation needs and project recommendations.

1. Please indicate whether you feel each of the following has improved, stayed the same, or gotten worse in the region over the past five years.

	Improved	Worsened	Stayed the Same	Unsure/No Opinion
Local Roads	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Major Roads	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Roadway Safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bridges	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Truck Freight Transport	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rail Freight Transport Facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Regional Airport	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public Bus Transportation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transportation for the Disabled or Elderly	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Alternatives to Single-Occupancy Car Travel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sidewalks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Crosswalks and Other Safety Improvements for Pedestrians	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Off-Road Bicycle Routes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
On-Road Bicycle Improvements(ex. Bike Lanes & Bike Route Signage)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Use of Technology (Intelligent Transportation Systems (ITS) to Monitor & Improve Traffic Conditions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Air Quality & Vehicle Emissions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please specify)				

2. Do you ever use Park and Ride lots (formal or informal ones)?

Yes No

3. If you do use a Park and Ride Lot, where do you park?

This Survey can also be completed online at www.frcog.org, under "What's New?".

Franklin County Regional Transportation Plan Update Survey

4. How do you usually travel during your daily routine? Please provide the number of days per week that you use each of the following types of transportation.

Number of Days per Week

Drive Alone	<input type="text"/>
Carpool with 1 other person	<input type="text"/>
Carpool with 2 other persons	<input type="text"/>
Carpool with 3 other persons	<input type="text"/>
Carpool with more than 3 persons	<input type="text"/>
Ride a bus	<input type="text"/>
Walk	<input type="text"/>
Bicycle	<input type="text"/>
Motorcycle	<input type="text"/>
Participate in a rideshare	<input type="text"/>
Other (please specify)	<input type="text"/>

5. Generally, how far is your daily commute (one way) in miles?

6. Where do you live (town name)? (optional) _____

7. What are your top three recommendations for transportation improvements and projects in the region over the next five to 10 years?

- 1) _____
- 2) _____
- 3) _____

8. Do you have any comments that would help us as we update the Regional Transportation Plan?

9. If you would like to be included on our mailing list for the 2011 Regional Transportation Plan planning process and draft materials, please fill out the information below, or contact Megan Rhodes, at mrhodes@frocg.org, (413) 774-1194 ext. 110.

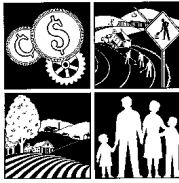
Name: _____

Mailing Address: _____

Email Address: _____

Please return this survey to 278 Main St. 4th Floor, Greenfield, MA 01301 or by fax at (413)774-1195.

This Survey can also be completed online at www.frocg.org, under "What's New?".



**FRANKLIN REGIONAL
COUNCIL OF
GOVERNMENTS**
Main Office: 413-774-3167
425 Main Street
Greenfield, Massachusetts 01301



EMPLOYER REGIONAL TRANSPORTATION SURVEY

1. Business Name: _____
2. Physical Address : _____
3. Brief Description Business/Industry: _____
4. Type of Facility: [] Factory [] Office [] Warehouse [] Other _____
5. Estimated 2009 Employees: Full-time _____ Part-time _____
Note: The FRCOG and Franklin County Chamber of Commerce produce a list of major employers and manufacturers in the region. The above employment data will be included in this list. If you do *not* want employment data used in this manner, please check the following box [].
6. Estimated 2009 Total Annual Payroll: _____ (Optional)
Note: Data collected from question #6 will not be released on an individual business basis.
7. Do you use the following to do business? [] Truck [] Rail [] Local Airports [] None of these
8. What is your primary means of transporting goods (for either import or export)? _____
9. Is your facility located adjacent to railroad tracks?
If yes, do you use it? _____

If, not would you like to? _____
10. Are employees able to take a bus or van to work? _____

If no, would there be interest? _____
11. Comments or recommendations about transportation in Franklin County? _____

12. Survey completed by:
Name and Title: _____
In case of question, telephone or email: _____

SURVEY FORM CAN ALSO BE FILLED OUT ONLINE AT
<http://www.surveymonkey.com/s/transp>

Please return this survey form:

By mail: FRCOG, 425 Main Street, Greenfield, MA 01301, Attn: Megan Rhodes
By Email: mrhodes@frcog.org, By Fax: (413)774-1195
Questions? Call Megan Rhodes at (413)774-1194 x110

Appendix C Demographic Trends and Projections

Appendix Table 1: Labor Force, Employment, and Unemployment by Town, 2009

Appendix Table 2: Population Forecasts for Franklin County Towns, 2000 to 2035

Appendix Table 3: Projected Town Population Distributions by Age Group, 2010

Appendix Table 4: Projected Town Population Distributions by Age Group, 2020

Appendix Table 5: Projected Town Population Distributions by Age Group, 2030

Appendix Table 6: Projected Town Population Distributions by Age Group, 2035

Appendix Table 7: Employment Forecasts for Franklin County Towns, 2009 to 2035

Appendix Table 1: Labor Force, Employment, and Unemployed by Town, 2009

Location of Residence	Labor Force	Employed Persons	Unemployed Persons	Unemployment Rate
Ashfield	1,108	1,044	64	5.8%
Bernardston	1,227	1,133	94	7.7%
Buckland	1,106	1,061	45	4.1%
Charlemont	781	723	58	7.4%
Colrain	999	920	79	7.9%
Conway	1,150	1,092	58	5.0%
Deerfield	2,796	2,583	213	7.6%
Erving	854	772	82	9.6%
Gill	806	740	66	8.2%
Greenfield	9,098	8,306	792	8.7%
Hawley	168	157	11	6.5%
Heath	458	430	28	6.1%
Leverett	1,035	980	55	5.3%
Leyden	478	448	30	6.3%
Monroe	27	23	4	14.8%
Montague	4,319	3,920	399	9.2%
New Salem	567	522	45	7.9%
Northfield	1,742	1,624	118	6.8%
Orange	3,835	3,415	420	11.0%
Rowe	186	169	17	9.1%
Shelburne	1,108	988	120	10.8%
Shutesbury	1,128	1,069	59	5.2%
Sunderland	2,285	2,164	121	5.3%
Warwick	358	327	31	8.7%
Wendell	589	547	42	7.1%
Whately	959	912	47	4.9%
Franklin County	39,167	36,069	3,098	7.9%

* The labor force refers to the number of residents in a town who are either employed (anywhere) or who are actively looking for work.

Source: Massachusetts Department of Workforce Development, 2009

Appendix Table 2: Population Forecasts for Franklin County Towns, 2000 to 2035

Geographic Area	2000 U.S. Census Population	2009 U.S. Census Population	2010 U.S. Census Population	2017 Projected Population	2020 Projected Population	2025 Projected Population	2030 Projected Population	2035 Projected Population	2000-2035 Population Change	
									Number	Percent %
Ashfield	1,800	1,827	1,737	1,790	1,810	1,820	1,860	1,870	70	3.9%
Bernardston	2,155	2,235	2,129	2,200	2,220	2,230	2,270	2,300	145	6.7%
Buckland	1,991	1,989	1,902	1,960	1,980	2,000	2,030	2,050	59	3.0%
Charlemont	1,358	1,386	1,266	1,310	1,320	1,330	1,350	1,370	12	0.9%
Colrain	1,813	1,855	1,671	1,720	1,740	1,750	1,780	1,800	(13)	-0.7%
Conway	1,809	1,899	1,897	1,960	1,980	1,990	2,030	2,050	241	13.3%
Deerfield	4,750	4,692	5,125	5,290	5,340	5,380	5,470	5,530	780	16.4%
Erving	1,467	1,549	1,800	1,860	1,870	1,890	1,920	1,940	473	32.2%
Gill	1,363	1,396	1,500	1,550	1,560	1,570	1,600	1,620	257	18.9%
Greenfield	18,168	17,537	17,456	18,000	18,200	18,300	18,600	18,800	632	3.5%
Hawley	336	337	337	350	350	360	365	370	34	10.1%
Heath	805	796	706	730	730	740	760	770	(35)	-4.3%
Leverett	1,663	1,787	1,851	1,910	1,930	1,940	1,980	2,000	337	20.3%
Leyden	772	809	711	730	730	750	760	770	(2)	-0.3%
Monroe	93	96	121	120	120	130	130	135	42	45.2%
Montague	8,489	8,175	8,437	8,700	8,780	8,850	9,010	9,100	611	7.2%
New Salem	929	957	990	1,020	1,030	1,040	1,060	1,070	141	15.2%
Northfield	2,951	3,311	3,032	3,130	3,160	3,180	3,240	3,270	319	10.8%
Orange	7,518	7,699	7,839	8,080	8,160	8,230	8,370	8,460	942	12.5%
Rowe	351	347	393	400	400	420	425	430	79	22.5%
Shelburne	2,058	2,031	1,893	1,950	1,970	1,990	2,020	2,040	(18)	-0.9%
Shutesbury	1,810	1,836	1,771	1,830	1,840	1,860	1,890	1,910	100	5.5%
Sunderland	3,777	3,909	3,684	3,800	3,840	3,870	3,930	3,970	193	5.1%
Warwick	750	748	780	800	800	820	840	845	95	12.7%
Wendell	986	1,002	848	870	880	890	910	920	(66)	-6.7%
Whately	1,573	1,573	1,496	1,540	1,560	1,570	1,600	1,610	37	2.4%
Franklin County	71,535	71,778	71,372	73,600	74,300	74,900	76,200	77,000	5,465	7.6%

Sources: 2010 Population: U.S. Census Redistricting Summary Data; Population projections: MassDOT, developed in coordination with FRCOG, 2011.

Appendix Table 3: Projected Town Population Distributions by Age Group, 2010

Geographic Area	2010 Census Population	2010 Population in each Age Group					Percentage of 2010 Population in each Age Group				
		Under Age 14	Age 15-24	Age 25-34	Age 35-64	Age 65 & over	Under Age 14	Age 15-24	Age 25-34	Age 35-64	Age 65 & over
Ashfield	1,737	315	177	137	903	204	18.2%	10.2%	7.9%	52.0%	11.7%
Bernardston	2,129	333	273	167	1,009	347	15.6%	12.8%	7.8%	47.4%	16.3%
Buckland	1,902	328	288	155	877	254	17.3%	15.1%	8.1%	46.1%	13.4%
Charlemont	1,266	250	164	136	568	148	19.7%	13.0%	10.7%	44.9%	11.7%
Colrain	1,671	346	207	171	740	207	20.7%	12.4%	10.2%	44.3%	12.4%
Conway	1,897	348	222	149	996	182	18.3%	11.7%	7.9%	52.5%	9.6%
Deerfield	5,125	858	569	492	2,495	712	16.7%	11.1%	9.6%	48.7%	13.9%
Erving	1,800	297	225	228	800	250	16.5%	12.5%	12.7%	44.4%	13.9%
Gill	1,500	266	183	105	752	193	17.7%	12.2%	7.0%	50.2%	12.9%
Greenfield	17,456	2,824	2,402	1,923	7,233	3,074	16.2%	13.8%	11.0%	41.4%	17.6%
Hawley	337	60	28	29	170	51	17.7%	8.4%	8.5%	50.3%	15.0%
Heath	706	145	92	54	341	74	20.5%	13.1%	7.7%	48.3%	10.4%
Leverett	1,851	311	258	115	958	209	16.8%	14.0%	6.2%	51.8%	11.3%
Leyden	711	145	87	48	374	56	20.4%	12.3%	6.8%	52.6%	7.9%
Monroe	121	21	18	11	49	21	17.7%	15.2%	8.9%	40.8%	17.3%
Montague	8,437	1,470	1,096	927	3,539	1,405	17.4%	13.0%	11.0%	41.9%	16.7%
New Salem	990	183	87	77	543	99	18.5%	8.8%	7.8%	54.9%	10.0%
Northfield	3,032	584	393	258	1,386	411	19.3%	13.0%	8.5%	45.7%	13.6%
Orange	7,839	1,580	1,049	730	3,344	1,136	20.2%	13.4%	9.3%	42.7%	14.5%
Rowe	393	57	35	20	206	74	14.6%	9.0%	5.0%	52.5%	18.9%
Shelburne	1,893	274	236	126	868	389	14.5%	12.5%	6.6%	45.8%	20.6%
Shutesbury	1,771	370	234	125	938	104	20.9%	13.2%	7.1%	52.9%	5.9%
Sunderland	3,684	507	946	603	1,314	314	13.8%	25.7%	16.4%	35.7%	8.5%
Warwick	780	150	93	57	393	87	19.2%	11.9%	7.3%	50.4%	11.2%
Wendell	848	150	127	95	437	40	17.6%	15.0%	11.2%	51.5%	4.7%
Whately	1,496	242	170	130	768	186	16.2%	11.4%	8.7%	51.3%	12.4%
Franklin County	71,372	12,414	9,659	7,068	32,001	10,226	17.4%	13.5%	9.9%	44.8%	14.3%

Sources: 2010 Population: U.S. Census Bureau, Redistricting Summary Data; Population projections: MassDOT, developed in coordination with FRCOG, 2011.

Appendix Table 4: Projected Town Population Distributions by Age Group, 2020

Geographic Area	2020 Projected Population	2020 Population in each Age Group					Percentage of 2020 Population in each Age Group				
		Under Age 14	Age 15-24	Age 25-34	Age 35-64	Age 65 & over	Under Age 14	Age 15-24	Age 25-34	Age 35-64	Age 65 & over
Ashfield	1,810	325	159	160	894	271	18.0%	8.8%	8.9%	49.4%	15.0%
Bernardston	2,220	343	253	195	995	434	15.4%	11.4%	8.8%	44.8%	19.6%
Buckland	1,980	338	272	180	862	329	17.1%	13.7%	9.1%	43.5%	16.6%
Charlemont	1,320	258	153	154	558	197	19.5%	11.6%	11.7%	42.3%	14.9%
Colrain	1,740	357	191	194	726	272	20.5%	11.0%	11.2%	41.7%	15.6%
Conway	1,980	359	204	174	989	254	18.1%	10.3%	8.8%	49.9%	12.8%
Deerfield	5,340	883	518	563	2,461	915	16.5%	9.7%	10.6%	46.1%	17.1%
Erving	1,870	305	208	254	783	321	16.3%	11.1%	13.6%	41.8%	17.1%
Gill	1,560	274	168	124	742	252	17.5%	10.8%	8.0%	47.6%	16.1%
Greenfield	18,200	2,908	2,249	2,177	7,070	3,797	16.0%	12.4%	12.0%	38.8%	20.9%
Hawley	350	61	25	33	167	64	17.5%	7.0%	9.5%	47.7%	18.3%
Heath	730	148	85	63	334	100	20.3%	11.7%	8.6%	45.7%	13.7%
Leverett	1,930	320	242	138	949	281	16.6%	12.5%	7.1%	49.2%	14.6%
Leyden	730	147	79	57	365	81	20.2%	10.9%	7.8%	50.0%	11.1%
Monroe	120	21	17	12	46	25	17.5%	13.8%	9.8%	38.2%	20.6%
Montague	8,780	1,512	1,017	1,047	3,456	1,748	17.2%	11.6%	11.9%	39.4%	19.9%
New Salem	1,030	189	76	90	538	137	18.3%	7.4%	8.8%	52.3%	13.3%
Northfield	3,160	602	365	298	1,363	532	19.1%	11.6%	9.4%	43.1%	16.8%
Orange	8,160	1,628	977	837	3,269	1,448	20.0%	12.0%	10.3%	40.1%	17.7%
Rowe	400	58	30	24	200	89	14.4%	7.6%	5.9%	49.9%	22.2%
Shelburne	1,970	281	218	149	852	469	14.3%	11.1%	7.6%	43.2%	23.8%
Shutesbury	1,840	381	217	148	926	168	20.7%	11.8%	8.0%	50.3%	9.1%
Sunderland	3,840	521	932	665	1,270	453	13.6%	24.3%	17.3%	33.1%	11.8%
Warwick	800	152	84	66	382	115	19.0%	10.5%	8.3%	47.8%	14.4%
Wendell	880	154	119	107	430	70	17.4%	13.6%	12.2%	48.9%	7.9%
Whately	1,560	249	156	150	760	245	16.0%	10.0%	9.6%	48.7%	15.7%
Franklin County	74,300	12,774	9,014	8,059	31,387	13,066	17.2%	12.1%	10.8%	42.2%	17.6%

Sources: 2010 Population: U.S. Census Bureau, Redistricting Summary Data; Population projections: MassDOT, developed in coordination with FRCOG, 2011.

Appendix Table 5: Projected Town Population Distributions by Age Group, 2030

Geographic Area	2030 Projected Population	2030 Population in each Age Group					Percentage of 2030 Population in each Age Group				
		Under Age 14	Age 15-24	Age 25-34	Age 35-64	Age 65 & over	Under Age 14	Age 15-24	Age 25-34	Age 35-64	Age 65 & over
Ashfield	1,860	339	158	139	872	352	18.2%	8.5%	7.5%	46.9%	18.9%
Bernardston	2,270	357	252	168	960	534	15.7%	11.1%	7.4%	42.3%	23.5%
Buckland	2,030	352	272	156	832	418	17.4%	13.4%	7.7%	41.0%	20.6%
Charlemont	1,350	268	152	139	537	255	19.8%	11.2%	10.3%	39.8%	18.9%
Colrain	1,780	370	190	174	698	348	20.8%	10.7%	9.8%	39.2%	19.6%
Conway	2,030	374	203	151	962	340	18.4%	10.0%	7.4%	47.4%	16.8%
Deerfield	5,470	920	512	501	2,383	1,153	16.8%	9.4%	9.2%	43.6%	21.1%
Erving	1,920	319	207	234	755	405	16.6%	10.8%	12.2%	39.3%	21.1%
Gill	1,600	285	167	105	721	321	17.8%	10.5%	6.6%	45.0%	20.1%
Greenfield	18,600	3,026	2,237	1,967	6,756	4,615	16.3%	12.0%	10.6%	36.3%	24.8%
Hawley	365	65	24	30	165	81	17.8%	6.7%	8.1%	45.2%	22.2%
Heath	760	156	86	55	328	134	20.6%	11.3%	7.3%	43.2%	17.6%
Leverett	1,980	334	242	114	924	366	16.9%	12.2%	5.7%	46.7%	18.5%
Leyden	760	156	80	48	361	115	20.5%	10.5%	6.4%	47.5%	15.1%
Monroe	130	23	18	11	46	32	17.8%	13.5%	8.4%	35.7%	24.5%
Montague	9,010	1,578	1,014	950	3,319	2,150	17.5%	11.3%	10.5%	36.8%	23.9%
New Salem	1,060	197	75	78	527	183	18.6%	7.1%	7.4%	49.7%	17.2%
Northfield	3,240	627	364	261	1,316	673	19.3%	11.2%	8.1%	40.6%	20.8%
Orange	8,370	1,694	975	743	3,142	1,816	20.2%	11.6%	8.9%	37.5%	21.7%
Rowe	425	63	31	19	202	111	14.7%	7.2%	4.5%	47.4%	26.1%
Shelburne	2,020	294	217	125	823	561	14.6%	10.8%	6.2%	40.7%	27.8%
Shutesbury	1,890	397	217	125	904	247	21.0%	11.5%	6.6%	47.8%	13.1%
Sunderland	3,930	544	941	626	1,200	618	13.9%	23.9%	15.9%	30.5%	15.7%
Warwick	840	162	86	58	380	154	19.3%	10.2%	6.9%	45.3%	18.4%
Wendell	910	161	120	98	422	108	17.7%	13.2%	10.8%	46.4%	11.9%
Whately	1,600	260	154	132	739	314	16.3%	9.6%	8.2%	46.2%	19.7%
Franklin County	76,200	13,321	8,994	7,207	30,274	16,403	17.5%	11.8%	9.5%	39.7%	21.5%

Sources: 2010 Population: U.S. Census Bureau, Redistricting Summary Data; Population projections: MassDOT, developed in coordination with FRCOG, 2011.

Appendix Table 6: Projected Town Population Distributions by Age Group, 2035

Geographic Area	2035 Projected Population	2035 Population in each Age Group					Percentage of 2035 Population in each Age Group				
		Under Age 14	Age 15-24	Age 25-34	Age 35-64	Age 65 & over	Under Age 14	Age 15-24	Age 25-34	Age 35-64	Age 65 & over
Ashfield	1,870	344	155	127	853	391	18.4%	8.3%	6.8%	45.6%	20.9%
Bernardston	2,300	365	251	154	944	586	15.9%	10.9%	6.7%	41.0%	25.5%
Buckland	2,050	359	271	143	814	462	17.5%	13.2%	7.0%	39.7%	22.6%
Charlemont	1,370	274	152	131	528	286	20.0%	11.1%	9.6%	38.5%	20.9%
Colrain	1,800	377	189	163	683	388	21.0%	10.5%	9.1%	37.9%	21.5%
Conway	2,050	381	201	138	946	384	18.6%	9.8%	6.7%	46.1%	18.7%
Deerfield	5,530	939	509	468	2,339	1,275	17.0%	9.2%	8.5%	42.3%	23.1%
Erving	1,940	325	206	223	738	447	16.7%	10.6%	11.5%	38.1%	23.1%
Gill	1,620	291	167	95	709	357	18.0%	10.3%	5.9%	43.8%	22.1%
Greenfield	18,800	3,086	2,230	1,857	6,591	5,035	16.4%	11.9%	9.9%	35.1%	26.8%
Hawley	370	66	24	27	163	89	18.0%	6.5%	7.4%	43.9%	24.2%
Heath	770	160	86	51	323	151	20.7%	11.2%	6.6%	41.9%	19.6%
Leverett	2,000	340	241	101	908	410	17.0%	12.1%	5.1%	45.4%	20.5%
Leyden	770	159	80	44	356	131	20.6%	10.4%	5.7%	46.3%	17.1%
Monroe	135	24	18	10	46	36	18.0%	13.3%	7.7%	34.4%	26.5%
Montague	9,100	1,607	1,009	896	3,237	2,351	17.7%	11.1%	9.8%	35.6%	25.8%
New Salem	1,070	201	74	71	519	205	18.7%	6.9%	6.7%	48.5%	19.2%
Northfield	3,270	637	362	241	1,287	744	19.5%	11.1%	7.4%	39.3%	22.7%
Orange	8,460	1,725	972	692	3,069	2,003	20.4%	11.5%	8.2%	36.3%	23.7%
Rowe	430	64	30	16	198	121	14.9%	7.1%	3.8%	46.2%	28.1%
Shelburne	2,040	300	216	112	805	607	14.7%	10.6%	5.5%	39.5%	29.7%
Shutesbury	1,910	404	216	114	889	287	21.2%	11.3%	5.9%	46.6%	15.0%
Sunderland	3,970	556	944	605	1,162	703	14.0%	23.8%	15.2%	29.3%	17.7%
Warwick	845	164	85	52	372	172	19.4%	10.0%	6.2%	44.0%	20.4%
Wendell	920	165	120	93	415	127	17.9%	13.1%	10.1%	45.1%	13.9%
Whately	1,610	264	153	122	723	348	16.4%	9.5%	7.5%	44.9%	21.6%
Franklin County	77,000	13,577	8,961	6,746	29,617	18,095	17.6%	11.6%	8.8%	38.5%	23.5%

Sources: 2010 Population: U.S. Census Bureau, Redistricting Summary Data; Population projections: MassDOT, developed in coordination with FRCOG, 2011.

Appendix Table 7: Employment Forecasts for Franklin County Towns, 2009 to 2035

Geographic Area	2009	2010 Projected Employment	2017 Projected Employment	2020 Projected Employment	2025 Projected Employment	2030 Projected Employment	2035 Projected Employment	2009-2035 Employment Change	
	ES-202 Employment							Number	Percent %
Ashfield	245	245	250	250	260	260	270	25	10%
Bernardston	338	340	340	350	355	360	370	32	9%
Buckland	367	370	375	380	390	400	400	33	9%
Charlemont	405	405	410	420	430	440	445	40	10%
Colrain	191	190	190	200	200	210	210	19	10%
Conway	208	210	215	220	220	220	230	22	11%
Deerfield	4,416	4,440	4,480	4,560	4,650	4,750	4,860	444	10%
Erving	275	280	280	280	290	295	300	25	9%
Gill	291	290	300	300	305	310	320	29	10%
Greenfield	9,682	9,740	9,810	10,000	10,190	10,420	10,650	968	10%
Hawley	19	20	20	20	20	20	20	1	5%
Heath	64	60	65	65	70	65	70	6	9%
Leverett	195	200	200	200	205	210	210	15	8%
Leyden	65	65	70	70	65	70	70	5	8%
Monroe	18	15	20	20	20	20	20	2	11%
Montague	2,816	2,830	2,850	2,910	2,960	3,030	3,100	284	10%
New Salem	147	145	150	150	155	155	160	13	9%
Northfield	887	890	900	920	930	950	975	88	10%
Orange	1,928	1,940	1,950	1,990	2,030	2,080	2,120	192	10%
Rowe	112	110	110	120	120	120	120	8	7%
Shelburne	743	750	750	770	780	800	820	77	10%
Shutesbury	147	150	150	150	155	155	160	13	9%
Sunderland	861	870	870	890	910	930	950	89	10%
Warwick	64	65	65	65	65	70	70	6	9%
Wendell	147	150	150	150	155	160	160	13	9%
Whately	1,019	1,030	1,030	1,050	1,070	1,100	1,120	101	10%
Franklin County	25,650	25,800	26,000	26,500	27,000	27,600	28,200	2,550	10%

Sources: 2000 Population: U.S. Census Bureau; Population projections: MassDOT, developed in coordination with FRCOG, 2011.

Appendix D Glossary of Transportation Acronyms

3C	Continuing, Cooperative, and Comprehensive transportation planning and programming	Name of Franklin County's primary transportation planning grant.
AASHTO	American Association of State Highway and Transportation Officials	An agency that, among other functions, sets standards for roads, highways and bridges.
ADA	American with Disabilities Act	Federal legislation prohibiting discrimination on the basis of disability.
AADT	Average Annual Daily Traffic	Average 24-hour traffic volume using a particular roadway over an entire year.
ADT	Average Daily Traffic	Average 24-hour traffic volume using a particular roadway.
AGR	Average Growth Rate	Annual growth rate for traffic.
AIP	Airport Improvement Program	Federal program run through the FAA that provides grants to public agencies for the planning and development of public-use airports.
ALP	Airport Layout Plan	A scaled drawing depicting existing and future facilities and property necessary for the operation and development of the airport.
ANR	Approval-Not-Required	A property lot that does not require a site plan review for development if it meets the town's requirements of abutting a qualified way and meets frontage and area requirements.
ASMP	Airport Safety and Maintenance Program	A program that is meant to provide a safe and operable facility for the least possible cost.
BLS	U.S. Bureau of Labor Statistics	Principal fact-finding agency for the Federal Government in the broad field of labor economics and statistics.
BRTA	Berkshire Regional Transit Authority	The transit authority in Berkshire County.

BTS	Bureau of Transportation Statistics	Part of the U.S. Department of Transportation, BTS compiles, analyzes, and makes accessible information on the Nation's transportation systems.
CAAA	Clean Air Act Amendments	Federal legislation that sets levels for air pollutants. In regions where these levels are not met, methods must be devised and enacted within a specified time period to meet standards.
CDAG	Community Development Action Grant	Federal program that provides funding for publicly owned or managed projects in order to stimulate economic development activities that will leverage private investment, create/retain jobs for low- and moderate-income persons, and address the needs of deteriorated and disinvested neighborhoods.
CEDS	Comprehensive Economic Development Strategy	Program that provides coordinated regional economic development planning for the twenty-six towns in Franklin County plus the towns of Amherst, Athol and Phillipston.
CEM	Comprehensive Emergency Management Plans	Plans designed to guide the organizational behavior before, during and after a disaster in order to mitigate, prepare for, respond to, and recover from the effects of natural, technological and human-caused hazards.
CERT	Community Emergency Response Teams	Teams of organized volunteers that are trained to assist emergency response staff when a disaster occurs.
CMAQ	Congestion Mitigation and Air Quality Improvement Program	A funding category of TEA-21 and SAFETEA-LU, specifically to be used for projects that reduce or prevent an increase in auto emissions.
CO	Carbon monoxide	Air pollutant; auto tailpipe emission.
CTAA	Community Transportation Association of America	Non-profit association that promotes an accessible and mobile society and supports transit services in rural areas.
CTS	Community Transit Services	Private transit provider operating in the Athol-Orange area; provider is part of the CTAA.

DCR	Department of Conservation and Recreation	State agency that is responsible for land management and natural resource planning.
DCS	Division of Conservation Services	Part of the Massachusetts Executive Office of Energy and Environmental Affairs, provides technical and financial assistance to farmers as well as public and private land owners in matters dealing with farm plans or sediment and erosion control.
DDS	Department of Developmental Services	State agency responsible for providing assistance in job placement, transportation, housing, or intense levels of treatment, monitoring and care for individuals with intellectual disabilities.
DEP	Department of Environmental Protection	State agency responsible for ensuring State compliance with CAAA and other related federal regulations.
DHCD	Department of Housing and Community Development	State agency responsible for overseeing home ownership, low-income housing assistance, fair housing laws, homelessness, aid for distressed neighborhoods, and housing development programs.
DMA	Division of Medical Assistance	State agency responsible for administering <u>Medicaid</u> and the <u>State Children's Health Insurance Program</u> .
DOT	Department of Transportation	Federal cabinet-level agency that sets standards and policies for all modes of transportation.
DRWA	Deerfield River Watershed Association	Non-profit organization that works to preserve, protect, and enhance the natural resources of the Deerfield River watershed in south-eastern Vermont and north-western Massachusetts.
DTA	Department of Transitional Assistance	State agency responsible for administering public assistance programs for needy citizens of the Commonwealth
DWD	Department of Workforce Development	State agency (formerly DET) that provides services in employment, training, technical and further education and youth affairs.

EDA	Economic Development Administration	Federal agency that promotes economic development.
EIR	Environmental Impact Report	Complete assessment of the environmental impacts and benefits of a proposed project to be fully disclosed and reviewed by public agencies, project proponents and the general public.
ENF	Environmental Notification Form	Initial assessment of the environmental impacts of a proposed project. Upon review of an ENF, the Secretary of the Executive Office of Environmental Affairs determines whether an EIR is required.
EPDO	Equivalent Property Damage Only	Method of evaluating the safety of a roadway location that takes into account total number of crashes at a location and the severity of each crash
EOEEA	Executive Office of Energy and Environmental Affairs.	Massachusetts cabinet-level agency that sets standards and policies related to energy and the environment. In 2007, the former EOE (Executive Office of Environmental Affairs) was expanded to include the Department of Public Utilities and the Division of Energy Resources.
EOPS	Executive Office of Public Safety	State agency responsible for public safety.
EPA	Environmental Protection Agency	Federal agency responsible for ensuring State compliance with CAAA other related federal regulations.
EPCRA	Emergency Planning and Community Right to Know Act	Federal law designed to help local communities prepare emergency plans and protect public health, safety, and the environment from chemical hazards.
EPZ	Emergency Planning Zone	Approximately ten miles surrounding a nuclear power plant. Within this zone, specific emergency protective plans have been developed.
FCRN	Franklin County Resource Network	Organization that serves as an information clearinghouse and source of mutual support for a diverse group of community service agency staff.

FAA	Federal Aviation Administration	Federal agency primarily responsible for the advancement, safety and regulation of civil aviation.
FCTPO	Franklin County Transportation Planning Organization	Organization responsible for Franklin County's transportation planning.
FEMA	Federal Emergency Management Agency	Agency of the US government tasked with Disaster Mitigation, Preparedness, Response & Recovery planning.
FHWA	Federal Highway Administration	Federal agency responsible for administering federal highway funding and ensuring State compliance with SAFETEA-LU and other related federal regulations.
FRA	Federal Railroad Administration	Federal agency responsible for safe and environmentally sound rail transportation.
FRCOG	Franklin Regional Council of Governments	Agency that serves the 26 municipalities of Franklin County.
FRPB	Franklin Regional Planning Board	Advisory Board to the Planning staff and the FRCOG comprised of local elected officials, their designees, and at-large members.
FRTA	Franklin Regional Transit Authority	Primary transit authority operating in Franklin County.
FTA	Federal Transit Authority	Federal agency responsible for administering federal transit funding and ensuring State compliance with SAFETEA-LU, ADA, and other related federal regulations.
FY	Fiscal Year	The state fiscal year runs from July 1 st to June 30 th .
FFY	Federal Fiscal Year	The federal fiscal year begins on October 1 st and ends on September 30 th .
GIS	Geographic Information Systems	Computerized mapping hardware and software that creates maps which link geographic information and data stored in a database.

HMEP	Regional Hazardous Materials Emergency Plan	Planning and guidance document that provides resources and recommendations for the development of town-level comprehensive emergency management plans.
HPMS	Highway Performance Monitoring System	National level highway information system that includes data on the extent, condition, performance, use, and operating characteristics of the Nation's highways.
HSIP	Highway Safety Improvement Program	Program that outlines the components for the planning, implementation and evaluation of safety programs and projects.
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991	Former federal transportation legislation that restructured and increased transportation funding and required regional and local input into long term, comprehensive transportation planning. ISTEA was in effect from 1991 to 1997.
ITS	Intelligent Transportation Systems	High-tech communication and computer systems that connect, coordinate and control transportation systems.
JARC	Job Access and Reverse Commute	Federal program designed to increase the transportation options of low-income workers.
MAA	Mutual Aid Agreement	A mutual aid agreement is a mutual understanding or promise between jurisdictions, organizations, and companies to help each other during a disaster or emergency.
MAC	Massachusetts Aeronautics Commission	Group of 12 professionals providing services to the aviation community and the citizens of Massachusetts.
MARPA	Massachusetts Association of Regional Planning Agencies	Statewide organization composed of the commonwealth's 13 regional planning agencies.
MART	Montachusett Area Regional Transit Authority	Transit authority for the Montachusett area.

MEMA	Massachusetts Emergency Management Agency	State agency responsible for coordinating all emergency response activities in the state from possible terrorist strikes, to hazardous spills, to flooding.
MISER	Massachusetts Institute of Social and Economic Research	Former research institute at the University of Massachusetts; it is now part of the Donahue Institute, also based at UMass. It collected and analyzed information from the U.S. Census and other data sources and made it available to the public.
MPO	Metropolitan Planning Organization	Transportation planning body that serves a population of 200,000 people or more. Although the Franklin County Transportation Planning Organization is not an MPO, it acts as one for transportation planning activities in the Franklin Region.
MOU	Memorandum of Understanding	Legal document describing a <u>bilateral agreement</u> between parties.
MRC	Medical Reserve Corps	Group that establishes teams of local volunteer medical and public health professionals who can contribute their skills and expertise throughout the year and during times of community need.
MRPC	Montachusett Regional Planning Commission	Regional planning body for the 21 municipalities of the Montachusett Region.
NAAQS	National Ambient Air Quality Standards	The EPA sets <u>National Ambient Air Quality Standards</u> (40 CFR part 50) for pollutants considered harmful to public health and the environment.
NBI	National Bridge Inventory	Database, compiled by the <u>Federal Highway Administration</u> , with information on all <u>bridges</u> and <u>tunnels</u> in the <u>United States</u> that have roads passing above or below.
NECR	New England Central Railroad	Subsidiary of <u>RailAmerica</u> . The railroad runs from <u>New London, Connecticut</u> , to <u>East Alburg, Vermont</u> .

NESEA	Northeast Sustainable Energy Association	Non-profit association that works to bring clean electricity, green transportation, and healthy, efficient buildings into everyday use.
NFA	Non-Federal Aid	State funding for transportation projects as allocated within Transportation Bond Bills.
NHS	National Highway System	A funding category of SAFETEA-LU specifically to be used for interstates and urban and rural principal arterials.
NOX	Nitrous Oxide	Air pollutant; auto tailpipe emission.
NYSDOT	New York State Department of Transportation	Agency that coordinates operation of transportation facilities and services for the State of New York.
O3	Ozone	Air pollutant; auto tailpipe emission. Ozone is also known as smog.
PMS	Pavement Management System	System of determining the most cost-effective way of managing a town's road system.
PVPC	Pioneer Valley Planning Commission	Regional planning body for 43 cities and towns in Hampshire and Hampden Counties.
PVTA	Pioneer Valley Transit Authority	A transit authority based in Hampshire and Hampden Counties which provides fixed-route and paratransit services to some Franklin County towns.
RACT	Reasonably Available Control Technology	Control technology that is reasonably available, and both technologically and economically feasible. Usually applied to existing sources in non-attainment areas; in most cases is less stringent than new source performance standards.
REPC	Franklin County Regional Emergency Planning Committee	Committee that serves as the coordinating body for a regionally established Citizen Emergency Response Team (formerly known as the Local Emergency Planning Committee, LEPC)
ROW	Right of Way	An <u>easement</u> that permits one to travel across the <u>real property</u> of another, or the strip of land subject to such an easement.

RPA	Regional Planning Agency	The Franklin Regional Council of Governments is a Regional Planning Agency. As an RPA, the FRCOG's role is to be a census data center, to provide regional planning services, and to provide local municipalities with assistance.
RTIC	Regional Traveler Information Center	This project will design, build and operate a Regional Traveler Information Center (RTIC) located at the University of Massachusetts in Amherst that will collect and disseminate traffic, transit and tourist information for government and public use.
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users	The current federal transportation legislation. In content, this legislation is very similar to its predecessors ISTEA and TEA-21.
SAIPE	Small Area Income and Poverty Estimates	A program that provides more current estimates of selected income and poverty statistics than the most recent decennial census.
SHSP	Strategic Highway Safety Plan	A Federal requirement of SAFETEA-LU, 23 USC 148, and a major part of the core Highway Safety Improvement Program (HSIP).
SIP	State Implementation Plan	A document that describes how, and guarantees that, the State conforms to the requirements of the Clean Air Act Amendments.
STIP	State Transportation Improvement Program	A listing of all transportation construction and improvement projects in the state that are slated to receive funding in the next three years.
STP	Surface Transportation Program	A funding category of SAFETEA-LU to be used for projects on federal-aid eligible roadways and for non-traditional transportation projects that promote intermodalism.
STPP	Surface Transportation Policy Program	A non-profit organization funded by individual donations and a range of national and regional foundations that works to ensure safer communities and smarter transportation choices.

TCM	Transportation Control Measures	Strategies to reduce vehicle emissions.
TDM	Transportation Demand Management	Any strategy, program, or combination of strategies and programs designed to change travel habits. Specifically, TDM projects are attempts to reduce single occupant vehicle trips.
TEA-21	Transportation Equity Act for the Twenty - first Century	The federal transportation legislation that was in effect from 1998 to 2005. In content, this legislation was very similar to ISTEA.
TIP	Transportation Improvement Program	A listing of regional transportation construction and improvement projects that are to receive federal and non-federal funding in the next three years. TIPs are required by each RPA in Massachusetts. TIPs are updated annually.
TOD	Transit-Oriented Development	Transit Oriented Development (TOD) refers to residential and <u>commercial centers</u> designed to maximize access for <u>transit</u> and <u>nonmotorized</u> transportation, and which offer other features to <u>encourage transit ridership</u> .
UPWP	Unified Planning Work Program	A document that defines the work to be performed by the transportation planning staff.
VOC	Volatile Organic Compounds	Air pollutant; auto tailpipe emission.
WMLEC	Western Mass Law Enforcement	Agency responsible for law enforcement in Western Massachusetts.
WRHSAC	Western Regional Homeland Security Advisory Council	The council that provides planning, financial and technical resources related to Homeland Security to all 101 communities within Hampden, Hampshire, Franklin and Berkshire Counties of Massachusetts; under the Massachusetts Executive Office of Public Safety.