

Merrimack Valley Metropolitan Planning Organization (MVMPO) Docket**March 22, 2023**

Agenda Item: 4**Subject: FY24-28 TIP Development Discussion**

Context: Each year, the MPO prepares its annual Transportation Improvement Program (TIP). This document programs federal aid over a five-year horizon for both regional target and statewide projects. Regional target project funding support is constrained by the amount of federal aid apportioned to Massachusetts (by formula), which is subsequently made available to the regions. Merrimack's share of the state's total authority is 4.4296%. The table below depicts the region's obligation authority (i.e., the amount of funding that may be programmed) across the subject five-year TIP cycle.

2024	\$13,468,779
2025	\$13,239,974
2026	\$12,916,056
2027	\$15,993,011
2028	\$16,294,046 ¹

¹Regional target funds for 2028 are not yet populated in eSTIP, and the available sum shown is based on previous guidance that may be outdated.

Discussion: The funding status of the Route 1 Reconstruction Project (Salisbury) and the Route 114 Corridor Improvement Project (North Andover) have impacted this year's TIP discussion; however, MassDOT has provided the region a recent update that the state will absorb some costs for these projects, which in turn will allow reallocation of regional target funding to other projects in the region. The proposed amount of state support for the two projects, and their funding programs, will depend in part on the region's preferred TIP scenarios. During the March 22 MPO meeting, staff will present readiness years, scores, and finally, funding scenarios for MPO review and input. Staff anticipates bringing a draft TIP to the MVMPO at its April meeting. Should the draft TIP be amenable at the April meeting, the MVMPO will release the TIP for the 21-day comment period.

Agenda Item: 5**Subject: UPWP and MTP Status Updates**

Context: In addition to the TIP (please see Item 4), the federally-required 3C process includes the development of several 3C planning documents, including the Unified Planning Work

Program (UPWP) and the Metropolitan Transportation Plan (MTP). The Unified Planning Work Program identifies the tasks and deliverables anticipated to be prepared by MPO staff during a given federal fiscal year (FFY). The MTP develops an overall planning vision for the region. The document has a 25-year horizon and includes a fiscally constrained list of priority projects and is updated five years. A project must be included in—or have significant relation to—the MTP to be eligible for TIP funding.

Discussion: Staff is in the process of updating these documents. At the next MPO meeting in April, staff anticipates bringing the MTP's problem statement, vision statement, and goals for MVMPO member input.

Staff is also undertaking initial planning work the upcoming FY24 UPWP. Staff anticipates that this cycle will include administrative modifications and aggregations of existing UPWP tasks.

Staff will propose aggregation of several existing tasks into the following revised line items:

- Supportive Field Services: Traffic & Multimodal Data Collection (to include pedestrian bicycle counts, commuter lot parking counts, bicycle rack counts, rail ridership)
- Rolling Road Safety Audit & Implementation Assessment Program (transitions the current individual Road Safety Audits line item into a rolling program, with the anticipation of completing 2-3 RSAs per year; adds a review of previously completed RSAs against existing conditions to ascertain status and effectiveness of the program.)
- Sustainability and Resilience (aggregates previous Stormwater and Climate Change line items into a single line item to continue funding activities of MVPC environmental staff's efforts that link to the transportation system)
- Regional Vitality (aggregates previous Livability, Tourism and Tourism Planning, and Intermodal Connections tasks into a single task; the new task will cover the intersection of transportation with other subjects; one deliverable under review is the preparation of a regional design guide work program)
- Transit & Paratransit Planning (aggregates Elderly & Disabled Planning and Transit Planning tasks)
- County and State Support (aggregates ITS, Security, and County Adjudication into a single task)

Staff will propose the augmentation of several existing tasks:

- Performance Measures and Targets will be revised to Benchmarking & Performance Measures (this task will include the typical review of statewide performance measures, but add a review and development of new MVPC project scoring system tied to performance measures and other factors such as equity for use in TIP scoring)
- Title VI/Environmental Justice & Equity (This task includes the typical Title VI and Environmental Justice facilitation needs, but also adds in equity analysis to support these efforts)
- Comprehensive Safety Action Plans and Safe Systems Planning (aggregates safety work to accommodate new SS4A grant award)
- Program Management, Support & Growth (this task adds professional development and training cost as a subtask)

Staff will propose renaming two tasks:

- Active Transportation Planning (Formerly Pedestrian/Water/Bicycle Planning)
- Travel Time Reliability Monitoring (Formerly Congestion Management System)

In a future meeting, the MPO will review the revised tasks and budgeted totals for these tasks.

Agenda Item: 6

Subject: TIP Amendment #1 – Addition of Two Highway Projects to the TIP

Context: The Border to Boston Trail is a planned shared-use path trail, approximately 70-miles total, anticipated to connect various communities and employment centers along the Route 1/I-95 Corridor between Boston and New Hampshire. The planned trail is a component of the larger East Coast Greenway Corridor, which is a partially constructed multi-state pathway intended to facilitate safe, off-road active transportation between Florida and Maine.

Discussion: The 2021 Infrastructure Investment and Jobs Act (IIJA), more commonly referred to as the Bipartisan Infrastructure Legislation (BIL), included earmark funds to advance design and engineering of the Border to Boston Trail in FY23. The earmarks provide funding to design two separate segments of the planned trail, which will be added to the TIP as two separate projects. Design will be managed by MassDOT.

Because earmarks are treated like discretionary funding streams, the addition of these two projects has no impact on regional target funding. \$312,500 will support design and engineering of the planned boardwalk segment at the Parker River in Newbury. An additional \$312,500 will support a separate segment of the trail’s design and engineering costs in Boxford.

The TIP revisions report below summarizes the proposed amendment.



TIP Revisions Report
Merrimack Valley

STIP: 2023 - 2027 (A)						
Type	Value Changed	Date of Change	Former Value	New Value	Variance	Comments
Federal Fiscal Year 2023						
Section 1B / Earmark or Discretionary Grant Funded Projects						
Earmark Discretionary						
S12754 Newbury: NEWBURY - BORDER TO BOSTON TRAIL DESIGN OF BOARDWALK SECTION AT THE PARKER RIVER						
Amendment	2023: Merrimack Valley-DGN-Earmark Discretionary-HPP	2/10/2023	\$0	\$312,500	\$312,500	
S12755 Boxford: BOXFORD - BORDER TO BOSTON TRAIL DESIGN						
Amendment	2023: Merrimack Valley-DGN-Earmark Discretionary-HPP	2/10/2023	\$0	\$312,500	\$312,500	

At its last meeting, the MVMPO voted to open the 21-day comment period on the proposed amendment. Staff has scheduled public hearings for the amendments on Wednesday, March 15 at 1pm and 6pm. As of this writing (March 8, 2022), staff has received no comments on the amendment.

Action: Close the 21-day comment period and approve the amendment.

Agenda Item: 7

Subject: TIP Amendment #2 – Addition of Two Transit Projects (Operating) to the TIP

Context: The Federal Transit Administration (FTA) Section 5310 Program provides apportioned funding to states, which pass these funds to subrecipient regional and local transit providers or community organizations. The intent of the Section 5310 program is to enhance mobility and accessibility for seniors and persons with disabilities, particularly in locations where transit is not available or does not fully accommodate the needs of seniors and/or the disabled. Massachusetts uses its state-managed Community Transit Grant program as a competitive grant vehicle to distribute apportioned funds to subrecipients. The program can fund both capital and operating expenses; however, capital grants require a standard 20 percent match while operating awards require a 50 percent match.

Discussion: Two local organizations/agencies were awarded funding within the Merrimack Valley Region. MassDOT awarded \$9,000 of federal aid operating assistance to the Groveland Council on Aging and \$25,000 of federal aid operating assistance to Northern Essex Elder Transport, which operates a regional volunteer driver program for 14 Council on Aging organizations in the Merrimack Valley. MassDOT is providing the 50 percent match for both projects. The TIP revisions report below summarizes the proposed amendments (federal awards) and adjustments (state matches).



TIP Revisions Report Merrimack Valley

Type	Value Changed	Date of Change	Former Value	New Value	Variance	Comments
Federal Fiscal Year 2023						
Mobility Assistance Program						
T00227 Groveland: Groveland COA - Funding for operating of Groveland Council on Aging vehicle (5310)						
Amendment	2023: MVRTA-OT-Mobility Assistance Program-5310	1/11/2023	\$0	\$9,000	\$9,000	
Adjustment	2023: MVRTA-OT-Mobility Assistance Program-ONF	1/11/2023	\$0	\$9,000	\$9,000	
T00229 : Northern Essex Elder Transport - Operating Administrative Costs (5310)						
Amendment	2023: MVRTA-OT-Mobility Assistance Program-5310	1/11/2023	\$0	\$25,000	\$25,000	
Adjustment	2023: MVRTA-OT-Mobility Assistance Program-ONF	1/11/2023	\$0	\$25,000	\$25,000	

At its last meeting, the MVMPO voted to open the 21-day comment period on the proposed amendment. Staff has scheduled public hearings for the amendments on Wednesday, March 15 at 1pm and 6pm. As of this writing (March 8, 2022), staff has received no comments on the amendment.

Action: Close the 21-day comment period and approve the amendment.

Agenda Item: 8

Subject: Performance Measure 3 (PM3) – Reliability, Congestion & Emissions

Context: Per Federal legislation, State Departments of Transportation (DOT) and Metropolitan Planning Organizations (MPOs) are required to establish performance measures and associated targets to be used in assessing the transportation system and programming of federal aid projects. The last of these performance measures tracks system performance, freight, and congestion mitigation and air-quality through the following measures:

- Percent of the Person-Miles Traveled on the Interstate that are Reliable
- Percent of the Person-Miles Traveled on the non-Interstate NHS that are Reliable
- Truck Travel Time Reliability (TTTR) Index on the Interstate System
- Annual Hours of Peak Hour Excessive Delay Per Capita
- Percent of Non-SOV Travel on the NHS System
- Total Emission Reduction of all projects funded with CMAQ in areas designated as nonattainment or maintenance for ozone (O₃), carbon monoxide (CO), or particulate matter (PM₁₀ and PM_{2.5})

Discussion: During the February 22, 2023 meeting, MassDOT will present findings and targets for PM₂ relevant to the state and region.

Action: Adopt MassDOT's proposed statewide PM₃ performance target.
