



SMMPO
Southeastern Massachusetts
Metropolitan Planning Organization

FFY2026



UNIFIED PLANNING WORK PROGRAM

Southeastern Massachusetts Metropolitan
Planning Organization

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Southeastern Massachusetts
Metropolitan Planning Organization

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MassDOT/MBTA Title VI Specialists

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U.S. Department of Transportation

Office of Civil Rights

1200 New Jersey Avenue, SE

Washington, DC 20590

Website: civilrights.justice.gov/

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Certification of the SMMPO Transportation Planning Process

The Southeastern Massachusetts Metropolitan Planning Organization certifies that its conduct of the metropolitan transportation planning process complies with all applicable requirements, which are listed below, and that this process includes activities to support the development and implementation of the Regional Long-Range Transportation Plan and Air Quality Conformity Determination, the Transportation Improvement Program and Air Quality Conformity Determination, and the Unified Planning Work Program.

1. 23 USC 134, 49 USC 5303, and this subpart.
2. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 USC 7504, 7506 (c) and (d) and 40 CFR part 93 and for applicable State Implementation Plan projects.
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR Part 21.
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.
5. Section 11101(e) of the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT-funded projects.
6. 23 CFR part 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.
7. The provisions of the US DOT and of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.) and 49 CFR Parts 27, 37, and 38.
8. The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance.
9. Section 324 of Title 23 USC regarding the prohibition of discrimination based on gender.
10. Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.
11. Anti-lobbying restrictions found in 49 CFR Part 20. No appropriated funds may be expended by a recipient to influence or attempt to influence an officer or employee of any agency, or a member of Congress, in connection with the awarding of any federal contract.

Monica Tibbits-Nutt, Secretary and Chief Executive Officer
Massachusetts Department of Transportation
Chair, SMMPO

June XX, 2025

Southeastern Massachusetts Metropolitan Planning Organization Endorsement of the FFY2026 Unified Planning Work Program (UPWP)

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

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

The endorsement of this document was administered on June 17, 2025, at a meeting of the SMMPO in compliance with current Massachusetts open meeting law concerning virtual and hybrid meetings.

The Secretary and CEO of the Massachusetts Department of Transportation (MassDOT) hereby signs on behalf Unified Planning Work Program.

Monica Tibbits-Nutt, Secretary and Chief Executive Officer
Massachusetts Department of Transportation
Chair, SMMPO

Date:

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Introduction

The Unified Planning Work Program (UPWP) identifies the annual transportation planning activities in the Southeastern Massachusetts Metropolitan Area during the Federal Fiscal Year from October 1, 2025, through September 30, 2026. It is an outline of the transportation-related projects, technical assistance, and other planning activities that Southeastern Massachusetts Metropolitan Planning Organization staff will undertake during the federal fiscal year in support of the goals, objectives, and actions established in the Long-Range Regional Transportation Plan. The SMMPO region, as designated by the Governor, is defined by the same geographic boundaries as the Southeastern Regional Planning and Economic Development District (SRPEDD).

Metropolitan Planning Organizations (MPOs) are established in urbanized areas across the nation to implement federally mandated transportation planning. An MPO makes decisions that guide the process of how to spend federal funds for transit projects as well as both state and federal funds for roadway and bridge projects. The SMMPO board consists of the Secretary and CEO of Transportation for the Massachusetts Department of Transportation (MassDOT), the MassDOT Highway Administrator, the SRPEDD Commission Chairperson, the Administrators of the Greater Attleboro Taunton Regional Transit Authority (GATRA) and the Southeastern Regional Transit Authority (SRTA), the mayors of the four cities within the SRPEDD region and four additional elected officials representing towns within the SRPEDD region. The Secretary of Transportation, Monica Tibbitts-Nutt, is the Chair of the 13 MPOs in the Commonwealth, including the SMMPO. Marie Clarner, the Chair of the SRPEDD Commission, is Vice-Chair of the SMMPO. Figure 1 shows the extent of the SMMPO region in relation to the urbanized areas designated by the 2020 Census.

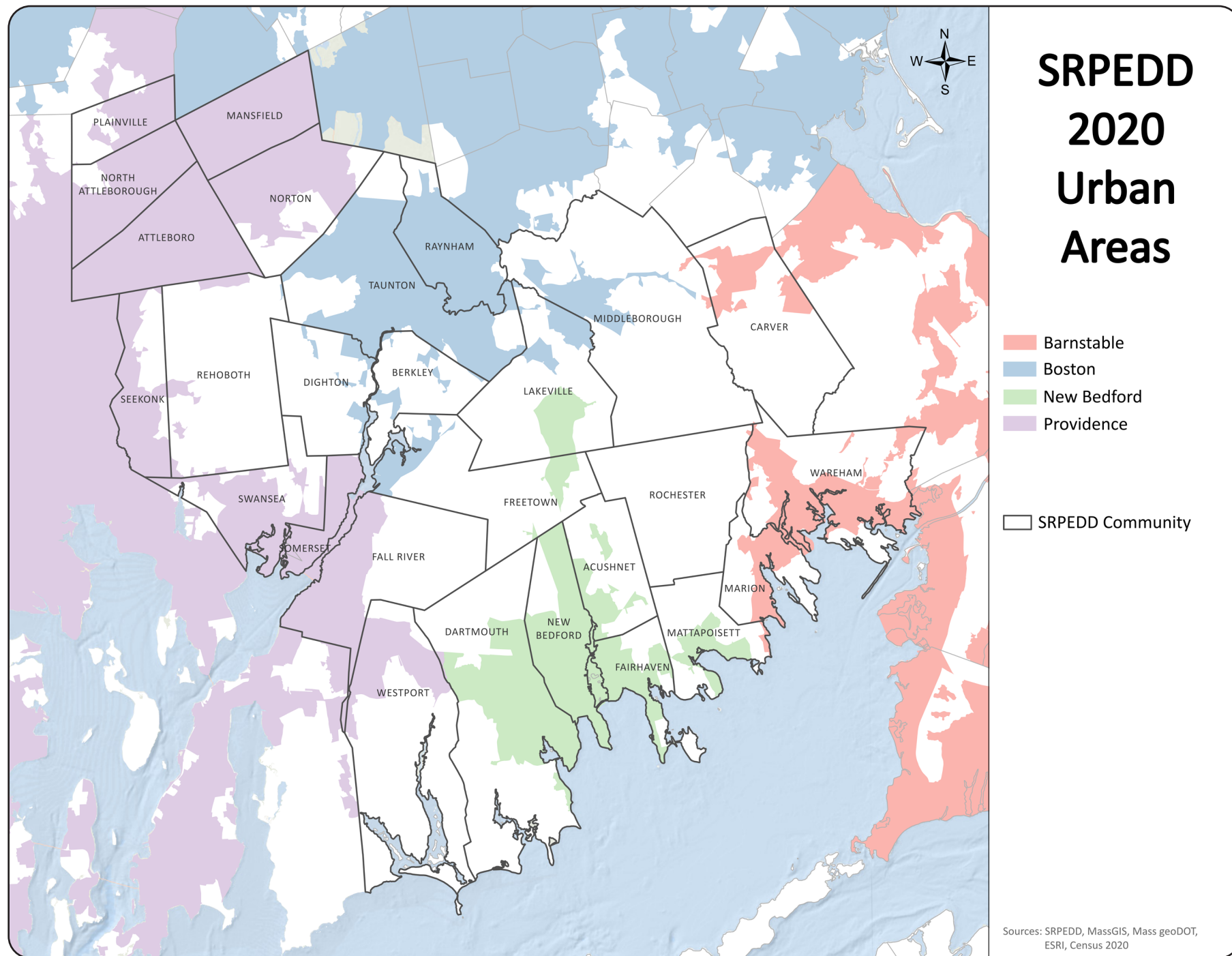


Figure 1: SRPEDD Urbanized Areas (2020 Census)

SRPEDD staff provide technical support and coordination services for the SMMPO. This includes organizational support, public outreach, the preparation of certification documents, transportation studies and reports, regional transportation modeling, and transit planning. The Joint Transportation Planning Group (JTPG), consisting of appointed delegates from all SRPEDD member municipalities, is the transportation advisory body and public participation forum of the SMMPO. SRPEDD transportation planning staff work with the JTPG to prepare the Regional Transportation Plan (RTP), the Transportation Improvement Program (TIP), the Unified Planning Work Program (UPWP) and the Public Participation Plan (PPP). The SMMPO is responsible for the review and approval of each of these documents.

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

1. Management and Support of the Planning Process and Certification

Activities – The efforts needed for coordinating transportation planning activities between SRPEDD and member communities, the SRPEDD Commission and local, regional, state and federal agencies; to coordinate planning activities such as routine operating or administrative assistance to other public agencies. Public participation efforts designed to increase public awareness of, and involvement in, transportation planning activities and issues, including that of underserved populations. The work tasks related to the development of, and amendments/adjustments to, the TIP.

2. Regional Data Collection, Modeling and Analysis Activities – The collection, maintenance, management and use of all transportation and socio-economic related data needed to effectively model and study the regional transportation system.

3. Transportation Plan Activities and Studies – The continued monitoring and update (as needed and required) of the Regional Transportation Plan (RTP). Efforts include conducting studies recommended in the approved RTP, high crash intersections or corridors identified as safety problems; congestion studies resulting from the Regional Congestion Management Plan; and continuing environmental coordination (such as supporting our communities with stormwater and floodwater management). Preparation of transportation studies requested

by MassDOT, member municipalities and our Regional Transit Authorities (RTAs) as needed (and as the budget allows); planning assistance to Intermodal and ITS projects in the region; and technical assistance and support for regional studies.

Metropolitan Planning Organizations, Legislation, and Infrastructure Investment and Jobs Act

Previous legislation, dating back to 2015, established guidance for the development of a performance-based and multimodal program to address challenges facing the United States' transportation system. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. The program focused on restoring and replacing our aging public transportation infrastructure by establishing a new needs-based formula program and new asset management requirements.

On November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA) was signed into law and built upon the principles developed in previous legislation (MAP 21 and FAST Act) with a 5-year apportionment of \$1 trillion, yielding approximately \$3100 per person in the United States. IIJA is intended to improve the infrastructure for all modes of travel and improve accessibility for all users of the transportation system.

As part of the planning process, the MPO develops performance indicators to measure progress toward its goals. Public involvement remains an important and active part of the planning process. Requirements for a long-range plan (RTP) and a short-term improvement plan (TIP) will continue to incorporate performance measures as required by legislation.

The RTP outlines performance measures and targets to assess the transportation systems planning process. The TIP includes performance targets and the anticipated achievement of those targets through the Evaluation Criteria process used to score and rank projects within the SMMPO region. The goal of the Evaluation Criteria process is to help reach set performance targets.

Because the IIJA iterates on previous legislation, we will continue to use established methodologies. As we move forward under the current legislation, SMMPO staff will incorporate the objectives, including performance measure thresholds, when established for the planning process.

The SMMPO goals and objectives for transportation planning as presented in the RTP incorporate other local, regional and statewide planning efforts such as Vision 2020 and Priority Development Areas (PDAs) and Priority Protection Areas (PPAs). Vision 2020 identified and intended to preserve what is best about Southeastern Massachusetts, while promoting alternative modes of transportation, economic development, and road

safety. The South Coast Rail Corridor Plan designated Priority Development Areas and Priority Protection Areas identified for growth and preservation in support of a long-term vision for the viable development in the region.

Work efforts through the UPWP process are consistent with the ten planning factors developed and expanded through previous legislation and establish the goals within the FFY2024 Regional Transportation Plans (RTP) for Southeastern Massachusetts. These factors are applicable to transportation planning to promote a safe and efficient transportation system. The success of an efficient system cannot be achieved without the integration of all modes of transportation.

The ten planning factors for the development of the FFY2026 UPWP include:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

The goal continues to be accomplished through the integration of land use and transportation planning through the development of the regional Comprehensive Economic Development Strategy (CEDS) and the Southcoast Rail Corridor Plan (with PDAs & PPAs) into the transportation planning process. Transportation staff assist with these and other planning efforts to encourage economic growth for the region without sacrificing the efficiency of the existing transportation facilities. This factor is met primarily through the 3C Process, Transportation Improvement Program, Data Management, GIS and Modeling, and Integrated Management Systems tasks.

2. Increase the safety of the transportation system for motorized and non-motorized users.

This continues to be a priority in the SMMPO region through continued identification of high crash locations and measures to address problems that contribute to unsafe travel for all modes of transportation. This factor is met primarily through the Community Technical Assistance, Integrated Management Systems, Safety & Security, Active Transportation, and Mobility Management & Transit Planning Support tasks.

3. Increase the security of the transportation system for motorized and non-motorized users.

SRPEDD continues to support the implementation of Intelligent Transportation Systems (ITS). Additionally, SRPEDD has and continues to promote and assist in the utilization of Automated Vehicle Location (AVL) technology in all transit vehicles; promote regional evacuation routes for the entire region to ensure

connectivity; and identify, create, and maintain an inventory of transportation services and infrastructure that could be impacted by rising sea levels, seasonal flooding, or 100-year storm floods. This factor is met primarily through the Data Management, GIS and Modeling, Integrated Management Systems, Safety & Security, and Environmental Planning tasks.

4. Increase the accessibility and mobility options available to people and for freight.

SRPEDD continues to identify and study congestion issues, including bottlenecks, and recommend solutions. SRPEDD has implemented and continues to develop its Mobility Management & Transit Planning Support task to convene and coordinate a variety of transportation providers for the region. A large part of this effort involves making information about existing services available and accessible to varying populations, such as Limited English proficiency (LEP) persons. SRPEDD also identifies, supports, and promotes all modes of freight movement to major seaports and recommends improvements to transportation infrastructure for bridge and road improvements. This factor is met primarily through the 3C Process, Public Participation, Public Participation & Title VI, and Data Management, GIS and Modeling, Integrated Management Systems, and Transit Planning and Support tasks.

5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.

SRPEDD continues to work with communities and agencies to understand the overlap and potential co-benefits of transportation improvement projects and positive environmental outcomes. SRPEDD continues to reference and integrate transportation and other planning goals with the PPAs identified as part of the South Coast Rail project. SRPEDD also provides MassDOT with information and analysis on Green House Gas (GHG) reductions and participates on the Congestion Management Air Quality (CMAQ) consultation committee. SRPEDD continues involvement with the region to promote planning for and development of multimodal facilities as well as park-and-ride facilities. This factor is met primarily through the Data Management, GIS, and Modeling, Integrated Management Systems, Environmental Planning, Active Transportation and Mobility Management & Transit Planning Support tasks.

6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and for freight.

The SMMPO staff continues to maximize connectivity and the modes used to travel by supporting and providing information to the Massachusetts Statewide Freight Plan. Staff is also active with the improvement and expansion of local transit connections and ridesharing to other modes of travel, including commuter rail, commuter bus, bicycles, and pedestrians. This is accomplished through ongoing work to include sidewalks and bike lanes in projects and developments as well as to identify, promote and support the need for additional park-and-ride facilities. This factor is met primarily through the Data Management, GIS, and Modeling, Integrated Management Systems, Active Planning, and Mobility Management & Transit Planning Support tasks.

7. Promote efficient system management and operation.

Many of the tasks within the UPWP address the enhancement of the capacity and efficiency of the transportation network. Part of this effort includes continued public outreach regarding the transportation process to educate and garner input on transportation issues that impact SMMPO communities. This work will continue to identify, study, and recommend solutions in areas of adverse traffic congestion, examine the options for alternative transportation, and recommend improvements for greater efficiency and connectivity throughout the two Regional Transit Authorities within the region and beyond. This factor is met primarily through the 3C Process, Public Participation & Title VI, Data Management, GIS, and Modeling, Integrated Management Systems, Active Planning, Environmental Planning and Mobility Management & Transit Planning Support tasks.

8. Emphasize the preservation of the existing transportation system.

SRPEDD continues its efforts to monitor and recommend improvements to the transportation system and infrastructure network. This includes efforts to maintain and update the regional pavement management database and identify repair strategies with cost estimates for arterials and collectors. SMMPO staff also assists and supports the preservation of bridges and roads and maintains active participation in various regional efforts as needed. Staff continues to apply evaluation criteria to prioritize TIP projects based on safety, mobility, condition, and environmental concerns, as well as economic and community support. SMMPO staff continues to encourage communities to seek remedies for other deficiencies (i.e., safety, congestion, and environmental issues) as part of the development of TIP projects. This factor is met primarily through the 3C Process, Transportation Improvement Program, Data Management, GIS and Modeling, Integrated Management Systems, Safety & Security, Pavement Management, and Mobility Management & Transit Planning Support.

9. Improve the reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.

SRPEDD will expand upon its previous work with our Geographic Roadway Runoff Inventory Program (GRRIP), which provides an inventory of roadway drainage facilities on federal aid eligible roads in terms of condition, type, location, and function, to identifying and addressing elements of storm and flood water management. This work will be accomplished primarily through the Environmental Planning task.

10. Enhance travel and tourism.

SRPEDD's efforts through transit and highway planning have made an impact to enhance travel and tourism throughout Southeastern Massachusetts. The efforts for Master Plan updates with several communities that plan for multi-modal improvements that benefit tourism efforts with access to the South Coast Bikeway that travels along the Buzzards Bay coastline with a goal to provide a multi-use path connecting the greater Providence, Rhode Island area to Cape Cod through the SMMPO region. In addition, the South Coast Bikeway will be part of the East Coast Greenway system and provide access to various local tourist attractions including Battleship Cove, Fort Rodman/Taber and Fort Phoenix in addition to downtown Fall River and historic New Bedford to name a few. Staff is also in the process of mapping additional recreational trails for bicycling and hiking throughout the region to assist with the promotion of healthy transportation alternatives, as well as the local and regional promotion of tourism. Past efforts have included funding from the Federal Lands Access Program (FLAP) for parking improvements/enhancements to the New Bedford Whaling National Park in downtown New Bedford and the Sweet's Knoll multi-use trail in Dighton. This factor is met primarily through the 3C Process, Data Management, GIS, and Modeling, Integrated Management Systems, Active Transportation and Mobility Management & Transit Planning Support tasks.

Geographic Distribution of FFY2020 - FFY2024 UPWP Tasks

The SMMPO continually updates social and demographic data provided by the Census and American Community Survey (ACS). UPWP tasks from FFY2020 through FFY2024 have been mapped with Title VI and additional underserved populations of concern. FFY2025 tasks will be mapped in the next iteration of the UPWP. Census block groups containing Minority, low-income, limited English proficiency (LEP), age 65+, disability, and housing units (HU) with no vehicle available, that are above the SRPEDD regional average for that population have been mapped. Data is acquired using 2018-2022 ACS 5-year block group data. Table 1 provides the social distribution of UPWP tasks by municipality and year with specific underserved populations.

Table 1: FFY2020-FFY2024 SRPEDD UPWP Tasks with Geographic Distribution by Municipality

Municipality	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	Total	Total Population (2018-2022 ACS)	Underserved Population Present
Acushnet	0	1	2	2	1	6	10,560	Age 65+
Attleboro	4	5	5	2	7	23	46,384	None
Berkley	4	0	1	3	3	11	6,768	None
Carver	1	0	3	2	3	9	11,641	Age 65+, Disability
Dartmouth	1	2	7	4	7	21	32,366	Age 65+
Dighton	3	9	11	6	2	31	8,083	None
Fairhaven	5	3	5	5	8	26	15,899	Age 65+
Fall River	4	3	6	7	4	24	93,638	Disability, LEP, Minority, No Vehicle, Low Income
Freetown	1	1	5	5	1	13	9,199	None
Lakeville	2	4	6	2	2	16	11,625	None
Mansfield	1	14	4	2	4	25	23,831	None
Marion	2	1	7	4	4	18	5,305	Age 65+
Mattapoisett	2	5	11	6	6	30	6,511	Age 65+
Middleborough	2	1	11	9	3	26	24,268	Age 65+
New Bedford	10	14	23	13	12	72	100,620	LEP, Minority, No Vehicle, Low Income
North Attleborough	4	1	6	1	6	18	30,750	None
Norton	0	2	3	5	4	14	19,177	None
Plainville	1	0	2	1	3	7	9,814	Age 65+, Disability
Raynham	4	4	8	7	6	29	15,124	Age 65+, Disability
Rehoboth	3	0	1	3	1	8	12,614	Age 65+
Rochester	1	0	4	3	1	9	5,727	Age 65+

Table 1: FFY2020-FFY2024 SRPEDD UPWP Tasks with Geographic Distribution by Municipality (continued)

Municipality	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	Total	Total Population (2018-2022 ACS)	Underserved Population Present
Seekonk	1	1	1	4	6	13	15,475	None
Somerset	3	15	7	5	4	34	18,266	Age 65+
Swansea	2	1	6	4	7	20	17,158	Age 65+
Taunton	6	10	24	9	17	63	59,436	Disability, LEP, Minority
Wareham	2	3	6	7	6	24	23,192	Age 65+, Disability
Westport	1	2	5	3	3	14	16,330	Age 65+, Disability
Total	70	102	180	124	128	604	649,761	

Three cities in the SRPEDD region, Fall River, New Bedford, and Taunton meet the criteria and are designated as Minority Municipalities. These municipalities have a total minority population greater than SRPEDD's minority regional average of 20.58%.

Three SRPEDD municipalities meet the criteria and are designated as low-income municipalities. Those cities of Fall River, New Bedford, and Taunton have a total low-income/poverty population greater than SRPEDD's poverty regional average of 10.58%.

Fall River, New Bedford, and Taunton also meet the LEP criteria and are designated as such. These cities have a total LEP population greater than SRPEDD's regional average of 5.12%.

Six SRPEDD municipalities have a total population with a disability greater than SRPEDD's regional average of 28.90%. Fall River, Plainville, Raynham, Taunton, Wareham, and Westport all exceed SRPEDD's regional average.

Fifteen SRPEDD municipalities have a total population of age 65 and over greater than SRPEDD's regional average of 18.00%. Those municipalities are Acushnet, Carver, Dartmouth, Fairhaven, Marion, Mattapoisett, Middleborough, Plainville, Raynham, Rehoboth, Rochester, Somerset, Swansea, Wareham, and Westport.

Two municipalities, Fall River and New Bedford, have total housing units with no vehicle available greater than the SRPEDD regional average of 8.98%.

Figure 2 represents the geographic distribution of the UPWP tasks by type from October 2019 through September 2024 with census block groups that contain underserved populations greater than SRPEDD's regional average. For a detailed list of projects with a brief description of the work completed, please contact lestrela@srpedd.org.

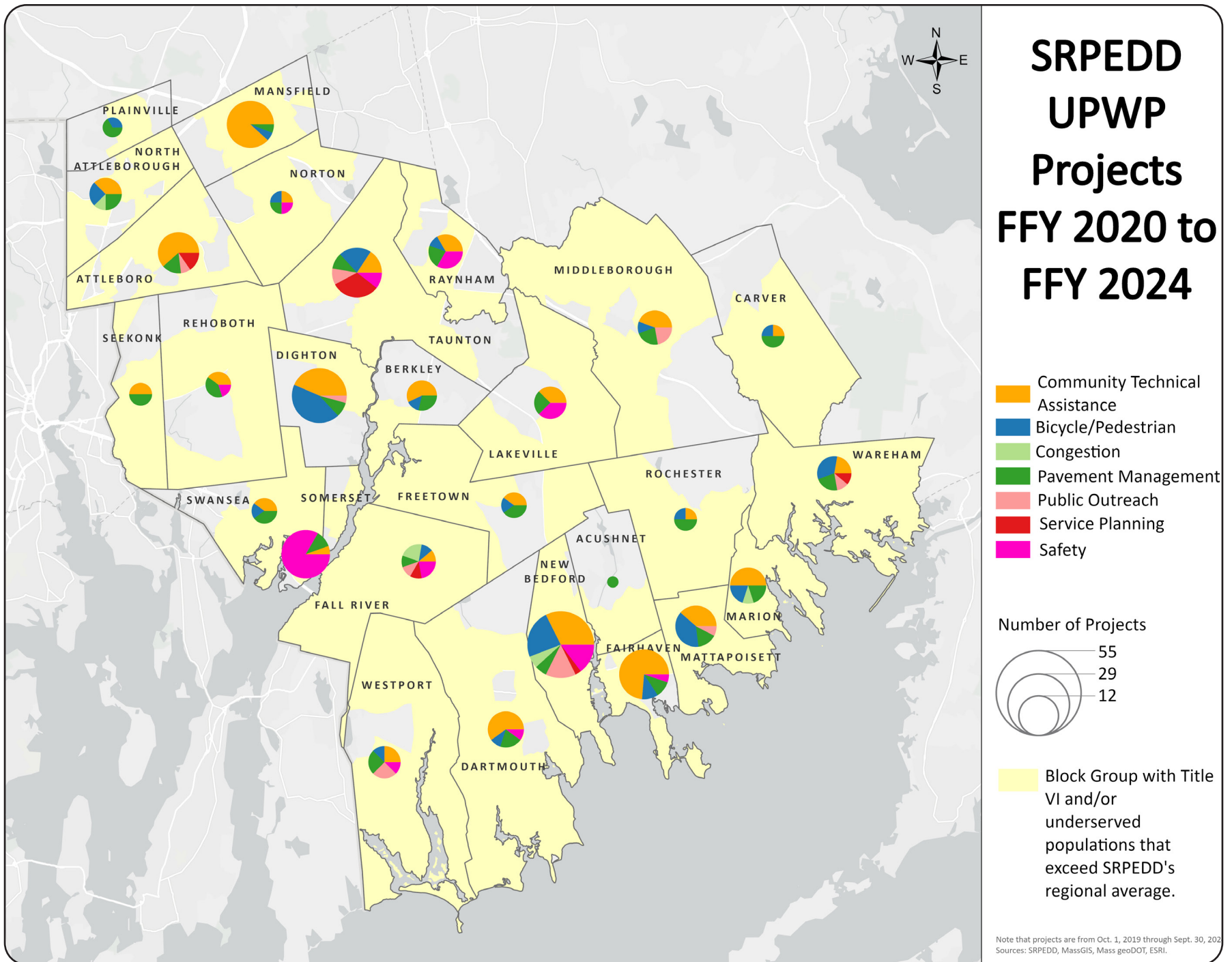


Figure 2: SRPEDD Geographic Distribution with FFY2020 - FFY2024 UPWP Tasks

Funding Sources

The UPWP is a budgeting tool, and each task includes the approximate cost of each service or study and an appropriate schedule for performing those tasks. It is the intent of the SRPEDD staff serving the SMMPO to complete all projects outlined in the UPWP. Our commitment to the region mandates that we make every effort to address the needs of our communities, transit providers, and Federal and State partners in a timely fashion.

The Federal Highway Administration (FHWA) also recommends that studies completed within the SMMPO result in viable improvement projects for the betterment of the transportation system. Based on the tasks described within this document, 65% (\$1,247,000) of the total FHWA/FTA/MassDOT funding (\$1,932,766) is devoted to the study, support, and implementation of projects for improvement. The \$1,932,766 is inclusive of \$100,000 of de-obligated planning funds to update the SRPEDD website to conform with WCAG 2.1 Level AA standards. This includes all or portions of certain tasks outlined in the UPWP including:

Table 2: Task Funding Distribution

Task	Amount	Funding Distribution
1.4	\$85,000	100% funding for development of document, project development and support, and programming
2.1	\$276,000	100% funding for projects support and evaluation
2.3	\$43,000	100% funding for data collection, and evaluation
2.5	\$60,000	75% of funding to study & development of projects, 25% for project support
3.1	\$128,000	80% funding to study & development of projects, 20% for project support
3.2	\$205,000	70% funding to study & development of projects, 30% for project support
3.3	\$181,00	80% funding to study & development of projects, 20% for project support
3.4	\$146,00	50% funding to study & development of projects, 50% for project support
3.5	\$123,000	50% funding to study & development of projects, 50% for project support

Funding provided by FHWA (PL)/FTA (Section 5303)/MassDOT support the activities and tasks identified in the FFY2026 UPWP from October 1, 2025, to September 30, 2026. Funding sources are as follows:

Federal Highway Administration (FHWA) PL, Federal Transit Administration (FTA) Section 5303 and MassDOT Funds – A continued effort that began with the FFY2023 funding for this task shall be administered through the FHWA/FTA 5303 Consolidating Planning Grant (CPG) that is a cooperative effort between FHWA, FTA and the state to provide flexibility in the use of planning funds. FHWA will be responsible as the lead agency for administering the grant. The CPG funds are distributed with a federal share of 80% and the state share through MassDOT providing a 20% match. These funds are apportioned to the states on the basis of population in urbanized areas and are made available to the MPO to conduct planning tasks and can be amended or adjusted during the program year with approval of the SMMPO. The following table shows the distribution of these funds for the MPOs throughout the state.

In FFY2023 FHWA assumed the responsibility of administering FHWA/FTA 5303 Consolidating Planning Grant (CPG) funds directly to MPOs to provide flexibility in the use of these funds.

Table 3: Federal Highway Administration (FHWA) PL, Federal Transit Authority (FTA) Section 5303, and MassDOT Funds

	FFY25 (PL)	FFY 24 (PL)	Δ
Apportionment	\$ 12,584,228	\$ 12,337,478	2.0%
Obligation Authority	90.0%	90.0%	
Federal PL Funds Only	\$ 11,325,805	\$ 11,103,730	
Matching Funds Added	\$ 14,157,257	\$ 13,879,663	
Total Funds (PL Funds+5303)*	\$ 19,478,387	\$ 19,093,134	2.0%

The recommended PL Allocation Formula was developed by the Massachusetts Association of Regional Planning Agencies and recommended by MassDOT to FHWA, is based upon the following three factors: 40% of available funds divided equally among the ten MPOs, 30% is allocated based on each MPO’s relative share of Massachusetts population. These factors result in the percentage shown.

NOTES: PL funds are provided to the MPOs from the previous year’s federal-aid (“forward funded”). All numbers are using 2020 population UZA numbers. Funding below is not inclusive of any approved de-obligated PL requests for FFY2025 or FFY2026.

5303 funding will be transferred from FTA to FHWA and be administrated as a Combined Planning Grant. Revised spreadsheet will be shared when new 5303 apportionments are available.

	40% of Total Funds/ten MPOs	30% of funding for relative size population			30% of funding for relative size of urbanized population			\$5303 Full Amount w/ Match (FFY25)	\$5303 Full Amount w/ Match (FFY26)	Total FFY25 funding by MPO	Total FFY26 funding by MPO (2020 UZA)	ΔFFY25-26
		2020 Population	2020 Population (%)	2020 Population (\$)	2020 UZA Population	2020 UZA Population (%)	2020 UZA (\$)					
MPOs PL Funded	\$ 5,662,903			\$ 4,247,177			\$ 4,247,177					
Berkshire	\$ 566,290	129,026	1.86%	\$ 78,997	97,344	1.46%	\$ 61,878	\$ 96,435	\$ 98,441	\$ 789,734	\$ 805,607	\$ 15,872
Boston	\$ 566,290	3,357,194	48.49%	\$ 2,059,456	3,348,144	50.11%	\$ 2,128,289	\$ 2,876,577	\$ 2,228,776	\$ 7,537,395	\$ 7,682,811	\$ 145,416
CTPS*	\$ 458,695			\$ 1,668,159			\$ 1,723,914	\$ 2,372,621	\$ 2,415,947	\$ 6,147,884	\$ 6,266,716	\$ 118,832
MAPC	\$ 107,595			\$ 391,297			\$ 404,375	\$ 503,956	\$ 513,101	\$ 1,389,511	\$ 1,416,368	\$ 26,857
Cape Code	\$ 566,290	228,996	3.31%	\$ 140,582	227,487	3.40%	\$ 144,605	\$ 151,783	\$ 155,344	\$ 986,564	\$ 1,006,820	\$ 20,256
Central Mass	\$ 566,290	604,631	8.73%	\$ 370,779	547,718	8.20%	\$ 348,163	\$ 375,252	\$ 384,653	\$ 1,635,284	\$ 1,669,886	\$ 34,602
Merrimack Valley	\$ 566,290	369,889	5.34%	\$ 226,799	360,773	5.40%	\$ 229,330	\$ 233,312	\$ 239,063	\$ 1,235,683	\$ 1,261,482	\$ 25,799
Montachusett	\$ 566,290	250,531	3.62%	\$ 153,748	215,592	3.23%	\$ 137,044	\$ 163,706	\$ 167,601	\$ 1,003,982	\$ 1,024,683	\$ 20,701
Northern Middlesex	\$ 566,290	310,009	4.48%	\$ 190,274	295,603	4.42%	\$ 187,904	\$ 196,488	\$ 201,308	\$ 1,122,437	\$ 1,145,776	\$ 23,339
Old Colony	\$ 566,290	393,249	5.68%	\$ 241,240	379,293	5.68%	\$ 241,103	\$ 245,346	\$ 251,461	\$ 1,273,417	\$ 1,300,093	\$ 26,676
Pioneer Valley	\$ 566,290	628,133	9.07%	\$ 385,219	572,595	8.57%	\$ 363,977	\$ 423,209	\$ 432,976	\$ 1,712,902	\$ 1,748,462	\$ 35,560
Southeastern Mass	\$ 566,290	652,375	9.42%	\$ 400,084	636,950	9.53%	\$ 404,885	\$ 451,363	\$ 461,507	\$ 1,795,735	\$ 1,832,766	\$ 37,031
	\$ 5,662,903	6,924,033	100.00%	\$ 4,247,177	6,681,499	100.00%	\$ 4,247,177	\$ 5,213,471	\$ 5,321,130	\$ 19,093,134	\$ 19,478,387	

RPAs SPR Funded	Δ	FFY25 Total Funding by RPA			FFY26 Total Funding by RPA			Δ				
Franklin**	2.0%					\$ 677,928	\$ 691,221	\$ 13,293				
Martha’s Vineyard**	2.0%					\$ 388,775	\$ 396,398	\$ 7,623				
Nantucket**	2.0%					\$ 330,703	\$ 337,187	\$ 6,484				

The SPR funding provided to the RPAs not officially recognized as MPOs is adjusted year-to-year based on the change in funding experienced by the MPOs for their PL funds.

*CTPS 5303 includes MassDOT 5303

Table 3: Federal Highway Administration (FHWA) PL, Federal Transit Authority (FTA) Section 5303, and MassDOT Funds (continued)

RPA	2.5% for Complete Streets Planning* (2026)
Berkshire	\$ 15,747.76
Boston	
CTPS*	\$ 86,132.42
MAPC	\$ 20,203.90
Cape Code	\$ 18,861.07
Central Mass	\$ 28,161.07
Merrimack Valley	\$ 22,640.80
Montachusett	\$ 18,716.15
Northern Middlesex	\$ 21,212.46
Old Colony	\$ 23,369.98
Pioneer Valley	\$ 29,661.09
Southeastern Mass	\$ 29,898.85
	\$ 5,662,903
* Derived from federal apportionment and assumption of 100% OA to align w/ am't in FMIS	
TPO	2.5% for Complete Streets Planning* (2026)
Franklin	\$ 17,280.52
Martha's Vineyard	\$ 9,909.95
Nantucket	\$ 8,429.68



Element 1

Management & Support of the Planning Process & Certification Activities

The following pages describe the 5 tasks that will help coordinate transportation planning efforts by the SRPEDD Commission, local communities, and public agencies.

Public participation efforts are designed to increase public awareness of and involvement in transportation planning activities and issues. These five tasks are related to the development of, and amendments to, the Transportation Improvement Program.

Task 1.1 - Support of the 3C Process

Objective: Maintain and support the Comprehensive, Cooperative, and continuing ("3C") Planning process; Comprehensive, Cooperative and Continuing transportation planning and programming process. This effort involves the local, regional, and state levels of government in conformance with applicable federal and state requirements and guidelines. Provide professional transportation planning staff support to the SMMPO, the JTPG, the SRPEDD Commission, MassDOT, and to the member municipalities in the region.

Participate in forums on various transportation issues. Participate in neighboring MPO meetings and planning activities as appropriate. Support other transportation planning and regional planning activities. Aid communities and various agencies in the development of projects, identification of funding sources, public review processes, etc. Provide review of projects as part of the Massachusetts Environmental Policy Act (MEPA) process as well as review of transportation and mitigation of impacts for proposed developments within or adjacent to Southeastern Massachusetts.

Previous Work:

- Provided administrative and technical support of Massachusetts Department of Transportation, Federal Highway Administration, Federal Transit Administration, Greater Attleboro Taunton Transit Authority contract and work products.
- Provided administrative and technical support to the SMMPO, JTPG, SRPEDD Commission, and member communities.
- Assisted with statewide transportation planning programs.
- Distributed information on federal and state rules, regulations, and grant programs.
- Assisted in the Transportation Demand Management programs and projects.
- Reviewed and commented on projects through the MEPA review process.

Procedures:

1. Provide administrative and technical support to the 3C Planning Process:
 - A. The SMMPO was established to implement federal transportation planning policies and the expenditure of federal funds for transportation projects. Staff provide professional expertise, administrative support, and technical assistance to the SMMPO as it relates to regional transportation improvement projects; provide updates and distribution of the MOU and SMMPO by-laws as necessary.
 - B. The Joint Transportation Planning Group was established by the SMMPO

to serve as a transportation planning advisory body and to review eligible transportation projects, prioritize projects based on need and eligibility criteria, and provide recommendations for federal and state funding. Staff provide professional expertise, administrative support, and technical assistance to the JTPG as it relates to regional transportation improvement projects; provide updates and distribution of by-laws as necessary.

- C. Provide financial management of 3C contracts with MassDOT, FHWA, and FTA.
- D. Administer transportation planning programs in conformance with federal and state guidelines, regulations, and requirements.

2. Provide administrative and technical support to the SRPEDD Commission, member communities and region:

- A. The SRPEDD region is comprised of four cities and twenty-three towns, each with unique transportation planning needs. Staff provide professional transportation planning expertise, technical assistance, project development, and funding guidance to member communities. Provide updates to the bylaws and memorandums of understanding as needed.
- B. Participate in SRPEDD Commission meetings and ensure that members are informed on transportation issues. The staff is responsible for carrying out the directives of the SRPEDD Commission and performing work that is transportation related for the Commission and the member cities and towns.
- C. Participate in informational programs and forums that involve transportation, transit-oriented development, environmental/air quality, hazardous waste, energy conservation, land use, sustainable and accessibility planning.
- D. Review and comment on traffic or engineering studies submitted through the MEPA process or as needed by communities for local permits.
- E. Continue assistance in the development of Transportation Demand Management programs and projects.
- F. Maintain communication with community groups on transportation programs and projects.
- G. Pursue the implementation of recommendations from previous transportation planning studies and from the FFY2024 Regional Transportation Plan.
- H. Support other SRPEDD transportation and regional planning activities including Comprehensive and Environmental Planning, Municipal Assistance, the Comprehensive Economic Development Strategy (CEDS), and other SRPEDD related planning activities.
- I. Participate in established Task Force groups to work toward solutions relevant to specific transportation issues including, but not limited to:
 - i. CIP – Assist planning studies being conducted by other entities and

review of regional and statewide plans for transportation such as the Capital Investment Plan (CIP). SRPEDD staff will continue to support transportation projects of regional significance and provide information as needed and upon request,

- ii. Continue to participate in and support major transportation studies initiated by MassDOT.

- J. Respond to inquiries and requests for information and data from citizens, businesses and elected and appointed officials.

3. Provide administrative and technical support in the coordination of federal and state transportation issues:

- A. Continued participation in the Transportation Managers Group (TMG), Massachusetts Association of Regional Planning Agencies (MARPA) and Massachusetts Association of Regional Transit Authorities (MARTA).
- B. Continue coordination and updates to the Memorandums of Understanding and Cooperative Agreements with neighboring agencies as required through federal and state transportation legislation.
- C. Pursue recommendations and corrective actions as a result of Federal Certification Review.
- D. Continue to support and share available information for planning efforts and participate in coordination meetings and activities with neighboring federal, state, and regional agencies.
- E. Coordinate all transportation planning activities with other planning programs and activities for the region, including air quality, land use planning and development, ITS, intermodal, freight, transit, and accessibility planning.
- F. Provide technical assistance to MassDOT Office of Transportation Planning and District 5 office to address multiple transportation issues.
- G. Communicate and inform Massachusetts legislators, SRPEDD Commission, SMMPO, JTPG, and Committees on various state and federal transportation issues, progress, challenges, and recommendations.

4. Provide administrative and technical support to SRPEDD staff in the coordination of transportation planning activities. Provide staff with the ability to participate in educational and professional development programs and conferences with approval from appropriate agencies (FHWA, FTA, and MassDOT).

Products:

- SMMPO, JTPG, SRPEDD Commission & SRPEDD Communities technical assistance
- Coordination with GATRA, SRTA, MBTA, Intercity Motor Coach Carriers, MassDOT,

and Neighboring MPOs

- Maintenance, update, endorsement, and certification of regional documents
- Review of MEPA project submittals
- Review of federal, state, and local transportation-related policies
- Support for Regional Studies & Projects
- Staff training

Schedule for Implementation: Ongoing effort from October 2025 through September 2026.

FUNDING SOURCES	
FHWA/FTA/MassDOT	\$275,000

Task 1.2 - Public Participation & Title VI

Objective: Evaluate and improve the public participation process of transportation planning and programming process in Southeastern Massachusetts. Encourage public participation in transportation planning issues through the Joint Transportation Planning Group (JTPG) and Southeastern Massachusetts Metropolitan Planning Organization (SMMPO).

Continue to participate in statewide and regional committees, task forces, working groups and advisory groups to monitor and represent the region's interests. Inform the public of the various aspects of federal and state transportation policies such as the Massachusetts Transportation Bond Bill, Infrastructure Investment and Jobs Act and tasks related to federal and state transportation planning regulations. Gather input about the public's transportation needs and concerns, through the SMMPO's ongoing plans and planning processes, and create and distribute a broad range of accessible materials to inform the public of planning activities.

Continue to evaluate and improve processes for identifying and addressing the needs of underrepresented and underserved populations in transportation planning and programming in Southeastern Massachusetts and processes for outreach to communities with underserved populations. Continue coordination and development with MassDOT Office of Diversity and Civil Rights (MassDOT ODCR) on the PPP and other federal certification documents. Distribute transportation resources in the region in a fair way and ensure that the planning process continues to meet Title VI requirements, which considers race, color, and national origin. Consider additional underserved populations including Limited English Proficiency (LEP), age (particularly older adults), disability populations, and low-income populations.

Maintain and update demographic and geographic data that identifies populations and areas for Title VI analyses. Determine where language assistance measures are needed. Translate public outreach materials, including surveys, into the SMMPO's Safe Harbor languages, which include Portuguese, Spanish, and Haitian Creole.

Previous Work:

- Provided public outreach and administrative support to the SMMPO and JTPG.
- Improved methods to garner public input for advising the SMMPO, JTPG, and SRPEDD staff.
- Sought public input on outreach methods for transportation planning activities.
- Participated in various neighborhood meetings, organizational meetings, select

- boards, planning boards, community, and RTA public outreach meetings, etc.
- Updated SMMPO staff Meeting Protocols and Public Outreach Guide.
- Maintained social media posts.
- Documented public outreach efforts.
- Identified benefits and/or burdens of proposed plans, studies, and TIP projects.
- Defined, maintained, and updated Title VI criteria in the form of GIS and Excel data.
- Updated the Public Participation Plan.
- Maintained the Language Assistance Plan as part of the Public Participation Program.
- Updated the Title VI program.

Procedures:

1. The Southeastern Massachusetts Metropolitan Planning Organization (SMMPO) was established to implement federal transportation planning policies and the expenditure of federal funds for transportation projects. Staff provide public outreach and administrative support needed to meet the responsibilities of the SMMPO.
2. The Joint Transportation Planning Group (JTPG) was established by the SMMPO to serve as a transportation planning advisory body and to review eligible transportation projects, prioritize projects based on need and eligibility criteria, and provide recommendations for federal and state funding. Staff provides public outreach and administrative support needed to meet the responsibilities of the JTPG.
 - A. Provide onboarding about the regional transportation planning process to new JTPG members, including At-Large SRPEDD Commissioners on the JTPG who represent underrepresented and low-income communities.
 - B. Invite speakers to JTPG meetings to provide information and updates to municipal officials about funding opportunities, technical assistance, and the transportation needs of underrepresented and transportation disadvantaged populations.
 - C. Educate JTPG members and the public about best practices for transportation improvements, grant opportunities, navigating the TIP process, and new programs and technology.
3. Continue to maintain, update, and implement the region's Public Participation Plan (PPP) in regional transportation planning activities:
 - A. Update the PPP, as needed, with necessary changes pertaining to state and federal legislation, as well as to changes due to emergency and

other situations that include Virtual Public Involvement (VPI) methods for conducting public engagement.

- B. Continue to verify and maintain mailing lists of the JTPG, SMMPO, SRPEDD Commission, town administrators, chief elected officials and various community and regional groups for notification of various SRPEDD activities and transportation planning resources.
- C. Communicate with individuals, agencies, and community organizations to identify unmet transportation needs, including those related to safety, through interviews, canvassing, focus groups, surveys, social media outlets and other methods.
- D. Seek out community leaders to involve in the planning process and assist with outreach.
- E. Increase participation on advisory boards and committees for regional transportation planning.
- F. Continue to improve public notification efforts for certification documents, transportation planning activities and announcements via email contact, the SRPEDD website, Constant Contact mailings, social media outlets, newsletter distribution and other methods.
- G. Public notices will be 'embedded' or provided in HTML to allow translation using the Google translator on the SRPEDD website. All methods of notification will be employed in accordance with the PPP to ensure proper public notification.
- H. Continue to develop and update methods that address accessibility issues for public meetings hosted by SRPEDD in the PPP and advise staff on any new accessibility guidelines.

4. Maintain a proactive public involvement process that:

- A. Provides information, timely public notice, meaningful access to key decisions, and facilitates early and continued public involvement in developing plans, studies (UPWP), and project programming (TIP) while meeting the requirements and criteria specified in state and federal regulations, as well as in the PPP.
- B. Prepares news articles, press releases, documents, reports, and educational materials for the SRPEDD website, local media outlets, social media outlets, and various agencies/partners with information relevant to transportation planning activities, transit planning activities and/or service changes within the region.
- C. Encourages participation in transportation planning and project development process by the region's elected officials, residents, and underrepresented groups.

5. Employ traditional and innovative public outreach methods, including Virtual Public Involvement (VPI) in accordance with the guidelines established within the SMMPO's PPP for transportation studies and related work.
6. Present plans, programs, and studies vetted through the public participation process to the SMMPO, for appropriate action and endorsement as needed.
7. Monitor local, regional, and national news and events including federal and state legislation that affect transportation funding and policy. Continue to be informed on transportation news through trade journals and transportation related periodicals.
8. Continue participation in neighborhood meetings, organizational meetings (such as Chamber of Commerce, community development organizations, human services organizations, Rotary Clubs, Lions Clubs, Kiwanis Clubs, etc.), local meetings for Select Boards, public works, planning boards, etc., and public outreach meetings as needed to inform and engage the public and local officials about transportation issues affecting the region, including transit planning. Follow guidelines to meet the requirements and criteria specified in state and federal regulations and the PPP.
9. Update the Meeting Protocols & Public Outreach guide for staff as necessary. This in-house guide provides guiding principles and resources on meeting protocols, and best practices for accessibility, inclusive public participation, and related issues.
10. Document all public outreach efforts and participation including the number of meeting attendees, the number of documents translated, the instances of feedback through e-mails, website comments, social media, survey submissions, and meeting questions and comments.
11. Work with a consultant to update the SRPEDD website to conform with WCAG 2.1 Level AA standards by the required date of April 26, 2025. In addition, the project will also update web pages to conform with a standard operating procedure, aimed at creating consistency and improving accessibility across all transportation related web pages.
12. Continue website updates and social media posts to inform and educate the public on transportation activities.

13. Strive to include underserved populations in transportation planning for all mode users in the region. Continue to identify, contact, and meet with organizations, agencies, and groups representing underrepresented populations to deepen understanding of their transportation needs, and strengthen community relationships and opportunities for them to influence the SMMPO's planning decisions. With guidance from MassDOT ODCR, continue improving methods to garner diverse public input for advising the JTPG, SMMPO, and SRPEDD transportation staff. Seek input about underserved and underrepresented populations' transportation needs and involve them in the process of designing improvements. Seek public input on outreach methods for basic transportation planning activities (i.e., TIP, RTP, & UPWP) and special studies. Input will be sought on:
- A. SRPEDD's Public Participation Program (PPP) methods for public involvement and transportation planning process from underrepresented populations and agencies or organizations that represent them to identify new strategies for public involvement.
 - B. Strategies to increase involvement of Title VI and other underrepresented populations and communities.
 - C. Solicitation of candidates for at-large SRPEDD Commissioners, who also serve on the JTPG.
 - D. Updates to SRPEDD's contact list for public outreach; and
 - E. Identification of community leaders who can help with public outreach and engagement for planned projects. Identify benefits and burdens of proposed plan/study recommendations on Title VI and underserved populations areas. Involve populations from these specific areas in the planning process to help identify problems, needs, and quality of life improvements and solutions.
14. Define indicators for analyzing potential disparities in benefits and burdens of transportation planning activities with consideration to Title VI populations and other underserved groups (i.e., access to jobs and amenities, bridge and road conditions, proximity to and frequency of transit service, availability and quality of active transportation facilities, safety and crash hotspots, air quality and congestion, noise pollution, environmental hazards, transportation cost burden, TIP programming, etc.):
- A. Overlay proposed or completed transportation projects in relation to Title VI and underserved population areas. Identify benefits and burdens on different populations and consult with them about planned improvements if applicable.
 - B. Continue to update SRPEDD's Title VI program for continued monitoring and improvement of public participation practices and for submission to

MassDOT, FHWA and FTA, as needed.

- C. Continue efforts to identify individuals who need language assistance services; provide language assistance services; train staff in language access; and monitor/update the plan as necessary.

15. Maintain a geographic database of Title VI and other various demographics to be used for evaluating transit service changes and capital project distribution analysis.
16. Maintain a geographic database of Limited English proficiency (LEP) demographics to be used to identify populations and/or households who may require language assistance to access transportation services and information. The database identifies the areas in which LEP populations exceed safe harbor language thresholds and is used to shape non-English language requirements of the SMMPO's public participation plan.
17. Update the Language Access Plan (LAP) as needed, with the most current data for LEP persons as part of the PPP, and Title VI, to guide public engagement efforts related to the Safe Harbor languages and the translations of vital and other documents into them.
18. Annually update the Transportation Improvement Program (TIP) analysis of TIP funding allocations as it relates to Title VI populations. The TIP Funding Distribution analysis assists SRPEDD staff in identifying Title VI and other underrepresented populations who may be underserved by transportation investments. This helps staff identify priority areas for project development.

Products:

- Updates to the Public Participation Plan, as needed
- Update SMMPO staff Meeting Protocols and Public Outreach guide, as needed
- SMMPO outreach and support
- JTPG outreach and support Documentation of public outreach efforts
- Content contribution for the SRPEDD quarterly newsletter
- Assist RTAs with public outreach efforts, as requested
- Participation in neighborhood, organization, and/or government meetings
- Distribution of transportation-related resources and announcements, including grant information, via e-mail and through SRPEDD social media platforms
- Public outreach and education at public events
- Updates to the SRPEDD website and social media platforms to inform the public of planning projects and opportunities to participate.

- Content contribution to the SRPEDD Annual Report
- Annual SRPEDD Title VI Report, as needed.
- Update and maintenance of the SMMPO Title VI geographic databases
- Title VI population considerations in planning documents, such as TIP project distribution considerations

Schedule for Implementation: Ongoing effort from October 2025 through September 2026.

FUNDING SOURCES	
FHWA/FTA/MassDOT	\$240,000

Task 1.3 - Unified Planning Work Program

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

Previous Work:

- Prepared the FFY2025 UPWP endorsed by the MPO.
- Prepared monthly invoices.
- Prepared year-end report.

Procedures:

1. In conformance with federal planning regulations and state guidelines, annually prepare, obtain SMMPO endorsement of, and maintain a UPWP which describes all transportation related planning activities anticipated within the region during the future year. SMMPO endorsement of the UPWP will be conducted consistent with the FHWA and FTA planning regulations and guidance from the Massachusetts Department of Transportation (MassDOT).
2. Continued coordination and management with all SRPEDD staff involved with tasks outlined within the current UPWP to ensure they are following the guidance established for each task towards completion and providing project deliverables.
3. UPWP administrative adjustment and amendment guidance - All 3C documents (Transportation Improvement Program, Regional Transportation Plan, Unified Planning Work Program & Public Participation Program) endorsed by the SMMPO must follow standardized procedures regarding amendments and/or administrative adjustments. Below are general guidelines regarding the conditions that constitute an administrative adjustment or amendment to the UPWP. All proposed administrative adjustments and amendments must be presented to the SMMPO for consultation prior to endorsement.
 - A. Administrative Adjustments include adjustments to the work task but maintaining the original intent of the required work for that particular task. Examples include but are not limited to the reallocation of budget funds, changes in start/completion dates within the originally intended federal fiscal year(s) or adjustments to project scope. Cost changes less than 25% of the original proposed task funds require an adjustment. These adjustments

will be made as needed throughout the program year at the discretion of the SRPEDD staff and upon mutual agreement of the agencies involved. Proposed adjustments will be presented to the SMMPO for immediate endorsement and carried out by SRPEDD staff with approval by the funding agency and under the guidelines established in the PPP. The JTPG has the delegated authority to vote on administrative adjustments.

- B. Amendments include major revisions to the UPWP including the addition or removal of a UPWP task(s), changes in start/completion dates that occur beyond the originally intended federal fiscal year(s) or a significant change in project scope, cost, and/or time allocation that alters from the original intent of the project or intended conclusions. Cost changes greater than 25% of the original proposed task funds require an amendment. Amendments are presented to the SMMPO and voted on for release to a minimum 21-day public comment period. Upon completion of the public comment period, a vote of endorsement by the SMMPO is required. A formal request to the funding or fiduciary agency is necessary to modify the UPWP with changes being carried out by SRPEDD staff upon approval in conformance to the PPP. All amendments are subject to approval by the Federal Highway Administration (FHWA).
- C. Standard Budget Reallocation Request forms are to be completed by SMMPO staff with all relevant information and indicate that the SMMPO was consulted prior to request submission. Back up documentation must be submitted, including the UPWP description of the task(s) affected, original budget, revised budget, and justification for request.

Products:

- Annual review and update of the UPWP as needed.
- Adjustments/Amendments to FFY2026 UPWP as needed.
- Unified Planning Work Program for FFY2027.
- Year End report for the FFY2025 Unified Planning Work Program Progress and Activities.

Schedule for Implementation: The development of the FFY2026 UPWP will take place between the months of January and June 2026 with endorsement by the SMMPO no later than July 31, 2027.

Amendments to the UPWP are an ongoing effort and may occur throughout the program year.

FUNDING SOURCES	
FHWA/FTA/MassDOT	\$49,000

Task 1.4 - Development of the Transportation Improvement Program (TIP)

Objective: The TIP is a five-year document that lists all federally funded transportation projects and reflects the transportation needs for the SMMPO region. Staff is responsible for annually developing and maintaining the Transportation Improvement Program for the region. This includes the amendment, adjustment, and maintenance of the FFY2026-2030 TIP and the development of the FFY2027-2031 TIP.

Under this activity, staff will maintain a formal inventory of transportation improvement projects in various stages of development that are consistent with the region's Regional Transportation Plan, the State Implementation Plan, Federal Air Quality Conformity Regulations, MassDOT's Capital Investment Plan, and FHWA and FTA's Planning Regulations. The TIP will conform to the federal requirement to produce a fiscally constrained document. Projects in the TIP will be evaluated and prioritized based on the SMMPO's Transportation Evaluation Criteria and adopted performance measures and targets. The TIP will be distributed for comment in accordance with the SMMPO's Public Participation Plan.

Staff will assist local communities and other eligible entities in the development of projects for the TIP. Staff will coordinate with SRTA, GATRA, MassDOT Rail and Transit, MassDOT Office of Transportation and Planning (OTP), and FTA as necessary to develop the transit portion of the TIP including administrative adjustments and amendments as needed.

Previous Work:

- Developed the FFY2026-2030 TIP.
 - Provided technical assistance to municipalities and RTAs in developing projects, utilizing the MaPIT tool, and identifying project's CMAQ, HSIP, or TAP funding eligibility.
 - Conducted Air Quality Analysis to determine CMAQ eligibility and GHG emissions impacts.
 - Reviewed and scored all TIP projects using the SMMPO's evaluation criteria via the TIP Scoring Tool.
 - Routinely informed the JTPG and SMMPO in the considerations, evaluation, and status of projects.
 - Conducted amendments/adjustments as needed.

Procedures:

1. Participate with MARPA and the Transportation Managers Group (TMG) to

continually evaluate the TIP process and coordinate regional input into the Statewide TIP.

2. Attend regular meetings with MassDOT staff from the district offices, as well as Priority of Projects meetings with MassDOT staff from the Boston office, to exchange information regarding TIP projects.
3. Work with communities to develop TIP eligible projects that meet the region's transportation needs and goals as outlined in the Regional Transportation Plan.
4. Provide technical assistance to communities and other eligible entities with applying for TIP funding through the Massachusetts Project Intake Tool (MaPIT) and guidance throughout the MassDOT design process.
5. Ensure early involvement of state and local officials, municipal staff, community groups, and citizens in the development, amendment, and maintenance of TIP documents through adherence with the Public Participation Program. Consult with regional agencies and officials responsible for other planning activities within or adjacent to the SMMPO regional transportation network, such as Regional Transit Authorities, Airport Commissions, Port Authorities, Steamship Authorities, Council's on Aging, Conservation Commissions, adjacent Metropolitan Planning Organizations, freight movers, public utilities, and other institutions or organizations involved in the planning, maintenance, construction, or use of transportation network and associated infrastructure.
6. Develop and update content as needed to engage and educate local, state, and federal officials, and the public on the TIP process and funding mechanisms for transportation improvements.
7. Review and update, as needed, the Transportation Improvement Funding Guide.
8. Amend, adjust, and maintain the FFY2026-2030 Transportation Improvement Program as needed.
9. Develop a fiscally constrained FFY2027-2031 Transportation Improvement Program that meets all state and federal requirements and incorporates the following:
 - A. A 5-year program of transportation projects including all highway and transit projects programmed with federal transportation funds for planning and engineering, construction or purchase during the federal fiscal years that appear in the TIP, consistent with the Regional Transportation Plan.

- B. MassDOT estimates of federal and state funding targets to be utilized in developing the financial plan for Southeastern Massachusetts.
- C. Review and prioritize projects utilizing local target funds by:
 - 1).Applying the SMMPO's Evaluation Criteria scoring process. Draft scores will be distributed for review and comment by local, state and federal officials, the JTPG, the SMMPO, and the public. Performance-based planning is incorporated with the evaluation criteria process to coincide and meet performance measure thresholds and targets,
 - 2).Prepare a list all regionally significant projects for informational purposes including those with and without funding commitments, and cooperatively develop with MassDOT a list of regional priority projects proposed for state funding,
 - 3).Develop transit sections of TIP with RTAs, MassDOT and FTA.
- D. Sections on (but not limited to):
 - 1).Relationship of the TIP to the Regional Transportation Plan and Federal Metropolitan Planning Factors,
 - 2).Identification of Performance Based Planning Measures for Safety, Bridge & Pavement, Reliability, Congestion, Emissions Transit Asset Management Plans, and Public Transportation Agency Safety Plans,
 - 3).Project Development including coordination activities during the development of the TIP and the process for evaluating projects using criteria and thresholds established with performance measure-based planning and Title VI evaluations to determine the level of project distribution,
 - 4).Description of Federal Highway Administration funding categories and Federal Transit Administration funding programs,
 - 5).Financial Plans including highway regional target funds, transit funding sources and amounts and funds programmed showing fiscal constraint,
 - 6).Amendment, Administrative Adjustments & Administrative Modifications Procedures,
 - 7).Obligated highway, bridge, and transit projects and programs,
 - 8).Calculated greenhouse gas emission reductions for TIP projects in compliance with the Massachusetts Global Warming Solutions Act,
 - 9).Project descriptions of sufficient detail to permit air quality analysis in accordance with conformity requirements.
- E. Air Quality Documentation - Prepare all documentation necessary for an air quality conformity determination required by EPA's regulations of "Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, projects Funded

or Approved under Title 23 U.S.C. or the Federal Transit Act. In addition, prepare necessary documentation for the Global Warming Solutions Act for Massachusetts.

F. Conduct outreach for the TIP consistent with the Public Participation Plan and in compliance with Title VI Requirements.

G. TIP Approval - The above completed document will be reviewed and endorsed by the SMMPO in accordance with the PPP. Endorsement of this document will be conducted in a manner acceptable to the FHWA and FTA.

10. Amendments/Administrative Adjustments – As outlined in Task 1.3 UPWP, all 3C documents (Transportation Improvement Program, Regional Transportation Plan, Unified Planning Work Program & Public Participation Program) endorsed by the SMMPO must follow standardized procedures regarding amendments and/or administrative adjustments and modifications. The TIP may be modified after it has been endorsed due to changes in project schedules, cost estimates, and financial constraints. All formal actions of the SMMPO must result from a vote taken at a public meeting and conform to SMMPO's Public Participation Program.

Products:

- Educational Materials
- Development of the SMMPO endorsed FFY2027-2031 Transportation Improvement Program for inclusion in the Statewide TIP (STIP)

Schedule for Implementation: The development of the FFY2026 UPWP will take place between the months of January and June 2025 with endorsement by the SMMPO no later than July 31, 2025. Amendments to the UPWP are an ongoing effort and may occur throughout the program year.

FUNDING SOURCES	
FHWA/FTA/MassDOT	\$89,000



The following tasks describe the efforts for the collection, maintenance, management, and use of all transportation and socio-economic related data needed to effectively model and study the regional transportation system.

Task 2.1 - Data Management, GIS, and Modeling

Objective: Continue to develop, update, and maintain transportation related data and demographics to ensure that reporting, recommendations, and decisions are based on the most current information possible. This task supports all SMMPO transportation tasks and activities listed within the UPWP and other SRPEDD departments and member communities. This data is essential for analysis and for preparing maps and graphics for presentations and reports.

Previous Work:

- Maintained various GIS data collection, including, but not limited to:
 - o Census and ACS data
 - o School District Language data
 - o Signalized Intersection data
 - o Crash data
 - o Transit routes/micro transit areas
 - o Park and Ride Lot inventory
- Conducted CMAQ analysis.
- Prepared maps and data as requested.
- Acquired data for SRPEDD's Evacuation Route study.
- Reviewed the TDM23 2.0 Travel Demand Model.
- Identified locations that experience congestion.
- Updated data to support the SMMPO's Regional Transportation Plan.

Procedures:

1. Land Use Data - Periodically update and maintain land use data related to the transportation system. Continue to update trip generation land use map.
2. US Census Data – Work with and utilize data from the US Census and American Community Survey for use with planning efforts including, but not limited to, transportation studies, analysis and travel demand forecast modeling.
3. Signalized Intersection Database - The signalized intersection database provides the basis for identification of safety, congestion, and air quality issues at the region's traffic signal-controlled intersections. Maintaining, collecting, analyzing, and updating this data is ongoing. Continue sharing the database through interactive web-based mapping to display all relevant transportation information and analyses.

4. Crash Data Collection - SRPEDD will continue to use the MassDOT IMPACT statewide crash database as a primary source of information. Staff will continue to work with local communities to obtain site specific crash data reports as needed. Staff will compile intersection and corridor crash totals and calculate crash rates for use in planning efforts as needed. Staff will use crash data in GIS applications as needed.
5. Regional Transportation Model - Continue to review, maintain, and utilize the TDM23.2.0 travel demand model developed by the Boston Regions MPO Central Transportation Planning Staff (CTPS). Support other transportation planning efforts and studies including Support for Regional Studies/Project Development and Integrated Management Systems. Continue to review and provide updates to CTPS if additional data is required to assist with model improvements and calibration for the region. Maintain and update all necessary data layers within the TransCAD system.
6. Transit Data:
 - A. Maintain trip generators – Land use, businesses, government buildings, churches, schools, etc. that generate demand for transit. SRPEDD maintains a database of regionally significant point of interest (POI) data which can be used to develop and evaluate fixed route service changes as needed.
 - B. Bus Stop Inventory – SRPEDD maintains a comprehensive inventory of bus stops served by fixed route transit saved in a geographic database. The database includes information on physical amenities at each stop, routes serving the stop, infrastructure supporting the stop, adjacent land uses, and businesses and cultural elements served by the stop. This database is updated as needed to ensure accuracy of information.
7. Air Quality - Provide MassDOT Office of Transportation Planning with modifications to the region-wide emission estimates as needed.
8. Park and Ride Lot Inventory – Conduct monthly counts at formal, informal, and Commuter Rail park and ride lots located within the SMMPO region. Data from these counts will assist in tracking the use of these facilities throughout the year and provide information about future improvements. Maintain a GIS database of the historical counts conducted for internal use and web-based mapping.
9. Geographic Information Systems (GIS) – Prepare maps and graphics for presentations and reports using GIS programs available at SRPEDD and through MassDOT. Clean, construct, format, and organize data for GIS use. Develop various

interactive maps, dashboards, Story Maps, etc. for display on the SMMPO website and for projects/studies as needed.

10. Download, review and apply GIS applications, traffic, transit data, INRIX reports, data and tools to studies, analysis, and presentations.
11. Utilize drone technology for data collection efforts for various transportation tasks.
12. Prepare an annual update and bibliography of SRPEDD transportation related studies. Continue to track these studies and support efforts to implement recommendations into viable improvement projects.
13. Computer Hardware / Software – Upgrade computer hardware and software, as needed, within budget constraints; provide support to the SRPEDD transportation section, including computer maintenance, installations of transportation software, and review and purchasing of new software/hardware.

Regional Products:

- Provide data-based products including but not limited to databases, GIS files, maps, online applications, reports, and analysis.
- Continue maintenance of the TDM23 2.0 model for the region-wide base year and future year (2050) traffic projections. Review and maintain contact with CTPS as updates, model improvements, and calibration are required.
- Develop a visualization of Park and Ride and Commuter Rail lot counts displaying usage trends.

Schedule for Implementation:

Ongoing effort from October 2025 through September 2026.

FUNDING SOURCES	
FHWA/FTA/MassDOT	\$276,000

Task 2.2 - Regional Traffic Counting Program

Objective: Conduct a minimum of 70 automatic traffic counts at various locations throughout the region. Conduct automatic traffic counts at a minimum of 24 locations within the region identified as MassDOT coverage count locations, selected by MassDOT and SRPEDD. Maintain a regional traffic counting program which includes counts at locations other than MassDOT coverage count stations, as well as at locations deemed necessary to maintain adequate data for regional planning purposes and Travel Demand Model calibration. Maintain a minimum of 130 counts designated and scheduled as part of a 3-year revolving program. Conduct a minimum of 30 Turning Movement Traffic Counts (TMCs) primarily at signalized intersections throughout the region with TMC count boards and Spack camera. TMCs and automatic counters will support the Signalized Intersection Database, Integrated Management Systems task studies, Community Technical Assistance, and Active Transportation planning.

Previous Work:

- Managed and maintained the traffic count program
 - o Conducted traffic counts and maintained the traffic count GIS database
 - o Conducted turning movement counts and maintained the turning movement count GIS database.
 - o Conducted bicycle and pedestrian counts and maintained the bicycle/pedestrian volume GIS layer.

Procedures:

1. Transportation Staff will manage the traffic count program through the following:
 - A. Review all coverage count locations assigned by MassDOT.
 - B. Determine where additional traffic counts are needed in the region. This is an ongoing process that is subject to change where SRPEDD supplements MassDOT locations with our own over a three-year revolving program.
 - C. Conduct automatic counts that will include volume, speed and vehicle classification data.
 - D. Extract traffic count data through computer software and store in the traffic count file.
 - E. Respond to community requests to address specific issues and concerns (i.e., assistance to Police to determine speeding issues, excessive truck traffic, etc.). Requests can be made by completing SRPEDD's Community Technical Assistance [request form](#) found on SRPEDD's website.
 - F. Test equipment according to MassDOT/FHWA requirements and calibrate when necessary.

G. Coordinate general maintenance of all traffic counters and traffic counting related equipment.

2. Staff Training for Traffic Counting Deployment and Work Zone Safety Management
 - Traffic counting procedures will include two or three employees placing traffic counters in the field for a minimum of 48 to 72-hour period with retrieval of the counters at the end of the period. All newly hired personnel are required to train and participate in the Traffic Counting Safety Program. This includes but is not limited to:
 - A. Review of the Procedures and Safety Manual for Traffic Counting,
 - B. Field training and demonstration of Traffic Counting Procedures and Work Zone Safety
 - C. Continue training in the field, reviewed and evaluated by the Transportation Planning Manager and by the Traffic Count Program lead.
3. Purchase replacement equipment as needed to continue the count program.
4. Assemble and maintain a current file of traffic counts conducted in the region from various sources. Store and maintain all regional traffic count data in a computer database for ease of retrieval. Store and maintain volume, classification, and speed data separately to better utilize and explore new uses for all available data. Upload all traffic count data to MassDOT's MS2 website that stores and presents all traffic count information for the Commonwealth.
5. Conduct Turning Movement Traffic Counts to support the maintenance of the Signalized Intersection Database (described in Task 2.1 - Data GIS & Modeling), intersection and corridor studies (described in Task 2.6 Community Technical Assistance and Task 3.1 Integrated Management Systems), or any other related SRPEDD transportation work. Upload all Turning Movement Traffic Counts to MassDOT's MS2 website.
6. Continue to conduct bicyclist and pedestrian traffic counts using the accepted practice and methodology from the National Bicycle and Pedestrian Documentation Project and National Cooperative Highway Research Program. Pedestrian and Bicycle information collected from this effort will also support Task 3.2 Active Transportation, and other planning activities.
7. Maintain Traffic Count Data in GIS - Volume, Speed, and Vehicle Classification, and historic count data will be maintained in a GIS database for use with the road inventory file. Traffic count data will be available for viewing through an interactive

web-based map on the SRPEDD website.

Product:

- Maintenance of the SRPEDD Traffic Count Data and GIS files to track historic information.

Schedule for Implementation:

Traffic Counter deployment is weather dependent and subject to change or suspension when traffic conditions are impacted by events such as a statewide or national emergency. The traffic counting season usually runs between April and November. Maintenance of traffic counts files is an ongoing effort from October through January.

FUNDING SOURCES	
FHWA/FTA/MassDOT	\$99,766

Task 2.3 - Pavement Management

Objective: Continue the ongoing comprehensive update of the region-wide pavement management survey of Federal Aid Roads (not surveyed by MassDOT). Continue the evaluation of guidelines for performance measures presented in current legislation. The intent is to provide sufficient information for state and local highway officials to consider more efficient and cost-effective pavement maintenance strategies. Pavement distress data will also be used in project evaluation criteria of TIP projects.

Previous Work:

- Updated the regional pavement management program
 - o Collected 'windshield' survey data.
 - o Maintained pavement management GIS database and interactive ESRI dashboard available on the SMMPO website.
- Conducted local pavement management, as requested.

Procedures:

1. Regional Pavement Management
 - A. Assist MassDOT with data collection and analysis for comprehensive statewide pavement management program for all roads eligible for federal aid funding.
 - B. SMMPO staff will survey approximately 260 miles (1/3) of 780 miles of road to collect pavement distress data and pavement markings for functionally classified (federal aid eligible) principal arterial, minor arterial, and collector roads that are not currently surveyed by MassDOT or up to nine (9) member communities.
 - C. Data collection will be a "windshield survey" through an ESRI Field Map or other means, to examine road surfaces for, but not be limited to, distress identified with use of software. Staff will enter distress data into pavement management software.
 - D. In addition to the surface distress survey, staff will collect and analyze condition data with regards to pavement markings as part of the road surface that includes but is not limited to type, condition, and location.
 - E. Staff will conduct analysis of distress data to provide recommended repair strategies with complete cost estimates.
 - F. Staff will create interactive maps, dashboards, etc. of the pavement condition and pavement markings to assist local communities with pavement management efforts as well as inform the public of pavement conditions.

2. Local Pavement Management (as needed)

- A. Inform communities of SMMPO's staff availability to assist with a local Pavement Management Program. Requests can be made by completing the [online form](#) found on SRPEDD's website
- B. Assist communities interested in starting or updating a Pavement Management Program.
- C. Communities are responsible for collecting pavement condition data for their roadways. SRPEDD will train and monitor town personnel in their data collection efforts to ensure that all information is collected accurately.
- D. Communities will provide updated road inventory information on new roads or where changes have been made to the road's characteristics. Staff will develop a new or update an existing database with survey information for the community. Communities will receive survey forms with locational information and distress fields to note their conditions. Communities will provide new condition. Working directly with the community, staff will provide analysis and prepare Pavement Management Reports.

Products:

- Continuous update of the Federal Aid Roadway Pavement Management database
- A local pavement management program for participating municipalities, as requested.
- Local assistance in developing maintenance strategies, as requested
- Interactive pavement conditions map and dashboard.
- Update and maintenance of SRPEDD's Pavement Markings Database

Schedule for Implementation:

Data entry, analysis and GIS inventory will be ongoing throughout the year.

Data Collection is weather dependent, and it is anticipated to occur between May and October 2026.

FUNDING SOURCES	
FHWA/FTA/MassDOT	\$43,000

Task 2.4 - Performance Measures

Objective: SRPEDD will work with MassDOT, FHWA and FTA to build upon and update thresholds for performance measures or goals that meet state and national criteria. The objective is to ensure that investments in future transportation improvements effectively address issues, are cost effective, and are implemented in a timely manner. The goal will be to develop projects that relieve congestion, improve safety, provide efficient alternative travel choices, preserve, and maintain the existing system, promote economic development, and protect the environment.

Previous Work:

- Reviewed and promoted the adoption of Statewide Performance Measures and Targets.
- Maintained and reported on progress towards meeting performance measures.
- Updated the annual performance measures report.
- Incorporated performance measures with the TIP Evaluation Criteria.

Procedures:

1. Promote adoption of the state targets for federally mandated performance measures (23 CFR Part 490 and 515) by the SMMPO. Staff will provide information necessary to support these measures that include, but are not limited to:
 - A. Safety Measures (PM 1) – state measures originally adopted by the SMMPO January 16, 2018, and updated and adopted annually.
 - B. Pavement and Bridge Condition Measures (PM 2) – state measures presented and adopted by the SMMPO in 2023.
 - C. Performance of NHS, Freight and CMAQ Measures (PM 3) - state measures presented and adopted 2023.
 - D. Transit Asset Management (TAM) Plans from the Regional Transit Authorities (GATRA and SRTA) as adopted by the SMMPO in March 2019 and April 2023.
 - E. Public Transportation Agency Safety Plans from the Regional Transit Authorities (GATRA and SRTA) as adopted by the SMMPO in March 2023.
2. Implementation of Thresholds – Work with MassDOT Office of Transportation Planning, GATRA, and SRTA for inclusion of performance measures within the planning process for the SMMPO staff. The staff will be responsible for reporting data and projects for a greater statewide performance measure assessment. This methodology will also apply to GATRA and SRTA with the establishment of their performance measures as required by FTA.

3. Staff will continue to maintain and report on progress towards performance measures identified in the Regional Transportation plan with relevant data.
4. Inclusion and updates to certification documents of the state performance measures that have or are anticipated to be adopted by the SMMPO. Staff will ensure these targets are included but not limited to the Transportation Improvement Program, the 2024 Regional Transportation Plan, and the Unified Planning Work Program.
5. Inclusion with Projects – Incorporate performance measures with the Evaluation Criteria for use with the review and ranking of TIP projects.
6. Maintain an interactive dashboard style web page to display progress towards meeting goals and to engage the public on the performance measures process.

Products:

- Performance Measure Reporting in the TIP
- Performance Measures Annual Report
- Interactive Dashboard for adopted statewide targets.

Schedule for Implementation: January 2026 - September 2026

FUNDING SOURCES	
FHWA/FTA/MassDOT	\$22,000

Task 2.5 - Community Technical Assistance

Objective: To provide technical assistance as needed and requested by SRPEDD communities on local transportation issues that do not warrant a comprehensive planning study and address issues using existing or minimal data collection. To provide a technical memorandum to the community and appropriate state and federal agencies highlighting recommendations that address the issue as well as short term/low-cost solutions if applicable. The number of technical memorandum reports is based on the number of requests from SRPEDD member communities and the task budget. Community Technical Assistance requests may be made by completing the [request form](#) on SRPEDD's website.

Previous Work:

- Provided technical assistance and prepared a technical memorandum to the following communities:
 - Attleboro
 - Berkley
 - Carver
 - Dartmouth (2)
 - Fairhaven (2)
 - Norton (2)
 - Seekonk
 - Swansea
 - Mansfield
 - Taunton (2)
 - Wareham
 - New Bedford

Procedures:

1. Upon receiving a Community Technical Assistance request via the online request form, SRPEDD will provide technical assistance regarding transportation planning issues that do not warrant a full comprehensive study. If numerous requests are received, staff will prioritize those requests based on numerous factors including, but not limited to; importance to the community, desired completion, compatibility with other data collection efforts such as traffic counting and staffing availability. This work will include, but is not limited to:
 - A. Information on existing and future traffic impacts on local roads from anticipated development. Municipalities seeking advice on mitigation requirements for potential development.

- B. Signal/Multi Way Stop warrants analyses. Staff collects traffic count data, provides analysis and reports the results to the community and MassDOT regarding the potential need and implementation of a traffic signal or multi-way stop for a specific location.
- C. Isolated traffic issues such as speeding, cut through traffic on local neighborhood streets, sight distance issues, assessment of truck traffic impacts or advisement on pedestrian/bicycle facilities.
- D. Issues with road layouts, obstructions, and other factors that might contribute to a potential safety problem and allow the community to be proactive in resolving the problem with improvements.
- E. Review and analysis of unsignalized intersections with high crash rates to identify low-cost/quick implementation measures to minimize/resolve a problem.
- F. Evaluation of a road or road network's federal aid eligibility, carrying capacity or other information relevant to the MassDOT Road Inventory File.
- G. GIS analysis and mapping including working with communities to understand their GIS/data needs, collect data, and create maps;
- H. Assistance with traffic counts

2. Draft a Technical Memorandum providing short term, low-cost solutions to resolve issues. This correspondence will also advise the community with a course of action on developing a project if necessary.
3. Assist, schedule, and coordinate with communities on technical requests which may require a more comprehensive study.

Products:

- Technical Memorandum for submittal with all collected data to communities that highlights and analyzes a particular or isolated transportation issue.

Schedule for Implementation:

Ongoing effort from October 2025 through September 2026, schedule may fluctuate based on frequency and timing of requests.

FUNDING SOURCES	
FHWA/FTA/MassDOT	\$60,000



Element 3

Transportation Plan Activities & Studies

Prepare transportation studies requested by MassDOT or member municipalities as needed (and as the budget allows); provide planning assistance to Intermodal and ITS projects in the region; support the SMMPO's Safety Action Plan, as well as providing assist communities adapt to environmental effects; and provide technical assistance for other studies conducted in the region.

Task 3.1 - Integrated Management Systems

Objective: To coordinate activities associated with the comprehensive evaluation of transportation facilities. Develop studies that examine the operational efficiency and safety of transportation facilities within the region and recommend improvements to resolve congestion, safety, mobility, and access management issues for all users focusing on a complete streets approach. Include performance measure-based planning and metrics to identify, assess and recommend improvements that will have positive results to transportation operations and the quality of life to the surrounding communities.

Previous Work:

- Supported efforts to measure traffic congestion and its impact.
- Assisted communities with implementation of improvement projects.
- Updated report identifying top bottleneck locations and the overall performance of the interstate and non-interstate system.
- Conducted a corridor study on the Route 28 corridor from Cushman Street in Middleborough to Charlotte Furnace Road in Wareham.
- Developed quarterly bottleneck reports and year-end report.
- Completed Phase 1 Food Access Plan Report.
- Completed Phase 1 Parking Utilization Report.
- Updated the Top 100 Most Dangerous Intersections Publication (2018-2022).
- Conducted annual monitoring of freight network with RITIS products.

Procedures:

1. Congestion Management: Staff will complete an update of the existing Congestion Management Plan focusing on performance-based planning metrics including travel time reliability for interstate and non-interstate roadways, transit travel time reliability, and truck travel time reliability to better address ongoing congestion issues in the SRPEDD region. In addition, staff will continue to support efforts to measure traffic congestion and its impact on public transportation at intersections and major corridors within the region, continue to monitor and highlight the region's existing and future bottlenecks and areas of transportation congestion, and provide quarterly reports identifying top bottleneck locations and the overall performance of the interstate and non-interstate system.
2. Support of Previously Completed Studies: Continue to assist and support member communities with implementation of improvement projects. This includes work with communities to provide information and guidance towards the implementation of improvement projects studied by SMMPO staff.

3. **Transportation Studies:** This effort shall comprehensively examine all identified issues and needs including safety, congestion, and multimodal in the region's transportation network. Study needs should be identified through FFY2024 RTP, congestion management planning efforts, and safety planning efforts including the Top 100 Most Dangerous Locations publication that experience safety problems or multi-modal transportation issues including access management. SRPEDD staff shall solicit input from the SMMPO, JTPG, SRPEDD Commission, Municipalities, RTA's and state or regional agencies to determine the extent of the problems and identify a potential study area.
 - A. Staff will commence a comprehensive study of the Pleasant Street corridor in Fall River from Troy Street to Eastern Avenue focused on improving safety and the travel experience along the corridor while taking into consideration land use and economic development needs. Existing conditions will be evaluated in FFY26 and final analysis and recommendations will be finalized in the FFY27 UPWP. The Pleasant Street corridor was identified as a critical priority in the SRPEDD Regional Safety Action Plan and contains three identified top 100 most dangerous intersections.
4. **Transportation Analysis:** Staff will continue to assist SRPEDD's Comprehensive and Economic Development Planning Staff in providing transportation analyses and recommendations for efforts associated with, but not limited to the Comprehensive Economic Development Strategy (CEDS), Master Plans, Open Space and Recreation Plans, One Stop - Community Planning Grants, and District Local Technical Assistance (DLTA) grants.
5. **Freight and Transportation Systems Management and Operations (TSMO):** Continue to provide technical assistance for regional intermodal improvements and ITS development. Provide staff support to commuter and freight rail issues and provide information and updates on the movement of freight and goods throughout the SRPEDD region. Continue to monitor and support recommendations within the Freight Action Plan. In conjunction with other UPWP tasks support the development of recommendations to address infrastructure vulnerabilities and adaptability associated with natural disasters and major health emergencies.

Parking Utilization Assessment: Phase 2 of the Parking Utilization Assessment will seek to assist communities in the implementation of parking and transportation demand-related policies, strategies, and recommendations from previously completed plans towards alleviating real and perceived parking issues. Phase 2 will provide technical assistance to the cities of Attleboro, Fall River, New Bedford, and Taunton on an as-

needed basis to improve utilization of existing parking capacity, as well as to encourage transportation mode shift through planning improvements for pedestrian, bicycle, micromobility, transit, and ride-share infrastructure. Additional parking utilization data collection may be completed on an as-needed basis.

Products:

- Congestion Management Plan Update
- Studies, traffic analysis, safety analysis, maps, and other products as warranted.
- Existing Conditions Assessment for Pleasant Street corridor in Fall River from Troy Street to Eastern Avenue Study
- Reports identifying top bottleneck locations and the overall performance of the interstate and non-interstate system.
- Parking Utilization Assessment: Phase 2

Schedule for Implementation:

All efforts within this task are completed through the duration of the UPWP timeframe from October 2025 through September 2026.

FUNDING SOURCES	
FHWA/FTA/MassDOT	\$128,000

Task 3.2 - Safety and Security

Objective: The examination of the operational efficiency and safety of transportation facilities within the region and recommend improvements to resolve issues for all users. To include performance measure-based planning and metrics to identify, assess and recommend improvements that will have positive results to transportation operations and the quality of life to the surrounding community.

Previous Work:

- Participated in Road Safety Audits at identified High Crash Locations/Clusters.
- Updated the Top 100 Most Dangerous Intersections publication (using 2024 RTP data) for distribution.

Procedures:

1. Support and Implementation of the SRPEDD Regional Safety Action Plan (RSAP) including:
 - A. Engaging with the municipalities and the public about the findings and recommendations of the RSAP.
 - B. Assist communities with implementation of recommendations from the RSAP including project development and implementation of systemic recommendations, seeking funding and grant applications, interagency coordination and public engagement.
 - C. Continue to provide local technical assistance in identifying, analyzing, and developing strategies to address high crash or hazardous intersections and corridors throughout the region. Host road safety audits, walk and/or bike audits, and mini audits as needed and identified through other planning efforts.
 - D. Continue to participate in statewide safety planning efforts, including Road Safety Audits, to identify issues at high crash locations based on crash rates exceeding critical thresholds.
 - E. Continue identifying locations with excessive crashes resulting in injuries/fatalities that involve, but are not limited to motor vehicle traffic, pedestrians, bicycles, and mass transit.
2. Food Access and Security in Transportation (FAST) - Phase 2 will work to aggregate data collected from the GIS mapping tool, community stakeholder meetings, targeted focus groups, a regional transit and active transportation analysis, and continued research from the literature review of food access across Massachusetts to produce a final report that highlights key suggestions to our

towns and cities about how to better promote food access and limit transportation-related disparities. Further, any necessary changes and updates to the GIS mapping tool created in Phase 1 will be targeted.

3. Support and Implementation of the Regional Evacuation Route Study:
 - A. Assist communities and the region with seeking funding for, and implementing, recommendations proposed in the Regional Evacuation Route Study.
 - B. Development and distribution of materials designed to provide information to the public about evacuation efforts.
 - C. Validate existing regional evacuation and comprehensive emergency management plans via tabletop exercise. The scope of work includes design and delivery of 3 tabletop exercises focusing on Operational Coordination, Critical Transportation, and Infrastructure Systems. Individual After Action Report/Improvement Plans will be developed after each exercise. These tabletops will be delivered to clusters of communities throughout the region through this and future work programs.

Products:

- Safety analysis, maps, and other products as warranted.
- Food Access and Security in Transportation (FAST) Plan Final Report
- Development and distribution of Evacuation materials.
- Operational Coordination, Critical Transportation, and Infrastructure Systems Tabletop Exercises inclusive of After-Action Report/Improvement Plans.

Schedule for Implementation:

All efforts within this task are completed through the duration of the UPWP timeframe from October 2025 through September 2026.

FUNDING SOURCES	
FHWA/FTA/MassDOT	\$205,000

Task 3.3 - Active Transportation

Objective: SRPEDD will continue to provide data collection, analysis, technical assistance, and support to municipalities, local and regional bicycle/pedestrian related committees, advocacy groups, place governance organizations, and the public in pursuit of developing a safe, comfortable, and connected network of shared use paths, sidewalks, natural surface trails, and other bicycle, pedestrian, and micromobility infrastructure. This task also supports the development of policies that promote walking, bicycling, and connections to transit services for a complete streets approach. In addition, SRPEDD will continue to work with various state and federal agencies including MassDOT, on the development of projects to benefit Southeastern Massachusetts based on findings from the Regional Bicycle and Pedestrian Plans, Regional Safety Action Plan, as well as locally derived plans, studies, and initiatives.

Previous Work:

- Updated SRPEDD's 2024 Regional Pedestrian Plan.
- Coordinated and supported our member communities in development of SRPEDD's regional bicycle and pedestrian network.
- Collaborated with Massachusetts Safe Routes to School Program.
- Assisted communities with Complete Streets planning.
- Collected data for the SMMPO Trails Mapping Program and updated the year-end report.
- Created GIS database of the condition of existing off road separate use paths.

Procedures:

1. Establish a Bicycle and Pedestrian Advisory Committee (BPAC) to help guide the advancement of the regional bicycle and pedestrian network. Staff will develop an application process in Fall/Winter 2025, inviting individuals from across the region to participate. Staff will conduct targeted outreach to municipalities, advocacy organizations, community-based groups, and the public to promote awareness of the committee and encourage a broad group of participants. This group will initially begin with core focus areas:
 - A. Provide a forum for discussion and sharing of best practices related to maintenance and improvements to sidewalks, crosswalks, and shared use paths and crowdsource infrastructure issue reporting systems.
 - B. Review and discuss crowdsource infrastructure issue reporting services and technologies, such as SeeClickFix, to identify opportunities to streamline public reporting of infrastructure issues, with particular focus on improving the travel experience of pedestrians, cyclists, transit riders, and other

micromobility device users.

- C. Review and discuss the MassDOT Next Gen Vision Map to identify potential amendments, as well as synergistic road work coordination opportunities between municipalities, MassDOT, and public utilities on planned infrastructure upgrades along public right-of-ways targeted for road widening related to bicycle and pedestrian pathways and utility pole replacements. This task will also support coordination with public utilities on the identification of utility-owned land and easements that may be suitable for integration into the regional trail network.

2. Continue to support development and implementation of a regional mobility infrastructure program through Transportation Improvement Program (TIP) funds or other funding sources. Funds would be used for communities to purchase bicycle racks, bicycle repair stations, bike and/or bus transit shelters, and associated or similar mobility infrastructure benefiting one or more forms of active transportation or transit services.
3. Support and implementation of the Regional Bike Plan (RBP) and Regional Pedestrian Plan (RPP) – Continue to improve the bicycle and pedestrian transportation network in the SRPEDD region by implementing recommendations from the RBP and RPP and collaborating with member communities to improve safety and plan for a regionally-connected, high comfort network that serves residents and visitors of all ages and abilities.
4. Continue to assess existing separated bicycle and pedestrian facilities to evaluate frequency of use, overall condition, and potential safety issues. This would include, but not be limited to, data collection and assessment of surface conditions, pavement markings and signage, amenities, and continuation of periodic user counts at established locations. Staff will collect data through GIS, automated equipment, or photographic means.
5. Continue to educate and inform municipal stakeholders and the public on active transportation benefits, safety, design guidance, funding opportunities, policy changes, priority routes, and the overall planning of active transportation networks. A variety of methods will be used including, but not limited to, development and distribution of educational materials, participation in events, and social media postings.
6. Continue collaborative efforts with the Massachusetts Safe Routes to School (SRTS) Program, including regular check-in meetings, participation with audits,

promotion of the program, identification of SRTS priorities, and other associated efforts within the region.

7. Assist communities or regional groups with the initial development of, or subsequent updates to, Complete Streets Policies and prioritization plans, Municipal Bicycle and Pedestrian Plans, corridor studies, planning and implementation of wayfinding signage, and related safety action plans, including providing information about funding opportunities, participation in stakeholder and public meetings, and by providing data, maps, and other resources or technical assistance as requested. Continue to track proposed, funded, and constructed complete streets projects in the region.
8. Continue the trails mapping program by updating and evolving the data sets to meet community needs. This task includes working with individual communities to identify gaps in trails data and filling those gaps by collecting data in the field using ESRI Field Maps. Data will continue to be cleaned and processed so that a comprehensive dataset can be provided to communities for use in their Open Space & Recreation Plans, Master Plans, and public outreach. Further work will be conducted to prepare our dataset to be uploaded into the upcoming statewide database. Efforts will be documented and posted on the SRPEDD website including a year-end report.
9. Continue collaborative efforts with municipalities, other regional planning agencies/MPOs, and the MassTrails team on the support, development, and improvement of the MassTrails Priority Network. This task will support a variety of technical assistance for municipal MassTrails grant applications, as well as support collaborative work across planning regions to advance priority cross-border bicycle and pedestrian connections, including but not limited to a conceptual Boston to Cape Cod and/or Rhode Island bikeway, which would leverage the existing planning efforts of the Taunton River Trail and South Coast Bikeway. Investigate the revitalization of the Taunton River Trail Committee.
10. Assist the Traffic Counting Program in data collection, analysis, reporting, and management of non-motorist traffic counts at various locations throughout the region. This task will also support the maintenance and improvement of non-motorist traffic counting equipment, online data dashboard, and associated supplies.
11. Age-Friendly Regional Plan development and completion. Staff will continue engagement with public, community partners, and municipal stakeholders to

identify age-friendly needs and priorities across the region.

- A. Staff will conduct analysis of quantitative, spatial, and public outreach data collected, and identify action items for future work to support our communities toward making local changes that improve livability and accessibility for people of all ages, with a focus on older adults.
- B. Staff will finalize an Age-Friendly Regional Plan that highlights areas for improvements and recommendations relating to older adult transportation and mobility while drawing connections to housing, open spaces, and food access.

12. Assist the Town of Mansfield in the development of Phase I of a comprehensive Bicycle and Pedestrian Network Plan aimed at improving townwide safety, connectivity, and accessibility.

- A. Staff will collect bicycle and pedestrian traffic counts at key locations, analyze MassDOT crash data and network screening tools, and develop GIS maps to inventory existing infrastructure, including sidewalks, shared-use paths, natural surface trails, bicycle parking, and transit connections. Accessibility barriers and network gaps will be identified, along with opportunities to align active transportation planning with transit access, land use, and economic development goals.
- B. Staff will assess existing conditions by conducting public engagement, collecting data, and identifying alignment opportunities with local, regional, and statewide plans.
- C. A Steering Committee will be established to guide the plan's development, and outreach will begin through surveys, stakeholder meetings, and public events, supported by a project web page to centralize updates, planning materials, and points of contact.

Products:

- Establish a Bicycle and Pedestrian Advisory Committee (BPAC)
- Implementation of the Regional Bicycle Plan and Regional Pedestrian Plan
- GIS database updates of existing and proposed bike facilities
- Provide an assessment of the condition of existing off road separate use paths.
- Education materials for distribution and public awareness
- Year End Report for Trails Mapping Program
- Technical assistance to support MassTrails grant applications and continued updates and planning of the MassTrails Priority Network
- Mansfield Bicycle and Pedestrian Network Plan summary report (Phase I)

Schedule for Implementation:

Ongoing effort from October 2025 through September 2026.

FUNDING SOURCES	
FHWA/FTA/MassDOT	\$181,000

Task 3.4 - Mobility Management and Transit

Objective: Coordinate the use of existing transportation resources to efficiently meet mobility needs of the public and facilitate easier access to find available multi-modal transportation resources. Support efforts with Executive Office of Health and Human Services (EOHHS), GATRA, SRTA, Councils on Aging (COA), Veteran's agencies, homelessness support agencies, and other stakeholder agencies who provide or contract for transportation services.

Continued support of two Regional Transit Authorities with information and evaluation of existing transit services in the SMMPO region. Identify improvements for service, infrastructure and connectivity between neighboring state and regional transit agencies. Maintain information and analysis developed, and in concert, with the FFY2024 Regional Transportation Plan.

Previous Work:

- Continued assistance to GATRA and SRTA.
- Continued efforts to develop deeper relationships with RTAs, private carriers, municipal and private agencies, and organizations.
- Created opportunities for interagency cooperation to address regional mobility needs identified in SRPEDD's Coordinated Human Services Transportation (CHST) Plan.
- Reestablished the South East Regional Coordinating Council on Transportation (SERCCOT) and formed working relationships with various interested agencies and organizations.

Procedures:

1. Attend meetings for various transportation groups and providers:
 - A. Participate and provide staff support to meetings of transportation coordination teams hosted by EOHHS, MassDOT, CTAA, and others.
 - B. Attend public outreach events to expand public awareness of public transit and demand response services.
2. In cooperation with economic development, workforce, education, and human services agencies, deepen stakeholders' understanding of transit service needs and outline recommended improvements.
 - A. Provide information about existing transit service to and research the needs of (by request) career centers, employment/temp agencies, Department of Transitional Assistance (DTA), Workforce Investment Boards (WIB), Chamber

of Commerce, business, tourism boards, educational facilities, municipal planning departments, economic/community development agencies, human services organizations, youth groups, COAs, etc.

- B. Identify service changes to existing transit service to meet the needs of the region's workforce.
3. Produce customized transit information, by request. Produce maps and schedules for key destinations and all service providers in the area of study. Develop transportation information (as requested) to distribute to the press, career centers, community groups, and the public to expand awareness and assist with mobility issues.
4. Assist MassDOT in the review and scoring of Community Transit Grant applications, as requested. Provide recommendations for granting funds to applicants.
5. Identify opportunities for interagency cooperation to address regional mobility needs.
 - A. Identify opportunities to expand intercity bus service serving destinations in and outside the SRPEDD region.
 - B. Identify opportunities for multimodal transit throughout the region and beyond.
 - C. Analyze passenger survey data and prepare reports based on the findings of the surveys, as requested.
 - D. Analyze employee survey data and prepare reports based on the findings of the surveys, as requested.
 - E. Analyze Census/ACS data to identify areas where transit service is needed and most appropriate.
 - F. Develop service alternative proposals, as requested, to address changes in local and regional land developments that generate demand for transit service.
 - G. Analyze fixed route and demand response ridership data, as requested, to identify trends and changes in demand.
6. Continue updating bus stop inventory data, as needed, for analysis and in conjunction with SRPEDD studies.
7. Assist with grant applications as needed.
8. Continue with the South East Regional Coordinating Council on Transportation (SERCCOT) to assist in addressing transit and paratransit and community transportation at the local level.

9. Investigate technology to familiarize the public with transit facilities.

10. Conduct SRTA Free Fare Economic Impact Analysis

- A. Staff will conduct a literature review to determine the most appropriate economic impact analysis methodology to pursue.
- B. Staff will gather all necessary data inputs for the study. This data will include (but is not limited to): pre-fare-free and post-fare-free ridership and routing data provided by SRTA; Data Axle locations of key businesses; rider survey data; driver survey data; and business survey data. Staff will aggregate (where necessary) and visualize the results of this data collection, with a plan to present the findings to SRTA staff for review.
- C. Upon finalizing the data collection, staff will begin the economic impact analysis to determine what statistically significant and qualitative differences exist as a result of SRTA's fare free program.

Products:

- Development and distribution of transportation information, as requested.
- Continue inter-regional coordination with area transit agencies, private operators, the MBTA, human services agencies, councils on aging and the like.
- Continuous updates to the interactive Park Finder map.
- SRTA Free Fare Economic Impact Analysis Summary of Existing Conditions

Schedule for Implementation:

Ongoing effort from October 2025 through September 2026.

FUNDING SOURCES	
FHWA/FTA/MassDOT	\$146,000

Task 3.5 - Environmental Planning

Objective: Through this effort, staff will coordinate to solve problems that occur at the nexus of environmental and transportation planning. SRPEDD's Environmental Program has several core areas of work. All areas of SRPEDD's environmental program have connections to the regional transportation network and circulation system. Through this work, we will assist member communities and support the region at-large in addressing the elements of stormwater management, floodwater management, air quality and extreme heat mitigation that intersects with or stems from the regional transportation network, as further detailed below.

Previous Work:

- Digitized GRRIP stormwater infrastructure database.
- Assisted municipalities with stormwater bylaw updates and grant applications.
- Visited sites at King Tide roadway flooding documentation.
- Compiled stormwater and flood mitigation potential project database.
- Created regional air quality story map and online data dashboard.
- Compiled regional database of municipal heating and cooling station locations.
- Created a tree canopy online dashboard displaying relationship between tree cover and heat island mapping.
- Compiled a strategy memo detailing steps that can be taken in the region to reduce vehicle emissions from commuters and implementation next steps.
- Created a regional greenhouse gas inventory and online data dashboard.

Procedures:

1. Stormwater Management
 - A. Maintain Geographic Roadway Runoff Inventory Program (GRRIP) digital database so that it can continue to serve as a resource to guide ongoing implementation work. Regular review of completed TIP and grant projects, and check-ins with communities will help to identify which projects have already been implemented and keep the database up-to-date. This data will become a reference for other planning and project development processes, especially in highlighting where co-benefits for the transportation and environmental systems can be achieved through project implementation.
 - B. Assist local conservation commissions, stormwater committees, and municipal departments working to comply with MS4 requirements or otherwise adopt stormwater management practices that protect water bodies from contaminants in roadway runoff. Review and provide on-demand technical assistance to update stormwater management bylaws.

- C. Assist local communities in the development of implementation projects that reduce the negative water quality impacts on surrounding water bodies from roadway runoff, especially where these effects are present in sensitive receivers like drinking water supply, shallow or sole-source aquifers, or other wellhead areas.
- D. Convene a regional stormwater management collaborative that brings municipalities across the region together to share tools and resources and build capacity for implementing stronger stormwater management regulations. Provide resources, training and services that meet municipal needs for better stormwater planning and management.
- E. Continue the work of the Taunton Watershed Network by providing support in meeting planning and in bringing in speakers and resources that relate to stormwater planning, especially related to the region's roadways.
- F. Assist open space landowners in managing stormwater runoff through their property. Coordinate with municipal highway and/or public works departments to address stormwater runoff from surrounding roadways that may impact conserved natural areas, farmland and other open spaces.

2. Floodwater Management

- A. Maintain digital regional flood hazard database and continue to refine portrayals of flood risk based on ground-truthing efforts. Publish an online resource (in tandem with MVP/GRRIP action item database) to aid communities in flood mitigation planning efforts.
- B. Merge SRPEDD's MVP action item database with digitized GRRIP database, to easily identify and help prioritize regional culvert replacement and flood prone roadway segments with all projects in one location. Through a review of completed projects and outreach to communities, identify completed and/or newly identified projects to keep the database current. Publish database as a public tool to aid municipal planning efforts.
- C. Document and monitor flood conditions at identified flood-prone areas. Continue to work with well-established local, regional, and state partnership networks in the investigation and evaluation of flood-prone sites and facilities, conducting fieldwork and site analysis as requested by local communities, and in response to events like king tides to document and large storm events to track severity and frequency of flooding.
- D. Assist local communities in the development of implementation projects that mitigate flood hazard risk, especially but not limited to developing projects that can be funded by the state Municipal Vulnerability Preparedness (MVP) program and Coastal Resilience Grant, and the FEMA Building Resilience Infrastructure and Communities (BRIC) program.

3. Open Space and Recreation Planning

- A. Incorporate regional trail, bicycle, and pedestrian network recommendations in Open Space and Recreation Plans.

4. Air Quality

- A. Compile local air quality data & monitoring programs and update SRPEDD's air quality story map dashboard to reflect local data and highlight local data gaps. Support more communities (through assistance with grant writing) in adopting local citizen-science or other volunteer type air quality monitoring programs.
- B. Refine and publish a user-friendly online product, based on SRPEDD's regional greenhouse gas inventory, that summarizes regional greenhouse gas inputs and publicly available data inputs by municipality that can contribute toward local GHG emissions reduction planning.
- C. Continue to explore pathways to participation in state and federal programs that analyze electric vehicle charging station potential and siting along major transportation corridors, and support municipalities in implementation. Coordinate this work with ongoing efforts through the Green Communities and CPRG programs to electrify municipal fleets and install local charging stations.
- D. Identify implementation pathways to establish regional multi-modal commuter networks, including expanded transit options, transit-oriented development zoning, regional bike lane networks and electrification opportunities for busses and bicycles.

5. Extreme Heat Mitigation

- A. Develop tree canopy expansion plan. Using Regional Tree Cover Dashboard created last year, identify areas of high heat stress and low tree canopy cover. Identify funding sources and strategies for expanding tree cover and mitigating extreme heat.
- B. Continue to collaborate with municipalities to identify opportunities where depaving, whether of parking lots or along roadways, could make way for urban tree planting and greening projects that reduce stormwater runoff, improve air quality and sequester carbon.
- C. Maintain municipal cooling station database and public dashboard on SRPEDD website. Update heating & cooling center locations and compare with regional public transportation networks to assess accessibility to sites. Share results of analysis with communities to inform future emergency preparedness planning efforts.

6. Brownfields Redevelopment

- A. Coordinate internally on brownfield site redevelopment and reuse to understand the implications and opportunities of site reuse for the transportation network.

7. Energy Transition Planning

- A. Improve public knowledge regarding electric vehicles. Maintain web page with various electric vehicle information, including but limited to, interactive map with location of charging stations, municipal grant opportunities, residential tax incentives, etc.
- B. Investigate, as part of the parking utilization assessment, opportunities for co-location of energy transition infrastructure, including but not limited to renewable energy generation, energy storage, thermal energy networks, and other energy infrastructure.

Products:

- Maintenance of Geographic Roadway Runoff Inventory Program (GRRIP) digital database
- Online resource (in tandem with MVP/GRRIP action item database) to aid communities in flood mitigation planning efforts
- Database to help prioritize regional culvert replacements and flood prone roadway segments
- Online product summarizing regional greenhouse gas inputs and publicly available data inputs by municipality to contribute toward local GHG emissions reduction planning
- Develop tree canopy expansion plan
- Maintain municipal cooling station database and public dashboard

Schedule for Implementation:

All efforts within this task are completed through the duration of the UPWP timeframe from October 2025 through September 2026.

FUNDING SOURCES	
FHWA/FTA/MassDOT	\$123,000



Public Participation

The SMMPO's Public Participation Plan (PPP) is developed with the ultimate goal of allowing every person in the region the opportunity to become active participants in the 3C (Continuous, Cooperative and Comprehensive) metropolitan planning and decision-making process guiding every issue, project, program and service. In accordance with the PPP, public meetings were held virtually and in-person, leading to a 21-day public comment period.

The SMMPO has a documented participation plan that defines a process for providing various stakeholders, including public agencies, transportation providers, users of transportation amenities, and other interested parties, an opportunity to participate in the metropolitan transportation planning process.

The Draft UPWP was prepared in consultation with the Massachusetts Department of Transportation and through public meetings of the Joint Transportation Planning Group held on January 8, 2025, March 12, 2025, and May 14, 2025 via hybrid SRPEDD-office and Zoom virtual meetings. These meetings were advertised through SRPEDD's website and social media.

The draft UPWP was approved for public review and comment by the SMMPO on May 20, 2025, via Zoom virtual meeting. The final draft UPWP had an advertised minimum 21-day public comment period from May 20, 2025, to June 17, 2025. The draft document was available for review on SRPEDD's website and distributed in accordance with the SMMPO's approved Public Participation Program. The announcement of the draft document posted for review on SRPEDD's website was distributed for posting to all city/town clerks in the SRPEDD region, to an extensive e-mail list of community groups, on SRPEDD's social media and in a press release to local newspapers.

The public meeting was held on June 4, 2025, via Zoom virtual meeting. The SMMPO will meet on June 17, 2024, via Zoom virtual meeting to review and endorse the UPWP. See Table 4 for Public Comments received during the development of the draft FFY2026 UPWP.

Table 4: Public Comments

Date	Comment Type	Commenter	Comment	Response
6/5/2025	Email	Christopher Klem and Arnav Chatterjee	<ul style="list-style-type: none"> • Grammatical text suggestions. • Simplify/display text. • Clarify formal process for data requests. • Include details on the solicitation of members in the establishment of a Bicycle and pedestrian Advisory Committee. • Inclusion of Regional Traffic Counting rotating schedule. • Suggestions for FFY2027 UPWP development. 	UPWP has been updated where appropriate.

Table 5: UPWP Budget

Element/Task Name	FHWA/FTA (80%)	MassDOT (20%)	Total
1.1 – Support of the 3C Process	\$220,000	\$55,000	\$275,000
1.2 – Public Participation & Title VI	\$192,000	\$48,000	\$240,000
1.3 – Unified Planning Work Program	\$39,200	\$9,800	\$49,000
1.4 – Development of the TIP	\$68,000	\$17,000	\$85,000
2.1 – Data Management, GIS, and Modeling	\$220,800	\$55,200	\$276,000
2.2 – Regional Traffic Counting Program	\$79,813	\$19,953	\$99,766
2.3 – Pavement Management	\$34,400	\$8,600	\$43,000
2.4 – Performance Measures	\$17,600	\$4,400	\$22,000
2.5 – Community Technical Assistance	\$48,000	\$12,000	\$60,000
3.1 – Integrated Management Systems	\$102,400	\$25,600	\$128,000
3.2 – Safety & Security	\$164,000	\$41,000	\$205,000
3.3 – Active Transportation*	\$144,800	\$36,200	\$181,000
3.4 – Mobility Management and Transit	\$116,800	\$29,200	\$146,000
3.5 – Environmental Planning	\$98,400	\$24,600	\$123,000

***A minimum of 2.5% is estimated for FHWA Complete Streets Planning Activities (\$29,898.85)**

Funding is provided through FHWA-PL and FTA Section 5303. The federally funded combined Planning Grant provides 80% of the total funds while MassDOT provides a 20% match.

Table 6: UPWP Direct Costs Budget

Element/Task Name	Travel	Supplies	Other*	Total
1.1 – Support of the 3C Process	\$1,200	\$0	\$6,000	\$7,200
1.2 – Public Participation & Title VI	\$1,000	\$1,500	\$102,000	\$104,500
1.3 – Unified Planning Work Program	\$0	\$0	\$0	\$0
1.4 – Development of the TIP	\$250	\$0	\$0	\$250
2.1 – Data Management, GIS, and Modeling	\$1,000	\$0	\$3,000	\$4,000
2.2 – Regional Traffic Counting Program	\$4,500	\$3,250	\$10,000	\$17,750
2.3 – Pavement Management	\$1,000	\$0	\$0	\$1,000
2.4 – Performance Measures	\$0	\$0	\$0	\$0
2.5 – Community Technical Assistance	\$500	\$0	\$0	\$500
3.1 – Integrated Management Systems	\$1,500	\$0	\$0	\$1,500
3.2 – Safety & Security	\$2,000	\$0	\$0	\$2,000
3.3 – Active Transportation*	\$2,500	\$0	\$1,300	\$3,800
3.4 – Mobility Management and Transit	\$1,000	\$0	\$25,000	\$26,000
3.5 – Environmental Planning	\$1,000	\$0	\$1,000	\$2,000

*Other includes software license, advertising, translations, conference registration costs, etc.

Table 7: UPWP Timeline

Element/Task Name	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
1.1 – Support of the 3C Process												
1.2 – Public Participation & Title VI												
1.3 – Unified Planning Work Program	Task Monitoring			Development and Endorsement						Task Monitoring		
1.4 – Development of the TIP	Adjustments & Amendments		Development and Endorsement						Adjustments & Amendments			
2.1 – Data Management, GIS, and Modeling												
2.2 – Regional Traffic Counting Program	Field Work	Data Processing/QC/Season Prep					Field Work					
2.3 – Pavement Management	Field Work		Data Processing/QC/Season Prep				Field Work					
2.4 – Performance Measures												
2.5 – Community Technical Assistance												
3.1 – Integrated Management Systems												
3.2 – Safety & Security												
3.3 – Active Transportation*												
3.4 – Mobility Management and Transit												
3.5 – Environmental Planning												

Table 8: Staff Projected Time

Name and Title	Percent Time on MassDOT Contract
Lisa Estrela-Pedro, Transportation Planning Manager	82%
Jacqueline Jones, Assistant Director of Transportation Planning	83%
Jennifer Chaves, Assistant Director of Transportation Data & GIS	83%
Luis De Oliveira, Senior Transportation Planner	83%
Sean Hilton, Senior Transportation Planner	87%
Andrea Duarte, Senior Transportation Outreach Coordinator	87%
Jonathan Gray, Senior Bike & Ped Planner	87%
Rebekah Rose, Transportation Planner	96%
Daniel Brogan, Senior Transportation Planner/Transit Specialist	96%
Noah Soutier, Public Health Transportation Planner	96%
Transportation Planner	100%
Amber Davis, Senior Comprehensive Planner	38%
Kevin Ham, Director of Homeland Security	19%
Joseph Monet, Homeland Security Specialist/ Comprehensive Planner	17%
Joseph Osborne, Transportation Planner	6%
Danika Belknap, Environmental Planning Manager	7%
Michelle Tinger, Assistant Director of Environmental Planning	6%
Karen Pettinelli, Principal Natural Resource Planner	5%
Sara Singh, Principal Environmental Planner	16%
Audrey Matthews, Senior Climate Planner	16%
Lauren Lunetta, Environmental Planner	10%
Cecelia Lagomarsino, Environmental Planner	14%
Taylor Perez, Director of Housing & Research	4%
Aubrey Hoes, Comprehensive Planner	11%
Laura Tsang, Senior GIS & Data Planner	5%
Karen Porter, GIS Specialist & IT Manager	25%
Transportation Planning Intern 1	100%
Transportation Planning Intern 2	100%

Table 9: Projected Staff Hours

	Task 1.1	Task 1.2	Task 1.3	Task 1.4	Task 2.1	Task 2.2	Task 2.3	Task 2.4	Task 2.5	Task 3.1	Task 3.2	Task 3.3	Task 3.4	Task 3.5	Total Hours
Full Time Staff															
Lisa Estrela-Pedro	817	100	138	100	38	34	32	32	76	76	32	32	76	32	1,615
Jacqueline Jone	244	100	76	460	150	0	0	76	0	224	250	76	0	0	1,656
Jennifer Chaves	121	138	130	76	887	38	0	38	76	35	0	0	76	0	1,615
Luis de Oliveira	404	38	18	38	350	76	76	0	531	76	49	0	0	0	1,656
Sean Hilton	200	38	10	10	300	0	0	38	0	600	300	207	0	0	1,703
Andrea Duarte	453	453	29	38	0	0	0	0	0	76	76	550	38	0	1,713
Jonathan Gray	150	100	29	38	76	76	0	0	38	250	38	804	0	114	1,713
Rebekah Rose	200	100	0	0	240	76	0	0	0	152	650	76	114	114	1,722
Daniel Brogan	200	200	19	76	123	0	0	38	0	38	38	0	1,000	0	1,732
Noah Soutire	200	400	0	0	250	0	0	0	0	100	782	0	0	0	1,732
Transportation Planner	200	38	0	0	600	600	76	0	0	76	76	158	38	0	1,862
Part Time Staff															
Amber Davis	0	0	0	0	0	0	0	0	0	0	0	650	0	0	650
Kevin Ham	0	0	0	0	0	0	0	0	0	0	330	0	0	0	330
Joseph Monet	0	0	0	0	0	0	0	0	0	0	300	0	0	0	300
Joseph Osborne	0	0	0	0	0	0	0	0	0	0	98	0	0	0	98
Danika Belknap	0	0	0	0	0	0	0	0	0	0	0	0	0	126	126
Michelle Tinger	0	0	0	0	0	0	0	0	0	0	0	0	0	112	112
Karen Pettinelli	0	0	0	0	0	0	0	0	0	0	0	0	0	90	90
Sara Singh	0	0	0	0	0	0	0	0	0	0	0	0	0	280	280
Audrey Matthews	0	0	0	0	0	0	0	0	0	0	0	0	0	270	270
Lauren Lunetta	0	0	0	0	0	0	0	0	0	0	0	0	0	175	175
Cecelia Lagomarsino	0	0	0	0	0	0	0	0	0	0	0	0	0	240	240
Taylor Perez	0	0	0	0	0	0	0	0	0	0	0	0	62	0	62
Aubrey Hoes	0	0	0	0	0	0	0	0	0	0	0	0	198	0	198
Laura Tsang	0	0	0	0	0	0	0	0	0	0	0	0	82	0	82
Karen Porter	0	0	0	0	300	0	0	0	0	0	0	0	0	110	410
Intern 1	0	0	0	0	38	250	82	0	0	0	0	78	0	0	448
Intern 2	0	0	0	0	38	250	82	0	0	0	0	78	0	0	448

Appendix A

Transportation Acronyms

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AADT - Average Annual Daily Traffic

AADT is the average 24-hour volume at a given location over a full 365-day year; the number of vehicles passing a site in a year divided by 365 days. (366 days in a leap year).

ACC/MEV – Accidents per Million Entering Vehicles

ACC/MEV stands for Accidents per Million Entering Vehicles. The ACC/MEV rate is ranking system based on traffic volume. It allows us to compare intersections with different traffic characteristics, ultimately providing a probability of being in a collision at a given intersection; the higher the rate, the greater the danger. The average ACC/MEV rates for Southeastern Massachusetts, set by MassDOT, are currently .76 at signalized intersections and .58 at unsignalized intersections. An intersection whose ACC/MEV rate is at, or exceeds the regional average is considered a problem.

ACS – American Community Survey (Census)

The ACS is an ongoing survey, conducted by the U.S. Census that provides new data every year by a random sampling of addresses in every state, the District of Columbia, and Puerto Rico.

ADT – Average Daily Traffic

ADT is the average 24-hour volume at a given location over a defined time period less than one year; a common application is to measure ADT for each month of the year.

ATR – Automatic Traffic Recorder

An ATR is a device, often electronic in nature, used to count, classify, and/or measure the speed of vehicular traffic passing along a location on a given roadway.

AVL - Automatic Vehicle Locator

AVL is a device that makes use of the Global Positioning System (GPS) to enable a business or agency to remotely track the location of its vehicle fleet by using the Internet.

CAC – Consumer Advisory Committee

Committee made up of individuals to provide an open forum for general consumer and ADA related issues concerning fixed-route and paratransit services.

CEDS – Comprehensive Economic Development Strategy

An annual report of the most recent economic strategy, as expressed by the vision, goals, objectives, action plan and recommended EDA projects in the region or the Economic Development District.

CMAQ – Congestion Mitigation / Air Quality

This is a funding category (80% federal / 20% non-federal) for TIP projects that will contribute to the attainment of national air quality standards, lessen congestion or both.

COA – Council on Aging

Each SRPEDD community has a COA which provides and coordinates services to assist older adults and to enhance and enrich their quality of life.

DAR – Dial-a-Ride

A curb-to-curb transportation service for passengers with a disability and/or are age 60+ in the communities served by GATRA.

DR – Demand Response

A curb-to-curb transportation service for passengers with a disability in the communities served by SRTA.

EPDO – Equivalent Property Damage Only

EPDO is the “Equivalent Property Damage Only” index. The EPDO index allows intersections to be ranked based on the severity of collisions. Greater importance is given to crashes in which injuries or fatalities have occurred. A point system is applied to each crash: one point for a crash involving vehicular property damage only; five points for a crash that involved one or more personal injuries; and ten points for a crash in which a fatality occurred. The regional threshold, established by SRPEDD, is currently 15.0.

FAST Act - Fixing America’s Surface Transportation Act – Transportation legislation signed into law by President Obama in 2015 as a long-term authorization of approximately \$305 billion nationally over five years for all modes of transportation. FAST Act follows the guidance developed in MAP-21 and adds new funding sources for a National Highway Freight Program. The FAST Act one-year extension was signed on October 1, 2020 for fiscal year 2021 ending on September 30, 2021.

FHWA – Federal Highway Administration

This is the federal agency that oversees the nation’s surface transportation system (highways and roads). It provides 80% of transportation funds for our region through MassDOT. These funds are authorized by Congress to assist the state, including each MPO region, in providing for planning, construction, reconstruction, and improvement of the highways and bridges on eligible Federal-Aid roads and other special purpose programs and projects.

FTA – Federal Transit Administration

This is the federal agency that oversee the nation’s public transportation system. It provides

transit funding to the Regional Transit Agencies (RTAs). These funds help to operate, maintain, and improve existing systems as well as develop new transit connections through buses, subways, light rail, commuter rail, trolleys and ferries.

GATRA – Greater Attleboro Taunton Regional (Transit) Authority

GATRA is the RTA that serves the cities of Attleboro and Taunton, and the towns of Berkley, Carver, Dighton, Lakeville, Mansfield, Middleborough, North Attleboro, Norton, Plainville, Raynham, Rehoboth, Seekonk, and Wareham in the SRPEDD region. GATRA provides a variety of services including fixed route, Dial-a-Ride (DAR) and commuter shuttles. GATRA is a member of the SMMPO.

GIS - Geographic Information System

This is a system designed to capture, store, manipulate, analyze, manage, and present all types of spatial or geographical data usually in map form.

GRRIP – Geographic Roadway Runoff Inventory Program

GRRIP is a program that began in the late 1990s to identify drainage issues that impact infrastructure and environmentally sensitive areas along roadways within Southeastern Massachusetts.

ITS - Intelligent Transportation Systems

ITS applies advanced electronic technologies and communications to transportation systems in order to improve safety, efficiency and service through the transmittal of real-time information to motorists. One example is Electronic Variable Message (EVM) signs that alert motorists of travel times, crashes ahead and bridge closings.

JTPG - The Joint Transportation Planning Group

The JTPG is the advisory committee to the SMMPO for all transportation related issues. Voting members include the chief elected officials from each SMMPO community in the region or their designees; and all at-large SMMPO Commissioners represent low-income and minority persons and groups. Non-voting members include FHWA; FTA; MassDOT; SRTA; GATRA; transportation interest groups; neighborhood groups; any interested member of the public; and SMMPO transportation staff. The JTPG is the forum for public involvement in transportation plans and programs and its responsibilities include: prioritizing the list of projects within each TIP funding category; advising the SMMPO regarding endorsements of the TIP, UPWP and RTP; and voting to make adjustments to the TIP.

LAP – Language Access Plan

As required by Executive Order 13166, an LAP uses four factors to help identify reasonable steps to provide language assistance for Limited English Proficient (LEP) persons seeking

meaningful access to SMMPO programs, benefits, services and information.

LEP - Limited English Proficient

LEP persons are individuals who do not speak English as their primary language and who have a limited ability to read, speak, write, or understand English.

LOS – Level of Service

LOS is used to determine the efficiency of an intersection. LOS reflects the operating conditions of an intersection, approach and/or specific movement. There are six LOS categories, ranging from A to F; LOS A representing the best operating conditions and LOS F representing the worst. LOS A through C is considered acceptable because it provides an adequate quality of service to motorists. LOS D indicates that traffic flow is worsening but still tolerable. At LOS E and F, traffic flow is considered unacceptable.

MAP-21 - Moving Ahead for Progress in the 21st Century Act

Transportation Legislation signed into law by President Obama in 2012 to address improvements to the U.S. transportation system.

MaPIT - Massachusetts Project Intake Tool

MaPIT is MassDOT's comprehensive project screening tool for TIP and other projects. MaPIT allows a project's proponent, working with the MassDOT District 5 Office and SRPEDD, to define a project's scope, costs, timeline, impacts and responsibilities. The system is intended to provide a user-friendly, web-based environment for populating Project Need and Project Scope Forms, and also for completing local aid applications for the Chapter 90, Complete Streets, Small Bridge and Safe Routes to School Funding Programs.

MassDOT – The Massachusetts Department of Transportation

SRPEDD receives funding from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) through MassDOT to maintain a comprehensive, cooperative, and continuing (3C) planning process for the region. Monica Tibbits-Nutt, Secretary & CEO of the Massachusetts Department of Transportation

MPO - Metropolitan Planning Organization

MPOs are responsible for transportation policy and federal resource allocation decisions throughout Massachusetts. Created by the United States Congress in the 1980s, MPOs were developed for urbanized areas that met or exceeded 200,000 in population. MPOs receive funding from the United States DOT (USDOT) through the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) and work in conjunction with federal, state and municipalities on transportation planning activities. There are

thirteen (13) MPOs within Massachusetts that essentially follow the borders of the RPAs.

NTD – National Transit Database

To provide public information and statistics, FTA's National Transit Database records the financial, operating and asset condition of transit systems.

PPP – Public Participation Program

In accordance with state and federal requirements, the PPP is developed with the ultimate goal of allowing every person in the region, regardless of race, color, national origin, age, gender identity or expression, disability, religion, ancestry or ethnicity, sexual orientation or veteran's status, an equal opportunity to become active participants in the planning and decision-making process guiding every issue, project, program or service. These efforts will, in no way, exclude persons who are low-income, minority, Limited English Proficient (LEP) or have a disability.

PRC – Project Review Committee

This committee, comprised of staff from MassDOT and chaired by the Chief engineer, meets quarterly to review and assess the merits of each proposed TIP project, based on the PIF. Following a project's approval by the PRC it is assigned a project number, reviewed for Transportation Evaluation Criteria by SRPEDD staff and then placed on the TIP.

PTASP – Public Transportation Agency Safety Plan

The PTASP is an FTA requirement for public transit systems that receive federal funds under FTA urbanized area formula grants. These safety plans include the processes and procedures to implement safety management systems, must include safety performance targets, and transit operators also must certify that they have a safety plan in place.

RBP – Regional Bicycle Plan

RBP is a document developed in 2016 that identifies and outlines a comprehensive plan to facilitate a regionally connected network for bicycling throughout Southeastern Massachusetts. The intent is to connect the state of Rhode Island to Cape Cod by bicycle.

RESC - Regional Economic Strategy Committee

The SRPEDD RESC serves as the working committee on economic development matters and is responsible for developing criteria and ranking economic development projects in the region.

RPP – Regional Pedestrian Plan

RBP is a document to begin development in 2017 that identifies and outlines a comprehensive plan to facilitate pedestrian activities and connections throughout the

communities of Southeastern Massachusetts.

RSA – Road Safety Audit

The Federal Highway Administration (FHWA) defines a Road Safety Audit as a formal safety examination of a road or intersection by an independent, multidisciplinary team. The purpose of an RSA is to determine specific safety issues and ultimately identify measures to address them with the primary objective being to save lives and reduce injuries.

RTA – Regional Transit Authority

The agency that oversees and coordinates public transportation in a region. In our region, GATRA oversees 15 member communities (and 13 additional communities outside of the SRPEDD region) in the greater Attleboro-Taunton area and SRTA oversees the 10 communities in the greater New Bedford-Fall River area.

RTP – Regional Transportation Plan

A 25-year long range Transportation Plan for the Southeastern Massachusetts region that is financially constrained and within the projected federal funds available. It is a comprehensive inventory and assessment of the region's highway and transit resources and needs and is updated every 5 years. (Also see Transit Acronyms for RTP- Regional Transit Plan)

RTP / CSA – Regional Transit Plan / Comprehensive Service Assessment

By state law each RTA was required to develop an RTP or CSA to examine existing service, identify new markets of service opportunity and provide recommendations on ways to improve service. SRTA released its final CSA in November 2014. GATRA released its final RTP in September 2015.

SMMPO - The Southeastern Massachusetts Metropolitan Planning Organization

The SMMPO is responsible for transportation policy and federal resource allocation decisions in the region. Signatories include the SRPEDD Commission, the mayors of our 4 cities (Attleboro, Fall River, New Bedford and Taunton), selectmen from four of the region's 23 towns, the Administrator of SRTA, the Administrator of GATRA, the Highway Administrator of MassDOT and the Transportation Secretary and CEO of MassDOT.

The SMMPO is the body that is responsible for Transportation Planning Program Development and is responsible for the endorsement of the TIP, the UPWP, the RTP and the PPP. The SMMPO also certifies the planning process. SRPEDD is the staff to the SMMPO.

SRPEDD – Southeastern Regional Planning and Economic Development District

SRPEDD is the Regional Planning Agency (RPA) that represents twenty-seven (27) municipalities in Southeastern Massachusetts. SRPEDD is involved with Comprehensive Land Use and Community Development, Economic Development, Homeland Security Planning and Transportation Planning and Programming for member communities. SRPEDD communities following the same boundaries and make up the SMMPO.

SRTA – Southeastern Regional Transit Authority

SRTA is the RTA that provides fixed route and Demand Response (DR) service to 10 communities in Southeastern Massachusetts, including Acushnet, Dartmouth, Fairhaven, Fall River, Freetown, Mattapoisett, New Bedford, Somerset, Swansea and Westport. SRTA is a member of the SMMPO.

Title VI

Title VI is the federal law that ensures that any program, issue, project or service is provided without regard to anyone's race, color, or national origin, as well as age, gender or disability. We need to promote the opportunity for all persons to participate in any part of the planning process including persons who are LEP, low-income and minority.

"No person in the United States shall, on the ground of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."

- Title VI of the Civil Rights Act of 1964

TIP – Transportation Improvement Program

The TIP is the document that identifies projects scheduled in each fiscal year for construction with state and federal funds. The TIP lists projects over a 5-year period for our region. It is continually adjusted and amended to reflect changes in costs and project readiness.

TMC – Turning Movement Count

A Turning Movement Count is conducted at intersections to count vehicle movements (lefts rights and through movements) for every approach of an intersection during certain time periods.

TOD – Transit Oriented Development

TOD is a type of community development that includes a mixture of housing, office, retail and/or other amenities integrated into a walkable neighborhood and located within a half-mile of quality public transportation.

UPWP - Unified Planning Work Program

This document provides a description of the overall transportation planning activities ongoing and anticipated within the region, including funding sources and agency responsibilities for

the upcoming federal fiscal year.

VPI – Virtual Public Involvement

VPI supports traditional outreach efforts to engage the public more effectively by supplementing face-to-face information sharing with technology. This includes meetings held virtually, websites to post information, social media tools and mobile applications that provide user-friendly features such as online videos, podcasts, crowdsourced maps, and other interactive forums to receive information and provide input.