

# 2025 ANNUAL REPORT



**SRPEDD**

Southeastern Regional Planning  
& Economic Development District

Smart growth, sustainability, economic  
development for Southeastern MA.



Cover Image: Overhead of Lake Street and New Bedford Reservoir – Acushnet, MA

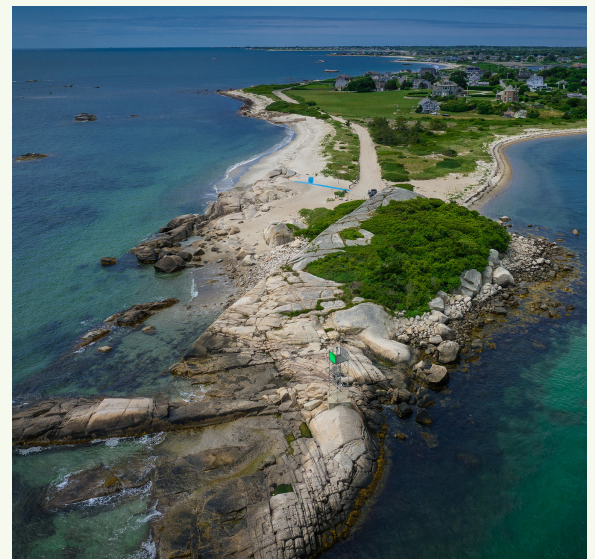


Photo Series (clockwise): Oliver Mill Park – Middleborough, MA; Cranberry Bog Harverst – Carver, MA; The Knubble – Westport, MA.

Drone Photography Credits\*: Kevin Ham

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For a complete policy statement, please visit [srpedd.org/title-vi-compliance](https://srpedd.org/title-vi-compliance).



# CONTENTS

About SRPEDD	6
Finance Report	7
District Local Technical Assistance	8
Regional Technical Assistance	10
Transportation Planning	12
Comprehensive Planning	24
Housing & Research	28
Economic & Community Development	30
Homeland Security	32
Environmental Planning	34
SRPEDD Commission	40
SRPEDD Staff	43







# LETTERS TO THE SRPEDD REGION

## CHAIR'S REPORT:

### Marie Clarner

Our Commonwealth, as we all know, has long been the site of significant historical events, technological advancements and important inventions, as well as a vast array of industries. It is also the birthplace, among other exciting new revelations, of basketball, the chocolate chip cookie, Tupperware, and the disposable razor.

And yet, while fun to celebrate, it is important to remember that all of those events, discoveries, and innovations happened or were inevitably arrived at amid similarly varying day-to-day struggles, times of celebration and optimism, or fluctuating other concerns.

As Commissioners, no different from any other community leaders, we are called upon to faithfully serve our local communities, but as importantly, help our regional community advance; encourage and promote enhanced collaboration; and anticipate, plan for, and respond to ever-evolving challenges, whatever the current state of the economy or whatever else may be going on. Thankfully, SRPEDD has had and continues to have a steady hand on the wheel.



When the call for nominations for annual awards went out this year, it occurred to me to nominate our executive director and the entire staff given their dedication and expertise in not only consistently promoting and advancing the region, but further enabling us to compete at all levels, along with each of your tireless efforts in your respective cities and towns. As communities, we bring our concerns to them, and they unfailingly help provide us with a path forward.

As we look back on our successes of this past fiscal year and ahead to the next one, I remain excited as ever to see what can be accomplished. As always, if there are any thoughts, comments or feedback that you would like to share, or additional issues that we can help address, please do not hesitate to let us know.



## WELCOME FROM EXECUTIVE DIRECTOR:

### Jeff Walker

I love Marie's incorporation of the humble chocolate chip cookie into this year's Annual Report, not least of which because they are obviously a joy to eat, but because I have fond recollection of riding through Whitman, MA, as a kid in the back of the family station wagon with my brother, and my parents making a fuss about the restaurant. At the time as young kids, of course, we couldn't care less about the building's historical significance, but we were definitely into the cookies! (Sadly, the Toll House Inn, where Ruth Wakefield came up with the recipe that Nestle in turn spun into marketing gold burned down in the 80's and all that remains now is a sign and historical marker).

Fast forward to the present, however, and as a planner along with my amazing fellow colleagues, each of us very much interested in land use, transportation, and economic development, among numerous other such related angles to that cookie as placemaking, branding, parking, tourism, and historic development, to name but a few, I now understand firsthand there was a lot more going on back then than just a bag of delicious cookies handed back to us from the front seat.

Like that moment in time and place-based memory just recounted, cemented by a simple cookie, the effective pursuit of all those often-interrelated planning angles, from business permitting to parking requirements, water and sewer extensions to heritage tourism, requires not only coming together as a people and community, but capitalizing on all the



potential for innovation, discovery, and quality of life enhancement, that such planning collaboration holds.

Indeed, the challenges we and other communities face are by nature unrelenting, that is just the reality, however, it is the commitment, expertise, and steady focus of all of us pulling together as a region that is ultimately going to see us through.

For those of you here for the annual meeting this evening and all who have been sharing so generously of your time, energy and insights—it is so great to be able to partner with each of you—we extend to you our thanks, and look forward to many fruitful collaborations with you and your communities in the coming years ahead!



# ABOUT SRPEDD

The Southeastern Regional Planning and Economic Development District (SRPEDD) serves a regional community of 27 cities and towns in southeastern Massachusetts. The agency's work is place-based and community-focused, meaning that staff work to formulate and implement plans that will achieve real quality of life improvements on the ground - plans that reflect the expressed needs of civically engaged local communities.

SRPEDD is governed by a public commission consisting of chief elected officials (mayors and boards of selectmen) in SRPEDD's 27 cities and towns (or their appointee); the region's 27 planning boards (or their appointee); and up to six at-large seats representative of low-income and minority group interests.

This annual report reflects ongoing work SRPEDD conducted from July 2024 to June 2025 including:

- Community master plans,
- Regional transportation and bicycle projects,
- Habitat restoration and watershed protection,
- Transit planning,
- Zoning bylaws,
- Drone surveys and 3d interior photography,
- Economic development, and infrastructure initiatives;
- And more!





# FINANCE REPORT

Shown below is the current financial outlook, reflecting estimated revenues of \$5.4 million derived from a mix of federal, state, local, and private sources, which enables SRPEDD to advance our mission across multiple planning fronts, from Transportation and Transit, District Local Assistance projects and Municipal contracts, to Economic Development, Environmental Planning, and Homeland Security.

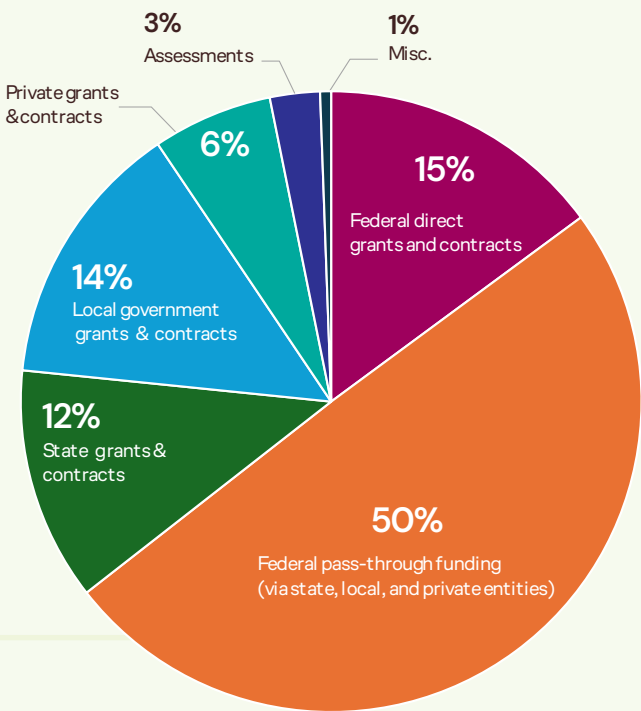
Thanks to a dedicated and talented team, we have been able to meaningfully expand upon the agency’s capacity and expertise while continuing to hold down costs for member municipalities with a total of 36 planning and other professionals currently on board. Our mission: to ably and efficiently support the diverse and changing needs of our 27 member cities and towns remains unchanged.

Finance Committee members, the Executive Director, Deputy Director, and CFO meet once a month to review all financial transactions, monitor expenditures, and tend to the purchasing and maintenance needs of the expanding organization. Members of the Personnel Committee meet quarterly, or as needed, to attend to staffing needs, policies, and the ongoing growth of the SRPEDD staff.

## Finance & Personnel Committee

Members of the Finance and Personnel Committees serving over the past year were:

- Ms. Marie Clarner, SRPEDD Commission Chairwoman
- Mr. Norman Hills, SRPEDD Commission Treasurer
- Mr. Richard Peirce, SRPEDD Commission Member [Finance Committee Only]
- Ms. Janice Robbins, SRPEDD Commission Member [Personnel Committee Only]
- Dr. Gloria Saddler, SRPEDD Commission Secretary
- Mr. Alan Slavin, SRPEDD Commission Member
- Mr. James Whitin, SRPEDD Commission Vice Chairman

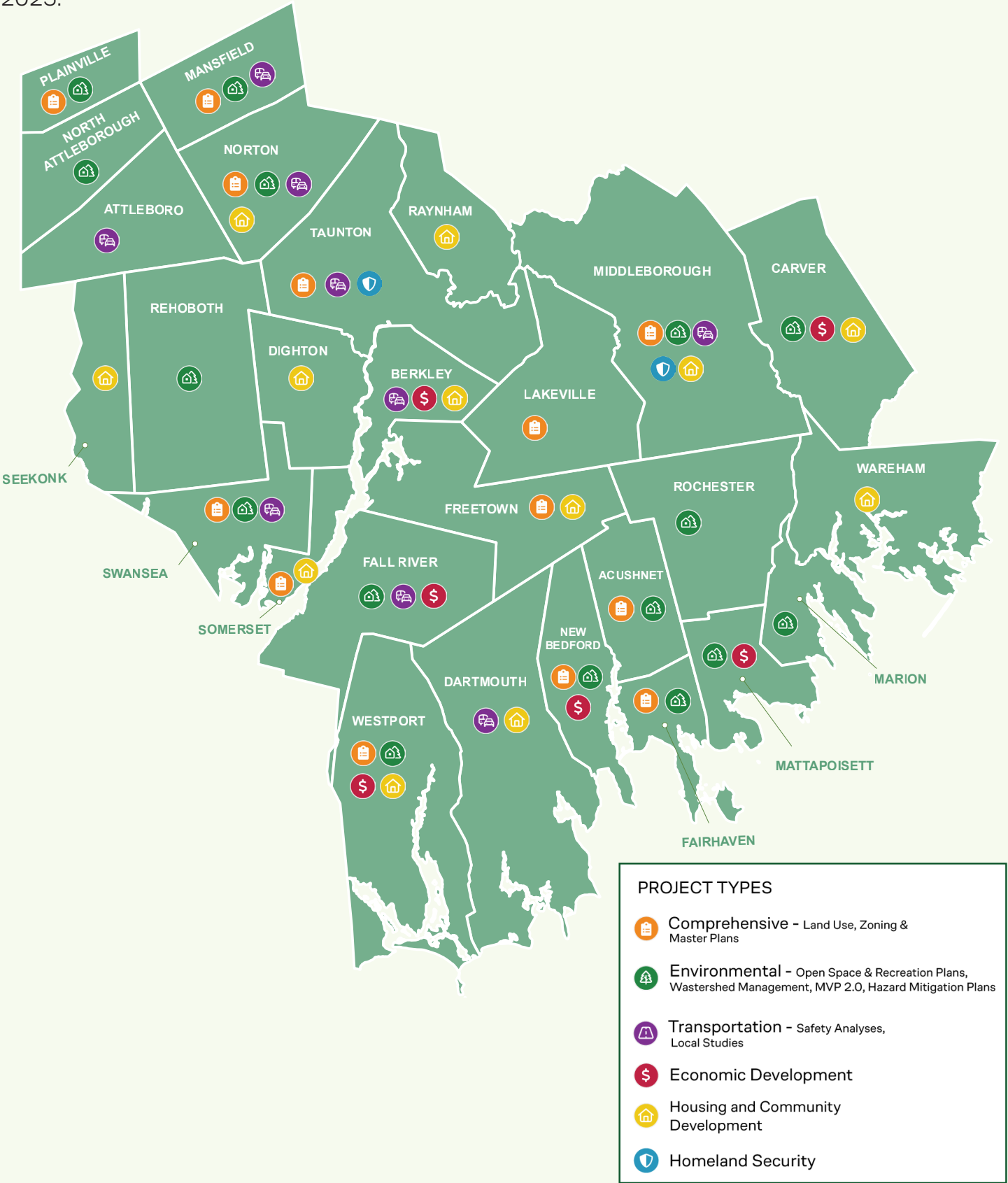


## FY 2024 REVENUES



# DISTRICT LOCAL TECHNICAL ASSISTANCE

SRPEDD offers high quality technical assistance to cities and towns both locally and regionally in a variety of subject areas and through several funding programs. The following table summarizes the technical assistance projects SRPEDD completed for its member communities from July 2024 to June 2025.





Acushnet	<ul style="list-style-type: none"> <li>MP</li> <li>Water Resource Management Plan</li> <li>OSRP Update</li> </ul>
Attleboro	<ul style="list-style-type: none"> <li>North Main Street at Holden Street Signal Warrants Analysis</li> </ul>
Berkley	<ul style="list-style-type: none"> <li>Berkley Dighton Bridge, S. Main, Elm, Porter, Padelford and Myricks Analysis</li> <li>Economic Development Plan</li> <li>Section 3A TA</li> </ul>
Carver	<ul style="list-style-type: none"> <li>OSRP Update</li> <li>Economic Development Plan</li> <li>HPP</li> </ul>
Dartmouth	<ul style="list-style-type: none"> <li>Hawthorn Street at Slocum Road Signal Warrants Analysis</li> <li>HPP</li> </ul>
Dighton	<ul style="list-style-type: none"> <li>HPP</li> </ul>
Fairhaven	<ul style="list-style-type: none"> <li>HMP Update*</li> <li>GC Technical Assistance</li> <li>MVP 2.0</li> <li>OSRP</li> </ul>
Fall River	<ul style="list-style-type: none"> <li>OSRP Update</li> <li>Regional Water Supply Analysis</li> <li>Eastern Avenue Project Segmentation Prioritization Analysis</li> <li>Mother's Brook Sewer Upgrades (D&amp;E, Permitting) Project Administration</li> </ul>
Freetown	<ul style="list-style-type: none"> <li>MP</li> <li>Municipal Digital Equity Plan</li> <li>Section 3A TA</li> </ul>
Lakeville	<ul style="list-style-type: none"> <li>Planning Board Regulations</li> </ul>
Mansfield	<ul style="list-style-type: none"> <li>GC Technical Assistance</li> <li>HMP (HMP) Update</li> <li>OSRP Update</li> <li>Franklin Street at Maple Street Safety Analysis</li> <li>ADA Self-Evaluation and Transition Plan</li> </ul>
Marion	<ul style="list-style-type: none"> <li>OSRP Revisions</li> </ul>
Mattapoisett	<ul style="list-style-type: none"> <li>OSRP Update</li> <li>Industrial Drive Infrastructure Improvement</li> </ul>
Middleborough	<ul style="list-style-type: none"> <li>Historic/General Use District Bylaw Amendments</li> <li>MP</li> <li>GC Technical Assistance</li> <li>OSRP Update</li> <li>HPP (Tier 3)</li> <li>ASHE Response Tool Kit</li> </ul>

New Bedford	<ul style="list-style-type: none"> <li>Solar Ordinance</li> <li>Marine Commerce Terminal</li> <li>North Terminal Extension Phase II and Pier Fendering Project</li> <li>Quest Center, Armory District</li> </ul>
North Attleborough	<ul style="list-style-type: none"> <li>GC Technical Assistance</li> </ul>
Norton	<ul style="list-style-type: none"> <li>GC Technical Assistance</li> <li>Route 123 Speed Study</li> <li>HPP (Tier 3, Phase 1)</li> <li>Section 3A TA Phase 2</li> </ul>
Plainville	<ul style="list-style-type: none"> <li>MP Green</li> <li>Communities Technical Assistance</li> </ul>
Raynham	<ul style="list-style-type: none"> <li>Section 3A TA</li> </ul>
Rehoboth	<ul style="list-style-type: none"> <li>GC Technical Assistance</li> </ul>
Rochester	<ul style="list-style-type: none"> <li>MP</li> </ul>
Seekonk	<ul style="list-style-type: none"> <li>HPP (Tier 2, Phase 1)</li> </ul>
Somerset	<ul style="list-style-type: none"> <li>Riverwalk and Overlook Concept Design</li> <li>Slade's Ferry Zoning and Design Guidelines + Implementation</li> <li>Route 103 Neighborhood Plan</li> </ul>
Swansea	<ul style="list-style-type: none"> <li>MP, OSRP, and HPP</li> <li>Compton's Corner Stormwater Management Planning</li> <li>Wilbur Avenue at Gardners Neck Road SWA</li> <li>Route 6 Plan</li> <li>Municipal Digital Equity Plan</li> <li>Route 103 Corridor Plan</li> </ul>
Taunton	<ul style="list-style-type: none"> <li>Route 140 Corridor Study</li> <li>Hart Street at Poole Street and Bristol Plymouth High School northern entrance</li> <li>Washington Street All Way Stop Warrants Analysis</li> <li>Lights On Festival Direct Economic Impacts</li> <li>MSIP V- Business Park</li> <li>Section 3A TA</li> <li>ASHE Training Exercise and Tool</li> </ul>
Wareham	<ul style="list-style-type: none"> <li>Section 3A TA</li> </ul>
Westport	<ul style="list-style-type: none"> <li>OSRP</li> <li>Barrier Beach Management Plan</li> <li>MVP 2.0 Technical Assistance</li> <li>Route 6 Neighborhood Plan</li> <li>HPP (Tier 1, Phase 1)</li> </ul>

Project funding came from multiple sources including District Local Technical Assistance (DLTA) from the Massachusetts Legislature, Municipal Assistance (MA) from SRPEDD assessments, US Economic Development Administration (EDA) funding, Massachusetts Department of Transportation (MassDOT), US EPA, MA Office of Disability (MOD), local contracts, and various foundations.

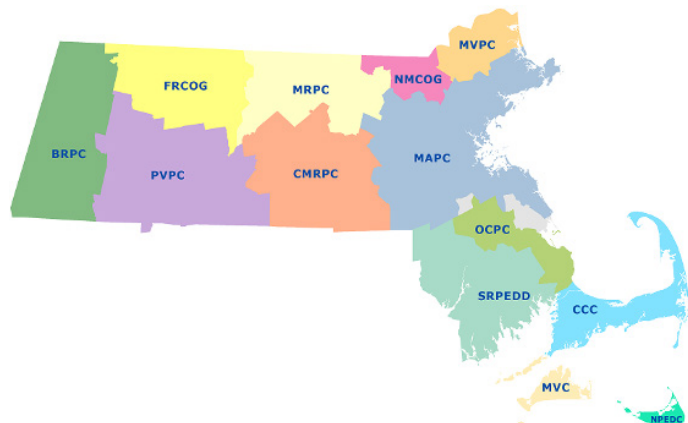


# REGIONAL TECHNICAL ASSISTANCE

As an RPA, SRPEDD is in a uniquely positioned to address needs that cross town boundaries the following includes technical assistance SRPEDD offered regionally

## ADMINISTRATIVE

- Mass. Assn. of Regional Planning Commissions (MARPA)
- South Coast Administrators Committee



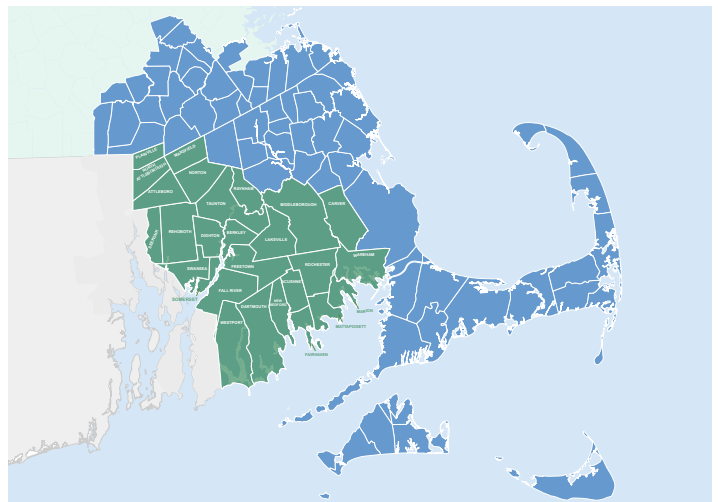
MARPA Members as of 2025

## COMPREHENSIVE

- Arts and Culture Community Development Initiative
- Greater New Bedford Regional Refuse Management District Land Alternatives and Reuse Study
- Justice, Equity, and Community Development (JECD) Initiative
- MassTech Municipal Digital Equity Planning
- MBTA Multi-Family Zoning Support
- PDA/PPA Update for MBTA Communities
- Regional ADU Bylaw Technical Assistance
- Rural COA Partnership
- Rural Community Section 3A Compliance Efforts
- Wastewater District Assistance

## HOMELAND SECURITY

- FFY20 Homeland Security Program and Project Management
- FFY21 Homeland Security Program and Project Management
- Homeland Security Program and Project Management



SRPEDD Region + SRAC Communities

## INTERDEPARTMENTAL WORK

### Comprehensive, Environmental, Transportation

- DLTA and DLTA-A
- SRPEDD Regional Resilience Plan (SRRP)



## ENVIRONMENTAL

- Annual Reports and Competitive and Designation Grant Applications
- Assawompset Ponds and Mattapoissett River Valley Hydrological Study
- Assawompset Ponds Water Quality Study, Mattapoissett River Valley Study, and Upper Nemasket Channel Restoration
- Assawompset Ponds Groundwater Hydrologic & Hydraulic Study
- Assawompset Ponds Long Pond PRB Feasibility Study
- Assawompset Ponds Sedimentation, Invasive Removal, and Snipatuit Evaluation
- Assawompset Ponds Water Quality Assessment, Snake River Culvert Evaluation and Nemasket River restoration
- Assawompset Ponds Water Quality Workshops and Culvert Evaluation
- Brownfield Community Wide Assessment Grant
- Buzzards Bay Water Quality Planning & Regional NPS Coordinator Program
- Buzzards Bay Water Quality Planning (604b grant confirmed, 319 grant pending)
- Climate Pollution Reduction Grant
- Coastal Resilience Project Support
- Open Space Residential Design Regional Study
- Regional Energy Planning Assistance (REPA): Annual Reports and Competitive and Designation Grant Applications
- Regional Outdoor Recreation Inventory
- Resilient Taunton Watershed Network (RTWN) facilitation
- Rural Policy Advisory Council
- SNEP Network Provider
- Taunton River Stewardship Council Website Technical Assistance
- Taunton River Stewardship Plan Update

## TRANSPORTATION

- Age Friendly Mobility Plan
- FFY25-29 Transportation Improvement Program (TIP) Management
- FFY26-30 Transportation Improvement Program (TIP) Development
- Food Access & Security in Transportation Plan
- Joint Transportation Planning Group (JTPG)
- Parking Lot Utilization Plan
- Pavement Management - Fed. Aid Road Network Data Collection & Analysis
- Regional Evacuation Route Study
- Regional Pedestrian Plan
- Route 28 Corridor Study from Cushman Street (MB) to Charlotte Furnace Road in (WH)
- Safety Action Plan Development
- SMMPO Public Participation Plan Update
- South East Regional Coordinating Council on Transportation (SERCCOT)
- Southcoast Bikeway Technical Assistance
- Southeastern Massachusetts Metropolitan Planning Organization (SMMPO)
- SRPEDD Top 100 Update & Dashboard Development
- Taunton River Trail Technical Assistance
- Traffic Counting and Turning Movement Counts
- Trails Mapping (Off Road)
- Trails Mapping Year End Report
- Transit Coordination



# TRANSPORTATION PLANNING



Veterans Memoria Bridge - Fall River, MA

Cooperating with MassDOT and other federal and local stakeholders to create plans and programming for highways, transit, freight, bicycle, and pedestrians.

## Transportation Improvement Program (TIP)

Transportation Department staff continued assisting member communities with accessing federal and state funding through the Transportation Improvement Program (TIP). The TIP is the official 5-year document listing all transportation projects in the region by federal funding category, including road, bridge, transit, bicycle, and pedestrian improvements. Throughout the TIP project development process, staff provided guidance through project initiation and design, project evaluation and ranking, best practices for public engagement, getting projects placed on the TIP and implementation in close collaboration with MassDOT. Over the next 5 years, the anticipated budget for SRPEDD's 27 communities is \$150.7 million, averaging \$30 million per TIP year. \$30 million may seem significant, but depending upon the size of the project, it may be enough to cover only an average of 3-4 projects per year across the region, with most ranging in cost from \$2.6 to \$18.6 million. Ideally, programming smaller projects (under

\$4 million each), such as signal upgrades or intersection improvements, can help enable more projects to be completed. Staff have strongly encouraged communities to inquire about and initiate these smaller projects.

In FFY2025, twelve projects are programmed in the region with federal and state funds totaling over \$475 million. The table below displays these regional and statewide projects, including two projects that involved flexing highway funds to transit to provide additional service and ridership experience enhancements across the region. SRPEDD's transportation staff is available to assist any community in navigating the Transportation Improvement Program's (TIP) planning process to fund improvements in their city or town.

For more information, please visit [srpedd.org/TIP](https://srpedd.org/TIP).

FY2025 TIP PROJECTS BY COMMUNITY		FUNDING SOURCE/ PROGRAM	PROJECT COST
Lakeville	Reconstruction and Related Work on Rhode Island Road (Route 79) from the Taunton City Line to Clear Pond Road	Congestion Mitigation and Air Quality / Surface Transportation Block Grant	<b>\$22,627,568</b>
Mansfield	Airport Bus Service from the Mansfield MBTA Station to Logan Airport	Congestion Mitigation and Air Quality (Flex to FTA)	<b>\$660,000</b>
Mansfield	Multimodal Accommodation on School Street, from Spring Street to West Street	Congestion Mitigation and Air Quality / Surface Transportation Block Grant	<b>\$6,044,323</b>
Mansfield	Corridor Improvements on Chauncy Street (Route 106), From State Route 140 to Copeland Drive	Statewide Highway Safety Improvement Program and NHPP	<b>\$11,184,882</b>
Multiple	New Bedford to Taunton, Guide and Traffic Sign Replacement on a Section of Route 140	Highway Safety Improvement Program	<b>\$1,237,032</b>
Multiple	District 5 – VRU Systemic Safety Project near Bus Stops	Highway Safety Improvement Program – Vulnerable User Safety	<b>\$1,245,314</b>
New Bedford	Bridge Replacement, Ramp C & F over ST 18, County Street, State Street, MassCoastal RR, Purchase Street, and Weld Street	Highway Infrastructure Program – Bridge / Bridge Replacement and Rehabilitation Program	<b>\$378,321,384</b>
New Bedford	Blue Lane Connector	Better Utilizing Investments to Leverage Development (BUILD) Grant Program	<b>\$2,186,700</b>
New Bedford	SS4A – Two Demonstration Projects	Safe Streets and Roads for All Grant	<b>\$237,266</b>
Taunton	Bridge Replacement, Scadding Street over Snake River	Surface Transportation Block Grant – Off System Bridge	<b>\$14,914,148</b>
Somerset/ Swansea	Somerset–Swansea Pavement Preservation & Related Work on Interstate 195	National Highway Performance Program – Interstate	<b>\$19,256,650</b>
Swansea	Traffic Signal and Safety Improvements at Three Intersections on Route 6	Statewide Highway Safety Improvement Program and Surface Transportation Block Grant	<b>\$17,133,255</b>



# Unified Planning Work Program (UPWP)

The Unified Planning Work Program (UPWP) lists the transportation-related projects, technical assistance, and other activities that SMMPO staff at SRPEDD undertake during each federal fiscal year (from October 1 through September 30) to support the goals established in the Regional Transportation Plan, Moving Forward 2050. Ongoing tasks include the 3C planning process which includes support to the Southeastern Massachusetts Metropolitan Planning Organization, the Joint Transportation Planning Group, the SRPEDD Commission, and MassDOT; public outreach and engagement with emphasis on Title VI and underrepresented populations; TIP funding distribution analyses; the development of the TIP and UPWP, GIS and data collection, which includes pavement management, traffic counting, bicycle and pedestrian facilities; congestion, safety, and bicycle and pedestrian planning efforts; and public transit planning support. In addition, environmental planning efforts help our communities prepare for climate adaptation and mitigation in parallel with transportation assets and challenges. The program also includes our popular Community Technical Assistance Program that assists the region's municipalities with data collection and planning assistance that does not require a major study.

During FY25, larger tasks included Phase 2 of a Regional Evacuation Plan and the commencement of Phase 1 of a Food Access and Security in Transportation Plan, Age-Friendly Mobility Plan & Parking Lot Utilization Plan. In addition, SMMPO staff reestablished the South East Regional Coordinating Council on Transportation (SERCCOT), to discuss the transportation needs of area older adults, people with disabilities, and low-income commuters and collaboratively brainstorm on solutions.

Together with ongoing tasks, and phase 2 of the previously mentioned plans, for the upcoming fiscal year, SRPEDD staff will be commencing Phase 1 of a corridor study along Pleasant Street in Fall River, Phase 1 of an Economic Impact Analysis for Southeastern Regional Transit Authority's (SRTA) free fare service, an update of the region's Congestion Mitigation Plan and the SMMPO's Public Participation Plan, the establishment of a Bicycle and Pedestrian Advisory Committee (BPAC), and tabletop exercises focusing on operational coordination, critical transportation, and infrastructure systems for evacuation events.

The FY2025 and FY2026 UPWPs are available at [srpedd.org/transportation/regional-transportation-planning/upwp/](https://srpedd.org/transportation/regional-transportation-planning/upwp/).





# Transportation Department Data Collection, Analysis, and Community Technical Assistance

A crucial component of the transportation work program is collecting and analyzing data that aids in planning and prioritizing investments within our region. This includes but is not limited to vehicle, bicycle and pedestrian counts, park and ride counts, and pavement condition data. In FY2025 SRPEDD staff collected traffic volume counts at 127 locations and peak turning movement counts at 58 locations. This data is used for a variety of purposes including data-driven study efforts and is incorporated into our travel demand model to provide insight into the region's travel patterns and growth. Turning movement count data is used to maintain our Signalized Intersection Database, which provides a wide range of information including vehicle volume, safety, crash statistics, and level of service for each of the 364 signalized intersections in the region. SRPEDD also collects bicycle count data and is expanding our program with the recent purchase of high-tech eco-counters.

SRPEDD provides community technical assistance as requested by communities in the region for issues that do not require a larger comprehensive study. This assistance usually

includes data collection or reviewing existing data, site evaluations, and a technical memorandum. The technical memorandum and data collected provides the community with recommendations, alternatives and a course of action based on the request received. Some requests only require data collection with no further report or recommendations needed. In FY2025 SRPEDD assisted by completing or beginning the technical assistance process for thirteen communities: Acushnet, Attleboro, Berkley, Carver, Dartmouth, Fairhaven, Fall River, Mansfield, Norton, Rochester, Swansea, Taunton, Wareham, and Westport. This included five community technical assistance requests for a signal warrant analysis, an all-way stop warrant analysis, two involving a safety analysis, four for traffic count data only, a speed study with speed limit recommendation, three historical data and recommendations analysis, a quick build study which was placed on hold, and a project prioritization analysis.

To learn more about Community Technical Assistance offered through SRPEDD's Transportation Department visit [srpedd.org/transportation/transportation-infrastructure/community-technical-assistance/](https://srpedd.org/transportation/transportation-infrastructure/community-technical-assistance/).





# SERCOTT / Transit Updates

This has been an eventful year for public transit within SRPEDD communities. The MBTA South Coast Rail had its inaugural ride on March 24th, 2025 with stations in Fall River, New Bedford, Freetown, Middleborough and East Taunton. This is the first time since 1958 that the region has been connected by passenger rail.

Bus service has expanded throughout the region as well. SRTA now operates the MicroConnector, a micro transit curb to MBTA station service for Fall River and New Bedford. GATRA, in partnership with BAT, Yankee Transit, and SRTA launched the Gateway Link, connecting Fall River, Taunton, Easton, and Brockton with fare-free transit. This is a vital link connecting community members to Fall River's Bristol Community College, the Brockton VA, and Stonehill College. The SouthCoast now



Graphic from 'SRC Resource Guide on How to Explore the Region'



SERCCOT Logo



ITAP Introductory Page

has a direct transit link to BAT, where people can get a free bus connection to the Ashmont Line on the MBTA.

SRPEDD re-established SERCCOT, where community leaders, RTAs, and municipal leaders have come together to discuss transit obstacles and opportunities throughout the region. These discussions have included food access, youth opportunity gaps for after school programming, SouthCoast Rail connections, Age-Friendly Planning, and connections to MBTA/RIPTA.

SRPEDD staff created and began promoting the Interactive-Transit Accessible Parkfinder Map or ITAP the Map. This interactive map shows every public park that is within a ½ mile of a bus stop. It also highlights park services and amenities including ADA-friendly playgrounds, free summer lunch programming, public beaches, and restrooms. ITAP is a living map that is being updated regularly based on community feedback.

# Parking Lot Utilization Plan

Parking is a common topic of discussion in our downtowns, but how much of it do we really use? In March, April, and May 2025, SRPEDD staff studied parking in Downtown Attleboro, the Port of New Bedford, and Downtown Taunton to find out. Staff counted vehicles in multiple lots to see how often they were used and when demand

was highest. The results showed a clear trend: most lots had more supply than demand, even during peak weekday hours. While a few lots filled to about 85% full, the level planners typically consider “just right,” many others remained far below that threshold.

Time of Day	Court Street Lot	Galligan's Court	Marion Manor	City Hall - Lot A	City Hall - Lot B	City Hall - Lot C	Police Station	TMLP Weir Street	Trescott Street
8:00 AM	31%	45%	57%	78%	55%	46%	71%	36%	75%
9:00 AM	34%	52%	65%	84%	70%	51%	76%	40%	77%
10:00 AM	32%	53%	78%	91%	80%	48%	65%	44%	74%
11:00 AM	33%	51%	81%	85%	85%	52%	68%	49%	79%
12:00 PM	30%	56%	82%	83%	82%	54%	63%	50%	76%
1:00 PM	30%	53%	73%	80%	79%	55%	69%	47%	74%
2:00 PM	30%	50%	68%	80%	84%	54%	70%	45%	60%
3:00 PM	30%	54%	64%	81%	77%	54%	62%	50%	51%
4:00 PM	30%	56%	52%	63%	73%	46%	64%	49%	51%
5:00 PM	29%	35%	58%	74%	48%	41%	55%	9%	41%
6:00 PM	27%	32%	42%	72%	66%	38%	52%	6%	37%
7:00 PM	22%	21%	29%	49%	39%	34%	46%	0%	26%

<25%

25% - 49%

50-84%

85-91%

Observed average downtown Taunton parking lot utilization rates, Spring 2025

This pattern is similar to traffic at a busy intersection: quiet most of the day, but crowded at certain times. Excess parking isn’t free, it raises construction costs, limits housing options, displaces green space, and creates unwalkable or less-walkable downtowns and villages. Meanwhile, it doesn’t necessarily guarantee parking availability

at the right time or place. Instead of building new parking lots to handle those occasional peaks, communities can use Transportation Demand Management (TDM) strategies to better manage demand. These include parking pricing adjustments, shared parking agreements, commuter financial incentives, and investments in walking, biking, and transit. With 9% of households in the SRPEDD region lacking access to a vehicle, these TDM strategies also support equity and more efficient land use.



Downtown Taunton parking lots studied, Spring 2025

Looking ahead, SRPEDD will launch Phase 2 of the Regional Parking Utilization Assessment in 2026. This phase will focus on solutions and partnerships to put TDM strategies into action. Communities will have access to parking data collection and monitoring support, sample shared-parking agreements, stakeholder outreach, educational materials, and customized policy recommendations.



# Evacuation Route Study

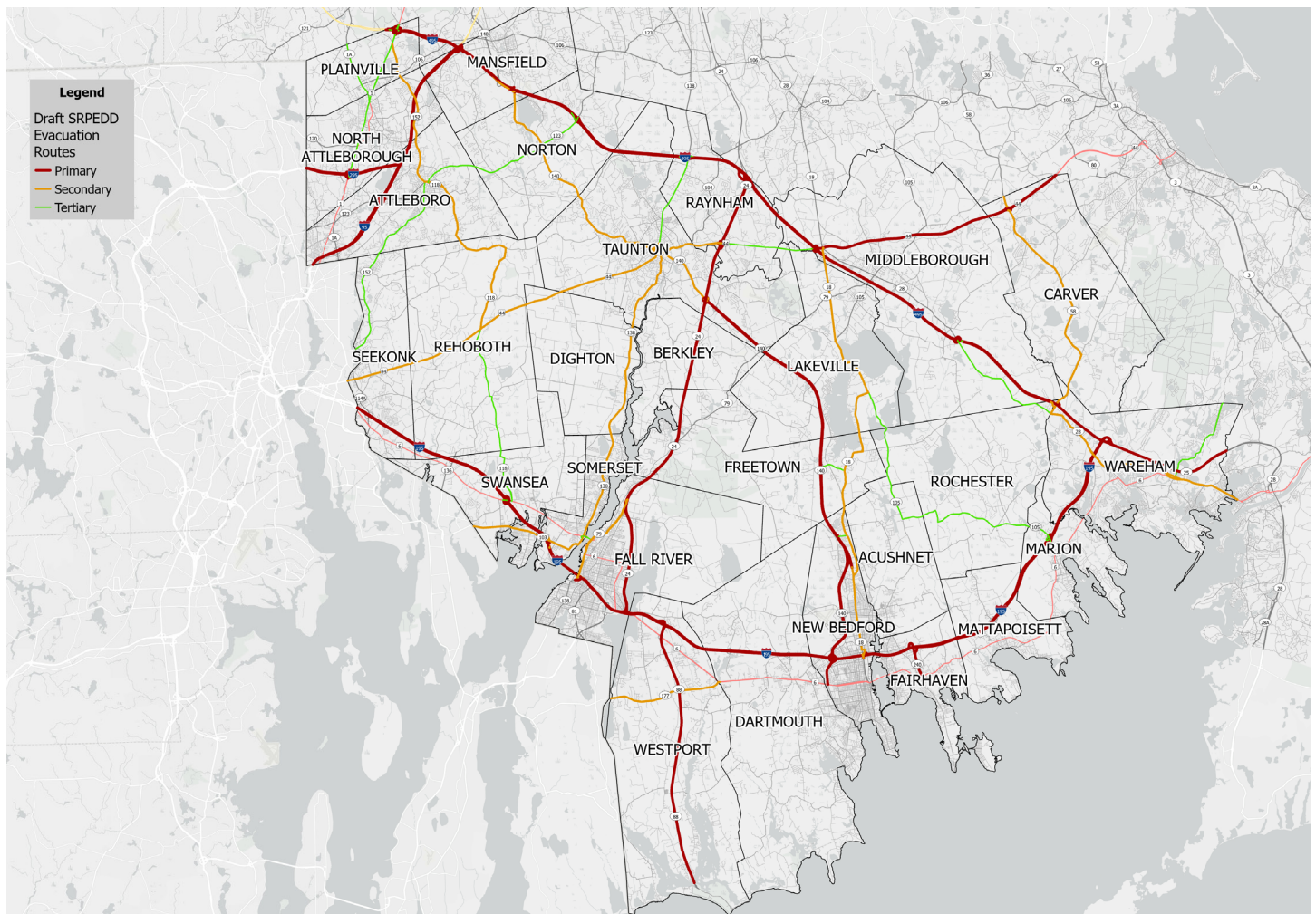
The Southeastern Massachusetts region is at risk from a variety of natural and man-made disasters that can result in the need for evacuation. While individual communities in the region have done significant work to be prepared for disasters, there is a significant planning gap at the regional level. Most community level planning does not provide instruction for evacuation outside community borders, leading to conflicting routing between communities.

In order to provide and improve regional coordination, SRPEDD staff from the Homeland Security, Transportation, and Environmental departments completed a regional evacuation plan. The study was largely informed by meetings

with representatives from every municipality in the SRPEDD region, small, targeted focus groups, and meetings with statewide partners. To gain a comprehensive understanding of municipal resources for emergency situations and potential challenges, SRPEDD staff met with representatives from town administrator offices, police and fire departments, councils on aging, school departments, departments of public works, health departments, conservation agents, and other emergency management or human services staff.

This study examines the potential triggers for evacuation, clearly defines regional evacuation routes, and provides a plan to coordinate regional resources. The study also contains recommendations for improving routing and coordination and a resource list of best practices, which include:

## MAP OF DRAFT SRPEDD EVACUATION ROUTES



## Evacuation Route Study (cont)

- 1. RE-ENTRY PERMITTING:** Controlling the flow of residents back into disaster impacted areas through a permitting system administered away from the disaster area in order to make for an orderly re-entry only for those with homes in impacted areas.
- 2. CLEAR CHAIN OF COMMAND:** Clearly identifying the individual in a community responsible for ordering ideally the appointed Emergency Management Director or clearly designating the authority to additional individuals if necessary.
- 3. REGIONAL CERT:** There has been a decrease in the number of active Community Emergency Response Teams (CERT) after Covid. Communities may not be able to maintain a CERT if only one or two individuals are interested. However, if several municipalities band together with interested individuals, regional teams may be formed. Regionalization lets municipalities pool their budgets and share assets, and in some cases, can open grant opportunities not available to single municipalities.
- 4. REGIONAL PUBLIC INFO AND WARNING:** It's been said that for a message to get across to the public they need to see it three times, e.g. on the municipal Facebook page, on a variable traffic message board, and a text from their local alert system. Building a robust database of people opted into emergency alerts, and wide-scale, unified messaging from municipal websites, leaders, and community groups to get individuals opting into this system, will be crucial to spreading the word in an emergency.
- 5. REGIONAL SHELTERING:** For some municipalities, capacity for resourcing, staffing, and operating an emergency shelter for 72 hours before help arrives is now more limited. Regionalizing shelters spreads the burden of resourcing and operating across regional partners and makes it easier to send one-two personnel every other shift than fully staff a shelter with just one municipality's resources. Centralizing clients in one shelter also facilitates provision of wraparound services.

The Plan will help tie identified needs to potential funding sources and proposes next steps. SRPEDD staff will be doing tabletop exercises with community stakeholders to test evacuation scenarios and will distribute best practice information to local stakeholders and the public, which will include updated routing and TIP project

evaluation criteria that prioritizes TIP funding towards projects that help strengthen evacuation routing. The draft Plan was released for a public comment period at the September 16th SMMPO meeting.

For more information, visit [srpedd.org/transportation/srpedd-evacuation-route-plan/](https://srpedd.org/transportation/srpedd-evacuation-route-plan/)



# Food Access & Security in Transportation

## (FAST) Plan

Through Phase 1 of the Food Access and Security in Transportation (FAST) Plan, SMMPO staff sought to better understand the current regional landscape regarding barriers, facilitators, and other factors influencing food access across our 27 municipalities. Across the region, community members may use a combination of grocery stores, convenience stores, restaurants, fast food

establishments, farmer's markets, food pantries, farm stands, food delivery services, schools, and government assistance programs to access a variety of food choices. Similarly, the SMMPO region is home to a wide variety of agriculture and food-based businesses and organizations that make up a diverse regional food system.



***Richie Allium of Atlas Farm hands a watermelon radish to Francis Frodema at the Holyoke Farmer's Market.***

***(Patrick O'Connor photo) – Third Party submitted***

Disparities in access and availability of healthy food options, however, leave significant portions of the region without easy access to food as well as the resources necessary to make healthy food choices. Through strong public engagement efforts, core public health principles, examination of existing GIS data, and regional coalition involvement, the Plan will provide a better understanding of current local circumstances and recommendations for bolstering regional food systems and healthy food accessibility for all through integrated transportation investments and practices. FY25 concluded with the creation of a FAST Plan Phase 1 draft report, which

provides extensive background and data regarding food access and transportation, as well as secondary factors that influence food choices, e.g. housing, economic barriers, healthcare, and more. Alongside this draft document is the publicly available GIS mapping toolkit, which identifies a wide variety of food access points across the region (local retailers, food pantries, farmers markets, etc.) alongside transportation facilities (bus stop / routes, walksheds, and high injury network considerations) that can help SMMPO communities and individuals better understand the current barriers and facilitators to food access and identify potential improvements for greater transportation network access and connectivity.

# Southeastern Massachusetts Regional Safety Action Plan (SS4A)

The Southeastern Massachusetts Regional Safety Action Plan (RSAP), developed through a federal Safe Streets and Roads for All (SS4A) grant, was endorsed by the SMMPO in June of 2025.

From 2019–2023, Southeastern Massachusetts experienced 1,828 serious vehicle-involved crashes resulting in 245 deaths and 1,623 severe injuries.

To address this, SRPEDD staff, together with consulting firms Toole and VHB and an interdisciplinary Task Force, developed a Vision Zero-aligned Regional Safety Action Plan. The plan aims to reduce fatal and serious injury crashes by 35% by 2040—and ultimately reach zero—using a Safe Systems Approach that emphasizes safer road design, speed management, and protection for vulnerable users like pedestrians, cyclists, and transit riders.

The Plan was informed by crash data analysis and public engagement, including public survey responses, community event tabling, and focus groups which targeted youth, low-income, and Limited English Proficient road users. It identifies high-risk corridors and common crash factors in the region such as speeding and distracted driving and presents a comprehensive toolkit of various engineering and safety solutions—including short to long term and low to higher cost options—to address these high crash-risk and high-injury areas. Low-cost, short-term solutions include high-visibility crosswalks, pavement markings, signage, signal timing changes, and trimming vegetation that blocks sight lines. The Plan also proposes non-engineering solutions such as educational campaigns and enforcement strategies.

SS4A Survey Advertisement on SRTA



The RSAP ranks and prioritizes potential safety projects at both the regional and municipal levels to ensure a wide array of opportunities for funding for all 27 communities. This Action Plan identifies locations within each community in the SMMPO region that are eligible to apply for implementation or demonstration project federal SS4A funding to make streets safer.

In addition to the RSAP, Community Implementation Guides were also developed through Toole to assist communities with implementing the recommendations of the plan.

The final plan and implementation guides are available on our website at [srpedd.org/ss4a](https://srpedd.org/ss4a).

SRPEDD staff would especially like to thank members of our Regional Task Force of municipal officials, community leaders, transit professionals, and public health advocates. Their participation helped guide the development of the document and other resources so that they served the best interest of our region, for which we are very grateful. Their role continues into implementation of the Plan as stewards of safer streets across Southeastern Massachusetts.



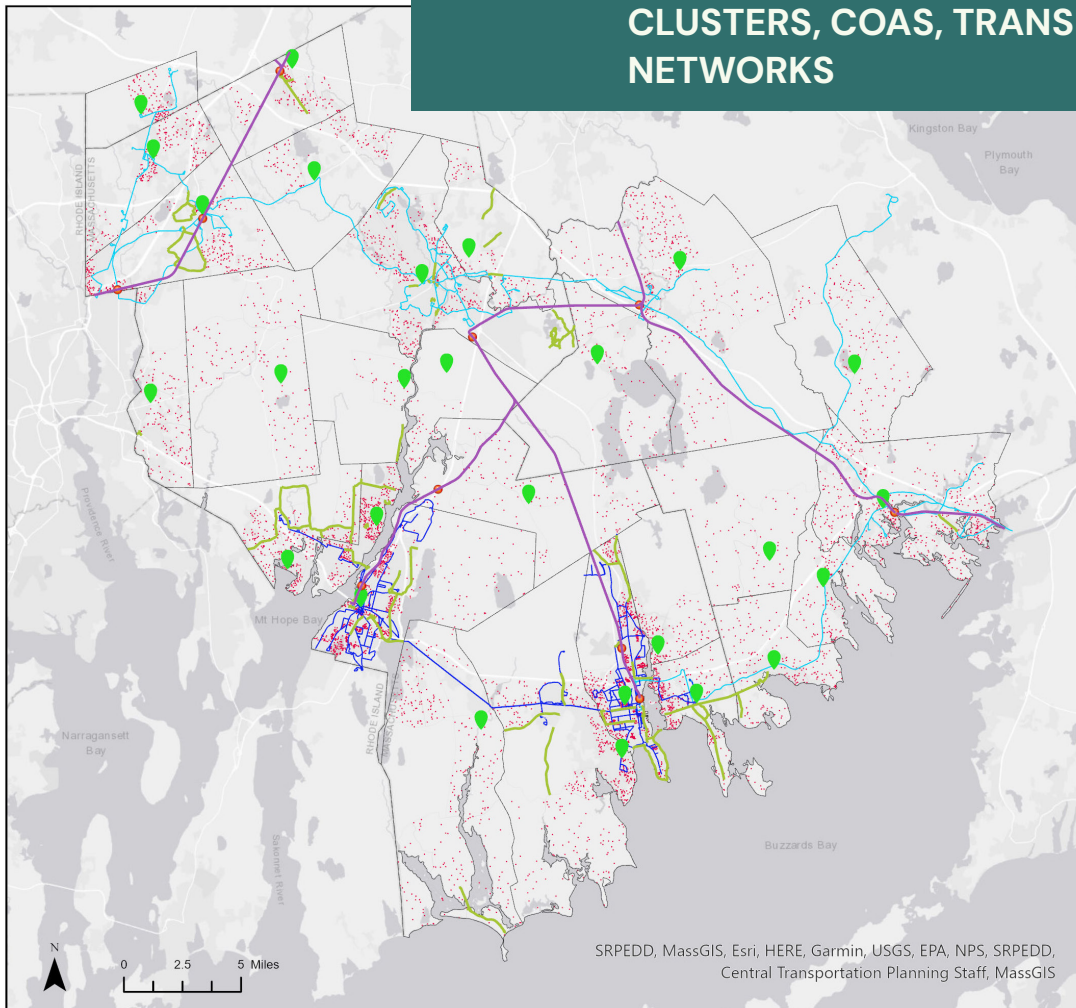
# Age Friendly Plan

The Age-Friendly Mobility Plan is being developed to identify needs, priorities, and recommendations for future SRPEDD technical assistance work on transportation-related improvements that encourage healthy aging and to guide future investments in aging- and dementia-friendly infrastructure in Southeastern Massachusetts. This study builds on SRPEDD's Age Span "Healthy Aging for All 2.0" Pilot project and responds to needs identified in the SMMPO's current Regional Transportation Plan: Moving Forward 2050 scenario planning, which revealed that no other age group is projected to experience as much growth in the next decades as people over 65 years of age; the highest older adult population

growth rates are projected in communities that lack robust transit service including Middleborough, Berkley, Norton, and Rochester.

Phase 1 of the study focused on mapping and beginning to assess the conditions of transit networks, pedestrian and bicycle facilities within a .5-mile and 3-mile radius of SMMPO-region Councils on Aging (COAs), older adult residential clusters, and popular older adult destinations. This GIS-based analysis is helping determine how well existing multimodal networks connect older adults to where they need to go, including COAs which are hubs for various essential services and resources.

## MAP OF OLDER ADULT RESIDENTIAL CLUSTERS, COAS, TRANSIT & BIKE NETWORKS



### Older Adults and Mobility Amenities

Age 65+

1 Dot = 10 people

- Total Population Age 65+
- Councils On Aging
- SRTA\_Routes\_Fall\_FY24
- GATRA Middleborough Shuttle
- GATRA Taunton Bus Routes
- GATRA Wareham to NewBedford Bus Route
- GATRA Middleborough to Taunton
- GATRA Wareham to Plymouth Bus Route
- GATRA Attleboro Bus Routes
- GATRA Wareham Bus Routes
- MBTA Commuter Rail
- Commtuer Rail Stations in Southeastern MA

Regional Bike Network 2024



Quantitative and spatial data together with public engagement insights will inform where are the most important locations and gaps to focus age-friendly transportation improvements.

The study measures livability across SRPEDD communities using custom Age-Friendly Mobility Livability scores which build on the AARP's Livability Index and consider livability across the domains of Transportation, Housing, Neighborhood, Environment, Health, Engagement, and Opportunity with an added weight to transit access. The majority of COA neighborhoods in SRPEDD communities score lower in livability with mobility-adjusted scoring. Walkshed analysis reveals that even where transit exists, it is in some locations geographically disconnected from where older adults live and gather.

Recent engagement with the public and community partners have so far revealed several themes, including emphasis on demand response services and family carpooling as a major resource for older adults who cannot drive; need

for increased public transportation frequency, reliability and service area especially connections serving healthcare facilities; limited awareness of paratransit services in rural communities; and limited capacity of volunteer driver programs. The Plan is scheduled to conclude in Fall 2026 for final distribution following JTPG, SMMPO, and community partner review of the Plan and its recommendations.

To learn more about the Age Friendly Mobility Plan visit: [srpedd.org/agefriendlyplan](https://srpedd.org/agefriendlyplan).



# COMPREHENSIVE PLANNING



Commuter Rail Station – Mansfield, MA

Taking a holistic approach to planning for community's land use, zoning, and design.

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## Updating Regional Priority Areas

SRPEDD is honored to have recently partnered with the MBTA, the Executive Office of Housing and Livable Communities, and our 27 communities to once again update Priority Development Areas (PDAs) and Priority Protection Areas (PPAs) across the region.

Through this collaborative process, we have updated Priority Area boundaries, utilized modern mapping and active community engagement to inform decision-making, and proposed more detailed recommendations and example best practices for key Priority Areas.

Please find the 27 final 2024 Community Priority Area Reports [in this online folder](#). You can also review PDA/PPA Case Studies [in this online folder](#) and in the [Success Stories section of this web page](#).

Finally, you can explore a the final [2024 Community Priority Areas of Regional Significance](#) report and [interactive Story Map here!](#) And please see our project [Summary Video here](#) or on the project web page.

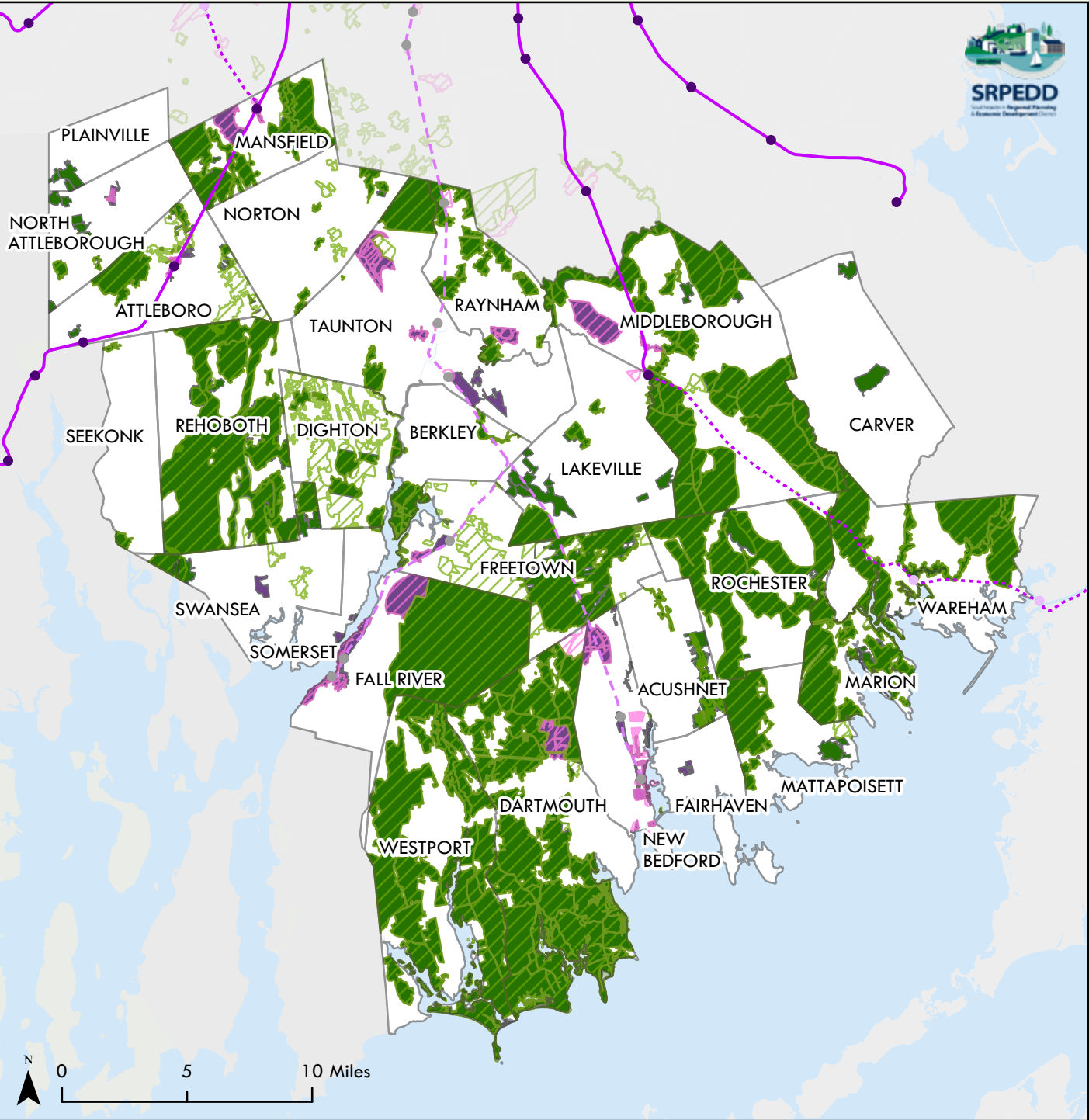
Thank you to the many members of the public and elected and appointed officials from across the SRPEDD region who participated in this work and who joined the project team for a final Open House event last December in New Bedford. Your participation added tremendous value to the work!

SRPEDD looks forward to revisiting PDAs and PPAs again in the coming years!



Priority Areas Logo

# MAP OF SRPEDD REGIONAL PRIORITY AREAS FROM 2010 – 2024



## Regional Priority Areas

### Priority Areas

- Regional PDAs 2013
- Regional PDAs 2024
- Regional PPAs 2013
- Regional PPAs 2024

### MBTA Commuter Rail Lines

- Regular Service
- Seasonal/Special Events
- Under Construction
- Proposed

### MBTA Commuter Rail Stations

- Regular Service
- Seasonal/Special Events
- Under Construction
- Proposed



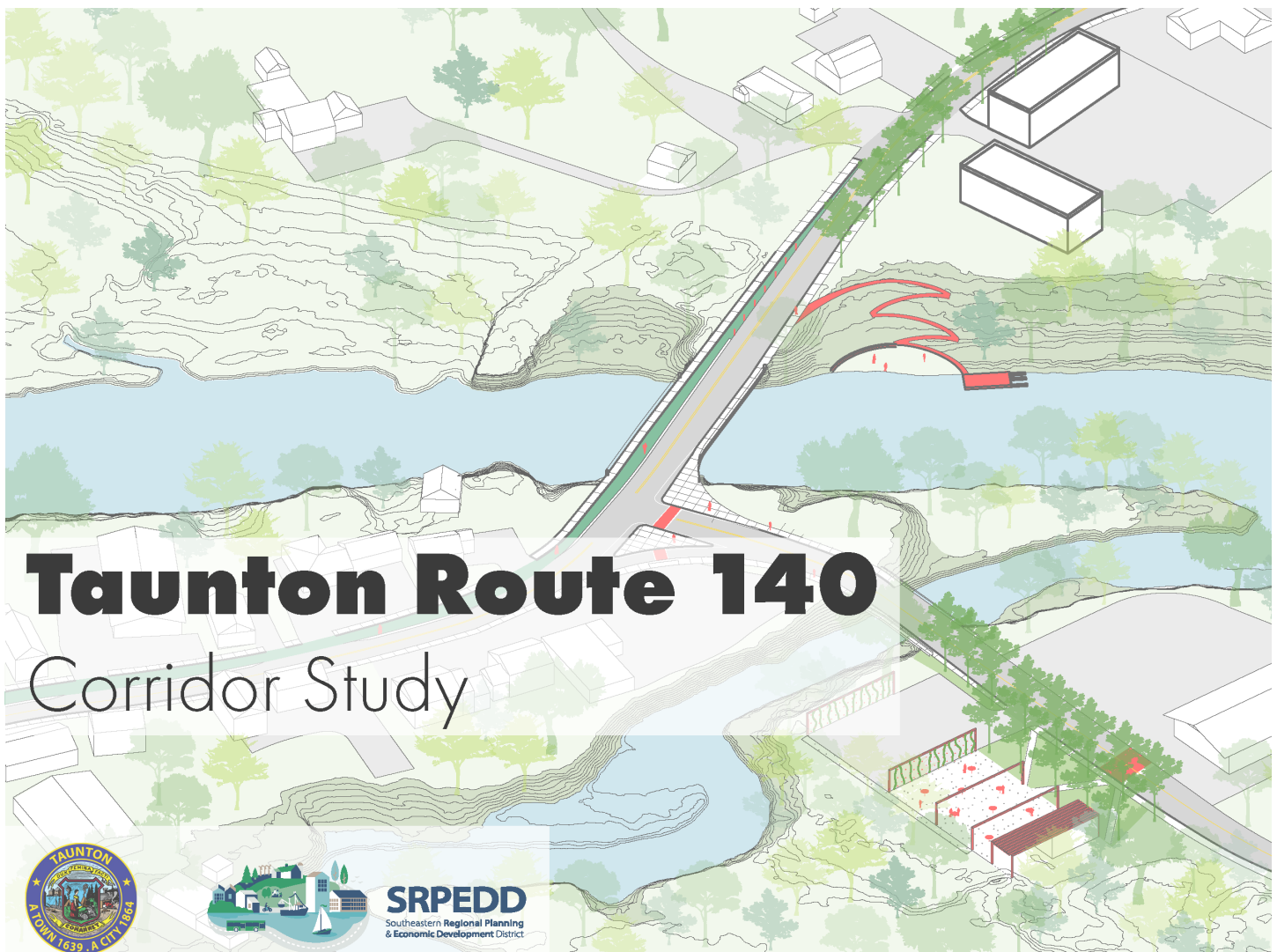
# Corridor Studies and Neighborhood Plans

Corridor studies and site-specific redevelopment proposals are “deep dives” into the characteristics of key sites throughout the region. They are opportunities for communities – and the SRPEDD team – to take an interdisciplinary approach to planning that includes significant public and stakeholder input; market studies; existing land use, circulation, and environmental conditions analysis; precedent studies, placemaking, and design work; marketing plans; and essential implementation steps to bring a redevelopment “vision” into its real world, bricks-and-mortar form. These studies are often funded by a combination of resources from partners such as the U.S. EDA,

MassDOT, District Local Technical Assistance (DLTA), SRPEDD, Community One Stop for Growth, and municipalities, themselves.

Recent studies include Taunton’s [Route 140 Corridor Plan](#), Somerset’s [Slade’s Ferry Neighborhood Plan](#), Swansea’s [Route 6 Corridor Plan](#), and Raynham’s [Route 138 Corridor Plan](#).

If your community has an essential corridor or neighborhood that could benefit from this comprehensive study, please reach out to SRPEDD!



Cover of Taunton Route 140 Corridor Study

# Master Plans

SRPEDD's main mission is to help communities achieve their stated goals and address identified problems. Master Plans do just this! These "big picture" documents help cities and towns organize and coordinate decision-making across a variety of themes, including land use, economic development, housing, services and facilities, and natural and cultural resources. They are also an opportunity for community members to discuss (and sometimes debate!) priorities, to reach consensus on goals, and to identify realistic strategies (based on real-world examples) to achieve those shared goals.

Since 2017, SRPEDD has had the honor of working over half of the communities in our service area to create their long-range Master Plans. Even so, it is important to note that all the good ideas come from the public, elected and appointed officials, and other community stakeholders. And nothing appears in your community plans without significant and transparent public review and broad consensus and support.

To take a tour of our recent and ongoing Master Plan projects, please see [srpedd.org/Master-Plans](https://srpedd.org/Master-Plans)!



**Middleborough**  
**Moving Forward**  
2025-2035 MASTER PLAN UPDATE



**Rochester**  
**Master Plan**



*Logos of recent Master Plans: Middleborough, Rochester, Acushnet*

## Municipal Digital Equity Planning (MDEP) Update

SRPEDD continues to strengthen its partnership with the Massachusetts Broadband Institute (MBI), and communities interested in bridging the digital divide through Municipal Digital Equity Planning. Since kicking off the partnership in 2023, SRPEDD staff have completed three digital equity plans in Freetown, Swansea, and in the Tri-Town region (Marion, Mattapoisett, and Rochester).

Thanks to MBI's flexibility and the nature of this planning effort, staff were able to target vulnerable populations such as seniors, veterans, and those experience financial insecurity and focus on facilitating conversations 1:1 with community leaders who interact with these

populations daily. Much was learned about the state of digital equity – particularly the importance that community leaders such as librarians, COA Directors, and veterans' agents play in providing personalized tech help for community members. SRPEDD looks forward to applying knowledge learned through these plans as staff gear towards kicking off two regional plans this year in Plymouth and Bristol County.

View our recently completed plans and project pages here: [srpedd.org/community-development-and-opportunity/digital-equity-planning/#municipal-digital-equity-program](https://srpedd.org/community-development-and-opportunity/digital-equity-planning/#municipal-digital-equity-program)



# HOUSING & RESEARCH

Helping meet local needs by working to create housing that is affordable to a variety of households that complement each community's natural and cultural setting.

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## Land Use and Land Cover Study

SRPEDD is honored to have recently received a multi-year research grant from the Executive Office of Energy and Environmental Affairs (EOEEA). Our work will examine land use trends in the region with a focus on measuring physical and fiscal impacts across a variety of common use types (e.g., light industrial, mixed-use, single-family residential, multi-family residential, and so forth).

This interdisciplinary project will benefit from direct input from SRPEDD's Housing and Research, Environmental Planning, and Comprehensive Planning teams. The project's goals are to add to a growing body of evidence

that accurately describes the impacts of specific land uses, to provide a sufficiently robust and comprehensive set of data from our region, and to clearly illustrate data findings to arrive at useful answers for public decision-making. In short, SRPEDD will systematically explore these themes in order to fill a gap for Massachusetts-based, data-driven, and peer-reviewed findings for southeastern Massachusetts – one of the most rapidly growing and politically diverse areas in the Commonwealth.

For more information, please reach out to Taylor Perez at [tperez@srpedd.org](mailto:tperez@srpedd.org).



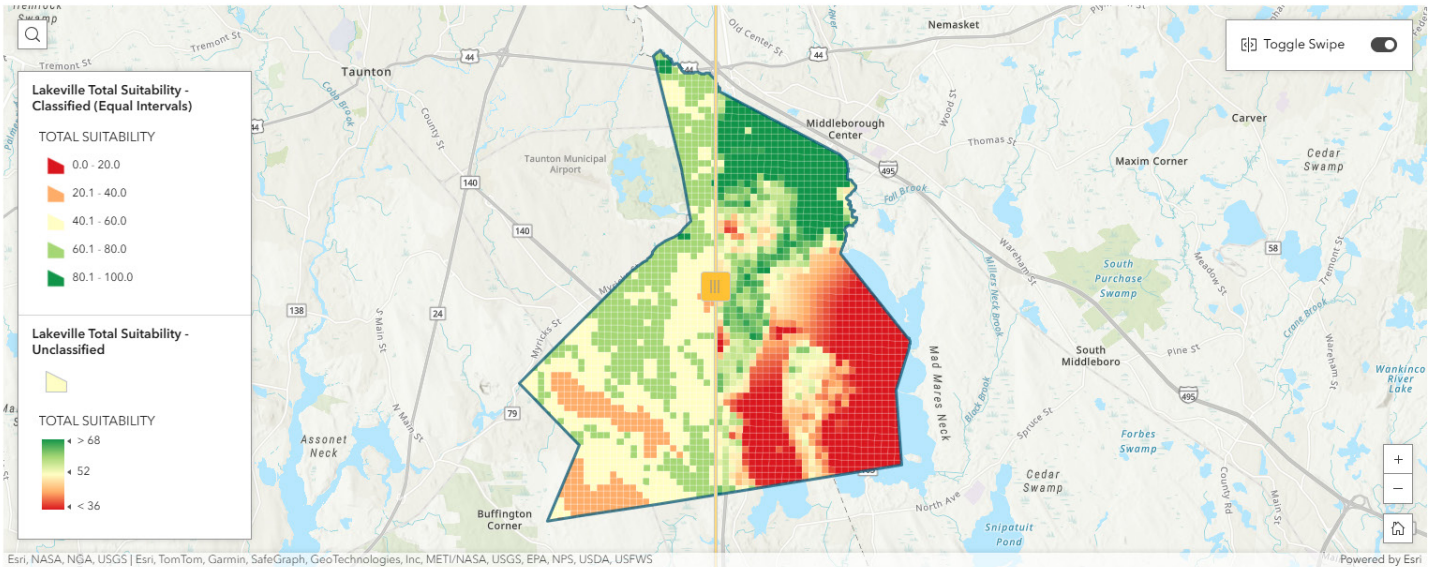
## District Siting Tool

for Rural MBTA Communities in Southeastern Massachusetts

Home About Suitability Town Analyses Zoning Resources

### Symbology and Classification

The data presented within this tool is symbolized based on "equal intervals." In other words, it is classified into groups of equal width, namely 0-20, >20-40, >40-60, >60-80, and >80-100. Staff chose this method of symbology due to its straightforwardness and ability to highlight the "most suitable" areas in a community. However, there are many ways to classify and display this type of data. For example, the map below shows Lakeville's "total suitability" results classified into **equal intervals** (visible when the slider is pulled to the right) and **unclassified** (i.e., no distinct buckets, visible with the slider pulled to the left). **Drag the yellow "swipe" button located in the center of the map to compare the different symbologies.**



## District Siting Tool for Rural MBTA Communities in Southeastern Massachusetts

SRPEDD is excited to have recently launched our new [District Siting Tool for Rural MBTA Communities in Southeastern Massachusetts](#). This work was funded through the agency's FY24 Community Planning Grant (CPG). It is one of the several ways SRPEDD utilized our CPG grant to assist rural communities with Section 3A compliance efforts.

This GIS-based "suitability tool" offers a way for communities to explore areas that may be best suited for a new multi-family zoning district. Our work is based off of the methodology originally described in SRPEDD's 2022 Massachusetts Housing Partnership (MHP) Webinar, "[Siting Your District for Adjacent Communities](#)." You can view a video presentation of [the MHP webinar on YouTube](#).

SRPEDD's tool is by no means intended to be a replacement for your local knowledge. Rather, it's a way for you to use mapping to add to your

understanding of where high-quality multi-family housing can align with your existing planning priorities. In short, the combination of approaches that appear in the tool can help you organize your priorities, explore different scenarios, and test your location decisions using a variety of sound data.

Furthermore, while this analysis is designed with multi-family housing in mind, the suitability tool can also be used for other siting purposes and planning considerations.

We hope this work serves your community in whatever way you, other municipal staff, elected officials, residents, and other stakeholders find to be most useful and appropriate. You may also visit [srpedd.org/mbta-communities](https://srpedd.org/mbta-communities) for more information on SRPEDD's MBTA Communities technical assistance work.



# ECONOMIC & COMMUNITY DEVELOPMENT

Long-range planning, technical assistance, and project development for job-creating projects in the region.

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## Grant Writing Partnerships and Successes

Over the last year, SRPEDD and our community partners continued to successfully develop projects and secure grant funding to make them a reality. Using a variety of resources, including DLTA-Augmentation, U.S. EDA Planning, and SRPEDD Municipal Assistance funding, staff wrote and secured \$3,000,000 of grants to advance community and economic development goals in the region. These projects include design and engineering for wastewater infrastructure from HousingWorks, economic development and neighborhood plans from the Rural Development

Fund (RDF), and mobility and connectivity analysis from the Gaming Commission (detailed in the article below).

At the time of this writing, SRPEDD and our communities have an additional \$2,700,000 grants submitted for review with numerous other applications in development for submission later this year. For more information on how our grant-writing team can help your community achieve its goals, please contact Lizeth Gonzalez at [lgonzalez@srpedd.org](mailto:lgonzalez@srpedd.org).

## New Bedford Port Authority (NBPA)

Over the past five years, SRPEDD has partnered with the New Bedford Port Authority (NBPA) to administer port infrastructure improvements needed to protect commercial fishing businesses from floods and severe weather events. In 2020, working with NBPA and SRPEDD, the U.S. Economic Development Administration (EDA) awarded \$16,000,000 to pursue pier

and fendering improvements upon South Terminal, Steamship Pier, and Pier 3 as well as North Terminal Bulkhead Expansion. Today, the NBPA has significantly completed both these construction phases, resulting in job retention and enhanced private investment in America's most valuable fishing port.



Port of New Bedford – New Bedford, MA

## Gaming Commission Projects

SRPEDD is pleased to be pursuing two projects in partnership with the Massachusetts Gaming Commission, both seeking to enhance community benefits around the Plainridge Park Casino (PPC).

The first ongoing project, CREATES (the Culture, Recreation, Engagement, Art, Tourism, and Entertainment Strategy), is a regional project focused on the communities of Attleboro, Foxborough, Plainville, Mansfield, North Attleborough, and Wrentham. CREATES will celebrate, build upon, and enhance the current offerings around the main streets, downtowns, and cultural attractions in the region surrounding Plainridge Park. The goal of the project is to prioritize the creative sector in the

PPC area and establish greater integration of arts and culture activities that build on the PPC-related economy while fostering placemaking, economic opportunity, and community building.

The second project, the Plainridge Park Mobility and Connectivity Project, launched this summer. This work will use a combination of origin/destination data and stakeholder input to determine the most heavily trafficked and important routes to and from PPC. Using this information, the project will recommend physical and operational improvements to the roadways, including improved circulation strategies, signage and beautification, and other strategies.



CREATES Logo

# HOMELAND SECURITY

Administrative and fiduciary support to the Southeast Regional Advisory Council for Homeland Security compromised of public safety and emergency management representatives.

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## Canton Whole Blood

In late 2023, the Southeast Regional Homeland Security Advisory Council (SRAC) funded a project in Canton, MA, to provide pre-hospital whole-blood transfusions. Essentially, the project seeks to provide blood to trauma patients rather than using saline to replace lost blood on scene or in the ambulance en route to a hospital.

Since its founding in 2024, the Field Transfusion Paramedic Program has responded to 71 calls for service in southeastern Massachusetts and successfully transfused 24 trauma patients, with zero transfusion reactions or negative outcomes as a result of treatment and zero patients being transfused in error.

The program's response times average 8 to 10 min, and time spent on-scene prior to transport averages less than 3 min – all statistics that Canton Paramedics should be extremely proud of.

Additionally, the ratio of 71 calls to 24 transfusions demonstrates that the Field Transfusion Paramedics are using excellent clinical judgement and only treating the patients that truly need the resource. Notably of the 24, four patients were found in traumatic arrest and two were successfully resuscitated with blood in the field, both surviving to discharge from the hospital. Nationally, the survival rate for traumatic cardiac arrest without the use of blood or blood products in the pre-hospital setting rests at around 0.8%. In other words, this project is truly a game-changer for the treatment of these types of patients in southeastern Massachusetts.

The 36-hour survival rate for the patients that the Canton project has treated is currently 98% (two patients had life support discontinued by family members due to age and comorbidity), with many of those patients being classified by the Trauma team at Boston Medical Center as “unexpected survivors,” meaning that these are patients that likely would have died without pre-hospital blood transfusion.

SRAC is currently working to fund an additional pre-hospital whole-blood transfusion project in the town of Mansfield which should be operational by the end of 2025. For more information, please reach out to the SRPEDD Homeland Security team.



*Photo Credit: Massachusetts Municipal Association*



# SRPEDD Staff Partnerships with SEMLEC and Potential Homeland Security Program Growth



*SEMLEC Mobil Command Post*

Beginning in 2024, SRPEDD's Director of Homeland Security, Kevin Ham, serves the region as a member of the Command and General staff of the Southeast Massachusetts Law Enforcement Council (SEMLEC)'s Search & Rescue (SAR) and Special Weapons & Tactics (SWAT) teams. Kevin deploys years of prior law enforcement experience, cartography, mapping, and drone skills with these teams. The SAR unit has regularly saved multiple lives, finding missing people ranging from children to the elderly. With the SWAT team, multiple high-risk warrants are routinely served without incident or injury to the team, suspects, or members of the public. Kevin is also a certified

National Association for Search and Rescue (NASAR) instructor, sharing his knowledge with other regional teams and building SAR capabilities throughout Massachusetts – services that are available to SRPEDD member communities. In fact, a potential next step for these activities and SRPEDD's Homeland Security program would be to create a Southeast Massachusetts Incident Management Team responding throughout Bristol, Norfolk, and Plymouth counties. For more information, please reach out to Kevin at [kham@srpedd.org](mailto:kham@srpedd.org).

## Active Shooter Response Exercise

Following our work last year developing an [Active Shooter / Hostile Event Response Tool](#) for the Taunton Public Schools, SRPEDD is now creating a full-scale exercise to validate the prior work, the school's evacuation plan, and public safety response policies.

This full-scale exercise will bring Taunton Police, Fire, (Brewster) EMS, and the City schools together in October to simulate an active shooter scenario. Every year, these agencies train many hours on responding to an ASHE situation; this exercise will be the capstone to all that training. Other partners include the Massachusetts Maritime Academy, which is providing many of

their Emergency Management Program students to act as role-players in order to ensure maximum realism in the simulation.

SRPEDD's Homeland Security Department has two FEMA-trained Homeland Security Exercise & Evaluation Program (HSEEP) graduates who can work with municipalities, public safety agencies, and regional and state entities to design and deliver exercises from discussion-based tabletops to operations-based full-scale exercises. For more information, please reach out to the SRPEDD Homeland Security team.

# ENVIRONMENTAL PLANNING



*Cranberry Bogs – Carver, MA*

Enhancing nature's inherent resilience in creating thriving, sustainable communities.

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## Agriculture Programs

Agriculture is a cornerstone of southeastern Massachusetts' character, history, economy, culture, and environment. Farms also deliver broad public benefits such as improved local food security, reduced reliance on imported products, workforce development for regional economies, scenic landscapes and improved community resilience in the face of climate change.

Agricultural soils and open fields act as natural infrastructure, filtering water, storing carbon, and buffering floods.

Farms and farmland across the region are under constant pressure from development, rising operating costs, and climate stressors. Since farmland once lost is rarely regained, protecting farms is critical to maintaining the benefits they offer. To ensure the next generations can continue to farm in SE MA, SRPEDD is taking steps to safeguard farmland. With support from the Narragansett Bay Estuary Program, SRPEDD conducted a Needs Assessment to determine the best conservation tools, planning strategies and technical assistance services through which SRPEDD can best support the agricultural community and increase farmland preservation in the region.

We met with agricultural commissions, community preservation committees, land trusts, and non-profit organizations across the region to learn about the issues and gaps in assistance they experience in their work. We identified ways in which SRPEDD can support farm viability and farmland preservation in the region, such as: holding meetings and webinars for municipal representatives on farmland preservation and farm viability support, holding regional meetings for agricultural commissions, supporting agricultural commissions through marketing efforts, updating zoning bylaws to better support working farms, and coordinating with statewide efforts to identify Farmlands of Local Importance, amongst other measures.

Investing in farms is not just about protecting fields—it is about supporting the cornerstones of a community's climate resilience, food security, open spaces, and unique cultural character and local economy. If you are a municipal representative and farm ally or otherwise connected to the agricultural community, please feel free to reach out to Karen Pettinelli at [kpettinelli@srpedd.org](mailto:kpettinelli@srpedd.org) to discuss how SRPEDD can address needs you've identified in your community.

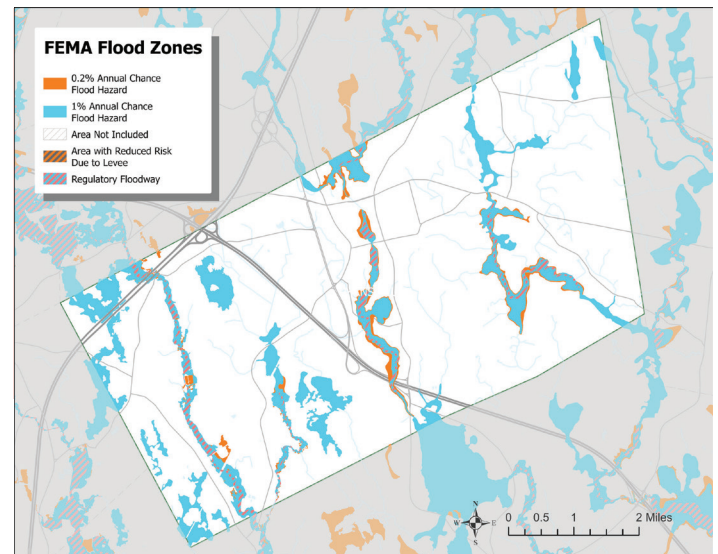
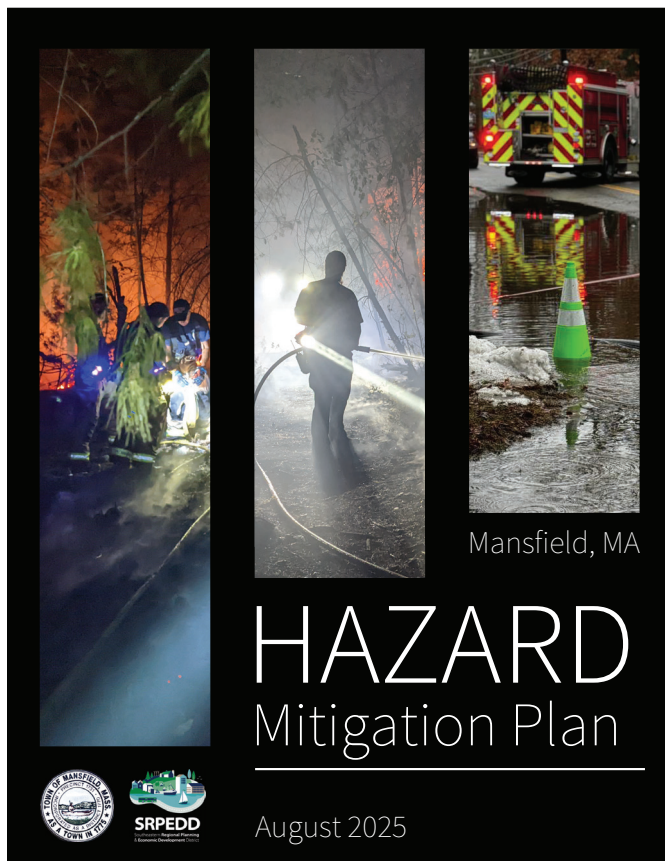
# Hazard Mitigation Plans (HMPs)

SRPEDD's Environmental and Homeland Security Teams are jointly conducting Hazard Mitigation Planning across the region. We are thrilled to officially add this new program area to our ever-growing catalog of technical assistance offerings to help communities prepare for and reduce potential risks associated with natural and human-made hazards.

A Hazard Mitigation Plan (HMP) inventories community vulnerabilities to extreme weather and other potential hazards. It identifies reasonable and effective mitigation actions that minimize future risk and improve community resilience. Keeping a current HMP is critical as extreme weather becomes more prevalent and damaging to our region, but it also is an eligibility requirement to apply for grant funding from the Massachusetts and Federal Emergency Management Agencies (MEMA and FEMA). FEMA requires updates every 5 years to remain eligible for funding.

In 2025, SRPEDD assisted the Town of Mansfield in completing their Hazard Mitigation Plan update. Next, we will be working with the Towns of Fairhaven and Acushnet on theirs. Our HMP planning process centers a coordinated approach between municipal departments, programs and policies to reduce the impacts of extreme weather. We gather input from municipal staff, boards, community organizations and residents to identify the most effective community strategies backed by data, analytics, and experience. Our goal is to provide a plan that is usable, reasonable, and effective for the municipality to address immediate and long-term issues around extreme weather.

As climate change makes weather more destructive and less predictable, HMPs will aid our communities in planning for resilience in an uncertain future. Learn more about Hazard Mitigation Planning and request assistance at [srpedd.org/hmp](https://srpedd.org/hmp).



Map 13 FEMA Flood Zones.

## Flood Zones

Flood risk data for the community is compiled by the Federal Emergency Management Agency (FEMA) and is used for both insurance rating and floodplain management. The Mansfield Conservation Commission and Building Department utilize FEMA's Flood Insurance Rate Maps to enforce floodplain management regulations. FEMA regulates areas at risk of flooding from a 100-year flood event, which is defined as a flood that has a 1% chance of occurring in any given year. This at-risk area is termed the Special Flood Hazard Area and is represented by zones labeled "A" and "V" on the Mansfield FEMA Flood Zone Map.<sup>3</sup> These zones include locations that are vulnerable to flooding during hurricanes. In Mansfield, the primary areas affected by flooding are situated within the FEMA-designated flood zones and high-



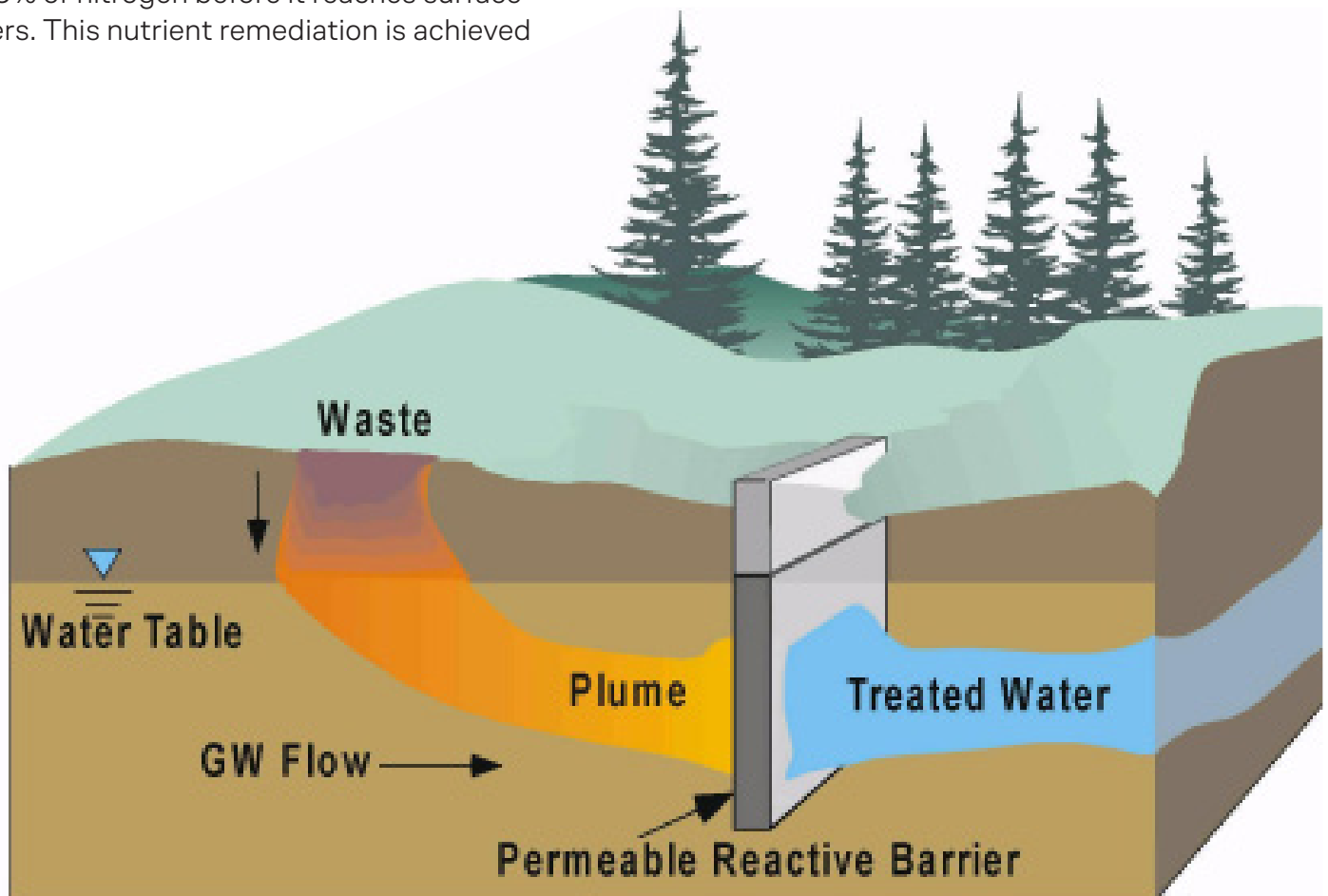
# Piloting Permeable Reactive Barriers (PRBs) for Cleaner Water

Permeable reactive barriers (PRBs) are an innovative and effective strategy for reducing nutrient pollution in surface waters, such as ponds and rivers. Across the SRPEDD region excess nitrogen from groundwater is a leading cause of algae blooms, invasive plant growth, and declining fish habitat, affecting critical habitats and important water supply resources such as the Assawompset Ponds Complex. These nutrients originate from septic systems, lawns, agriculture, and other sources. Once nutrients enter groundwater they flow continuously into ponds and rivers for decades—regardless of current land-use practices.

PRBs address this challenge directly. Installed underground near shorelines, they intercept contaminated groundwater and remove up to 90% of nitrogen before it reaches surface waters. This nutrient remediation is achieved

using reactive underground media—typically wood chips with gravel and sand, or emulsified vegetable oil (EVO)—that captures nutrients as groundwater passes through the barrier. PRBs can be constructed as trenches, columns, or injected underground media, making them an adaptable technology that can fit different needs and landscapes.

PRBs are especially effective in removing “legacy nitrogen” that has accumulated in groundwater from past and current land use practices. By capturing this long-term pollutant in groundwater, and preventing it from entering water bodies, PRBs provide benefits that current practice adaptations or septic upgrades cannot achieve alone.



*PRBs Example Diagram – EPA*

In June 2025 SRPEDD completed a PRB Feasibility Study with Fuss & O'Neil for a pilot PRB installation in the Clark Shores neighborhood along the western side of Long Pond in Lakeville. Long Pond is a part of the Assawompset Ponds Complex (APC), which provides drinking water to Taunton and New Bedford, and represents an ideal location for PRB deployment due to its high nutrient accumulation and invasive overgrowth. The 2018 EPA Section 208 Water Quality Management Plan highlighted septic-driven nitrogen on the western side of Long Pond as a

major contributor to the pond's impairment. The Feasibility Study confirmed that a pilot PRB would be successful at this location. Installation could begin as early as late winter 2026. Strategic PRB installation along Long Pond would dramatically reduce nitrogen inputs and slow or reverse invasive plant growth, improve oxygen levels, and restore healthier habitat for fish and aquatic life. Success at Long Pond would also provide a locally novel, replicable model for improving water quality across southeastern Massachusetts.

## MAP OF LONG POND NITROGEN REDUCTION FEASIBILITY STUDY

Prepared by Fuss & o'Neil



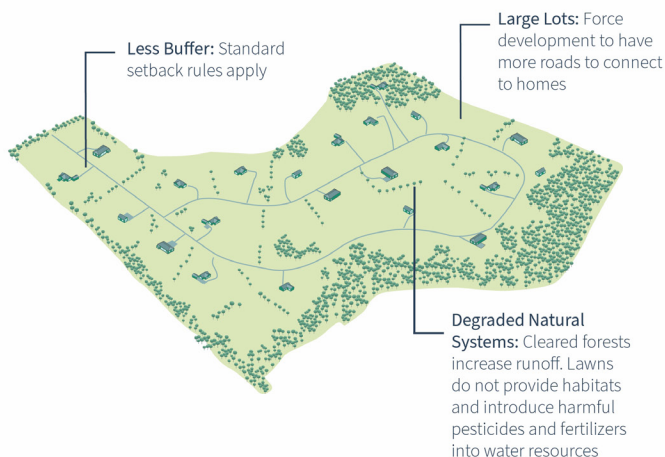


# ORSDs: Best Practices for Nature-Sensitive Open Space Residential Design

In 2023, SRPEDD evaluated how Open Space Residential Design (OSRD)—also known as Cluster or Natural Resource Protection zoning—is being applied across the region. The assessment showed that while nearly 75% of the region’s 27 communities have an OSRD bylaw, use varies widely due to differences in bylaw design, clarity of standards, and developer guidance. From this review, SRPEDD identified common challenges such as vague open space definitions, limited design flexibility, and uncertainty around density bonuses.

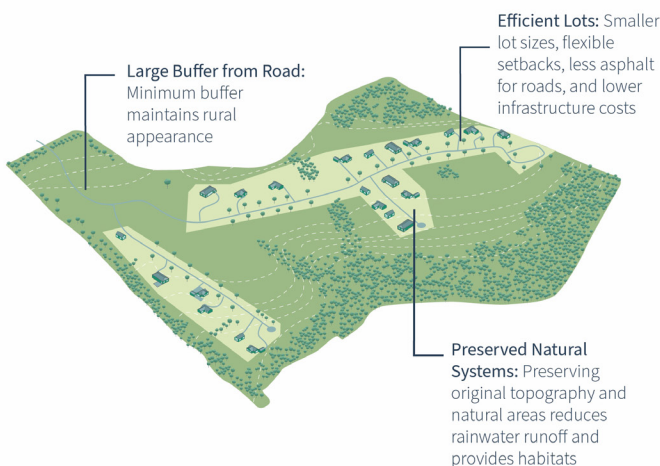
## Conventional Subdivision

20 houses on 20 acres and no public open space



## Conservation Subdivision

20 houses on 20 acres and 10 acres of public open space



OSRD Visualization Graphic

To address these challenges, SRPEDD developed a set of best practices emphasizing clear standards for preserved land, flexible design to encourage compact development, and transparent guidance for developers. These practices are showcased in the “Nature-Sensitive Design for Open Space and Housing” StoryMap, which highlights place-based examples of subdivisions that successfully integrate housing with natural resource stewardship.

SRPEDD is currently assisting Middleborough and Dighton with updated bylaws, outreach, and developer guidance. In Dighton, listening sessions with boards and committees have been held, and SRPEDD will host an October community event to gather resident feedback before finalizing the bylaw. Both towns will also receive developer guidelines clarifying the type of development the communities envision—helping applicants align early in the process. These efforts aim to advance OSRDs as a model for smart growth and enduring land conservation across Southeastern Massachusetts.



## Conservation Subdivision Bylaw Community Meeting

**Monday, Oct. 6 | 6pm | Old Town Hall**

Join SRPEDD for a public workshop on proposed updates to Dighton’s Conservation Subdivision Zoning Bylaw, which seeks to balance growth with the protection of open space, recreation, farmland, and natural resources.

During the workshop, SRPEDD will:

- Share findings from a regional bylaw review
- Highlight strategies that can help preserve open space and rural character while meeting the community’s housing needs.
- Review the Bylaw and recommend changes.

Your input is essential—help ensure the updated bylaw reflects Dighton’s values and priorities.



**Scan here to register!**

HAVE QUESTIONS? CONTACT US!  
[mtinger@srpedd.org](mailto:mtinger@srpedd.org)

VISIT OUR PROJECT PAGE AT:  
[srpedd.org/environment/osrd/](https://srpedd.org/environment/osrd/)



*Flyer for Dighton Community Meeting*



# Environmental Community Technical Assistance

In addition to this year's projects, SRPEDD's Environmental Department's continues working with partners and local champions to provide communities with technical assistance for environmental planning, implementation, and management. Programs and partnerships the

Environmental Department oversaw this year as a follows. (Please refer to the technical assistance map and table on page 11 for information onf where the technical assistance was provided).

## GREEN COMMUNITIES

SRPEDD regularly assists cities and towns in becoming designated Green Communities, completing required annual reporting, developing applications for Green Communities Competitive Grants, and administering Green Communities Grants.

## MVP

SRPEDD assists with applying for and managing grants from the Municipal Vulnerability Preparedness (MVP) program, as well as completing the MVP 2.0 plan update process that centers community voices though inclusive engagement

## OPEN SPACE AND RECREATION PLANS

SRPEDD is frequently a lead partner in the development of community OSRPs, the ten-year documents that communicate local visions and values for improving open space and recreation areas for all residents, users, and ecological functions.

## HMPS

SRPEDD partners with communities to develop Hazard Mitigation Plans (HMPs) that identify and reduce risks from natural and human-made hazards to help minimize potential impacts to infrastructure, finances, and public safety - building resilience and ensuring long-term community protection.

## PARTNERSHIPS

### Taunton River Stewardship Council (TRSC)

As a council member, SRPEDD attends regular partner meetings, advises on grant awards and assists with website maintenance and outreach.

### Resilient Taunton Watershed Network (RTWN)

As lead facilitator, SRPEDD hosts regular partner meetings to share ongoing work and coordinate management projects in the Taunton River Watershed.

### Southern New England Program (SNEP) Network

As a member, SRPEDD collaborates with other network members to support communities with trainings, developing planning resources, and completing targeted technical assistance projects.

### Buzzards Bay National Estuary Program (NEP)

As a steering committee member, SRPEDD advises on annual work plan development and grant awards in support of water quality and resources management.

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Tanya Lobo

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Jeff Carvalho

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Michaela Shoemaker

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John P. Hansen, Jr.

## WESTPORT

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James Whitin

Attleboro  
Fall River  
New Bedford  
Taunton



# SRPEDD STAFF

<b>Danica Belknap</b>	Environmental Planning Manager
<b>Daniel Brogan</b>	Public Transit Specialist
<b>Robert Cabral</b>	Assistant Comprehensive Planning Manager
<b>Ling Ling Chang, CPA</b>	Chief Financial Officer/EEO Officer*
<b>Jennifer Chaves</b>	Assistant Director of Transportation Data and GIS
<b>Amber Davis</b>	Senior Comprehensive Planner
<b>Andrea Duarte-Campos</b>	Senior Transportation Outreach Coordinator
<b>Luis de Oliveira</b>	Senior Transportation Planner
<b>Lisa Estrela-Pedro</b>	Transportation Planning Manager
<b>Lizeth Gonzalez</b>	Director of Economic and Community Development
<b>Jonathan Gray</b>	Senior Bicycle and Pedestrian Planner
<b>Kevin Ham</b>	Director of Homeland Security

<b>Aubrey Hoes</b>	Comprehensive Planner
<b>Sean Hilton</b>	Senior Transportation Planner
<b>Austin Horowitz</b>	Chief Financial Officer
<b>Jackie Jones</b>	Assistant Director of Transportation Planning
<b>Maria Jones</b>	Senior Public Engagement and Communications Planner
<b>Danyel Kenis</b>	Urban Design Planner
<b>Grant King</b>	Comprehensive Planning Manager/Deputy Director
<b>Cecelia Lagomarsino</b>	Environmental Planner*
<b>Lauren Lunetta</b>	Senior Environmental Planner/CPO
<b>Audrey Matthews</b>	Senior Climate Planner
<b>Daniel Merline</b>	Assistant Finance Officer*
<b>Joseph Monet</b>	Homeland Security Specialist/Comprehensive Planner

# SRPEDD STAFF

Joe Osborne	Homeland Security Planner/ Geospatial
Taylor Perez	Director of Housing and Research
Karen Pettinelli	Principal Natural Resource Planner
Amanda Pontarelli	Assistant Finance Officer
Karen Porter	GIS Specialist/IT Manager
Rebekah Rose	Transportation Planner
Stacy Royer	Office Administrator
Sara Singh	Principal Environmental Planner
Noah Soutier	Public Health and Transportation Planner
Laura Tsang	Senior GIS and Data Planner
Michelle Tinger	Assistant Director of Environmental Planning
Jeffrey Walker	Executive Director

Chris Welch	Principal Comprehensive Planner
Kaitlin Whalen	Comprehensive Planner
Devin Ming	Transportation Intern*
Maya Couto	Transportation Intern
Ryan Cameron	Transportation Intern

*\* No longer at SRPEDD*

# SRPEDD

Southeastern **Regional Planning**  
& **Economic Development** District

88 BROADWAY  
TAUNTON, MA 02780  
508-824-1367

Visit [srpedd.org](http://srpedd.org) or follow us for future updates!



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