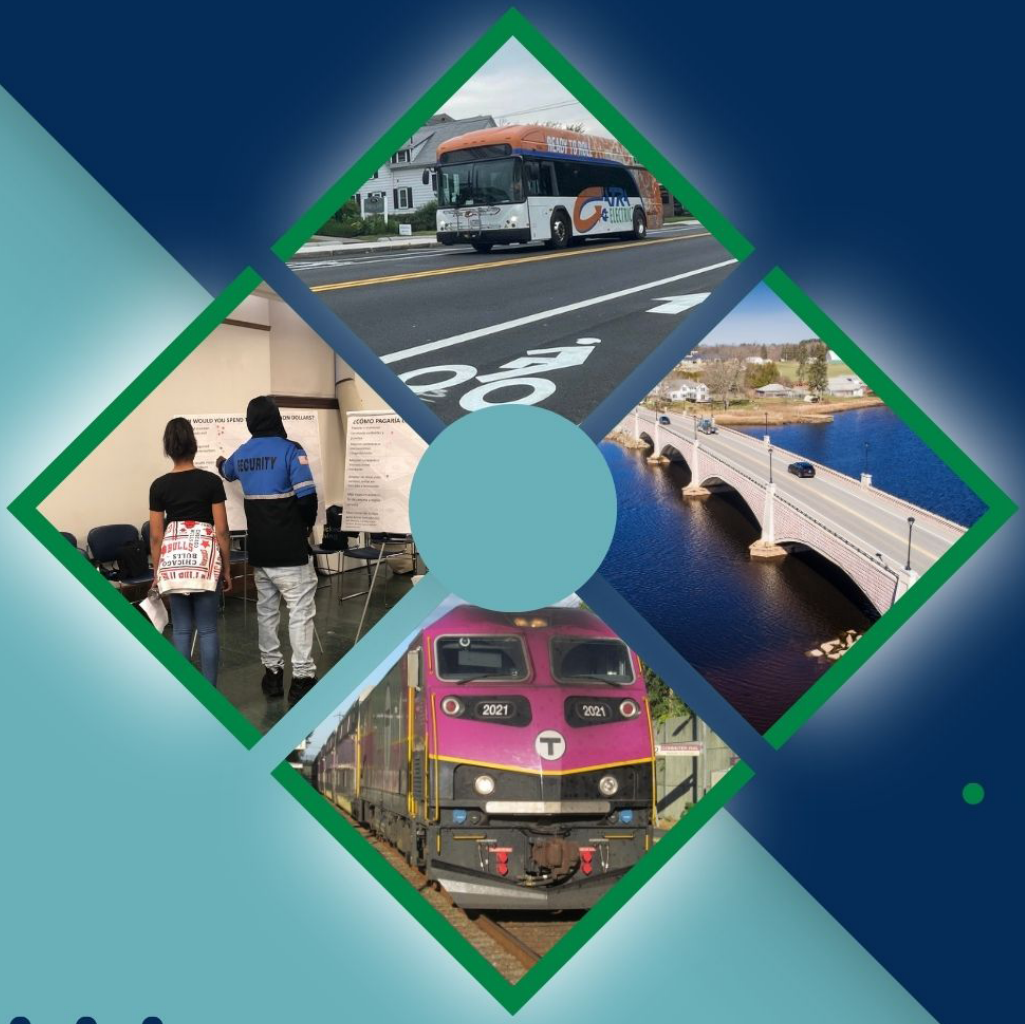
SMMPO
Southeastern Massachusetts
Metropolitan Planning Organization

FFY2027



UNIFIED PLANNING WORK PROGRAM

Southeastern Massachusetts Metropolitan Planning Organization

Endorsed June 16, 2026

SMMPO
Southeastern Massachusetts
Metropolitan Planning Organization

Southeastern Massachusetts Metropolitan Planning Organization (SMMPO)

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Southeastern Regional Planning & Economic Development District

Southeastern Regional Planning & Economic Development District (SRPEDD)

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in the transportation process, and considering their transportation needs in the development and review of the SMMPO's transportation plans, programs and projects.

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Individuals who believe they have been discriminated against may file a complaint with and contact the SMMPO, and/or Massachusetts Department of Transportation (MassDOT) or the Massachusetts Bay Transportation Authority (MBTA) at the contact information here. All such complaints must be received, in writing, within 180 days of the alleged discriminatory occurrence. Assistance will be provided, upon request, to individuals unable to provide the complaint form in writing.

SMMPO Title VI Coordinator
Southeastern Regional Planning and Economic Development District (SRPEDD)
88 Broadway, Taunton, MA 02780
Phone: 508 824-1367 or dial 711 to use MassRelay
Email: aduarte@srpedd.org

MassDOT/MBTA Title VI Specialists
MassDOT Office of Diversity and Civil Rights – Title VI Unit
10 Park Plaza, Suite 3800, Boston, MA 02116
Phone: 857-368-8580 or dial 7-1-1 for Relay Service.
Email: MassDOT.CivilRights@state.ma.us or MBTAcivilrights@mbta.com

Complaints may also be filed directly with the United States Department of Transportation at:

U.S. Department of Transportation
Office of Civil Rights
1200 New Jersey Avenue, SE
Washington, DC 20590
Website: civilrights.justice.gov/report

For additional information, language service requests, or reasonable accommodations visit mass.gov/nondiscrimination-in-transportation-program, mbta.com/titlevi, or

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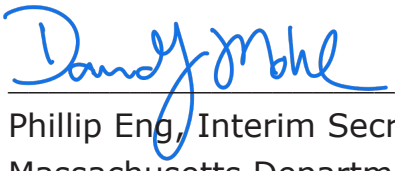
Southeastern Massachusetts Metropolitan Planning Organization Endorsement of the FFY2027 Unified Planning Work Program (UPWP)

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 16, 2026, 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.



for

Phillip Eng, Interim Secretary of Transportation and MBTA General Manager
Massachusetts Department of Transportation
Chair, SMMPO

June 26, 2026

Date

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 1101 (b) of the Infrastructure Investment and Jobs Act (Pub. L. 114-357) 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.



Phillip Eng, Interim Secretary of Transportation and MBTA General Manager
Massachusetts Department of Transportation
Chair, SMMPO

May 19, 2026

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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, 2026, through September 30, 2027. 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. Interim Secretary of Transportation and MBTA General Manager, Phillip Eng, 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.

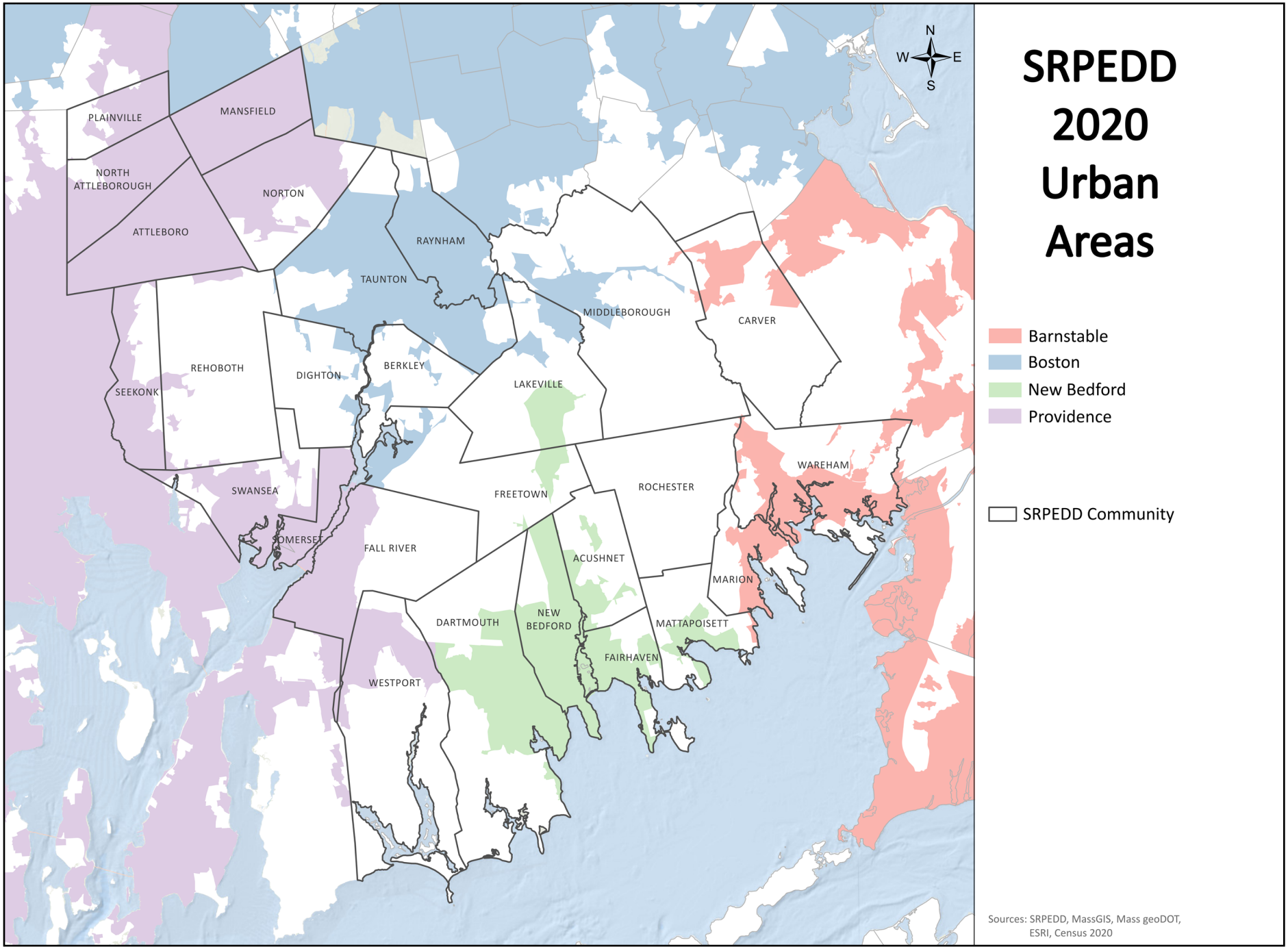


Figure 1: SRPEDD Urbanized Areas (2020 Census)

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 Long Range Transportation Plan (LRTP), 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 Long Range Transportation Plan (LRTP). Efforts include conducting studies recommended in the approved LRTP, 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.

Amendment & Administrative Adjustment Procedures

The UPWP is considered a working document and is subject to changes throughout the federal fiscal year. These changes are defined as either administrative adjustments or amendments and follow standardized procedures and are explained below.

Administrative Adjustments include adjustments to the work task but maintain the original intent of the required work for that 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 can be made as needed throughout the program year at the discretion of the SMMPO 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.

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 SMMPO staff upon approval in conformance to the PPP. All amendments are subject to approval by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

All proposed administrative adjustments and amendments must be presented to the SMMPO for consultation prior to endorsement. In addition, Standard Budget Reallocation Request forms including specifics on effected UPWP task(s), original & revised budget(s) and justification, are completed and submitted to MassDOT by SMMPO staff, post presentation/consultation to/with the SMMPO.

Table 1: UPWP Amendment/Adjustment Log

Log #	Date	Action Type	Tasks Affected	Funding Source(s)	Dollar Change	Net Program Impact	Description of Change	MPO Approval	FHWA/FTA Concurrence

Unified Planning Work Program Guidance and Goals

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 $3,100 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 Transportation Plan (LRTP) and a short-term Transportation Improvement Plan (TIP) will continue to incorporate performance measures as required by legislation.

The LRTP 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 LRTP 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 Long Range Transportation Plan (LRTP) 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 FFY2027 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 & Regional Transit 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 Coordination 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 & Regional Transit 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 & Title VI, and Data Management, GIS and Modeling, Integrated Management Systems, and Mobility Management and Regional Transit 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 Coordination, Active Transportation and Mobility Management and Regional Transit 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 and Regional Transit 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 Coordination and Mobility Management and Regional Transit 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 and Regional Transit Support.

9. **Improve the reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.**
   SRPEDD will monitor 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 Coordination 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 and Regional Transit Support tasks.

Tasks outlined in the UPWP support goals, objectives, and strategies identified in the 2024 LRTP as detailed below.

Safety - Reduce the rate of crashes by 20% by the year 2050. Relevant UPWP tasks include Task 3.2 Safety and Security, Task 2.4 Performance Measures, Task 3.3 Active Transportation; key work products include:

- Attending Road Safety Audits
- Continuous monitoring and reporting on federal and state performance measures
- Creation of a new Top 100 Most Dangerous Intersections

- Distribution of safety and evacuation route materials
- Assist communities in coordinating and setting up traffic gardens
- Implementation support for Regional Bicycle and Pedestrian Plans

System Preservation - Identify and promote projects that address improvements to roadway infrastructure, including roads, sidewalks, bridges, shared use paths, etc., to a state of good repair. Relevant UPWP tasks include Task 1.5 Performance Measures, Task 2.1 Data Management, GIS, & Modeling, Task 2.2 Regional Traffic Counting Program, Task 2.3 Pavement Management, Task 2.5 Community Technical Assistance; key work products include:

- Continuous monitoring and reporting on federal and state performance measures
- 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
- Continued traffic counting efforts to track changes in volumes around the region and inform planning decisions
- Continued monitoring of pavement conditions in the region to identify areas for improvement

Congestion - Identify and promote projects that include congestion mitigation; monitor and evaluate congestion areas and trends. Relevant UPWP tasks include Task 2.1 Data Management, GIS, & Modeling, Task 2.4 Performance Measures, and Task 3.1 Integrated Management Systems; key work products include:

- Creation of ESRI dashboards to provide information on a variety of topics including pavement data, park and ride data, and other critical system reliability factors
- Quarterly and yearly reports identifying top bottleneck locations and the overall performance of the interstate and non-interstate system
- Implementation support for regional IMS plans and transportation studies

System Reliability - Reduce automobile dependency; Promote transit, bicycling, and pedestrian alternatives; and Support predictable travel times for all roadway users. Relevant UPWP tasks include Task 1.2 Public Participation & Title VI, Task 1.5 Performance Measures, Task 2.1 Data Management, GIS, & Modeling, Task 2.5 Community Technical Assistance, Task 3.3 Active Transportation, Task 3.4 Mobility Management and Transit; key work products include:

- Assisting RTAs with public engagement needs to better serve transit users and disseminating transit information

- Continuous monitoring and reporting on federal and state performance measures
- 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
- Creation of ESRI dashboards to provide information on a variety of topics including pavement data, park and ride data, and other critical system reliability factors
- Providing communities with technical memorandums for requested system reliability issues
- Quarterly and yearly reports identifying top bottleneck locations and the overall performance of the interstate and non-interstate system
- Implementation of Support for Regional IMS Plans and Transportation Studies
- Implementation support for Regional Bicycle and Pedestrian Plans
- GIS database of existing and proposed bike facilities
- Mansfield Bicycle and Pedestrian Network Plan Final Report
- Update the 2023 Coordinated Human Services Transportation Plan

Economic Vitality and Freight Movement - Promote the reduction of delays and the preservation of infrastructure used for movement of freight and people; Promote connectivity to the region's ports for freight movement; Support established Priority Development Areas; and Encourage alternative modes of freight movement to the region. Relevant UPWP tasks include Task 2.5 Community Technical Assistance, Task 3.1 Integrated Management Systems, Task 3.3 Active Transportation, Task 3.4 Mobility Management and Regional Transit Support; key work products include:

- Providing communities with technical memorandums ex. Truck exclusion studies
- Southeastern Massachusetts Freight Plan Update
- Pleasant Street Corridor Study in Fall River
- Implementation support of the Age Friendly Mobility Plan
- SRTA Free Fare Economic Impact Analysis Summary of Existing Conditions (Phase 2)

Environmental Sustainability - Promote the reduction of Greenhouse Gas (GHGs) Increase of the region's pedestrian network within ¼ mile of a fixed route transit. Increase the number of residents with access to transit. Relevant UPWP tasks include Task 1.1 Support of the 3C Process and Task 3.6 Environmental Coordination; key work products include:

- Review of MEPA projects
- Maintenance of GRRIP digital database
- Identify green infrastructure retrofit opportunities along transportation corridors

- Maintain the digital regional flood hazard database and MVP action item database
- Continued field observations and documentation of areas with flooding issues
- Maintenance of municipal cooling station database

Project Development and Implementation - Reduce regulatory burdens; Encourage/ improve communication and cooperation among stakeholders and the public. Relevant UPWP tasks include Task 1.1 Support of the 3C Process, Task 1.2 Public Participation & Title VI, Task 1.3 Unified Planning Work Program, Task 1.4 Development of the Transportation Improvement Program, Task 2.5 Community Technical Assistance, Task 3.3 Active Transportation, Task 3.4 Mobility Management and Regional Transit Support, Task 3.5 Long Range Transportation Plan Visioning and Outreach; key work products include but are not limited to:

- Providing support to the JTPG and MPO
- Financial management of 3C contracts
- Continued coordination with local, regional, state, and federal partners
- Support for regional studies and projects
- Participation in and/or organizing public meetings, events, focus groups, etc. to gather public input and provide information on projects
- Creation and maintenance of documents such as the UPWP, TIP, to guide planning and funding efforts
- Providing communities with technical memorandums to advance projects
- Facilitating Pedestrian Advisory Committee
- Educational materials for distribution and public awareness
- Continue inter-regional coordination with area transit agencies, private operators,
- the MBTA, human services agencies, councils on aging and the like
- SRTA Free Fare Economic Impact Analysis Summary of Existing Conditions (phase2)
- Continuing facilitation of the Southeast Regional Coordinating Council on Transportation (SERCCOT)
- Outline of LRTP and creation of scenario planning outlines, public engagement priorities summary, and community priorities summary

Geographic Distribution of FFY2021 - FFY2025 UPWP Tasks

The SMMPO continually updates social and demographic data provided by the Census and American Community Survey (ACS). UPWP tasks from FFY2021 through FFY2025 have been mapped with Title VI and additional underserved populations of concern. FFY2026 tasks will be mapped in the next iteration of the UPWP. Census block groups containing minority, foreign-born, 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 2020-2024 ACS 5-year block group data. Table 1 provides the social distribution of UPWP tasks by municipality and year with specific underserved populations.

Within the SRPEDD region, Fall River, New Bedford, and Taunton meet established thresholds and are designated as minority municipalities, each with a total minority population exceeding the regional average of 23.12%.
The same three municipalities—Fall River, New Bedford, and Taunton—also meet the criteria for foreign-born designation, with foreign-born populations exceeding the SRPEDD regional average of 12.58%.

Four SRPEDD municipalities—Fairhaven, Fall River, New Bedford, and Taunton—are designated as low-income municipalities, each with total low-income households exceeding the regional average of 35.59%.

Fall River, New Bedford, and Taunton also meet the criteria for limited English proficiency (LEP) designation, with LEP households exceeding the SRPEDD regional average of 5.18%.

Eight SRPEDD municipalities have a share of households with at least one person with a disability that exceeds the regional average of 29.78%. These municipalities include Acushnet, Carver, Fall River, New Bedford, Plainville, Raynham, Swansea, Taunton, and Wareham.

Sixteen SRPEDD municipalities have a population aged 65 and over that exceeds the regional average of 18.49%. These municipalities include Acushnet, Carver, Dartmouth, Fairhaven, Freetown, Marion, Mattapoisett, Middleborough, Plainville, Raynham, Rehoboth, Rochester, Somerset, Swansea, Wareham, and Westport.

The cities of Fall River, New Bedford, and Taunton also have a share of housing units with no vehicle available that exceeds the SRPEDD regional average of 8.80%.

In addition to municipal-level analysis, block group-level data are also reviewed. All 27 municipalities in the SRPEDD region contain at least two underserved population groups, with the majority containing four or more groups exceeding regional averages.

Figure 2 illustrates the geographic distribution of UPWP task types from October 1, 2020, through September 30, 2025, overlaid with census block groups containing underserved populations above the SRPEDD regional average. For a detailed list of projects and brief descriptions of completed work, please contact Lisa Estrela at lestrela@srpedd.org.

Table 2: FFY2021-FFY2025 SRPEDD UPWP Tasks with Geographic Distribution by Municipality

Municipality	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	Total	2021-2024 ACS Population	2021-2024 ACS Households	Underserved Populations (Block Groups Above Regional Average)	Underserved Populations (Municipalities Above Regional Average)
Acushnet	1	2	2	1	6	12	10,624	4,173	Minority, Foreign Born, LEP, Low Income, Disability, Age 65+, No Vehicle	Disability, Age 65+
Attleboro	5	5	2	7	20	39	46,762	17,933	LEP, Low Income, Disability, Age 65+, No Vehicle	
Berkley		1	3	3	5	12	6,829	2,305	Disability, Age 65+	
Carver		3	2	3	4	12	11,712	4,704	LEP, Low Income, Disability, Age 65+, No Vehicle	Disability, Age 65+
Dartmouth	2	7	4	7	8	28	33,328	12,200	Minority, Foreign Born, LEP, Low Income, Disability, Age 65+, No Vehicle	Age 65+
Dighton	9	11	6	2	3	31	8,193	2,944	Minority, Disability, Age 65+, No Vehicle	
Fairhaven	3	5	5	8	6	27	15,903	7,134	Minority, LEP, Low Income, Disability, Age 65+, No Vehicle	Low-Income, Age 65+
Fall River	3	6	7	4	21	41	94,082	41,991	Minority, Foreign Born, LEP, Low Income, Disability, Age 65+, No Vehicle	Minority, Foreign-Born, Low-Income, LEP Disability, ZVHH

Table 2: FFY2021-FFY2025 SRPEDD UPWP Tasks with Geographic Distribution by Municipality (continued)

Municipality	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	Total	2021-2024 ACS Population	2021-2024 ACS Households	Underserved Populations (Block Groups Above Regional Average)	Underserved Populations (Municipalities Above Regional Average)
Freetown	1	5	5	1	4	16	9,285	3,263	LEP, Low Income, Disability, Age 65+	Age 65+
Lakeville	4	6	2	2	9	23	11,944	4,215	Disability, Age 65+	
Mansfield	14	4	2	4	13	37	23,931	9,146	Minority, Foreign Born, Low Income, Disability, Age 65+, No Vehicle	
Marion	1	7	4	4	5	21	5,310	2,105	Minority, Low Income, Age 65+, No Vehicle	Age 65+
Mattapoisett	5	11	6	6	4	32	6,634	2,963	Minority, Low Income, Disability, Age 65+	Age 65+
Middleborough	1	11	9	3	16	40	24,505	9,860	Minority, LEP, Low Income, Disability, Age 65+	Age 65+
New Bedford	14	23	13	12	30	92	100,998	42,271	Minority, Foreign Born, LEP, Low Income, Disability, Age 65+, No Vehicle	Minority, Foreign-Born, Low-Income,, LEP, Disability, ZVHH
North Attleborough	1	6	1	6	7	21	30,984	12,984	Minority, Foreign Born, LEP, Low Income, Disability, Age 65+, No Vehicle	
Norton	2	3	5	4	7	21	19,240	6,650	Minority, Disability, Age 65+	

Table 2: FFY2021-FFY2025 SRPEDD UPWP Tasks with Geographic Distribution by Municipality (continued)

Municipality	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	Total	2021-2024 ACS Population	2021-2024 ACS Households	Underserved Populations (Block Groups Above Regional Average)	Underserved Populations (Municipalities Above Regional Average)
Plainville		2	1	3	6	12	9,943	4,196	Minority, LEP, Low Income, Disability, Age 65+, No Vehicle	Disability, Age 65+
Raynham	4	8	7	6	5	30	15,505	5,990	Minority, Foreign Born, LEP, Low Income, Disability, Age 65+, No Vehicle	Disability, Age 65+
Rehoboth		1	3	1	2	7	13,022	4,670	Disability, Age 65+	Age 65+
Rochester		4	3	1	1	9	5,837	2,235	LEP, Age 65+	Age 65+
Seekonk	1	1	4	6	8	20	15,694	5,955	Minority, LEP, Low Income, Disability, Age 65+	
Somerset	15	7	5	4	9	40	18,298	7,447	LEP, Low Income, Disability, Age 65+, No Vehicle	Age 65+
Swansea	1	6	4	7	12	30	17,359	6,790	Minority, LEP, Low Income, Disability, Age 65+, No Vehicle	Disability, Age 65+
Taunton	10	24	9	14	28	85	60,433	24,063	Minority, Foreign Born, LEP, Low Income, Disability, Age 65+, No Vehicle	Minority, Foreign-Born, Low-Income,, LEP Disability, ZVHH
Wareham	3	6	7	6	9	31	23,302	10,395	Minority, LEP, Low Income, Disability, Age 65+, No Vehicle	Disability, Age 65+

Table 2: FFY2021-FFY2025 SRPEDD UPWP Tasks with Geographic Distribution by Municipality (continued)

Municipality	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	Total	2021-2024 ACS Population	2021-2024 ACS Households	Underserved Populations (Block Groups Above Regional Average)	Underserved Populations (Municipalities Above Regional Average)
Westport	2	5	3	3	8	21	16,484	6,594	Minority, Foreign Born, Low Income, Disability, Age 65+	Age 65+
Total	**102**	**180**	**124**	**128**	**256**	**790**	**656,141**	**265,176**		

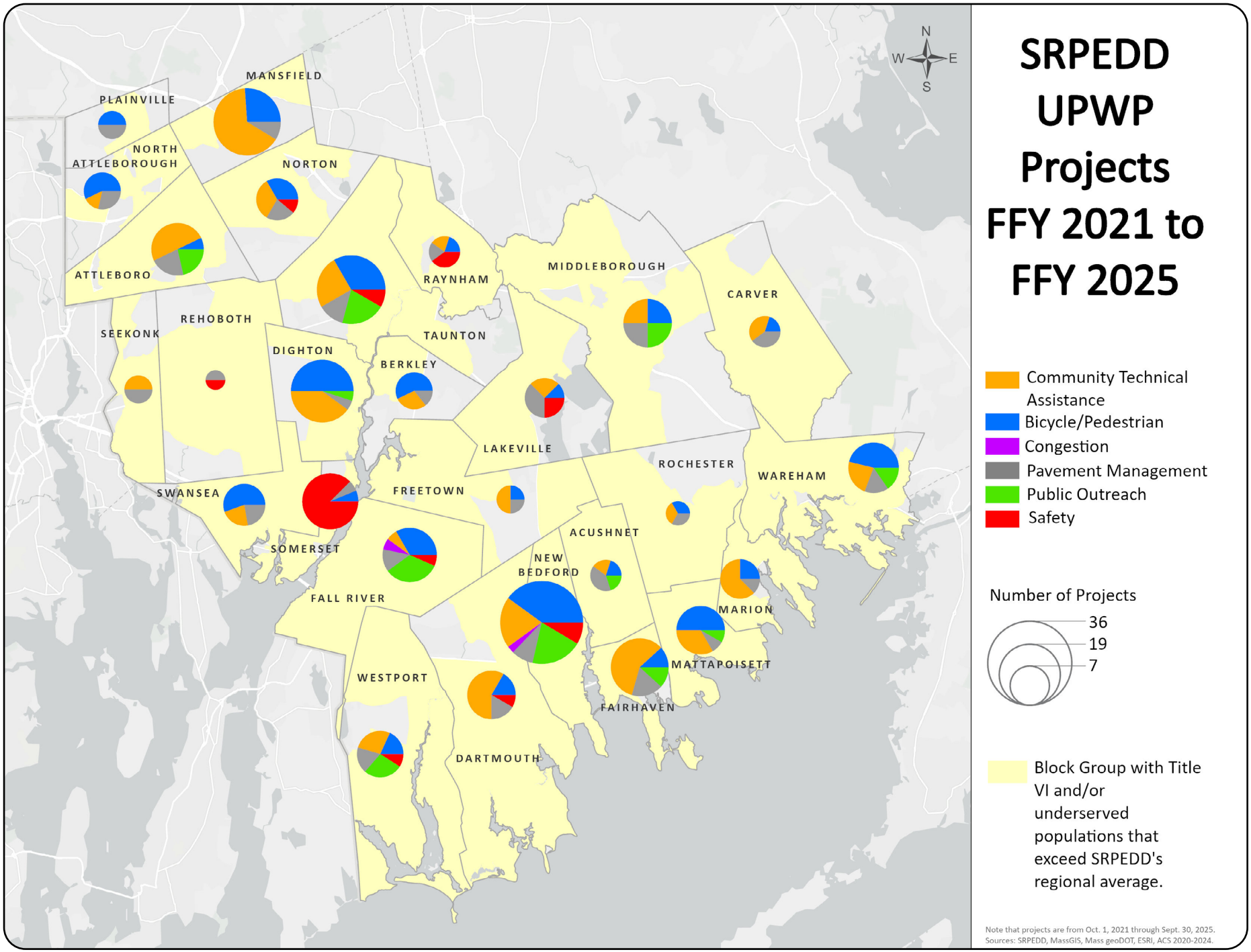


Figure 2: SRPEDD Geographic Distribution with FFY2021 - FFY2025 UPWP Tasks

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, 60% ($1,171,923) of the total FHWA/FTA/MassDOT funding ($1,949,923.45) is devoted to the study, support, and implementation of projects for improvement. The $1,949,923.45 is inclusive of $78,000 of de-obligated planning funds to acquire noise and air pollution monitoring equipment to assist with data tracking and public health programs. This includes all or portions of certain tasks in the UPWP including:

Table 3: Task Funding Distribution

Task	Amount	Funding Distribution
1.4 - Transportation Improvement Program	$104,500	100% funding for development of document, project development and support, and programming
2.1 - Data Management, GIS, and Modeling	$202,000	100% funding for projects support and evaluation
2.3 - Pavement Management	$35,000	100% funding for data collection, and evaluation
2.4 - Community Technical Assistance	$75,000	75% of funding to study & development of projects, 25% for project support
3.1 - Integrated Management Systems	$96,500	80% funding to study & development of projects, 20% for project support
3.2 - Safety & Security	$127,000	70% funding to study & development of projects, 30% for project support
3.3 - Active Transportation	$156,000	80% funding to study & development of projects, 20% for project support
3.4 - Mobility Management and Regional Transit Support	$261,923	50% funding to study & development of projects, 50% for project support
3.6 - Environmental Coordination	$192,000.45	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 FFY2027 UPWP from October 1, 2026, to September 30, 2027. 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 though 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 administrating 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 4: Federal Highway Administration (FHWA) PL, Federal Transit Administration (FTA) Section 5303, and MassDOT Funds

	FFY 27 (PL)	FFY 26 (PL)	Δ
Apportionment	$ 12,835,912	$ 12,584,228	2.0%
Obligation Authority	90.0%	90.0%	
Federal PL Funds Only	$ 11,552,320.8	$ 11,325,805	
Matching Funds Added	**$ 14,440,401**	**$ 14,157,257**	
Total Funds (PL Funds+5303)*	**$ 19,896,805**	**$ 19,613,660**	1.4%

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, and 30% is allocated based on each MPO's relative share of urbanized population. These factors result in the percentages shown.

NOTES: PL funds are provided to the MPOs from the previous year's federal-aid ("forward funded"). All numbers are using 2020 population and 2020 UZA numbers. Funding below is not inclusive of any approved de-obligated PL requests for FFY 2025 or FFY 2026.

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 (FFY 26)	§5303 Full Amount w/ Match (FFY 27)**	Total FFY 26 funding by MPO***	Total FFY 27 funding by MPO	ΔFFY26*27
MPOs PL Funded	**$ 5,776,160**	**2020 Population**	**2020 Population (%)**	**2020 Population ($)**	**2020 UZA Population**	**2020 UZA Population (%)**	**2020 UZA ($)**					
				$ 4,332,120			**$ 4,332,120**					
Berkshire	$ 577,616	129,026	1.86%	$ 80,577	97,344	1.46%	$ 63,115	$ 98,441	$ 100,944	$ 805,607	**$ 822,252**	**$ 16,646**
Boston	$ 577,616	3,357,194	48.49%	$ 2,100,645	3,348,144	50.11%	$ 2,170,855	$ 2,928,776	$ 3,003,231	$ 7,682,811	**$ 7,852,347**	**$ 169,536**
CTPS*	$ 467,869			$ 1,701,523			$ 1,758,392	$ 2,415,947	$ 2,477,366	$ 6,266,716	$ 6,405,150	$ 138,433
MAPC	$ 109,747			$ 399,123			$ 412,462	$ 512,829	$ 525,866	$ 1,416,095	$ 1,447,198	$ 31,102
Cape Code	$ 577,616	228,996	3.31%	$ 143,393	227,487	3.40%	$ 147,497	$ 155,344	$ 159,293	$ 1,006,820	**$ 1,027,799**	**$ 20,979**
Central Mass	$ 577,616	604,631	8.73%	$ 378,194	547,718	8.20%	$ 355,127	$ 384,653	$ 394,432	$ 1,669,886	**$ 1,705,369**	**$ 35,483**
Merrimack Valley	$ 577,616	369,889	5.34%	$ 231,335	360,773	5.40%	$ 233,916	$ 239,063	$ 245,141	$ 1,261,482	**$ 1,288,008**	**$ 26,526**
Montachusett	$ 577,616	250,531	3.62%	$ 156,823	215,592	3.23%	$ 139,785	$ 167,601	$ 171,862	$ 1,024,683	**$ 1,046,085**	**$ 21,402**
Northern Middlesex	$ 577,616	310,009	4.48%	$ 194,079	295,603	4.42%	$ 191,662	$ 201,308	$ 206,426	$ 1,145,776	**$ 1,169,783**	**$ 24,007**
Old Colony	$ 577,616	393,249	5.68%	$ 246,064	379,293	5.68%	$ 245,925	$ 251,461	$ 257,853	$ 1,300,093	**$ 1,327,458**	**$ 27,365**
Pioneer Valley	$ 577,616	628,133	9.07%	$ 392,923	572,595	8.57%	$ 371,257	$ 432,976	$ 443,983	$ 1,748,462	**$ 1,785,779**	**$ 37,317**
Southeastern Mass	$ 577,616	652,375	9.42%	$ 408,086	636,950	9.53%	$ 412,983	$ 461,507	$ 473,239	$ 1,832,766	**$ 1,871,923**	**$ 39,158**
	$ 5,776,160	6,924,033	100.00%	$ 4,332,120	6,681,499	100.00%	$ 4,332,120	$ 5,321,130	$ 5,456,404	$ 19,478,386	**$ 19,896,805**	

RPAs SPR Funded	Δ					FFY 26 Total Funding by RPA	FFY 27 Total Funding by RPA	Δ				
Franklin**	2.0%					$ 691,221	$ 704,774	$ 13,553				
Martha's Vineyard**	2.0%					$ 396,398	$ 404,171	$ 7,772				
Nantucket**	2.0%					$ 337,187	$ 343,799	$ 6,612				

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 he MPOs for their PL funds. *CTPS 5303 includes MassDOT 5303 **5303 assumed to be level funded ***Does not include approved de-ob carryover for FFY26 UPWPs

Table 4: Federal Highway Administration (FHWA) PL, Federal Transit Administration (FTA) Section 5303, and MassDOT Funds (continued)

RPA	2.5% for Complete Streets Planning* (2026)	2.5% for Complete Streets Planning* (2027)
Berkshire	$ 15,747.76	$ 16,062.71
Boston		
CTPS*	$ 86,132.42	$ 87,855.06
MAPC	$ 20,203.90	$ 20,607.98
Cape Code	$ 18,861.07	$ 19,238.29
Central Mass	$ 28,161.22	$ 28,724.44
Merrimack Valley	$ 22,640.80	$ 23,093.61
Montachusett	$ 18,716.15	$ 19,090.48
Northern Middlesex	$ 21,212.46	$ 21,636.71
Old Colony	$ 23,369.98	$ 23,837.38
Pioneer Valley	$ 29,661.09	$ 30,254.31
Southeastern Mass	$ 29,898.85	$ 30,496.83
	$ 314,605.70	$ 320,897.80
* Derived from federal apportionment and assumption of 100% OA to align w/ am't in FMIS		

TPO	2.5% for Complete Streets Planning* (2026)	2.5% for Complete Streets Planning* (2027)
Franklin	$ 17,280.52	$ 17,619.35
Martha's Vineyard	$ 9,909.95	$ 10,104.26
Nantucket	$ 8,429.68	$ 8,594.97



Element 1

Management & Support of the Planning Process & Certification Activities

The following pages describe the tasks that support the efforts needed for coordinating transportation planning activities between SRPEDD member communities, the SRPEDD Commission, and local, regional, state, and federal agencies, and to coordinate planning activities such as routine operating or administrative assistance to other public agencies.

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

Task 1.1 - Support of the 3C Process

Objective: Maintain and support the Comprehensive, Cooperative, and Continuing ("3C") Planning and programming process with local, regional, and state levels of government. Provide support to the SMMPO, the JTPG, the SRPEDD Commission, MassDOT, and the communities in the region.

Staff will participate in forums on various transportation issues, coordinate with neighboring MPO's on relevant planning activities as appropriate. 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:

- Administrative and technical support of Massachusetts Department of Transportation, Federal Highway Administration and Federal Transit Administration
- Administrative and technical support to the SMMPO, JTPG, SRPEDD Commission, and member communities
- Statewide transportation planning programs assistance
- 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

Scope of Work:

1. Provide administrative and technical support to the 3C Planning Process.
   Staff will provide professional expertise, administrative support, and technical assistance to the JTPG and the SMMPO as it relates to regional transportation improvement projects; provide updates and distribution of the MOU and SMMPO by-laws as necessary.

2. Provide financial management of 3C contracts with MassDOT, FHWA, and FTA.

3. 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.

4. Inform and provide technical support on transportation topics to the SRPEDD Commission, member communities and region.

5. 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.

6. Review and comment on traffic or engineering studies submitted through the MEPA process or as requested by communities for local permits.

7. Implementation support of recommendations from previous transportation planning studies and from the FFY2024 Regional Transportation Plan.

8. Participate in Task Force groups and MassDOT major Transportation Studies, relevant to specific transportation issues, to work toward solutions and project initiation.

9. Respond to inquiries and requests for information and data from citizens businesses and elected and appointed officials.

10. Continued participation in the Transportation Managers Group (TMG), Massachusetts Association of Regional Planning Agencies (MARPA) and Massachusetts Association of Regional Transit Authorities (MARTA).

11. Continue coordination and updates to the Memorandums of Understanding and Cooperative Agreements with neighboring agencies.

12. Work on Federal Certification Review recommendations and corrective actions.

13. Continue to support and share available information for planning efforts and participate in coordination meetings and activities with neighboring federal, state, and regional agencies.

14. Communicate and inform Massachusetts legislators, SRPEDD Commission, SMMPO, JTPG, and Committees on various state and federal transportation issues, progress, challenges, and recommendations.

15. 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 support
- Coordination with local, regional, state, and federal partners
- Maintenance, update, endorsement, and certification of regional documents
- MEPA project reviews and comments, review of federal, state, and local transportation-related policies
- Support for regional studies and projects
- Staff training

Schedule for Implementation: Ongoing effort from October 2026 through September 2027.

Beneficiary Communities: All Communities

Funding Sources and Amounts:

- FHWA Metropolitan Planning (PL), 80% - $200,800
- MassDOT Matching Funds, 20% - $50,200
- Total Funding $251,000

Task 1.2 - Public Participation & Title VI

Objective: Engage the general public and various stakeholder groups in the programs, projects, services, and efforts of transportation planning in the Southeastern Massachusetts region. Effectively inform the public and all relevant stakeholders about transportation-related conditions, issues, projects, programs or services relating to the region's metropolitan transportation planning process, using simple and clear language. Embolden public, officials, and relevant stakeholders to voice concerns about transportation needs and priorities to SMMPO, local, and state decision-makers. Evaluate public and stakeholder comments received during metropolitan transportation planning process and development of plans, projects, and studies. Incorporate public comment received into metropolitan transportation planning documents and projects. Evaluate how public input received impacted final plans, project lists, services, and decisions. Encourage local officials and decision-makers to initiate and develop projects that respond to public concerns and priorities, especially publicly-identified major needs documented in metropolitan transportation planning documents. Involve representatives of traditionally under-resourced communities in decision making related to the transportation planning process.

Participate in statewide and regional committees, task forces, working groups and advisory groups to monitor and represent the region's interests. 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:

- Participated in various community tabling events, community partner meetings,

neighborhood meetings, organizational meetings, select boards, planning boards, and RTA public outreach meetings, etc.
- Produced various outreach materials in the form of SRPEDD website content, social media posts, and press releases
- Produced and utilized various engagement tools to gather public input including surveys, interactive poster boards, and focus group questions
- Staff Meeting Protocols and Public Outreach guide
- Updated the SMMPO Public Participation Plan (December 2025)
- Updated SMMPO Language Assistance Plan as part of the Public Participation Program (December 2025)
- Title VI program Update - Updated GIS and statistical data directory of Title VI populations in the SMMPO region
- Created staff guide for identifying and planning public outreach and engagement activities
- Updated JTPG and SMMPO Meeting Protocols
- Identified benefits and/or burdens of proposed plans, studies, and TIP projects
- Advertised JTPG and SMMPO meetings and agenda topics to the public and increased attendance of community partners and public at meetings
- Documented public outreach efforts

Scope of Work:

1. Provide public outreach and administrative support needed to meet the responsibilities of the JTPG & SMMPO.

2. Provide on boarding about the regional transportation planning process to new JTPG and SMMPO members, including At-Large SRPEDD Commissioners on the JTPG who represent underrepresented and low-income communities.

3. Invite speakers to JTPG meetings to provide timely information and updates about funding opportunities, technical assistance, new programs and technology, and the transportation needs of underrepresented and transportation disadvantaged populations.

4. Educate JTPG members and the public about best practices for transportation improvements, grant opportunities, and navigating the TIP process.

5. Continue to maintain and implement the region’s Public Participation Plan (PPP) in regional transportation planning activities.

6. 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.

7. 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.

8. Seek out community leaders to involve in the planning process and assist with outreach.

9. Continue to improve public notification efforts for certification documents, transportation planning activities and announcements.

10. Provide 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.

11. Prepare 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.

12. 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.

13. 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.

14. Continue website updates and social media posts to inform and educate the public on transportation activities.

15. Include underserved populations in transportation planning for all mode users in the region.

16. 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.

17. Seek input about underserved and underrepresented populations' transportation needs and involve them in the process of designing improvements.

18. Seek public input on outreach methods and content for basic transportation planning activities (i.e., TIP, LRTP, & UPWP) and special studies.

19. Define indicators and maintain geographic databases 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.).

20. Update geographic databases and 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. In addition, train staff in language access.

Products:

- Recommendations in plans, project selection, UPWP work plan items, and correspondence with local and state partners that respond to major public needs and priorities identified in previous planning efforts
- Participation in and coordination of neighborhood, organization, and/or government meetings, local events, focus groups, and canvassing in public spaces to share information about regional planning efforts (corridor studies, safety initiatives) and gather input on needs, priorities, and concerns
- Development of engagement tools to collect public input (surveys, interactive poster boards, and other activities as appropriate)
- Website content, press releases, social media posts, email announcements to general public and community partners pertaining to ongoing 3C planning,

certification documents, and featured projects (regional plans, corridor studies)
- Creation and distribution of educational materials that support implementation of Age-Friendly Mobility Plan, Food Access and Security in Transportation Plan, Regional Safety Action Plan
- JTPG outreach and support
- Assistance to RTAs with public outreach efforts, as requested
- Transportation-related content for the SRPEDD quarterly newsletter
- SRPEDD Annual Report Content
- Annual SMMPO/SRPEDD Title VI Report, as needed
- Update and maintenance of the SMMPO Title VI geographic databases, as needed
- Title VI population considerations in the planning process, such as geographic distribution of UPWP tasks & TIP projects
- Year End Evaluation Report of public outreach and engagement efforts

Schedule for Implementation: Ongoing effort from October 2026 through September 2027.

Beneficiary Communities: All Communities

Funding Sources and Amounts:
- FHWA Metropolitan Planning (PL), 80% - $126,800
- MassDOT Matching Funds - 20%, $19,200
- Total Funding $146,000

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:

- FFY2026 UPWP
- Annual Performance and Expenditure Report

Scope of Work:

1. Annually prepare, obtain endorsement by the SMMPO and maintain a UPWP which describes all transportation related planning activities anticipated within the region during the future year.

2. Coordinate the review process and public comment period in accordance with the SMMPO Public Participation Plan.

3. Continued coordination and monitoring of tasks outlined within the current UPWP to ensure they are following the guidance established for each task towards completion and providing project deliverables.

4. Conduct administrative adjustment and amendment following standard procedures, as needed.

5. Development of Annual Performance and Expenditure Report for preceding FFY2026 UPWP.

Products:

- Management of FFY2027UPWP
- Adjustments/Amendments to FFY2027 UPWP, as needed
- FFY2028 Unified Planning Work Program
- FFY2026 UPWP Annual Performance and Expenditure Report

Schedule for Implementation: The development of the FFY2028 UPWP will take place between the months of January and June 2027 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.

Beneficiary Communities: All Communities

Funding Sources and Amounts:

- FHWA Metropolitan Planning (PL), 80% - $56,800
- MassDOT Matching Funds - 20%, $14,200
- Total Funding $71,000

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 working with MassDOT, community members, and partners to annually develop and maintain the Transportation Improvement Program for the region. This includes the amendment, adjustment, and maintenance of the FFY2027-2031 TIP and the development of the FFY2028-2032 TIP.

Previous Work:

- Developed the FFY2026-2030 TIP
- Developed the FFY2027-2031 TIP
- Technical assistance to municipalities and RTAs in developing projects, utilizing the MaPIT tool, and identifying project's CMAQ, HSIP, or TAP funding eligibility
- Air Quality Analysis to determine CMAQ eligibility and GHG emissions impacts
- Scoring TIP projects using the SMMPO's evaluation criteria via the TIP Scoring Tool
- Informed the JTPG and SMMPO in the considerations, evaluation, and status of projects
- Conducted amendments/adjustments as needed

Scope of Work:

1. Attend regular meetings with MassDOT staff and MassDOT Priority of Projects meeting to exchange information regarding TIP projects.

2. Work with communities to develop TIP eligible projects that meet the region's transportation needs and goals as outlined in the Regional Transportation Plan.

3. 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.

4. Evaluate TIP projects for appropriate funding categories, including calculating greenhouse gas emissions reductions to comply with the Massachusetts Global Warming Solutions Act.

5. Involve local, regional and state officials, municipal staff, community groups, and members of the public in the development, amendment, and maintenance of TIP documents through adherence with the Public Participation Program.

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. Amend, adjust, and maintain the FFY2027-2031 Transportation Improvement Program as needed.

8. Evaluate projects eligible for TIP funding using the Transportation Evaluation Criteria Process.

9. Develop a fiscally constrained FFY2028-2032 Transportation Improvement Program that meets all state and federal requirements.

Products:

- Updates to the FFY2027-2031 TIP, as needed
- Development of the SMMPO endorsed FFY2028-2032 TIP
- Project development and programming support

Schedule for Implementation: The development of the FFY2027 TIP will take place between the months of January and June 2027 with endorsement by the SMMPO no later than July 30, 2027. Amendments, Administrative Adjustments, and Administrative Modifications to the TIP are an ongoing effort and may occur throughout the program year.

Beneficiary Communities: All Communities

Funding Source and Amounts:

- FHWA Metropolitan Planning (PL), 80% - $83,600
- MassDOT Matching Funds - 20%, $20,900
- Total Funding $104,500

Task 1.5 - 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.

Previous Work:

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

Scope of Work:

1. Provide information and data to the SMMPO to assist with either adoption of state targets or regionally developed targets for federally mandated performance measures (23 CFR Part 490 and 515) by the SMMPO.

2. Staff will continue to maintain and report progress towards performance measures identified in the Regional Transportation plan with relevant data.

3. Inclusion and updates to certification documents of the state performance measures that have or are anticipated to be adopted by the SMMPO.

4. Inclusion with Projects – Incorporate performance measures with the Evaluation Criteria for use with the review and ranking of TIP projects.

5. Maintain a web page to display progress towards meeting goals and to engage the public on the performance measures process.

Products:

- Performance Measure Reporting in federally required documents
- Performance Measures Annual Report
- Review of Performance Measures related to the development of the LRTP
- Webpage for communicating performance measures with the public

Schedule for Implementation: January 2027 - September 2027

Beneficiary Communities: All Communities

Funding Sources and Amounts:

- FHWA Metropolitan Planning (PL), 80% - $29,600
- MassDOT Matching Funds, 20% - $7,400
- Total Funding $37,000



Element 2

Regional Data Collection, Modeling, and Analysis

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 and mapping products
  - Signalized Intersection data update and interactive map
  - Transit routes/micro transit areas digitizing and interactive map
  - Park and Ride Lot inventory data update and interactive map
  - Trails mapping interactive map
- Data support for SRPEDD's Age Friendly Mobility Plan
- Coordination on TDM23 2.0 Travel Demand Model
- Food Access and Security in Transportation ESRI Dashboard with transit routes and food pantry/meal service locations
- ACS demographic data update to the 2020-2024 5-year estimates
- Maintained pavement management GIS database and interactive ESRI dashboard available on the SMMPO website

Scope of Work:

1. Update and maintain land use data related to the transportation system, as needed.

2. Work with and utilize data from the US Census and American Community Survey for use with planning efforts.

3. Maintain, collect, analyze, and update the signalized intersection database. Continue sharing the database through interactive web-based mapping to display all relevant transportation information and analyses.

4. Continue to review, maintain, and utilize the TDM23 2.0 travel demand model developed by the Boston Regions MPO Central Transportation Planning Staff (CTPS). 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 program.

5. Support other transportation planning efforts and studies including Support for Regional Studies/Project Development and Integrated Management Systems.

6. 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.

7. Conduct monthly counts at MassDOT park and ride lots and non-MBTA owned Commuter Rail parking 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.

8. Prepare maps and graphics for presentations and reports using GIS programs available at SRPEDD and through MassDOT.

9. Process, construct, format, and organize data for GIS use. Develop various interactive maps, dashboards, Story Maps, etc. to display on-line for project/ 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 transportation tasks, as needed.

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.

Products:

- Compile 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
- Update of ESRI dashboard and map with associated park and ride data and MBTA parking lot data
- Update of ESRI dashboard and map with associated traffic counting data

- Update of ESRI dashboard and map with associated pavement data
- Update of ESRI dashboard and map with associated transit routes and food pantry locations
- Update of ESRI dashboard and map with associated signalized intersection data
- Update of ESRI dashboard and map with associated pavement data
- Update of ESRI dashboard and map with associated community technical assistance data and PDF memorandum

Schedule for Implementation:
Ongoing effort from October 2026 through September 2027.

Beneficiary Communities: All Communities

Funding Sources and Amounts:
- FHWA Metropolitan Planning (PL), 80% - $161,600
- MassDOT Matching Funds, 20% - $40,400
- Total Funding $202,000

Task 2.2 - Regional Traffic Counting Program

Objective: Maintain a regional traffic counting program which includes automatic traffic counts, turning movement counts and non-motorist traffic counts. Automatic Traffic Counts are conducted at MassDOT count stations, and locations deemed necessary to maintain adequate data for regional planning purposes and Travel Demand Model calibration. TMCs and automatic counts 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 including GIS database
- Conducted turning movement counts and maintained GIS database
- Conducted bicycle and pedestrian counts and maintained GIS layer
- Traffic Count data update and dashboard

Scope of Work:

1. Conduct automatic counts that will include volume, speed and vehicle classification data.

2. 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.

3. Test equipment according to MassDOT/FHWA requirements and calibrate when necessary.

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

5. Train new personnel on Traffic Counting Deployment and Work Zone Safety Management. Newly hired personnel will be required to review the Procedures and Safety Manual for Traffic Counting and will be trained in field.

6. Purchase replacement equipment as needed to support the traffic count program.

7. Upload all traffic count data to MassDOT's MS2 website that stores and presents all

traffic count information for the Commonwealth.

8. Deploy Ecco Counters to collect and manage non-motorist traffic counts at various locations throughout the region.

9. 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 ESRI based map on SRPEDD's website.

Product:

- Maintenance of the SRPEDD Traffic Count data and GIS files
- Upload update and/or new ATR data to MS2

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.

Beneficiary Communities: All Communities

Funding Sources and Amounts:

- FHWA Metropolitan Planning (PL), 80% - $72,000
- MassDOT Matching Funds, 20% - $18,000
- Total Funding $90,000

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). 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
- Collected 'windshield' survey data
- Conducted local pavement management, as requested

Scope of Work:

1. Collect via a "windshield survey" and ESRI Field Map, pavement distress data for functionally classified (federal aid eligible) principal arterial, minor arterial, and collector roads that are not currently surveyed by MassDOT.

2. SMMPO staff will survey approximately 260 miles (1/3) of 780 miles of road to collect pavement distress data and pavement markings or up to nine (9) member communities.

3. Conduct analysis of distress data to provide recommended repair strategies with complete cost estimates.

4. Inform and assist communities with a local Pavement Management Program, as requested. Staff will develop a new or update an existing database with survey information for the community. 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. Working directly with the community, staff will provide analysis and prepare Pavement Management Reports.

Products:

- Update of the Federal Aid Roadway Pavement Management database
- Local pavement management program assistance for municipalities, as requested
- 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 2027.

Beneficiary Communities: All Communities

Funding Sources and Amounts:

- FHWA Metropolitan Planning (PL), 80% - $28,000
- MassDOT Matching Funds, 20% - $7,000
- Total Funding $35,000

Task 2.4 - Community Technical Assistance

Objective: To provide technical assistance as requested by communities on local transportation issues that do not warrant a comprehensive planning study and address issues using existing or minimal data collection. A technical memorandum will be developed, highlighting recommendations that address the issue as well as short-term/ low-cost solutions if applicable to aid in project initiation and development. Community Technical Assistance requests may be made by completing the request form on SRPEDD's website.

Previous Work:

- Provided technical assistance and prepared 14 technical memorandum in FFY2026 for 12 Communities.

Scope of Work:

1. Provide technical assistance to communities, as requested, regarding transportation planning issues, including; safety analysis, signal/multi way stop warrants analyses, speed studies, impact of cut through traffic on local neighborhood streets, sight distance issues, assessment of truck traffic impacts, advisement on pedestrian/bicycle facilities, evaluation of a road or road network's federal aid eligibility and assistance with traffic counts.

2. Prioritize requests, if necessary, based on applicability to identify priority in the region, importance to the community, desired completion, compatibility with other data collection efforts such as traffic counting and staffing availability.

3. 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 warranted.

4. Assist, schedule, and coordinate with communities on technical requests which may require a more comprehensive study.

Products:

- Technical Memorandums with recommendations

Schedule for Implementation:

Ongoing effort from October 2026 through September 2027, schedule may fluctuate

based on frequency and timing of requests.
Beneficiary Communities: All Communities

Funding Sources and Amounts:

- FHWA Metropolitan Planning (PL), 80% - $60,000
- MassDOT Matching Funds, 20% - $15,000
- Total Funding $75,000



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 assisting communities to 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 quarterly and yearly reports identifying top bottleneck locations and the overall performance of the interstate and non-interstate system
- Route 28 corridor study from Cushman Street in Middleborough to Charlotte Furnace Road in Wareham
- Fall River Pleasant Street Corridor Study, Phase I
- Food Access and Security in Transportation Plan
- Parking Utilization Report and Resource
- Top 100 Most Dangerous Intersections Publication (2018-2022)
- Annual monitoring of freight network with RITIS products
- Southeastern Massachusetts Congestion Management Plan Update

Scope of Work:

1. Update the Southeastern Massachusetts Freight Plan based on updated data and local, regional, state, and federal priorities and guidelines.

2. Implementation Support for Regional IMS Plans including the Congestion Management Plan and the Freight Plan.

3. Support of Previously Completed Studies by assisting and supporting member communities with implementation of improvement projects.

4. Complete 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.

5. Assist SRPEDD's Comprehensive, Environmental, 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.

6. Continue to provide technical assistance for regional intermodal improvements and ITS development.

Products:

- Southeastern Massachusetts Freight Plan Update
- Pleasant Street corridor in Fall River from Troy Street to Eastern Avenue Study
- Quarterly and yearly reports identifying top bottleneck locations and the overall performance of the interstate and non-interstate system
- Implementation Support for Regional IMS Plans and Transportation Studies

Schedule for Implementation:

All efforts within this task are completed through the duration of the UPWP timeframe from October 2026 through September 2027.

Beneficiary Communities: All Communities
Pleasant Street Corridor Study - Fall River

Funding Sources and Amounts:

- FHWA Metropolitan Planning (PL), 80% - $77,200
- MassDOT Matching Funds, 20% - $19,300
- Total Funding $96,500

Task 3.2 - Safety and Security

Objective: The examination of the operational efficiency and safety of transportation facilities within the region yielding recommended improvements to resolve issues for all users. The inclusion of 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
- Top 100 Most Dangerous Intersections Southeastern Massachusetts Regional Safety Action Plan (through SS4A grant)
- Food Access and Security in Transportation (FAST) Plan
- Southeastern Massachusetts Regional Evacuation Route Plan
- Participated in Statewide Safety efforts including HSIP development and TMG Safety Subcommittee
- Worked with local communities to identify safety issues and apply for funding for improvements
- Development and distribution of Evacuation materials
- Evacuation Route Tabletop Exercises and After-Action Reports

Scope Of Work:

1. Implementation support for Regional Safety and Security plans including the SRPEDD Regional Safety Action Plan (RSAP), the Food Access and Security in Transportation (FAST) Plan, and the Regional Evacuation Route Plan. Efforts may include, but are not limited to, providing information from the plans for use in local efforts, assisting communities with seeking funding for plan recommendations, maintaining dashboard and other GIS resources, and developing education materials related to plan contents and findings.

2. Comprehensive update of the Most Dangerous Locations in Southeastern Massachusetts publication, including incorporation of RSAP study findings and updated analysis for the Top 100 Most Dangerous Intersections database.

3. Participation in local and statewide safety planning efforts, including HSIP development and Road Safety Audits.

4. Assist communities with identifying local safety issues through technical assistance

and hosting of road safety audits.

5. Conduct crash data analysis as requested and needed. The MassDOT IMPACT statewide crash database will be used as a primary source of information. Staff will continue to work with local communities to obtain site specific crash data reports and will calculate crash rates for use in planning efforts. Staff will use crash data in GIS applications as applicable.

6. Conduct education and outreach to communities on Traffic Gardens to identify potential opportunities for the region. Highlighting the opportunity to encourage active transportation among youth and providing road safety education.

7. Work with communities to transform underused spaces like parking lots, school yards, and underutilized spaces in parks into temporary traffic gardens.

8. Collaborate with local, regional, statewide, and federal partners to advance and implement safety improvements as identified in the Strategic Highway Safety Plan (SHSP), Massachusetts Vulnerable Road User Safety Assessment and other safety planning efforts.

Products:

- Participation in Road Safety Audits, as needed
- Development and distribution of Safety and Evacuation Route materials
- Most Dangerous Locations Publication
- Assist communities in coordinating and setting up traffic gardens, as requested

Schedule for Implementation:
All efforts within this task are completed through the duration of the UPWP timeframe from October 2026 through September 2027.

Beneficiary Communities: All Communities

Funding Sources and Amounts:

- FHWA Metropolitan Planning (PL), 80% - $101,600
- MassDOT Matching Funds, 20% - $25,400
- Total Funding $127,000

Task 3.3 - Active Transportation

Objective: SRPEDD will continue to work with local, regional, state, and federal partners in the pursuit of developing a safe, comfortable and connected transportation network that supports the needs of pedestrians and bicyclists through data collection, analysis, technical assistance, and support to municipalities, local and regional bicycle/pedestrian related committees, advocacy groups, place governance organizations, and the public. This task also supports the development of policies that promote walking, bicycling, and connections to transit services for a complete streets approach.

Previous Work:

- Regional Pedestrian Plan (November 2024)
- Supported and coordinated with communities and local advocacy groups in development of SRPEDD's regional bicycle and pedestrian network
- Collaborated with Massachusetts Safe Routes to School Program
- Trails Mapping Data Collection and year-end report
- GIS database of the condition of existing off road separate use paths
- Regional Age Friendly Mobility Plan
- Phase 1 of the Mansfield Bicycle and Pedestrian Network Plan
- Updated web pages related to active transportation

Scope of Work:

1. Support the Bicycle and Pedestrian Advisory Committee (BPAC) to help guide the advancement of the regional bicycle and pedestrian network, provide a forum for discussion and sharing of best practices related to active transportation and improve the travel experience of pedestrians, cyclists, transit riders, and other micromobility device users.

2. Implementation support for 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.

3. Implementation support for recommendations outlined in the Regional Age Friendly Mobility Plan and support of age friendly policies and infrastructure improvements.

4. 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 through (but not limited to) development and distribution of educational materials, participation in events, and social media postings.

5. 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.

6. Provide technical assistance to communities or regional groups with the advancement of active transportation related improvements through initial development of, or updates to active transportation related efforts (such as Complete Streets Policies and prioritization plans, Municipal Bicycle and Pedestrian Plans, corridor studies, etc) planning and implementation of wayfinding signage, providing information about funding opportunities, participation in stakeholder and public meetings, and by providing data, maps, and other resources as requested.

7. Continue to track proposed, funded, and constructed complete streets projects in the region.

8. Continue to collect trails data upon request from communities or in conjunction with other SRPEDD department related efforts such as Open Space and Recreation Plans. Data collected will be used to update GIS related resources and contribute to statewide trails efforts.

9. Continue collaborative efforts with municipalities, other regional planning agencies/MPOs, regional advocacy groups and the MassTrails team on the support, development, and improvement of regional networks (South Coast Bikeway, Taunton River Trail, etc.) and the MassTrails Priority Network.

10. Complete Phase 2 of the comprehensive Bicycle and Network Plan for the Town of Mansfield aimed at improving townwide safety, connectivity, and accessibility.

Products:

- Continue Facilitation of Pedestrian Advisory Committee (BPAC)
- Implementation Support for Regional Bicycle Pedestrian Plans
- Implementation Support for the Age Friendly Mobility Plan

- GIS database updates of existing and proposed bike facilities
- Education materials for distribution and public awareness
- Technical assistance to support regional active transportation priorities
- Mansfield Bicycle and Pedestrian Network Plan Final Report

Schedule for Implementation:
Ongoing effort from October 2026 through September 2027.

Beneficiary Communities: All Communities
Mansfield Bike & Pedestrian Network Plan - Mansfield

Funding Sources and Amounts:
- FHWA Metropolitan Planning (PL), 80% - $124,800
- MassDOT Matching Funds, 20% - $31,200
- Total Funding $156,000

Task 3.4 - Mobility Management and Regional Transit Support

Objective: Coordinate the use of existing transportation resources to efficiently meet the 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 service gaps and improvements for 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:

- Assistance to GATRA and SRTA, as requested
- Continued efforts to develop deeper relationships with RTAs, private carriers, municipal and private agencies, and organizations
- Continued coordination with the South East Regional Coordinating Council on Transportation (SERCCOT)
- SRTA Economic Fare Free Study Phase I
- GATRA's Gateway Link PSA

Scope of Work:

1. Participate in meetings of transportation coordination teams hosted by EOHHS, MassDOT, CTAA, and others.

2. Attend public outreach events to expand public awareness of public transit and demand response services.

3. In cooperation with economic development, workforce, education, and human services agencies, deepen stakeholders' understanding of transit service needs and outline recommended improvements.

4. Provide information about existing transit service to and research the needs of (by request) career centers, employment/temp agencies, Department of

Transportation Assistance (DTA), Workshop Investment Boards (WTB), Chamber of Commerce, business, tourism boards, educational facilities, municipal planning departments, economic/community development agencies, human services organizations, youth groups, COAs, etc.

5. Produce customized transit information as requested. Produce maps and schedules for key destinations and all service providers in the area of study. Develop transportation information to distribute to the press, career centers, community groups, and the public to expand awareness and assist with mobility issues.

6. Assist MassDOT in the review and scoring of Community Transit Grant applications (as requested) and provide recommendations.

7. Identify opportunities to expand intercity bus service serving destinations and outside the SRPEDD region.

8. Identify opportunities for multimodal transit throughout the region and beyond.

9. Analyze employee survey data and prepare reports based on the findings of the surveys, as requested.

10. Analyze Census/ACS data to identify transit deserts, upon request.

11. Develop service alternative proposals, as requested, to address changes in local and regional land developments that generate demand for transit service.

12. Analyze fixed route and demand response ridership data to identify trends and changes in demand.

13. Continuous coordination of the South East Regional Coordinating Council on Transportation (SERCCOT) to assist in addressing transit related concerns in the SMMPO region.

14. Conduct Phase II of SRTA Free Fare Economic Impact Analysis. Determine what statistically significant and qualitative differences exist as a result of SRTA's fare free program.

15. Staff will update the Coordinated Human Service Transportation Plan by identifying and documenting the transportation needs of individuals with disabilities, older adults, and people with low incomes. Staff will provide strategies for meeting

identified needs, as well as prioritize transportation services for funding and implementation.

Products:

- Collaborate with Regional Transit Authorities to develop and disseminate 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 (phase 2)
- Continue facilitation of the South East Regional Coordinating Council on Transportation (SERCCOT)
- Education materials for distribution and public awareness
- Update the 2023 Coordinated Human Services Transportation Plan

Schedule for Implementation:
Ongoing effort from October 2026 through September 2027.

Beneficiary Communities: All Communities

Funding Sources and Amounts:

- FHWA Metropolitan Planning (PL), 80% - $209,538
- MassDOT Matching Funds, 20% - $52,385
- Total Funding $261,923

Task 3.5 - Long Range Transportation Plan Visioning and Outreach

Objective: Prepare for the FFY2028 update of the Regional Long Range Transportation Plan (LRTP) with the objective of allowing time for literature review of other Long Range Transportation Plans, research and analysis of data resources, identification of appropriate scenario planning strategies, public engagement and local stakeholders' feedback.

Previous Work:

- Moving Forward 2050: Southeastern Massachusetts Regional Transportation Plan
- Extensive engagement effort with SMMPO communities to identify local and regional priorities

Anticipated Work:

1. Complete a thorough literature review of long-range transportation plans.
2. Start planning scenarios by looking at regional land use trends, new zoning requirements, demographic changes, and potential environmental changes.
3. Evaluate Data Needs.
4. Collect data related to LRTP needs to the extent possible.
5. Engage the public and local stakeholders in the development process.
6. Work with communities to validate previously identified local and regional priorities.

Products:

- Comprehensive LRTP Outline and Plan of Action
- Scenario Planning Outline
- Public Engagement Priorities Summary
- Community Priorities Summary

Schedule for Implementation:
Ongoing effort from October 2026 through September 2027.

Beneficiary Communities: All Communities

Funding Sources and Amounts:

- FHWA Metropolitan Planning (PL), 80% - $94,000
- MassDOT Matching Funds, 20% - $11,000
- Total Funding $105,000

Task 3.6 - Environmental Coordination

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 over and heat island mapping
- Compiled a strategy memo detailing steps that can be taken in the region to reduce vehicle emissions from commuters and implement next steps
- Created a regional greenhouse gas inventory and online data dashboard

Scope of Work:

1. Maintain the Geographic Roadway Runoff Inventory Program (GRRIP) digital database so that it can continue to serve as a resource to guide ongoing implementation of work. Regularly review completed TIP, MVP, MassDEP, and other grant-funded projects, and coordinate with communities to identify which projects have already been implemented or newly identified. Use the database to support future project development and highlight locations where co-benefits for transportation and environmental systems can be achieved through implementation.

2. 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.

3. Support regional stormwater coordination efforts, including the Resilient Taunton Watershed Network, Buzzards Bay Steering Committee and other municipal or watershed-based partnerships, to share tools, resources, and best practices related to roadway runoff, stormwater management, green infrastructure, and climate-resilient project development.

4. Identify green infrastructure retrofit opportunities along transportation corridors, municipal parking areas, downtown streetscapes, transit-access areas, and other high-impervious-surface locations. Potential strategies may include rain gardens, bioswales, tree trenches, permeable pavement, constructed wetlands, stormwater capture/reuse, and other low impact development practices that reduce runoff, improve water quality, and support climate resilience.

5. Maintain the digital regional flood hazard database and continue to refine portrayals of flood risk based on local observations, fieldwork, storm event documentation, municipal input, and available state and federal flood data. Publish or maintain online resources, in tandem with the MVP/GRRIP action item database, to aid communities in flood mitigation planning and project development.

6. Maintain 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.

7. Document and monitor flood conditions at identified flood-prone areas, including roadways, culverts, bridges, coastal access routes, evacuation routes, and other critical transportation facilities. Continue to work with local, regional, and state partners to investigate and evaluate flood-prone sites, conduct fieldwork and site analysis as requested by local communities, and document flooding associated with king tides, coastal storms, inland precipitation events, and other extreme weather events.

8. Assist local communities in developing implementation projects that mitigate flood hazard risk and improve the resilience of transportation infrastructure. Potential projects may include drainage improvements, culvert replacement or upsizing, roadway elevation, green infrastructure, nature-based solutions, flood storage improvements, and other measures that may be eligible for funding through programs such as MVP, Coastal Resilience Grants, FEMA BRIC, MassDOT, or other

state and federal resilience funding sources.

9. Develop a Regional Tree Cover Dashboard to identify areas of high heat stress and low tree canopy cover. Identify funding sources and strategies for expanding tree cover and mitigating extreme heat.

10. Collaborate with municipalities to identify opportunities where depaving, tree planting, shade infrastructure, green infrastructure, or streetscape improvements could reduce extreme heat, manage stormwater runoff, improve air quality, sequester carbon, and support safer multimodal travel. Priority locations may include roadways, parking lots, transit stops, downtowns, school routes, public facilities, and other transportation-adjacent areas.

11. Maintain the municipal cooling station database and public dashboard on the SRPEDD website. Update heating and cooling center locations and compare them with regional public transportation networks, pedestrian and bicycle access, Environmental Justice population data, and areas of elevated heat vulnerability to assess accessibility to cooling resources. Share results of this analysis with communities to inform emergency preparedness, public health, and transportation planning efforts.

12. Develop a Noise and Air Quality Monitoring Program to allow for routine monitoring of locations throughout the region and assistance with location-based studies as well as contribute to other planning efforts such as SRPEDD's air quality dashboard. Data collected would also be used to analysis as-built conditions on TIP and other publicly funded projects.

Products:

- Maintenance of Geographic Roadway Runoff Inventory Program (GRRIP) digital database
- Support regional stormwater coordination efforts, including the Resilient Taunton Watershed Network, Buzzards Bay Steering Committee and other municipal or watershed-based partnerships
- Identify green infrastructure retrofit opportunities along transportation corridors
- Maintain the digital regional flood hazard database
- Maintain SRPEDD's MVP action item database
- Field observation notes; photo documentation; flood monitoring logs; site-specific flood condition summaries; maps of documented flood-prone roadways, culverts, bridges, coastal access routes, evacuation routes, and critical transportation facilities; technical memos summarizing findings from site visits or storm event

documentation
- Maintain municipal cooling station database and public dashboard
- Maintain air quality database and public dashboard
- Air Quality & Noise Pollution baseline reporting

Schedule for Implementation:
All efforts within this task are completed through the duration of the UPWP timeframe from October 2026 through September 2027.

Beneficiary Communities: All Communities

Funding Sources and Amounts:
- FHWA Metropolitan Planning (PL), 80% - $153,600.36
- MassDOT Matching Funds, 20% - $38,400.09
- Total Funding $192,000.45



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 May 13, 2026 via hybrid meetings held at the SRPEDD office and using Zoom. 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 19, 2026, via Zoom virtual meeting. The final draft UPWP had an advertised minimum 21-day public comment period from May 19, 2026, to June 15, 2026. 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, 2026, via Zoom virtual meeting. The SMMPO met on June 16, 2026, via Zoom virtual meeting to review and endorse the UPWP. The following table contains Public Comments received during the development of the draft FFY2027 UPWP.

Table 5: Public Comments

Date	Comment Type	Commenter	Comment	Response
6/5/2026	e-mail	Christina Mendoza	Please include an amendment/adjustment log as per FHWA guidance.	Included
6/5/2026	e-mail	Christina Mendoza	Please show the funding breakdown in each task/subtask as: • FHWA Metropolitan Planning (PL) Funds - (80% of total) • MassDOT Matching Funds - (20% of total) • Total Funding	Updated within each task
6/5/2026	e-mail	Christina Mendoza	It would be helpful to break out the funding by FHWA and FTA funding per task.	UPWP Budget Table has been updated to include break out of funding
6/5/2026	e-mail	Christina Mendoza	Please be sure to include the approved de-obligated PL request in the final UPWP.	$65,000 for Air Quality & Nois Monitoring Equipment Included in all appropriate tables and iWork Scope included in Environmental Coordination Task (Develop a Noise and Air Quality Monitoring Program to allow for routine monitoring of locations throughout the region and assistance with location-based studies as well as contribute to other planning efforts such as SRPEDD's air quality dashboard. Data collected would also be used to analysis as-built conditions on TIP and other publicly funded projects.
6/5/2026	e-mail	Christina Mendoza	It would be helpful to include a total column here, just to summarize the data.	UPWP Budget Table has been updated to include totals
6/5/2026	e-mail	Christina Mendoza	Might want to distinguish that these tasks will last the entire FY.	UPWP Timeline Table has been updated and entire FY tasks noted
6/5/2026	e-mail	Christina Mendoza	Not seeing any reference to the overhead rate in the UPWP	Overhead Rate Explanation has been added
6/5/2026	e-mail	Christina Mendoza	Not seeing a direct reference to a community beneficiary outlined in each task.	Community Beneficiary has been added within each task

Table 6: UPWP Budget

Element/Task Name	FHWA PL Funds	FTA 5303	MassDOT 20% Match for FHWA PL & 5303	Task Total with Direct Costs (See Table X)
Task 1: Management & Support of the Planning Process & Certification Activities				
1.1 – Support of the 3C Process	$164,800	$36,000	$50,200	**$251,000**
1.2 – Public Participation & Title VI	$91,800	$35,000	$19,200	**$146,000**
1.3 – Unified Planning Work Program	$42,800	$14,000	$14,200	**$71,000**
1.4 – Development of the TIP	$68,600	$15,000	$20,900	**$104,500**
1.5 – Performance Measures	$21,600	$8,000	$7,400	**$37,000**
Total for Task 1	**$389,600**	**$108,000**	**$111,900**	**$609,500**
Task 2: Regional Data Collection, Modeling, and Analysis				
2.1 – Data Management, GIS, and Modeling	$101,600	$60,000	$40,400	**$202,000**
2.2 – Regional Traffic Counting Program	$72,000	$0	$18,000	**$90,000**
2.3 – Pavement Management	$28,000	$0	$7,000	**$35,000**
2.4 – Community Technical Assistance	$60,000	$0	$15,000	**$75,000**
Total for Task 2	**$261,600**	**$60,000**	**$80,400**	**$402,000**
Task 3: Transportation Plan Activities & Studies				
3.1 – Integrated Management Systems	$62,200	$15,000	$19,300	**$96,500**
3.2 – Safety & Security	$101,600	$0	$25,400	**$127,000**
3.3 – Active Transportation*	$89,800	$35,000	$31,200	**$156,000**
3.4 – Mobility Management and Regional Transit Support	$0	$209,538	$52,385	**$261,923**
3.5 – Long Range Transportation Plan Visioning & Outreach	$59,000	$35,000	$11,000	**$105,000**
3.6 – Environmental Coordination	$142,899.33	$10,701.03	$38,400.09	**$192,000.45**
Total for Task 3	**$455,499.33**	**$305,239.03**	**$177,685.09**	**$938,423.45**
TOTALS	**$1,106,699.33**	**$473,239.03**	**$369,985.09**	**$1,949,923.45**

***A minimum of 2.5% is estimated for FHWA Complete Streets Planning Activities ($30,496.83)**

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 7: 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	$2,000	**$4,500**
1.3 – Unified Planning Work Program	$0	$0	$0	**$0**
1.4 – Development of the TIP	$250	$0	$0	**$250**
1.5 – Performance Measures	$0	$0	$0	**$0**
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 – Community Technical Assistance	$500	$0	$0	**$500**
3.1 – Integrated Management Systems	$1,500	$0	$0	**$1,500**
3.2 – Safety & Security	$1,200	$0	$1,500	**$2,700**
3.3 – Active Transportation	$1,500	$0	$1,300	**$2,800**
3.4 – Mobility Management and Regional Transit Support	$1,500	$0	$0	**$1,500**
3.5 – Long Range Transportation Plan Visioning & Outreach	$0	$0	$0	**$0**
3.6 – Environmental Coordination	$1,000	$0	$78,000	**$79,000**

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

Table 8: UPWP Timeline Overview

Element/Task Name	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
1.1 – Support of the 3C Process	Ongoing from October 2026 to September 2027											
1.2 – Public Participation & Title VI	Ongoing from October 2026 to September 2027											
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			
1.5 – Performance Measures	Ongoing from October 2026 to September 2027											
2.1 – Data Management, GIS, and Modeling	Ongoing from October 2026 to September 2027											
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 – Community Technical Assistance	Ongoing from October 2026 to September 2027											
3.1 – Integrated Management Systems	Ongoing from October 2026 to September 2027											
3.2 – Safety & Security	Ongoing from October 2026 to September 2027											
3.3 – Active Transportation	Ongoing from October 2026 to September 2027											
3.4 – Mobility Management and Regional Transit Support	Ongoing from October 2026 to September 2027											
3.5 – Long Range Transportation Plan Visioning & Outreach	Ongoing from October 2026 to September 2027											
3.6 – Environmental Coordination	Ongoing from October 2026 to September 2027											

Table 9: 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-Campos, Senior Transportation Outreach Coordinator	87%
Jonathan Gray, Senior Bike & Ped Planner	87%
Daniel Brogan, Senior Transportation Planner/Transit Specialist	96%
Noah Soutier, Public Health Transportation Planner	96%
Maya Couto, Transportation Planner	96%
Sisar Botelho, Transportation Planner	96%
Michelle Tinger, Environmental Planning Manager	5%
Lori Watson, Assistant Director of Environmental Planning	9%
Karen Pettinelli, Principal Natural Resource Planner	7%
Sara Singh, Principal Environmental Planner	11%
Audrey Matthews, Senior Climate Planner	13%
Lauren Lunetta, Senior Environmental Planner	9%
Alex Bergstrand, Senior Environmental Planner	7%
Taylor Perez, Director of Housing & Research	10%
Aubrey Hoes, Comprehensive Planner	20%
Laura Tsang, Senior GIS & Data Planner	7%
Karen Porter, GIS Specialist & IT Manager	8%
Transportation Planning Intern 1	100%
Transportation Planning Intern 2	100%

Table 10: Projected Staff Hours

	Task 1.1	Task 1.2	Task 1.3	Task 1.4	Task 1.5	Task 2.1	Task 2.2	Task 2.3	Task 2.4	Task 3.1	Task 3.2	Task 3.3	Task 3.4	Task 3.5	Task 3.6	Total Hours
Full Time Staff																
Lisa Estrela-Pedro	634	91	242	76	76	30	30	30	76	30	30	60	30	76	0	**1,511**
Jacqueline Jone	86	172	172	689	172	0	30	0	0	0	172	86	0	172	0	**1,751**
Jennifer Chaves	33	33	164	82	0	1,000	49	49	82	0	0	0	115	33	0	**1,640**
Luis de Oliveira	173	86	0	0	0	173	86	86	778	311	35	0	0	0	0	**1,728**
Sean Hilton	35	35	0	0	0	263	0	0	0	526	438	0	105	351	0	**1,753**
Andrea Duarte-Campos	524	524	0	0	0	0	0	0	0	0	175	87	262	175	0	**1,747**
Jonathan Gray	35	35	0	0	0	0	0	0	0	0	177	1,346	177	0	0	**1,770**
Daniel Brogan	71	142	0	53	89	0	0	0	0	0	0	0	1,332	89	0	**1,776**
Noah Soutire	36	540	0	0	0	0	0	0	0	90	540	90	324	180	0	**1,800**
Maya Couto	71	142	0	0	89	284	89	36	0	0	0	355	444	266	0	**1,776**
Sisar Botelho	36	36	0	0	0	355	710	178	0	36	36	36	355	0	0	**1,778**
Part Time Staff																
Michelle Tinger	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	**100**
Lori Watson	0	0	0	0	0	0	0	0	0	0	0	0	0	0	175	**175**
Karen Pettinelli	0	0	0	0	0	0	0	0	0	0	0	0	0	0	125	**125**
Sara Singh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	200	**200**
Audrey Matthews	0	0	0	0	0	0	0	0	0	0	0	0	0	0	243	**243**
Lauren Lunetta	0	0	0	0	0	0	0	0	0	0	0	0	0	0	175	**175**
Alex Bergstrand	0	0	0	0	0	0	0	0	0	0	0	0	0	0	125	**125**
Karen Porter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	150	**150**
Taylor Perez	0	0	0	0	0	0	0	0	0	0	0	0	170	0	0	**170**
Aubrey Hoes	0	0	0	0	0	0	0	0	0	0	0	0	350	0	0	**350**
Laura Tsang	0	0	0	0	0	0	0	0	0	0	0	0	125	0	0	**125**
Intern 1	30	0	0	0	0	150	130	100	0	0	0	90	0	0	0	**500**
Intern 2	30	0	0	0	0	150	130	100	0	0	0	90	0	0	0	**500**

Overhead Rate Summary

The Southeastern Regional Planning & Economic Development District (SRPEDD) calculates its overhead rate at the end of each fiscal year based on actual direct and indirect expenses incurred during the fiscal year. The overhead rate calculation is audited by CBIZ CPAs P.C., independent auditors, and included in SRPEDD's Financial Statements and Required Supplementary Information for the year ending on June 30th. Once the financial audit is completed (by March 31st of each year) SRPEDD submits it along with a UPWP Overhead Rate Adjustment request to MassDOT, if a change is required for approval.

Appendix A

Transportation Acronyms

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.

FFY – Federal Fiscal Year
The FFY is a 12-month accounting and budget period used by the U.S. federal government, running from October 1 to September 30.

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.

IIJA - Infrastructure Investment and Jobs Act
IIJA is a $1.2 trillion United States federal law signed in 2021. It provides $1.2 trillion over five years, with $550 billion going to "new" investments and the remainder reauthorizing existing transportation programs. It finances roads, bridges, public transit, rail, clean drinking water, high-speed broadband access, electric vehicle (EV) charging networks, and power grid renewals.

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 LRTP; 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 (FWHA) 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.

LRTP – Long Range 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 LRTP- Regional

Transit Plan)

LRTP / CSA – Regional Transit Plan / Comprehensive Service Assessment
By state law each RTA was required to develop an LRTP 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 LRTP 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 LRTP 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.