PRESENTED TO THE SMMPO ON
April 18, 2017

SOUTHEASTERN REGIONAL PLANNING & ECONOMIC DEVELOPMENT DISTRICT (SRPEDD)
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FFY 2018 UNIFIED PLANNING WORK PROGRAM

SOUTHEASTERN MASSACHUSETTS METROPOLITAN PLANNING ORGANIZATION (SMMPO)

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If this information is needed in another language, please contact SRPEDD’s Title VI Coordinator by phone at (508) 824-1367.

Caso esta informação seja necessária em outra idioma, favor contar o coordenador em Título VI do SRPEDD pelo telephone (508) 824-1367.

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# FFY 2017 Unified Planning Work Program

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INTRODUCTION

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 from October 1, 2017 through September 30, 2018 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 area designated as the Southeastern Massachusetts Metropolitan Planning Organization (SMMPO). The area of the SMMPO, as designated by the Governor, is the same area as the boundaries of 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 decides how to spend federal funds for transit projects and 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 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 the towns within the SRPEDD region. The Secretary of Transportation is the Chair of all of the 13 Metropolitan Planning Organization (MPOs) in the Commonwealth. The map on page 2 shows the extent of the SMMPO region in relation to the urbanized areas designated by the 2010 census. SRPEDD provides 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 each of SRPEDD’s member municipalities is the transportation advisory body and citizen participation tool of the SMMPO. The SRPEDD Transportation Planning Staff works with the JTPG to prepare the Regional Transportation Plan (RTP), the Transportation Improvement Program (TIP) and the Unified Planning Work Program (UPWP). The SMMPO is responsible for the review and approval of each of these documents.

The UPWP is developed by the 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 the assistance and cooperative support of participating SMMPO member agencies. The UPWP describes the scope and cost of the
work tasks to be completed by the SRPEDD transportation and transit staff in four elements, as follows:

1) Management and Support of the Planning Process and Certification Activities – The efforts needed for coordinating transportation planning activities between SRPEDD 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. 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) of the 2016 Regional Transportation Plan (RTP). Efforts include conducting studies recommended in the approved RTP, high crash intersections or corridors identified as safety problems; and congestion studies resulting from the Regional Congestion Management Plan (RTP Congestion chapter); and continuing environmental monitoring (such as the Geographic Roadway Runoff Inventory Program also known as GRRIP). Also, 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; conduct planning studies for the Regional Transit Authorities (RTAs); the Southeastern Regional Transit Authority (SRTA) and the Greater Attleboro Taunton Regional Transit Authority (GATRA); and provide technical assistance for other studies conducted in the region.

4) Additional Technical Planning Activities – Provide planning assistance for projects of regional and statewide concern, such as staff support to the Commuter Rail Task Force.

Metropolitan Planning Organizations, MAP-21 and FAST ACT

On July 6, 2012, President Obama signed into law the Moving Ahead for Progress in the 21st Century Act (MAP-21). MAP-21 is a performance-based and multimodal program to address the many challenges facing the U.S. 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. MAP-21 also provides new authority to strengthen the safety of public transportation systems throughout the United States. The act also puts new emphasis on restoring and replacing our aging public transportation infrastructure by establishing a new needs-based formula program and new asset management requirements.
On December 4, 2015, President Obama signed into law a long-term authorization entitled Fixing America’s Surface Transportation (FAST) Act. This authorizes approximately $305 billion nationally over five years (FY 2016 to 2020) 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. FAST Act also increases funding for Federal Lands, Tribal Programs, and Accelerating Project Delivery.

The metropolitan planning process continues to develop performance goals, measures, and targets into the process to identify transportation improvements and projects. Public involvement remains an active part of the planning process. Requirements for a long-range plan (RTP) and a short-term improvement plan (TIP) will continue to incorporate performance measures as required by the MAP-21 and continue through FAST Act.

The 2016 RTP outlined performance measures and targets to assess the transportation system planning process. The TIP is designed to established performance targets and the anticipated achievement of those targets through the Evaluation Criteria process that scores and ranks projects within the SRPEDD / SMMPO region. The process will evaluate the performance targets and if the State/MPO’s have made progress in meeting those targets with each state providing reports to Congress on the overall effectiveness of performance-based planning process in 2017.

With MAP-21 being built upon previous transportation legislation, the methodology established to address goals under SAFETEA-LU remained applicable with MAP-21 and has continued in FAST ACT. As we move forward under the current legislation, SRPEDD will incorporate the objectives, including performance measure thresholds when established for MAP-21, into the planning process.

The SMMPO goals and objectives for transportation planning as presented in the 2016 Regional Transportation Plan (RTP) incorporates other local, regional and statewide planning efforts such as Vision 2020. Vision 2020 identified and intended to preserve what is best about southeastern Massachusetts, while promoting alternative modes of transportation, economic development, mobility, and road safety. On September 30, 2010, the Governor Patrick signed Executive Order 525, which directs public investments to support and implement the recommendations of the South Coast Rail Corridor Plan. The Corridor Plan includes designated Priority Development Areas (PDAs) and Priority Protection Areas (PPAs) identified for growth and preservation in support of a long-term vision for the sustainable development of the region. SRPEDD continues to work with officials and citizens in southeastern Massachusetts to implement these designations and specifically, what the communities identified as the purpose for those designations.

Work efforts through the UPWP process are consistent with the eight planning factors defined in SAFETEA-LU and establish the goals within the FFY 2012 and FFY 2016 Regional Transportation Plans (RTP) for southeastern Massachusetts. These factors are applicable to all transportation planning to promote a safe and efficient transportation system. The success of
an efficient system cannot be achieved without the integration of all components of transportation.

These planning factors were also supported in MAP-21 and FAST Act as they represent concepts that guide transportation officials through the development and implementation of improvements to the transportation system. With FAST Act, two additional planning factors were added to the existing eight developed in previous legislation to address impacts from climate change and facilitate tourism. The ten planning factors for the development of the FFY2018 UPWP include:

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

The goal has been and 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 assists 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 and GIS, Support for Regional Studies and Management Systems tasks.

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

This has been and continues to be a priority in the SRPEDD region through continued identification of crash locations and encouraged measures to address problems that contribute to unsafe travel for all modes of transportation. This factor is met primarily through the Community Technical Assistance, Management Systems, Regional Transit Studies and Bicycle/Pedestrian Planning tasks.

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

This has been and continues to be coordinated with state transportation officials the implementation of Intelligent Transportation Systems (ITS) in our region. 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 Freight and Intermodal Planning/ITS, Data Management and GIS tasks, Regional Transit Studies and Flood Hazard Mitigation 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 identify appropriate solutions. SRPEDD has implemented and continues to develop its Mobility Management 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 diverse population segments, such as limited English proficiency (LEP) persons. SRPEDD also identifies, supports and promotes all modes of freight movement to major seaports and recommend improvements to transportation infrastructure for bridge and road improvements. This factor is met primarily through the 3C Process, Public Participation, Environmental Justice and Title VI, Freight and Intermodal Planning/ITS, Data Management and GIS tasks, Regional Transit Studies and Mobility Management tasks.

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

SRPEDD continues to work with communities and agencies on the preservation of open space through identifying Priority Protection Areas as part of the South Coast Rail project. SRPEDD also provides MassDOT with information and analysis on Green House Gas (GHG) reductions through participation of the Congestion Management Air Quality (CMAQ) consultation committee. SRPEDD continues involvement with the region to promote planning for and development of bicycle and pedestrian facilities, and park and ride facilities. This factor is met primarily through the Data Management and GIS, Support of the Regional Land Use Plan, Management Systems, Regional Transit Studies and Bicycle/Pedestrian Planning tasks.

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

SRPEDD continues to maximize connectivity and the modes used to travel with the continued support and planning for the extension of commuter rail service to the cities of Taunton, Fall River and New Bedford. SRPEDD also supports and provide information to the Massachusetts Statewide Freight Plan that is currently under an update for 2017. SRPEDD is also active with the improvement and expansion of local transit connections and ride sharing to other modes of travel, including existing commuter rail locations, commuter bus, bicycles and pedestrians. This is accomplished through continued work to include sidewalks and bike lanes in projects and developments as well as identify, promote and support the need for additional park & ride facilities. This factor is met primarily through the Data Management and GIS, Support of the Regional Land Use Plan, Management Systems, Freight and Intermodal Planning/ITS, Regional Transit Studies and Bicycle/Pedestrian Planning 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. 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 SRPEDD Regional Transit Authorities and beyond. This factor is met primarily through the 3C Process, Data Management and GIS, Management Systems, Regional Transit Studies, Bicycle/Pedestrian Planning and Mobility Management 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. This includes efforts to maintain and update the regional database and identify repair strategies with cost estimates for arterials and collectors. SRPEDD also assists and supports the preservation of bridges and roads and maintains active participation in various regional efforts such as the Route 79 Boulevard, Middleborough Circle Rotary and the New Bedford-Fairhaven Bridge Studies. SRPEDD continues to apply evaluation criteria to prioritize TIP projects based on safety, mobility, condition and environmental concerns, as well as economic and community support. SRPEDD continues to encourage communities to seek remedies for other deficiencies (e.g. safety, congestion and environmental issues) as part of the development of TIP project. This factor is met primarily through the 3C Process, Transportation Improvement Program, Data Management and GIS, Management Systems, Regional Transit Studies, Pavement Management and Support for Regional Studies.

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

SRPEDD’s Geographic Roadway Runoff Inventory Program (GRRIP) provided an inventory of roadway drainage facilities on federal aid eligible roads in terms of condition, type, location and function. The GRRIP effort initiated the Flood Hazard Mitigation program which monitors road and drainage infrastructure prone to periodic flooding brought on by “Full Moon” and “New Moon” high tides. This constant monitoring continues to add to a database to monitor the impacts associated with Climate Change with the intent of project mitigation through the TIP. This factor is met primarily through the 3C Process, Transportation Improvement Program, Data Management and GIS, and Flood Hazard Mitigation tasks.

10. Enhance travel and tourism.

SRPEDD’s efforts through transit and highway planning has made an impact to enhance travel and tourism throughout southeastern Massachusetts. The efforts for Master Plan updates within the towns of Carver and Marion outlines the plans for multi-modal improvements that benefits tourism efforts with access to Edaville Railroad/King Richard’s Faire in Carver and the South Coast Bikeway that travels along Buzzards Bay coastline through downtown Marion. The
Intent of the South Coast Bikeway is to provide a multi-use path connecting the greater Providence, Rhode Island area to Cape Cod through the SRPEDD 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. Additional efforts including funding from the Federal Lands Access Program (FLAP) for improvements to parking to enhance the New Bedford Whaling National Park in downtown New Bedford and the Sweets Knoll multi use trail in Dighton. Furthermore, the study of the Route 140 Corridor through Mansfield and Norton addressed access concerns to the Xfinity Performing Arts Center as well as with the Tournament Players Club in Norton; home of the Professional Golfers Association (PGA), Deutsche Bank Championship. This factor is met primarily through the 3C Process, Data Management and GIS, Management Systems, Regional Transit Studies, and Bicycle/Pedestrian Planning.

Table 1 provides a summary by community and region of the various types of studies and/or technical assistance completed by SRPEDD though the UPWP process since 2012. An accompanying map on page 11 is also included and indicates the types of studies and/or technical assistance completed within each community and which of those communities are considered an Environmental Justice (minority, LEP or low-income/poverty) municipality.

Five of the SRPEDD municipalities met the criteria to be designated as Minority Municipalities. These communities are Attleboro, Fall River, New Bedford, Taunton and Wareham. These municipalities had a total minority population greater than SRPEDD’s minority regional average of 10.98%.

Four of the SRPEDD municipalities met the criteria to be designated as LEP municipalities. Those municipalities are Acushnet, Fall River, New Bedford and Taunton. These municipalities had a total LEP population greater than SRPEDD’s LEP regional average of 7.40%.

Three of the SRPEDD municipalities met the criteria to be designated as poverty municipalities. Those municipalities are Fall River, New Bedford and Taunton. These municipalities had a total low-income/poverty population greater than SRPEDD’s poverty regional average of 12.13%. Three of the municipalities, Fall River, New Bedford and Taunton, met the criteria for all three, minority, LEP and poverty/low-income.

A complete list of these projects with a brief description of the work completed is provided in Appendix A of this document. Appendix B provides a reference list of the Acronyms used within this document.
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* Refers to membership with GATRA (G) or SRTA (S)

** This refers to assistance to communities / regional agencies with development (PNF/PIF) of a project, not programming of the TIP.

M: designated as Minority Communities
L: designated as LEP communities
P: designated as poverty / low-income
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 to accommodate their needs in a timely fashion.

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, 36% ($371,500) of the total FHWA funding ($1,036,157) is devoted to the study, support and implementation of projects for improvement. This includes all or portions of certain tasks outlined in the UPWP including:

- Task 2.5 Pavement Management - $25,000
- Task 2.7 Community Technical Assistance - $50,000
- Task 3.2 Support of Regional Studies - $10,000
- Task 3.3 Management Systems - $193,000
- Task 3.4 Bicycle and Pedestrian Planning - $46,500
- Task 3.5 Intermodal Coordination and ITS - $20,000
- Task 4.1 Flood Hazard Mitigation - $27,000

The UPWP is used by MassDOT, FHWA, FTA, and the RTAs to outline the scope of services related to each contract for planning services and can be amended/adjusted during the program year with approval of the SMMPO. Program years described in this document by funding source are as follows:

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Program Year</th>
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<tr>
<td>FHWA (PL)/MassDOT</td>
<td>October 1, 2017 - September 30, 2018</td>
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<tr>
<td>FTA/ MassDOT Section 5303</td>
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<tr>
<td>FTA Section 5307 GATRA</td>
<td>October 1, 2017 - September 30, 2018</td>
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</table>

This UPWP shows how funding sources are combined to provide the funding for SRPEDD’s transportation planning programs for planning activities to occur during Fiscal Year 2018. Possible funding sources are as follows:

I. FHWA / MassDOT

**PL Funds** - provided by the FHWA (80%) and the MassDOT (20%), for the purpose of carrying out highway related transportation planning in urban areas. These funds are apportioned to the states on the basis of population in urbanized areas, to be made
available to the Metropolitan Planning Organizations (MPO) that conducts the planning. The following Table shows the distribution of these funds for the MPOs throughout the state.

| MPOs PL funded | SPR Funds - Statewide Planning and Research funds are provided by FHWA to MassDOT for the purpose of carrying out specialize transportation related planning on a statewide or special project basis. These funds are apportioned to the states on the basis of a percentage of highway construction funds utilized by the state. SPR funds may be provided to MPOs at the discretion of the MassDOT - Office of Transportation Planning |

### SPR Funds

**SPR Funds** - Statewide Planning and Research funds are provided by FHWA to MassDOT for the purpose of carrying out specialize transportation related planning on a statewide or special project basis. These funds are apportioned to the states on the basis of a percentage of highway construction funds utilized by the state. SPR funds may be provided to MPOs at the discretion of the MassDOT - Office of Transportation Planning.
(OTP), with the concurrence of FHWA. The previous two years of the UPWP received funding from FHWA for SHRP 2 Economic Benefits (FFY2016) and Planworks (FFY2017).

II. Federal Transit Administration (FTA)

FTA Section 5303 - FTA provides funding for transit planning and technical studies. These funds require a 20% local match, are distributed according to an allocation formula, and are administered by MassDOT. SRPEDD provides the local match through non-federal funding from the two transit authorities and a SRPEDD cash match.

FTA Section 5307 – SRPEDD contracts with GATRA and SRTA to provide planning support with 100% funding from their respective Section 5307 funds.

SRPEDD Cash - These are funds provided by SRPEDD's member communities, by way of an annual assessment based on population.

Local/In Kind Services - There are generally no charges for requested transportation planning studies by the Chief Local Elected Officials of SRPEDD member communities, as long as the conduct of the study is approved by SRPEDD’s contracting agencies. In some instances, however, a community will be billed by SRPEDD for the costs of that project which cannot be funded by an available state or federal grant program. Local contributions to a planning study may also be provided to show a local commitment to the study. This local commitment would enhance the potential for this study's approval.
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 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.
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Task No.: 1.1  Task Title: **Support of the 3C Process**

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

Participate in forums on various transportation issues. Participate in neighboring MPO meetings and planning activities as appropriate. Support other transportation planning and regional planning activities. Provide assistance to 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.

**Procedures:**

1. Provide administrative and technical support to the 3C Planning Process:
   
   A. The Southeastern Massachusetts Metropolitan Planning Organization (SMMPO) was established to implement federal transportation planning policies and the expenditure of federal funds for transportation projects. Staff provides professional expertise and technical assistance to the SMMPO as it relates to regional transit improvement projects;
   
   B. The Joint Transportation Planning Group was established by the SMMPO to serve as a transportation planning advisory body and reviews eligible transportation projects, prioritizes projects based on need and eligibility criteria, and provides recommendations for federal and state funding. Staff provides professional expertise and technical assistance to the SMMPO as it relates to regional transit improvement projects;
   
   C. The Greater Attleboro Taunton Regional Transit Authority (GATRA) and the Southeastern Regional Transit Authority (SRTA) are providers of fixed route and demand response transit services in the SRPEDD region. Both Regional Transit Authorities (RTA)s have Advisory Boards that establish service levels, service coverage. Staff provides professional expertise and technical assistance to the GATRA and SRTA Advisory Boards;
   
   D. GATRA and SRTA have Consumer Advisory Committees (CAC) that represent both fixed route and demand response riders. The CACs report rider issues, service related issues, and service improvement feedback to the RTA staff. SRPEDD staff provides professional expertise, technical assistance (maintaining CAC bylaws and rules of order), and secretarial assistance (preparing and distributing meeting notices and meeting minutes) to the CACs;
E. The SPREDD Region is bordered by regions served by transit services other than GATRA and SRTA. Staff provides support and assistance to GATRA and SRTA to coordinate transit services in the neighboring regions;

F. The SPREDD Region is served by private intercity motor coach carriers and the MBTA Commuter Rail system. Staff provides technical assistance and professional expertise to expand access to these services, and identify potential improvements to better serve the region;

G. Provide financial management of 3C contracts with MassDOT, FHWA, FTA, SRTA and GATRA;

H. Administer transportation planning programs in conformance with federal and state guidelines, regulations, and requirements.

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

A. The SPREDD region is comprised of four cities and twenty-three towns, each with individual transportation planning needs. Staff provides professional transportation planning expertise, technical assistance, and project funding guidance to member communities;

B. Participate in SPREDD Commission meetings and ensure that members are informed of all important transportation issues. The staff is responsible for carrying out the directives of the SPREDD Commission and performing work that is transportation related for the Commission and the member cities and towns;

C. Participate in information programs and forums that involve transportation, environmental/air quality, hazardous waste, energy conservation, land use, sustainable and accessibility planning;

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

   i. Review and comment on the transportation elements of development plans seeking approval from state or communities where applicable;

   ii. Evaluate proposals for development to determine compliance with sustainable development principles including transit/pedestrian/bicycle accessibility in conjunction with the MassDOT Healthy Transportation Policy Directive;

   iii. Comment on projects filed through the Massachusetts Environmental Protection Act (MEPA) to ensure accommodations are made for transit services and Travel Demand Management strategies. Maintain an awareness of projects (such as commercial, industrial, housing, etc.) that potentially impact the region’s transportation system;

   iv. Participate in the review and provide community assistance with identification of transportation impacts in the review of proposals including environmental (EIR) documents for proposed gaming (casino/slots) facilities within or adjacent to southeastern Massachusetts;
E. Continue assistance in the development of Transportation Demand Management programs and projects;
F. Maintain communication with community groups on transportation programs and projects;
G. Pursue the implementation of recommendations from previous transportation planning studies from the FFY 2016 RTP;
H. Support other SRPEDD transportation and regional planning activities including Comprehensive and Environmental Planning, Municipal Assistance, the Comprehensive Economic Development Strategy (CEDS), and other SRPEDD related planning activities;
I. Respond to inquiries and requests for information and data from citizens, businesses and elected and appointed officials. (From PP)

3. Provide administrative and technical support in the coordination of federal and state transportation issues:
   A. Continued participation in the Transportation Managers Group (TMG), Massachusetts Association of Regional Planning Agencies (MARPA) and Massachusetts Association of Regional Transit Authorities (MARTA);
   B. Continue coordination and updates to the Memorandums of Understanding and Cooperative Agreements with neighboring agencies as required through federal and state transportation legislation;
   C. Continue to support and share available information for planning efforts and participate in coordination meetings and activities with neighboring federal, state and regional agencies;
   D. Coordinate all transportation planning activities with other planning programs and activities for the region, including air quality, land use planning and development, ITS, intermodal, freight, transit and accessibility planning;
   E. Provide technical assistance to MassDOT Office of Transportation Planning and District 5 office to address multiple transportation issues;
   F. Communicate and inform Massachusetts legislators, SRPEDD Commission, SMMPO, JTPG, GATRA and SRTA Advisory Boards and Consumer Advisory Committees on various state and federal transportation issues, progress, challenges and recommendations;
   G. Participate in regional and statewide meetings and GreenDOT activities related to sustainability, livability, greenhouse gas reduction, mode shift and other transportation related topics.

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

- Technical assistance to:
  - SMMPO
  - JTPG
  - GATRA Advisory Board
  - SRTA Advisory Board
  - GATRA Consumer Advisory Boards
  - SRTA Advisory Boards
  - GATRA Administration
  - SRTA Administration
  - SRPEDD Commission
  - SRPEDD Communities

- Inter-regional coordination:
  - GATRA
  - SRTA
  - TMG
  - MARPA
  - MARTA
  - MassDOT
  - Neighboring MPOs
  - Intercity Motor Coach Carriers
  - MBTA Commuter Rail

- Maintenance, endorsement and certification of the regional certification documents
- Review of MEPA project submittals
- Review of federal, state, and local transportation related policies
- Staff training

Schedule for Implementation: Ongoing effort through the duration of the UPWP timeframe

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Task No.: 1.2  Task Title: Public Participation

Objective: Evaluate and improve the public participation process of transportation planning and programming in Southeastern Massachusetts. Encourage public participation in transportation planning issues through the Joint Transportation Planning Group (JTPG) and Southeastern Massachusetts Metropolitan Planning Organization (SMMPO). Update the Public Participation Program (PPP) in conjunction with the 2019 update of the Regional Transportation Plan and Environmental Justice tasks. Begin public outreach efforts to garner input for the 2019 Regional Transportation Plan.

Continue to participate in statewide and regional committees, task forces, working groups and advisory groups, to monitor and represent the interests of the region. Inform the public of the various aspects of federal and state transportation policies such as the Massachusetts Transportation Bond Bill, FAST ACT, and tasks related to federal and state transportation planning regulations.

Procedures:

1. The Southeastern Massachusetts Metropolitan Planning Organization (SMMPO) was established to implement federal transportation planning policies and the expenditure of federal funds for transportation projects. Staff provides public outreach and all secretarial duties needed to meet the responsibilities of the SMMPO.

2. The Joint Transportation Planning Group was established by the SMMPO to serve as a transportation planning advisory body and reviews eligible transportation projects, prioritizes projects based on need and eligibility criteria, and provides recommendations for federal and state funding. Staff provides public outreach and all secretarial duties needed to meet the responsibilities of the JTPG.

3. Maintain and update the region’s Public Participation Plan (PPP):

   A. Update the PPP with necessary changes pertaining to state and federal legislation (FAST Act);
   B. Continue to verify and maintain mailing lists of the JTPG, SMMPO, SRPEDD Commission, town administrators, chief elected officials and various community and regional groups for notification of various SRPEDD activities;
   C. Seek out community leaders to involve in the planning process, and assist with outreach.
   D. Increase involvement and diversity on various advisory boards and committees for transportation planning in the region;
   E. Continue to improve notification via email contact, Constant Contact, Facebook, newsletter distribution and other outlets. All methods of notification must be employed in accordance to PPP to ensure proper public notification;
   F. Prepare public information materials about transportation news and events;
G. Communicate with individuals and agencies to identify unmet transportation needs through interviews, surveys, and social media outlets;
H. Continue to develop and update as part of the PPP, an ADA Transition Plan that advises and resolves accessibility issues in regards to public meetings held or hosted by SRPEDD.

4. Maintain a proactive public involvement process that:
A. Provides information, timely public notice, full public access to key decisions, and support early and continuing involvement of the public in developing plans, studies, and project programming (TIP) and meet the requirements and criteria specified in state and federal regulations as well as the PPP;
B. Prepare news articles, press releases, documents, reports and educational materials for the SRPEDD website, local media outlets, social media and various agencies with information relevant to transportation planning activities, transit planning activities and/or service changes within the region;
C. Encourage participation in transportation planning and project development process by the region’s elected officials and residents.

5. GATRA and SRTA hold regular meetings of their Consumer Advisory Committees (CAC) for fixed route and demand response services. SRPEDD staff provides secretarial assistance to the CACs in the form of scheduling meetings, distributing meeting materials, and recording and preparing meeting minutes.

6. GATRA and SRTA periodically make changes to service, add new service, and eliminate under-utilized service. In accordance with RTA policy, industry best practice, and state and federal laws, public outreach and public comment is sought prior to a final decision to implement a service change. SRPEDD, as the provider of technical planning services to GATRA and SRTA, hosts public forums, public meetings, and public hearings to garner input, suggestions, and comments on proposed service changes.

7. Participate in neighborhood meetings, organizational meetings, local meetings of select boards, public works, planning boards, etc., and public outreach meetings as needed to inform and engage the public with regards to transit planning and service changes. Follow guidelines to meet the requirements and criteria specified in state and federal regulations as well as the PPP.

8. Begin public outreach efforts to garner input for the update of the Regional Transportation Plan in FFY 2019. Employ traditional and innovative means of public outreach in accordance to the guidelines established within the SRPEDD / SMMPO PPP.

9. Maintain SRTA and GATRA websites by providing up-to-date schedule information, service changes, public notices for outreach and hearings, and any additional information requested by the RTA administrators.
10. Present plans and programs developed through the public and private participation process to the SMMPO for appropriate action and endorsement as necessary.

11. Coordinate public input to the revised Massachusetts State Implementation Plan (STIP).

12. Monitor local, regional, and national news and events including federal and state legislatures that affect transportation funding and policy. Continue to be informed on transportation news through trade journals and transportation related periodicals.

13. Continue participation in neighborhood meetings, organizational meetings (such as Chamber of Commerce, Rotary Clubs, Lions Clubs, Kiwanis Clubs, etc.), local meetings for boards of selectmen, public works, planning board, etc., and public outreach meetings as needed to keep citizens and local officials informed of transportation issues affecting the region.

Products:
- Updates to the Public Participation Program
- Outreach and secretarial duties for the SMMPO
- Outreach and secretarial duties for the JTPG
- Outreach and secretarial duties for GATRA CAC
- Outreach and secretarial duties for SRTA CAC
- Host public forums, meetings, and hearings for service changes
- Participation in neighborhood, organization, government meetings
- Public outreach documents to inform the public about regional transit planning issues
- Maintenance of the SMMPO/JTPG mailing list
- Public Education on Transportation Issues
- Proactive Public Involvement and Participation in public events
- Updates to website and associated social media accounts supported by SRPEDD (GATRA, SRTA, SRPEDD, etc.)
- SRPEDD Annual Report
- SRPEDD website, Facebook and other social media updates

Schedule for Implementation: Ongoing effort through the duration of the UPWP timeframe

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<th>Task Budget</th>
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</table>
Task No.: 1.3  Task Title: **Environmental Justice (EJ) and Title VI**

**Objective:** Evaluate and improve the Environmental Justice process of transportation planning and programming in Southeastern Massachusetts. Update the Public Participation Program (PPP) if required. Continue coordination and development with MassDOT Office of Diversity and Civil Rights (MassDOT ODCR) on the PPP and other federal certification documents. To ensure transportation resources in the region are distributed equitably and the planning process continues focus on programs and requirements with Title VI, Environmental Justice (EJ) and Limited English Proficiency (LEP). Maintain and update demographic and geographic data that identifies populations and areas for EJ analysis. Determine where language assistance measures are needed. Assist with improving public participation and EJ outreach efforts and in identifying transportation needs of EJ populations.

**Procedures:**

1. Continue improvement with guidance from MassDOT ODCR to gain all public input to advise the JTPG, SMMPO and SRPEDD transportation staff. Seek public input on outreach for basic transportation planning activities (i.e. TIP, RTP, & UPWP) and special studies. Input will be sought on:
   
   A. Public Participation Program (PPP) methods of public involvement; Conduct discussions on SRPEDD’s PPP and transportation planning process with low and moderate income and minority populations to identify new strategies for public involvement;
   
   B. Means to increase involvement of Environmental Justice (EJ) and Title VI communities;
      
      A. Strive to include underrepresented populations in the region and all mode users;
      
      B. Solicit candidates for at-large SRPEDD Commissioners, who also serve on the JTPG;
      
      C. Updates to SRPEDD’s contact list for public outreach;
      
      D. Identify community leaders who can help with public outreach for planned projects.

2. Identify benefits and impacts of proposed plans/study recommendations on target areas. Involve populations from these particular areas in the planning process;

3. Define EJ and Title VI measures for analysis of potential disparities in benefits and impacts. (e.g., access to jobs, conditions of bridges or roads, population within ¼ mile of transit, frequency of service, TIP programming, crash locations, pedestrian and bicycle accidents, etc.):
   
   A. Identify disparate impacts realized to EJ neighborhoods and populations, (e.g., security incidents, health, environment, noise, aesthetics, increased traffic, education, commute connections, etc.);
   
   B. Overlay improvements in relation to EJ and Title VI areas or target areas. Identify benefits and impacts on different population and consult with target populations about planned improvements if applicable;
C. Continue to update SRPEDD’s Title VI program to ensure full public participation and for submittal to MassDOT, FHWA and FTA, as needed;
D. Maintain as needed a language assistance plan for LEP persons as part of PPP, EJ and Title VI. Continue efforts to identify individuals who need language assistance services; provide language assistance services; train staff; and monitor/update plan. Analyze demographics of target populations to determine where English-only bus schedules and other information are insufficient to meet the need LEP populations.

4. Maintain a geographic database of environmental justice demographics to be used for completing transit service change equity analysis, and capital project equity analysis.

5. Maintain a geographic database of limited English proficiency (LEP) demographics to be used to identify populations that may require language assistance to access public transit. The database identifies the areas in which LEP populations exceed RTA safe harbor language thresholds and is used to shape non-English language requirements of a public participation plan.

6. The Transportation Improvement Program (TIP) includes an analysis of EJ populations as they relate to TIP funding distribution. The TIP EJ analysis ensures that TIP funds are distributed equitably across the region.

Products:
- Annual SRPEDD Title VI Report
- Language assistance plan
- Update SRPEDD Environmental Justice base maps
- Staff training for Environmental Justice and Title VI
- Maintenance of the regional EJ population geographic database
- Maintenance of the regional LEP population geographic database
- TIP EJ analysis

Schedule for Implementation:

Although an ongoing effort, work for submittals will be completed by June 2017 within the UPWP timeframe

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FFY2018 Unified Planning Work Program
Task No. **1.4** Task Title: **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 endorsement of amendments and/or adjustments to the UPWP as needed.

**Procedures:**

1. In conformance with federal planning regulations and state guidelines, annually prepare, obtain SMMPO endorsement of, and maintain a UPWP which describes all transportation related planning activities anticipated within the region during the future year. SMMPO endorsement of the UPWP will be conducted in a manner consistent with the FHWA and FTA planning regulations and guidance from the Greater Attleboro Taunton Regional Transit Authority (GATRA), the Southeastern Regional Transit Authority (SRTA) and the Massachusetts Department of Transportation (MassDOT).

2. **UPWP ADMINISTRATIVE ADJUSTMENT / AMENDMENT GUIDANCE - All 3C documents** (Transportation Improvement Program, Regional Transportation Plan, Unified Planning Work Program & Public Participation Program) endorsed by the SMMPO must follow standardized procedures regarding amendments and/or administrative adjustments. Below are general guidelines regarding the conditions that constitute an administrative adjustment or amendment to the UPWP. All proposed administrative adjustments and amendments must be presented to the SMMPO for consultation prior to endorsement.

   **A.** Administrative Adjustments include adjustments to the work task, but maintaining the original intent of the required work for that particular task. Examples include, but are not limited to the reallocation of budget funds, changes in start/completion dates within the originally intended federal fiscal year(s) or adjustments to project scope. These adjustments will be made as needed throughout the program year at the discretion of the SRPEDD staff and upon mutual agreement of the agencies involved. Proposed adjustments will be presented to the SMMPO for immediate endorsement and carried out by SRPEDD staff with approval by the funding agency and under the guidelines established in the PPP. The JTPG has the delegated authority to vote on administrative adjustments.

   **B.** Amendments include major revisions to the UPWP including the addition or removal of an 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. Amendments are presented to the SMMPO and voted on for release to a 21-day public comment period. Upon completion of the public comment period, a vote of endorsement by the SMMPO is required. A formal request to the funding or
fiduciary agency is necessary to modify the UPWP with changes being carried out by SRPEDD staff upon approval in conformance to the PPP.

Standard Budget Reallocation Request forms are to be completed by SRPEDD with all relevant information and indicate that the MPO was consulted prior to request submission. Back up documentation must be submitted, including the UPWP description of the task(s) affected, original budget, revised budget, and justification for request.

Products:

- Annual review and update of the UPWP as needed
- Amendments to UPWP for FFY 2018
- Unified Planning Work Program for FFY 2019
- Quarterly Reports on FFY 2018 Unified Planning Work Program Progress and Activities

Schedule for Implementation:

The development of the FFY2019 UPWP will take place between the months of January and April 2018 with endorsement by the SMMPO no later than June 30, 2018.

Amendments and adjustments to the FFY 2018 UPWP is an ongoing effort and may occur throughout the year of the program.

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Task No.: 1.5  Task Title: Development of the Transportation Improvement Program (TIP)

Objective: The TIP is the five-year programming document that lists transportation projects by federal funding category. It is consistent with the 2016 Regional Transportation Plan (RTP). The SMMPO staff shall maintain, amend and/or adjust as necessary the FFY 2018 to 2022 TIP to ensure that the document reflects the transportation needs of the region and is financially constrained.

Begin development of the FFY 2019 to 2023 TIP. Maintain a formal inventory of transportation improvement projects in various stages of development that are consistent with the region's Transportation Plan, the State Implementation Plan, Federal Air Quality Conformity Regulations, MassDOT’s Capital Investment Plan and FHWA and FTA's Planning Regulations. Provide assistance in the consideration of CMAQ, HSIP and TAP eligibility for TIP projects. Participate in the statewide CMAQ Consultation Committee and HSIP Project Selection Committee when applicable. Apply an evaluation process to measure relevant criteria for each project proposed for inclusion in the TIP to assist in the selection and prioritization of all projects. Review and adjust (through the JTPG or SMMPO) the region’s evaluation criteria scoring process to ensure fair evaluation of all projects.

Assist local communities in the preparation of Project Needs Forms and Project Initiation Forms as needed for submission to the Project Review Committee with sufficient information to consider projects for implementation. Coordinate with SRTA, GATRA, MassDOT Rail and Transit, MassDOT Office of Transportation and Planning (OTP), and FTA as necessary to develop the transit portion of the TIP including amendments as needed.

Procedures:

1. Participate with MARPA and the Transportation Managers Group to continually evaluate the TIP process and coordinate regional input into the Statewide TIP.

2. Standard Procedures in Preparing the Draft TIP include:

   A. The TIP is a staged, multi-year, intermodal program of transportation projects which are consistent with the regional transportation plan. It is a management and project tracking tool that is used to monitor the progress of implementing the recommendation in the Regional Transportation Plan;

   B. Receive from MassDOT estimates of Federal and State funding targets to be utilized in developing the financial plan for Southeastern Massachusetts;

   C. Ensure early involvement of local legislators, chief elected local officials and citizens through adherence with the Public Participation Program. Consult with regional agencies and officials responsible for other planning activities within SRPEDD that are affected by transportation. (Such as: regional airports, seaports and environmental groups.)
D. Provide technical assistance to municipalities and private interests in developing projects and priorities. Assist member communities in preparing applications/documentation for proposed projects such as MassDOT Project Needs Forms and/or Project Initiation Forms. Assist communities and RTAs in identifying project’s eligibility for CMAQ, HSIP and/or TAP funding. Continue to inform the JTPG in the consideration, evaluation and status of projects. Assist in the compilation of specific data items as needed, identification of funding sources, public review processes. Assist local boards in the review of transportation aspects of proposed projects requiring a site plan review;
E. Work with the MassDOT District 5 Projects Engineer, MassDOT’s Federal Aid Programming Office and the MassDOT Office of Transportation Planning (OTP) in developing project information;
F. Review all projects and apply SRPEDD’s Evaluation Criteria to each:
   i. Elements of the evaluation criteria will be scored based on current project status, estimated cost, existing and future conditions, impacts on congestion, safety, the project’s effect on the residential and business community, land use, the environment, sustainability, smart growth, proximity to Priority Development Areas, and impacts to Environmental Justice and Title VI areas,
   ii. The Evaluation Criteria scoring process that staff uses to evaluate projects will be revised to ensure an unbiased comparison of projects and to incorporate performance measure planning and other elements of consistent with the 2016 Regional Transportation Plan.
   iii. Produce a draft Evaluation Criteria for review and comment by local, state and federal officials, the JTPG, the SMMPO and the general public;
   iv. Upon completing of the review and comment period, seek adoption and endorsement by the JTPG and SMMPO for use with development of the FY2019-2023 TIP.
G. Include sections on:
   i. Relationship of the TIP to the Regional Transportation Plan,
   ii. Description of funding categories and amount of federal funds proposed to be obligated during each program year,
   iii. Previously funded highway, bridge and transit projects and programs,
   iv. Identification of any significant delays in planned implementation of major projects,
   v. Description of the criteria and process for prioritizing projects, including an environmental justice evaluation,
   vi. Air quality significance and relationship of the TIP to the State Implementation Plan (SIP),
   vii. Description of the coordination activities that took place during the development of the TIP with other planning activities within the region,
   viii. Description of the progress in implementing required Transportation Control Measures (TCMs), including reasons for any significant delays in implementation and strategies for ensuring their advancement,
ix. List all projects found to conform in a previous TIP and are now part of the base case for the purpose of air quality conformity analyses,

x. In conjunction with Task 2.1 Data Management and GIS, calculate Green House Gas emission reductions for TIP projects in compliance with the Massachusetts Global Warming Solutions Act,

xi. A financial plan that compares revenue needs to revenue sources for highway and transit programs,

xii. A statement of financial constraint,

xiii. Identification of projects for funding within both the FHWA and FTA programs, and the use of preventive maintenance funds by the transit authorities,

xiv. Evaluation of projects using criteria and thresholds established with performance measure based planning.

3. Development of the five-year program of projects

A. Update the list of all transit, highway, or air quality projects that are expected to require federal transportation funds for planning and engineering, construction or purchase during the federal fiscal years that appear in the TIP including:
   i. Prepare a list of all regionally significant transportation projects or programs that require FHWA or FTA approval that are not using federal transportation funds,
   ii. For informational purposes, list all regionally significant projects proposed to be funded with federal funds other than from FHWA and FTA,
   iii. For informational purposes, list all regionally significant projects proposed to be funded with non-federal funds,
   iv. Cooperatively develop with MassDOT, a list of regional priority projects proposed for state funding,
   v. Develop transit sections of TIP with RTAs, MassDOT and FTA.

B. The list of projects shall include:
   i. Official MassDOT identifying project title and number,
   ii. Project description and status,
   iii. Estimated total cost,
   iv. Amount of federal funds proposed to be obligated during each program year,
   v. Proposed source of federal and non-federal funds,
   vi. Identification of the recipient/sub-recipient and state and local agencies responsible for carrying out the project.

C. Project descriptions shall be of sufficient detail to permit air quality analysis in accordance with the U.S. Environmental Protection Agency (EPA) and Global Warming Solutions Act conformity requirements;

D. The total costs of projects seeking federal funds in each program year shall be in line with anticipated federal funds. Account for inflationary pressures in the cost of construction, estimated project costs will be increased by 4% per year for TIP years beyond year one.
4. Air Quality - Prepare all documentation necessary for an air quality conformity determination required by EPA's regulations of "Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, projects Funded or Approved under Title 23 U.S.C. or the Federal Transit Act. In addition, prepare necessary documentation for the Global Warming Solutions Act for Massachusetts.

A. A review of the past year's accomplishments within the Transportation element of the SIP;
B. A quantitative air quality analysis of all major TIP construction projects. Major air quality projects are defined as those which change vehicular speed or affect travel delay; as promulgated and endorsed by the state Air Quality Task Force. The analysis will be based on a network-based transportation demand model which will be used to compare the build alternatives to the no-build alternative relative to air quality impacts, and to do the required emissions budget tests.

5. Public Participation

A. There will be reasonable opportunity for public comment in accordance with SRPEDD’s most recent Public Participation Program (PPP);
B. One formal public meeting will be held during the TIP development process;
C. The proposed and approved TIP will be published or otherwise made readily available for information purposes.

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

7. Amendments / Administrative Adjustments – As outlined in Task 1.4 UPWP, all 3C documents (Transportation Improvement Program, Regional Transportation Plan, Unified Planning Work Program & Public Participation Program) endorsed by the SMMPO must follow standardized procedures regarding amendments and/or administrative adjustments. The TIP may be modified after it has been endorsed due to project schedules, changes in cost estimates and financial constraints. All formal actions of the SMMPO must result from a vote taken at a public meeting and conform to SRPEDD’s Public Participation Program.

A. ADMINISTRATIVE ADJUSTMENTS - will be made as needed throughout the program year at the discretion of the SRPEDD staff and upon mutual agreement of the agencies involved. Proposed adjustments will be presented to the SMMPO for immediate endorsement and carried out by SRPEDD staff with approval by the funding agency and under the guidelines established in the PPP. The JTPG has the delegated authority to vote on administrative adjustments. The following actions are considered adjustments to the TIP requiring a vote of either the JTPG or the SMMPO:
i. A request to move a project, in either direction, between the second year and the first year, or between any two consecutive years;

ii. Changes in federal aid funding category within the same year;

iii. Moving a FTA project from a Supplemental Project Needs List into the current year of the TIP after notice has been received of approved matching funds;

B. AMENDMENTS - The TIP may be amended after it has been endorsed due to project schedules, changes in cost estimates and financial constraints. All formal actions of the SMMPO must result from a vote taken at a public meeting and conform to SRPEDD’s Public Participation Program. Amendments to the TIP are subject to the public participation process. The following actions are considered major actions that require amendments to the TIP requiring a vote of the SMMPO:

i. A request to add or delete a project to the Federal Aid Funding Categories within the TIP;

ii. Movement of projects from Non-Federal Aid to any Federal Aid Category within the TIP;

iii. A request to move a project from the third year element (or beyond) of the TIP to the first year, or vice versa;

iv. Any significant project cost change, as determined by the JTPG;

v. Highway projects listed in the Future Element of the TIP are not considered "in the TIP", and advancing one of these projects to the five year program would require an amendment. Review and update the process communities must follow to secure funds for specific projects.

8. Provide and update maps showing transportation facilities eligible for federal funding;

9. Provide and update all necessary forms for use by communities in developing a TIP project (Paper copies and links to websites);

10. Provide and update the bylaws (if necessary) for the Joint Transportation Planning Group and the Southeastern Massachusetts Metropolitan Planning Organization;

11. Provide information relevant to the public participation process including the 30-day comment period for documents such as the Transportation Improvement Program (TIP) and Unified Planning Work Program (UPWP);

12. Upon completing of the review and comment period, seek adoption and endorsement by the JTPG and SMMPO;

13. Update the SRPEDD Funding Guide - To update and provide explanation to assist communities with the development of Transportation Improvement Program (TIP) projects. Update and provide an explanation of various transportation funding categories, eligibility, and the process communities must follow to secure state and federal funds for
transportation projects. The guide is designed to educate JTPG/SRPEDD Commissioners, SMMPO members, staff and the general public on the transportation improvement process.

14. In conjunction with MassDOT District 5 Office, host public workshop to present and educate local, state and federal officials and the general public on the TIP process and funding mechanisms for transportation improvement.

**Products:**
- Update the Evaluation Criteria to assist project selection and prioritization
- Assist the local officials from SRPEDD member communities with highway Project Needs and Project Initiation Form preparation, valuation and selection of projects for consideration in the TIP
- Development of the SMMPO endorsed Transportation Improvement Program for inclusion in the Statewide TIP (STIP)
- Revised Transportation Funding Guide
- Host a public workshop on the TIP process
- Prepare greenhouse gas analysis for eligible transit TIP projects

**Schedule for Implementation**

TIP amendments/adjustments is an ongoing effort through the duration of the UPWP timeframe.

Development of a new TIP (FFY 2019 to FFY 2023) will occur between January and June of 2018 with endorsement by the SMMPO no later than June 30, 2018.

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ELEMENT 2

Regional Data Collection, Modeling and Analysis Activities

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 No.: 2.1  Task Title: Data Management and GIS

Objective: Continue to develop, update and maintain transportation related information to ensure that reporting, recommendations and decisions are based on the most current and complete information possible. This data supports all SRPEDD transportation tasks and activities as well as other departments including the SRPEDD Comprehensive Planning section and the Southeastern Massachusetts Data Center. Information also supports our contracting agencies and member municipalities with current useable economic, land use, and demographic data. This data is also essential for the preparation of maps and graphics for presentations and reports through all software programs available at SRPEDD.

Procedures:

1. Land Use Data - Respond to all requests for information and assist in updates of the SRPEDD Fact Book and support the regional data center. Periodically update and maintain data related to the transportation system. Collect and maintain demographic and housing data as it relates to fixed-route service areas of SRTA and GATRA.

2. US Census Data – Continue to update and utilize data from the 2010 US Census, the American Community Survey and the Massachusetts Household Survey for various transportation studies, analysis and travel demand forecast modeling efforts.

3. Signalized Intersection Database - The signalized intersection database provides the basis for identification of safety, congestion, and air quality issues at the region’s signal controlled intersections. Maintaining and updating the data and analyses is an ongoing task. Data included with this effort is designed to support work in Task 3.3 Management Systems and other planning efforts. Continue sharing the database through interactive Google Maps and Google Earth to display all relevant transportation information and analyses including but not limited to:

A. Maintain the inventory of all signalized intersections in the region. Update the following data items:
   i. PM Peak hour turning movement counts collected under Task 2.3 Regional Traffic Counting Program,
   ii. PM Peak hour capacity analyses,
   iii. Equivalent Property Damage Only (EPDO) crash rate,
   iv. Accidents per Million Entering Vehicles (ACC/MEV) crash rate.

B. Conduct capacity analyses where needed;

C. Compile annual updates of data and develop a regional listing of signalized intersections, their level of congestion, and crash rates;

D. Review all data to determine the cause of the congestion as well as to develop and test alternative solutions;

E. Prepare a report describing the findings, conclusions and recommendations. Assist the responsible authority in the implementation of solutions;
4. **Crash Data Collection - SRPEDD** will use the MassDOT statewide crash database as a primary source of information. Staff will assist MassDOT with verification of crash locations prior to their closing the previous year’s database as needed. Once MassDOT releases the data, SRPEDD staff will review the data for consistency, identify unexpected changes from previous years’ data and consult with local police to ensure accuracy.

A. Staff will continue to work with local communities to gain site specific crash data as needed. Staff will provide local police with Excel Spreadsheets of the annual crash data as needed. Staff will compile intersection and corridor crash totals for inclusion in the regional crash database. The crash database provides yearly crash totals and is used to calculate crash rates for intersections and corridors;

B. Continue efforts to support development of the Top 100 Most Dangerous Crash Locations in the region outlined in the Safety Management Task. Continue to maintain this information which is the basis for detailed studies and safety audits, and the development and implementation of corrective measures. This effort includes calculations of crash rates based on severity (EPDO) and exposure (ACC/MEV);

C. Map crash data made available through MassDOT for regional and local community analyses where applicable. Use this data to develop and maintain a single point crash database that allows SRPEDD staff in GIS applications to display crash data for various planning studies and activities.

5. **Computer Hardware / Software - Develop and expand the capability and use of SRPEDD’s computer systems in the collection and analysis of data.**

A. Acquire updated computer hardware and software, as needed, within budget constraints;

B. Review and test available software, and identify software needs.

6. **Road Inventory – Continue annual preparation of the road inventory files for use in GIS software by SRPEDD staff.** Upon request, assist communities with updates to the road inventory database maintained by MassDOT. Develop maps for staff and communities to use when researching information on roads within the SRPEDD area and offer assistance to member communities on updating information for the road inventory file. Assist communities on completing necessary forms to submit to MassDOT to update the road inventory. Promote this update through the JTPG to encourage towns to provide updates.

7. **Transit Data**

A. Fixed route farebox data – GATRA and SRTA have sophisticated farebox systems in place on fixed route transit vehicles that collects time, date, route, and fare media usage for each boarding. SRPEDD collects this data from the RTAs and compiles reports analyzing
ridership trends and fare payment trends. Task 2.4 provides for data collection; Task 3.7 and Task 3.8 provides for the report for GATRA and SRTA respectively.

B. Demand Response data – GATRA and SRTA are required to provide curb-to-curb demand response service for passengers meeting specific eligibility requirements. Ridership data is collected by each RTA and includes the trip date, time, origin, and destination. SRPEDD collects this data from the RTAs and compiles reports analyzing ridership trends. Task 2.4 provides for data collection; Task 3.7 and Task 3.8 provides for the report for GATRA and SRTA respectively.

C. Stop level boarding and alighting data – Stop level boarding and alighting data is necessary to evaluate stop usage and its relationship with route ridership. SRPEDD uses several techniques to collect stop level data which include on-board observations for route analysis and stop specific observations for counts at specific stops. The data is compiled, analyzed, and reported to the respective RTA for use in developing service alternative proposals. This data is collected at the request of the RTA administrators, typically as supporting data for a service change analysis. Task 2.4 provides for data collection; Task 3.7 and Task 3.8 provides for the report for GATRA and SRTA respectively.

D. Passenger surveys – GATRA and SRTA periodically conduct passenger surveys to provide a deeper understanding of travel trends, system usage, customer satisfaction, and passenger demographics. SRPEDD collects, compiles, analyzes, and reports the data to the RTAs. Surveys are conducted as needed and at the request of the RTA administrator. Task 2.4 provides for data collection; Task 3.6, Task 3.7, Task 3.8 provides for reports for the SRPEDD region, GATRA, and SRTA respectively.

E. Fixed route transit service route alignments – SRPEDD maintains a geographic database of the fixed route transit service route alignments in the region. The database is updated upon the implementation of service changes by GATRA and SRTA and includes maps for route schedules, system maps, and special maps made at the request of the RTA administrators.

F. Transit trip generators – Certain land uses, businesses, government buildings, churches, schools, etc. generate demand for transit. SRPEDD maintains a database of regionally significant point of interest (POI) data which is used to develop and evaluation fixed route service changes.

G. Employee surveys – Transit service to employment centers, whether a business park or an individual business, is a critical component of workforce development. SRPEDD conducts surveys of employees at locations being considered for service expansion to gain in-depth knowledge of employee travel needs. The surveys generate data on employee home locations, shift times, willingness to use transit, etc. The data is collected, compiled, analyzed, and reported as part of a service alternative analysis to provide insight on times service is most appropriate, and the extent to which the service may be utilized by employees. This data is collected at the request of the RTA administrators, typically as supporting data for a service change analysis. Task 2.4 provides for data collection; Task 3.6, Task 3.7, and Task 3.8 provides for reports for the SRPEDD region, GATRA, and SRTA respectively.
H. Bus Stop Inventory – SRPEDD maintains a comprehensive inventory of bus stops served by fixed route transit saved in a geographic database. The database includes information on physical amenities at each stop, routes serving the stop, infrastructure supporting the stop, adjacent land uses, and businesses and cultural elements served by the stop. Periodically, the database will be updated to ensure accuracy of information.

I. Google Earth – SRPEDD maintains GATRA and SRTA route and stop data saved in KML format for viewing in Google Earth. The data requires updates when service changes are implemented and bus stops are added or removed. The KML files are available through the SRPEDD website and are available for free download.

J. Google Transit – GATRA and SRTA publish route and stop information in the General Transit Feed Specification (GTFS), the industry standard for published transit route information. The data is open source, and freely available for the public, and is used in several transit applications. SRPEDD frequently updates the data, which is hosted by MassDOT.

K. Performance Measures – GATRA and SRTA have established performance measures and targets that evaluate the effectiveness of the service. SRPEDD collects, compiles, analyzes, and reports the relevant data and trends as they relate to the adopted performance measures. Task 2.4 provides for data collection; Task 3.7 and Task 3.8 provides for the report for GATRA and SRTA respectively.

L. Commuter Rail Passenger Survey – SRPEDD conducts an annual survey of MBTA Commuter Rail passengers at one of the four stations in the SRPEDD region; the survey location rotates each year. The FFY18 survey will take place at the Attleboro MBTA station. The survey asks basic demographic questions, purpose of travel, frequency of travel, and method of payment. Task 2.4 provides for data collection; Task 3.5 provides for the report.

8. Air Quality - Provide MassDOT Office of Transportation Planning with modifications to the region-wide emission estimates as needed. Conduct analyses for projects that impact Greenhouse Gas (GHG) emissions for MassDOT to meet the emission reduction goals established with GreenDOT. Collect information and provide analysis relevant to projects eligible for CMAQ funding and presentation of such projects to the CMAQ Consultation Committee. Provide CMAQ analysis to support TIP projects in conjunction with Task 1.5 Transportation Improvement Program.

9. Pictometry - To manage and make use of the aerial photos and software provided by Pictometry through MassDOT and continue to assist with transportation studies conducted in the region as requested by municipalities.

A. Provide Licensed Products (i.e. Pictometry images, software, and manuals) at no charge to member communities upon request;

B. Provide for staff and member communities training and assistance in the use and maintenance of the Pictometry software (Electronic Field Study).
10. Park and Ride Lot Inventory - Provide MassDOT Office of Transportation Planning with counts conducted at each formal and informal Park and Ride lot located within the SRPEDD region. Data from these counts will assist in tracking the use of these facilities throughout the year and provide information towards future improvements.

11. Geographic Information Systems (GIS) – Prepare maps and graphics for presentations and reports using GIS programs available at SRPEDD. Organize all data for GIS use. Develop interactive maps for display on the SRPEDD website that highlights and provides information on federally funded projects programmed in the TIP.

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:

Regional:
- Provide base maps, maintain and update data for use by MassDOT, SRTA, GATRA and member communities, but not limited to:
  - travel demand modeling,
  - highway capacity,
  - traffic volumes,
  - crash locations, reporting and analysis,
  - bus stop inventory,
  - transit routing,
  - transit needs,
  - medical facilities,
  - points of interest,
  - 2010 Census Information and affiliated data,
  - Park and Ride Lots,
  - interactive signalized intersection database,
  - environmental justice populations,
  - pavement management,
  - regional transit authority route maps,
  - regional bus stops,
  - regional transit trip generators,
  - intercity and regional commuter bus routes,
  - regional transit authority route schedules,
  - regional transit authority ridership and fare media usage by route.
- NTD Fixed Route Sampling passenger trip data as required by FTA
- Report of Farebox Fixed Route Data by Route
- Database and maps of transit trip generators and points of interest
- Compile & analyze fixed route ridership data
• Compile & analyze demand response ridership data
• Compile & analyze stop level boarding and alighting data
• Conduct Passenger surveys and compile and analyze data
• Fixed route transit service route alignment maps
• Transit POI maintenance
• Conduct Employee survey and compile and analyze data
• Bus Stop Inventory database maintenance
• Google Earth file maintenance
• Google Transit data maintenance
• Compile & analyze performance measures data
• Maintenance of the SRPEDD Data Center
• Bibliography of transportation-related studies

GATRA
• Performance measures for publication on GATRA website
• Updates to transit route schedules
• Base maps of transit routes, Census data, points of interest, and environmental justice populations
• On-board ridership sampling as needed
• On-board passenger origin and destination studies as needed

SRTA
• Fiscal Year 6 Month Comprehensive ridership and fare collection report
• Fiscal Year End Comprehensive ridership and fare collection report
• Base maps of transit routes, Census data, points of interest, and environmental justice populations
• Passenger survey for use in updating Title VI Program
• On-board ridership sampling as needed
• On-board passenger origin and destination studies as needed

Schedule for Implementation:

Ongoing effort through the duration of the UPWP timeframe

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**Task No.: 2.2  Task Title: Regional Modeling**

**Objective:** Continue to develop, update and maintain the TransCAD Regional Travel Demand Model for analysis and support of other planning activities within SRPEDD. Support other transportation planning efforts and studies including Support for Regional Studies / Project Development and Management Systems. Update the model with available data from the US Census and the MassDOT Statewide Household Survey. Continue to add and update daily traffic count data to assist with calibration of the model. Maintain and update as needed all necessary data layers within the TransCAD system.

**Procedures:**

1. **Update / Improve Travel Demand Forecasting Model** - In accordance with the Environmental Protection Agency’s (EPA) regulations for transportation plans, programs and projects Conformity Rule; a network-based travel demand forecasting model relating travel demand and transportation system performance to land-use patterns, population demographics, employment, transportation infrastructure, and transportation policies is used to estimate travel within the metropolitan planning area.

   A. **Traffic Volumes** – Continue to update the road network by adding the latest traffic count information from our traffic count files. The data is incorporated as 24 hour volumes for model calibration. Speed and vehicle classification data is collected as part of SRPEDD’s annual traffic count program. Speed and travel time data is incorporated into the network on an ongoing basis. Peak period (congested) travel times based on the SRPEDD’s signalized intersection database, is added to the network to assist in the further refinement of the peak period model.

   B. **Road Network** – Continue to maintain and update as needed;

   C. **Model Refinement** – Continue comparisons of existing socio-economic data to the results of the 2010 census to support a base year model;

   D. **TransCAD - SRPEDD** will continue to use TransCAD for the Travel Demand Forecasting modeling effort to identify area of congestion or bottlenecks, anticipated traffic growth base on future land use trends, Fixed Route and other Transit related modeling or GIS and for other innovative planning studies.

   E. **TransMODELER - SRPEDD** will also continue to use TransModeler, a traffic simulation package for large scale road networks. TransModeler can illustrate traffic flows, signal operations, and overall road network performance for specific studies or transportation corridors. TransModeler allows staff to test alternatives and provide 3D simulations and other visualization techniques for public presentation;

2. **Congestion Management Support** – Continue to identify and prioritize existing and future year congestion areas for further study using the Travel Demand Forecasting Model and the signalized intersection database. Use GIS and the model to identify land use patterns lending to congestion and develop projections for future congestion at current zoning regulations, and alternative zoning practices;
3. Computer Hardware / Software – Upgrade computer hardware and software, as needed, within budget constraints;

4. Support in conjunction with Task 3.1 Support for Regional Studies / Project Development, Task 3.3 Management Systems, as well as efforts managed by the SRPEDD Comprehensive Planning Staff.

Products:

- Continued maintenance of a region-wide travel demand model with a 2015 base year and future year (2025, 2035 and 2040) traffic projections
- Air Quality Conformity Determination of the Regional Transportation Plan and TIP as needed
- Provide analysis in support of the Massachusetts Global Warming Solutions Act
- The addition of Transit Routes and appropriate data layers to begin Transit Modeling in the SRPEDD Region

Schedule for Implementation:

Development and update of the model is anticipated to occur between October 2017 and May 2018 of the UPWP timeframe.

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Task No.: **2.3**  Task Title: **Regional Traffic Counting Program**

**Objective:** Conduct a minimum of 70 automatic traffic counts at various locations throughout the region. Conduct automatic traffic counts at a minimum of 24 locations within the region identified as MassDOT coverage count locations, selected by MassDOT and SRPEDD.

Maintain a regional traffic counting program which includes counts at locations other than MassDOT coverage count stations, but at locations deemed necessary to maintain adequate data for regional planning purposes and Travel Demand Model calibration. Provide technical assistance to communities that currently own automatic traffic counters and retrieve and format traffic count reports for distribution.

Conduct a minimum 30 Turning Movement Traffic Counts (TMCs) primarily at signalized intersections throughout the region to support the Signalized Intersection Database, studies conducted under the Tasks for Management Systems, Community Technical Assistance, and Bicycle & Pedestrian Planning.

**Procedures:**

1. Transportation Staff will manage the traffic count program through the following:
   
   A. Review all coverage count locations assigned by MassDOT;
   B. Determine where additional traffic counts are needed in the region. This is an ongoing process that is subject to change where SRPEDD supplements MassDOT locations with our own two year revolving program;
   C. Automatic counts will include speed and vehicle classification data, in addition to volume;
   D. Extract traffic count data through computer software and store in the traffic count file;
   E. Respond to community requests to address specific issues and concerns (i.e. assistance to Police to determine speeding issues, excessive truck traffic, etc.);
   F. Test equipment according to MassDOT/FHWA requirements and calibrate when necessary;
   G. General maintenance of all traffic counters and traffic counting related equipment.

2. Staff Training for Traffic Counting Deployment and Work Zone Safety Management - Traffic counting procedures will include two or three SRPEDD employees placing traffic counters in the field for a 48- to 72-hour period with retrieval of the counters at the end of the period. All newly hired personnel are required to train and participate in the SRPEDD Traffic Counting Safety Program. This includes but is not limited to:

   A. Review of the Procedures and Safety Manual for Traffic Counting,
   B. Field training and demonstration of Traffic Counting Procedures and Work Zone Safety
C. This training continues in the field and is reviewed and evaluated by the Transportation Planning Manager, Director of Highway Planning and by the head of the Traffic Count Program.

3. Purchase replacement equipment as needed to continue the count program.

4. Assemble and maintain a current file of traffic counts conducted in the region from various sources. Store and maintain all regional traffic count data in both a paper file and a computer database for ease of retrieval. Store and maintain volume, classification and speed data separately to better utilize and explore new uses for all available data. Upload all traffic count data to MassDOT’s MS2 website that stores and presents all traffic count information for the Commonwealth. Prepare a report yearly, compiled by municipality, of all traffic count information. Distribute the report to all member cities and towns, and the MassDOT - Boston and District offices.

5. Conduct Turning Movement Traffic Counts to support the maintenance of the Signalized Intersection Database (described in Task 2.1 Data Maintenance and GIS), intersection and corridor studies (described in Task 2.7 Community Technical Assistance and Task 3.3 Management Studies), or any other related SRPEDD transportation work.

6. Continue to conduct bicyclist and pedestrian traffic counts using the accepted practice and methodology from the National Bicycle and Pedestrian Documentation Project. Staff will collect information for approximately 20 identified locations within the SRPEDD region based on facility type and proximity to potential bicycle and pedestrian traffic generators. Pedestrian and Bicycle information collected from this effort will also support development of a regional pedestrian plan (described in Task 3.5 Bicycle and Pedestrian Planning) and the Bicycle/Pedestrian Safety Plan (outlined in Task 3.3 Management Systems).

7. Maintain Traffic Count Data in GIS - Volume, Speed, and Vehicle Classification, and historic count data will be maintained in a database for use with the Road Inventory Files and the Travel Demand Model through TransCAD. This will assist in analysis and calibration of the model as well for use with other transportation applications.

8. Maintain the Traffic Count Vehicle - SRPEDD owns a 2008 Honda CR-V for the purpose of deployment and retrieval of traffic count equipment to sites for installation. The SRPEDD Commission has adopted a Vehicle Use Policy with the traffic count program and maintains all necessary registration and insurance for this vehicle.

Product:
- The Traffic Count Program is expected to run between April and October. A minimum of 70 counts will be conducted over an estimated seven (7) month period (approximately 28 weeks).
- Maintenance of the regional traffic count file. Publish a yearly report summarizing all traffic counts in the region over the last ten years.
• Maintenance of the SRPEDD Traffic Count GIS files to track historic information regarding traffic counting activities

**Schedule for Implementation:**

Traffic Counter deployment is weather dependent. The typical time for the traffic counting season begins in April 2018 and to be completed in October 2018.

Maintenance of the traffic counts files is an ongoing effort through the duration of the UPWP timeframe.

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Task No. 2.4  Task Title: **Transit Data Maintenance/NTD**

**Objective**
Provide necessary and timely Demand Response and Fixed Route Operating statistics to GATRA for the management analysis and preparation of the National Transit Database (NTD) reports to FTA.

**Procedures**
1. Maintain contact with sixteen distinct demand response providers that cover GATRA’s 28 communities. Compile operational data for monthly reporting of passengers, revenue miles, and revenue hours to GATRA. Review the data collection process and assist GATRA in maintaining accurate reporting. Design data collection forms when necessary. Train contractor personnel as necessary in data reporting requirements.

2. Maintain a database for compiling and reviewing data from sixteen distinct demand response operations, including analysis of ridership trends.

3. Conduct on-board passenger sampling for fixed route transit routes consistent with NTD fixed route reporting requirements.

4. Calculate passenger miles based on random sampling techniques prescribed in the National Transit Database Sampling Manual, dated March 31, 2009 for fixed route and demand response service;

**Products**
- Conduct on-board passenger sampling for fixed route transit routes
- Compile demand response passenger data
- Year-end GATRA Demand Response Report

**Schedule for Implementation**
Ongoing effort through the duration of the UPWP timeframe

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Task No.: **2.5**  Task Title: **Pavement Management**

**Objective:** Continue the ongoing comprehensive update of the region-wide pavement management survey of Federal Aid Roads (not surveyed by MassDOT). Continue evaluation of guidelines for performance measures presented in current legislation. Continue to learn and be proficient in the use of the Road Manager software package to compile pavement distress and calculate financial strategies for up to 9 communities.

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 proposed TIP projects.

**Procedures:**

1. **Regional Pavement Management**
   
   A. Assist MassDOT with data collection and analysis for comprehensive statewide pavement management program for all roads eligible for federal aid funding;
   
   B. SRPEDD will survey approximately 260 miles (1/3) of 780 miles of road to collect pavement distress data for functionally classified (federal aid eligible) principal arterial, minor arterial, and collector roads that are not currently surveyed by MassDOT or up to 9 member communities;
   
   C. Data collection will be a “windshield survey” to examine road surfaces for, but not be limited to distress identified with use of the Road Manager software. Staff will enter distress data into pavement management software;
   
   D. Staff will conduct analysis of distress data to provide recommend repair strategies with complete cost estimates;
   
   E. Staff will also create an interactive pavement condition maps for use with Google Earth and/or Google Maps to assist local communities with pavement management efforts as well as inform the public of pavement conditions in their community;
   
   F. Working with FHWA and MassDOT, SRPEDD will provide the analysis and prepare Pavement Management Reports for distribution.

2. **Local Pavement Management**
   
   A. Assist communities interested in starting or updating a Pavement Management program;
   
   B. The communities are responsible for collecting pavement condition data for their roadways. They will survey their entire road network to update an existing database. SRPEDD will train and monitor town personnel in their data collection efforts to insure that all information is collected accurately;
   
   C. Communities will provide updated road inventory information on new roads or where changes have been made to the road’s characteristics. SRPEDD will setup a new, or update an existing database with the new survey information for the
community. The communities will receive survey forms with their Road Inventory information already present. Communities will check the road inventory files for accuracy and provide new condition data. They will also update the cost estimates for various repairs strategies practiced within the community;

D. Working directly with the community, SRPEDD will provide the analysis and prepare Pavement Management Reports for the community.

Products:

- Continuous update of the Federal Aid Roadway Pavement Management database
- A Local Pavement Management Program for participating municipalities
- Local Assistance in developing maintenance strategies
- Updates to the MassDOT Road Inventory Files
- Interactive pavement conditions map

Schedule for Implementation:

Data Entry, analysis and report development of the previous UPWP data collection effort will be reserved for the winter months of the FFY 2018 UPWP, typically November 2017 through April 2018.

Data Collection is weather dependent and it is anticipated to occur between May and October 2018.

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Task No.: 2.6  Task Title: **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 transportation issues, are cost effective, and are implemented in a timely manner. The ultimate goal will be to develop projects that relieve congestion, improve safety, provide efficient alternative travel choices, preserve and maintain the existing system, promote economic development and protect the environment. This effort will coordinate information and studies developed in other planning tasks such as, but not limited to Congestion Management, Safety Management, Pavement Management, and ITS/Freight/Intermodal Planning. The end result is an update and report of the Evaluation Criteria planning process with the development of projects within the TIP.

**Procedures:**

1. **Implementation of Thresholds** - With acceptable thresholds or targets for performance measures identified in the 2016 RTP, staff will continue to maintain relevant data for transportation safety, operation, pavement, and congestion management and provide comparison analyses before and after the implementation of projects.

2. **Inclusion with Projects** – Incorporate the performance measure metrics with the Evaluation Criteria for use with the review and ranking of TIP projects.

3. **Consideration of other Tools** - Projects will also be evaluated using other tools available such as but is not limited to, the Infrastructure Voluntary Evaluation Sustainability Tool (INVEST) or economic benefit analysis and Planworks tools from SHRP 2. Although voluntary, this information will be useful to determine the long term effectiveness and benefits from improvement projects.

**Products:**

- Established performance measures to evaluate all transportation projects to insure anticipated improvements

**Schedule for Implementation:**

It is anticipated that development of performance measures will take place between in 2017 and 2018 to coincide with statewide performance measures and with updates to the TIP Evaluation Criteria.

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Task No.: 2.7  Task Title: **Community Technical Assistance**

**Objective:** To provide technical assistance as needed and requested by SRPEDD communities on local transportation issues that do not warrant a comprehensive planning study and address these issues using existing or minimal data collection. Provide a technical memorandum to the community and appropriate state and federal agencies that addresses the issue and provide short term/low cost solutions. Requests for transit planning technical assistance would be managed through RTAs and funded through the separate technical planning assistance task items.

**Procedures:**

1. Upon a written request from a SRPEDD Community, provide technical assistance regarding transportation planning matters that do not warrant a comprehensive study including, but are not limited to:

   A. Requests seeking information on existing and future traffic impacts to local roads from anticipated development. Towns seeking advice on mitigation requirements for potential development;
   B. Requests for signal warrant analyses. SRPEDD collects traffic count data, provides analysis and reports the results to MassDOT and the community regarding the potential need and implementation of a traffic signal for a specific location;
   C. Addresses requests by communities on isolated traffic issues such as speeding, cut through traffic on local neighborhood streets, sight distance issues, assessment of truck traffic impacts or advisement on pedestrian/bicycle facilities;
   D. Assist communities to identify isolated issues with road layouts, obstructions, and other factors that might contribute to a potential safety problem and allow the community to be proactive in resolving that problem with future improvements;
   E. Continue to assist upon request, review and analysis of unsignalized intersections with high crash rates to identify low-cost/quick implementation measures to lower/resolve a problem;
   F. Support community request for evaluation of a road or road network’s federal aid eligibility, carrying capacity or other information relevant to the MassDOT Road Inventory File.

2. Draft a Technical Memorandum specifically for the community to address problems and provide short term, inexpensive solutions to resolve the issue. This correspondence will also advise the community with a course of action on developing a project if necessary.

**Products:**

- Technical Memorandum for submittal with all collected data to communities that highlights and analyzes a particular or isolated transportation issue within a community.
• The number technical memorandum reports is based in the number requests from SRPEDD member communities and within the budget for a particular task.

Schedule for Implementation:

Ongoing effort through the duration of the UPWP timeframe based on frequency and time of requests.

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ELEMENT 3

Transportation Plan Activities and Studies

The continued monitoring and update (as needed) of the 2016 Regional Transportation Plan (RTP) includes efforts to conduct studies recommended in the approved RTP, such as at high crash intersections, and corridors identified as safety or congestion problems. Begin efforts to provide analysis and data in preparation for future updates of the RTP.

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; conduct planning studies for the Regional Transit Authorities (RTAs); the Southeastern Regional Transit Authority (SRTA) and the Greater Attleboro Taunton Regional Transit Authority (GATRA); provide technical assistance for other studies conducted in the region.
Task No. 3.1 Task Title: **Support of a Regional Land Use Plan**

**Objective:** The Transportation Section will continue to support the Comprehensive Planning Section at SRPEDD in a multi-year effort that began in FFY2016 to examine the region and develop a Growth Assessment Tool to model land use strategies for the future. The model will use previous planning efforts from the South Coast Rail Task Force that identified PPA and PDA to forecast potential growth in population, housing and employment for the SRPEDD region. The intent is to provide information necessary for assessments of proposed improvements to the transportation system consistent with the goals and objectives of the 2016 RTP. The information developed with this effort shall be used towards the update of the 2019 Regional Transportation Plan.

The effort within the FY2016 UPWP focused on the anticipated data collection and testing of analysis tools to determine the specific needs for a regional analysis. Staff used a smaller area for testing CommunityViz and to provide output in a format compatible with the Travel Demand Forecasting Model.

The effort for the FFY2017 UPWP applied the model to all communities within the SRPEDD region with an intent of developing three scenarios for future land use projections. Results from this effort will be tested within the travel demand forecasting model as described in Task 2.2 Regional Modeling.

The anticipated effort for FFY 2018 UPWP, will be the completion of the land use models and development of Regional Land Use Plan that supports and promotes alternative forms of transportation to meet legislative goals, the concepts of a sustainable transportation system and to provide an accurate forecast of the region’s socio-economic data for the anticipated update of the regional transportation plan.

**Procedures:**

1. Apply the model to each SRPEDD community – With the application to all 27 member communities, the ArcGIS/CommunityViz-based land use model will determine the following:

   A. Collect and enter additional data for each SRPEDD community if necessary,
   B. Apply updated methodology and data based on parcel data, development suitability analysis, and MassDOT demographic and economic projections.
   C. Complete the three development scenarios to create accurate and well-documented projections based on a combination of MassDOT Projections data, best practices, and SRPEDD’s understanding of its service area. These three scenarios include:

      i. “Business as Usual,” where suitability analysis and UMDI data are the basis for all projections;
ii. “Preferred Growth,” where select sites experience minor growth shifts based on known public policies (such as Priority Area-based initiatives or bylaw amendments); and
iii. “Climate Change,” where flooding, storm, and sea-level rise events create other minor growth shifts in vulnerable areas.

2. Produce data for the Travel Demand Forecasting Model – Provide output projections for the calibration process and future traffic assignments with the Travel Demand Forecasting Model. Information will compare, incorporate and validate socio-economic projections from MassDOT and the Transportation Managers Group task force to the results of the regional land use model to ensure reasonable forecasts on growth or decline in population, housing and employment.

3. Document and develop the regional land use plan – Information from the existing base year and future year forecasts of the land use model will develop a land use plan for the SRPEDD region. The intent of this plan will document each communities growth potential based on current zoning and policies. Steps to develop this plan include, but are not limited to the following:

A. Document existing conditions,
B. Document and provide a synopsis of the development potential,
C. Project potential development under the three scenarios; Business as usual, preferred Growth and Climate Change,
D. Community Outreach – To garner input and participation from all SRPEDD Communities and in conjunction with the development of the 2019 Regional Transportation Plan, staff will develop and implement a strategy to encourage community participation with this effort. Notification to all SRPEDD communities on the commencement and purpose of this effort will be done through direct contact with community officials involved with planning and development that include but are not limited to:
   i. SRPEDD Commissioners,
   ii. Planning/Engineering Departments,
   iii. Community/Economic Development Departments,
   iv. Town Administrators, and
   v. Chief Elected officials.
E. Conclusions and Recommendations – Ultimately the responsibility for any changes in land use policy falls upon a community, however, the report can recommend alternatives for land use development similar to that of the Priority Protection Areas /Priority Development Areas established with the South Coast Rail Planning efforts. The report will be incorporated into the Regional Transportation Plan as well as becoming a catalyst for additional studies and master plan updates between SRPEDD and individual communities.

Products:
• 2017 Regional Land Use Model Application to SRPEDD Region
• Methodology on the Development of the Regional Land Use Model
• Preliminary Population, Housing, and Employment projections for the Travel Demand Forecasting Model

Schedule for Implementation:

This is a multi-year effort with the FFY 2016 UPWP completing the test of a regional land use model. The model was applied to the SRPEDD communities during the FFY2017 UPWP with the report development for the Regional Land Use Plan to be completed in FY2018 UPWP.

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Task No.: 3.2  Task Title: **Support for Regional Studies/Project Development**

**Objective:** To coordinate activities associated with the comprehensive evaluation of intersection and corridor transportation facilities. Develop studies that examine the operational efficiency and safety of transportation facilities within the region and recommend improvements to resolve congestion and safety issues. To include performance measure based planning and metrics to identify, assess and recommend improvements that will have positive results to transportation operations and the quality of life to the surrounding community.

**Procedures:**

1. Data Support – Provide existing and projected traffic data from the regional Travel Demand Model, socio-economic projections, alternatives analyses, etc. to MassDOT or their engineering consultants during existing conditions and alternative analysis process.

2. Public Participation - Participate in established Task Force groups to work toward solutions to the issues relevant to a specific project. These projects include but are not limited to:

   A. **MIDDLEBOROUGH ROTARY** – Interim improvements are scheduled for implementation in FFY2017 while long term improvements to the Rotary to provide relief for the severe congestion and safety issues have yet to be programmed. A design alternative proposed and approved on behalf of the town was chosen by MassDOT as a preferred improvement alternative. The JTPG voted and remains committed to allocating one full year of TIP funding towards the improvement construction and to show the region’s commitment to this project.

   B. **ROUTE 79/DAVOL STREET BOULEVARD, FALL RIVER** – MassDOT initiated a design build process with a task force / working group for the relocation of Route 79 and Davol Street along the waterfront, between the Brightman Street Bridge and I-195. The proposed improvements will convert Davol Street North and Davol Street South to a 4-lane urban boulevard with a large landscaped median strip. SRPEDD participated in the RFP process and is a member of the working group.

   C. **FAIRHAVEN/NEW BEDFORD BRIDGE REPLACEMENT STUDY**– A feasibility has been completed to determine the replacement of the Swing Span Bridge on Route 6 between the town of Fairhaven and the city of New Bedford. SRPEDD has and will continue to provide assistance and participation with working group task force for this effort.

   D. **CAPE COD CANAL TRANSPORTATION STUDY** – A feasibility study is currently ongoing to determine the replacement or addition of a third bridge crossing of the Cape Cod Canal. SRPEDD has and will continue to provide assistance and participation with working group task force for this effort

3. **OTHER PROJECTS** – Assist planning studies being conducted by other entities and review of regional and statewide plans for transportation such as the Capital Investment Plan
(CIP). SRPEDD staff will continue to support transportation projects of regional significance and provide information as needed and upon request.

Products:

- Participation in Task Force and Road Safety Audit for Middleborough Rotary Interim Improvements
- Provided MassDOT and engineering consultant with information from the SRPEDD regional Travel Demand Forecasting Model for Middleborough Rotary Project

Previous Work:

- Route 79 Relocation Study (MassDOT), Fall River, 2007 & 2013
- Route 79 Relocation RFP Process for Design Build, Fall River, 2016/2017
- Route 79/I-195 Interchange Replacement Study (MassDOT), 2009/2010
- Middleborough Rotary studies dating back to the 1980’s
- Studies of the Fairhaven / New Bedford Route 6 Bridge dating back to the 1980’s
- Cape Cod Canal Transportation Study (On-Going)

Schedule for Implementation:

Ongoing effort through the duration of the UPWP timeframe.

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Task No.: **3.3**  Task Title: **Management Systems**

**Objective:** To coordinate activities associated with the comprehensive evaluation of intersection and corridor transportation facilities. Develop studies that examine the operational efficiency and safety of transportation facilities within the region and recommend improvements to resolve congestion and safety issues. To include performance measure based planning and metrics to identify, assess and recommend improvements that will have positive results to transportation operations and the quality of life to the surrounding community.

**Congestion Management:** Update the status of projects identified in the FFY2016 Regional Transportation Plan’s Congestion Management Plan for the region. The RTP provides information on the existing and future performance of transportation and transit systems and alternative strategies to alleviate congestion. SRPEDD shall study existing and projected future congestion locations and “Bottlenecks” throughout the region identified in the RTP and through the Public Participation Program and develop alternative solutions for local and State consideration. These studies shall provide recommendations for improvement and implementation using performance measure methodology as defined by FHWA within the MAP-21 and FAST Act legislation.

These studies will consider travel demand reduction and operation management strategies to reduce congestion, improve the movement of goods and passengers, creating a safer and more appealing environment. Staff will update and revise congestion studies previously completed by SRPEDD and promote the implementation of recommended improvements through an active public outreach process.

**Safety Management:** Continue to participate in the efforts of the Strategic Highway Safety Plan (SHSP) Steering Committee, Highway Safety Improvement Committee (HSIP) and the Traffic Records Coordinating Committee (TRCC). Continue conducting road safety audits and participating in audits conducted by MassDOT that involves review of high crash locations based on crash rates exceeding critical thresholds. Continue efforts to identify and study locations with excessive crashes resulting in injuries/fatalities that involve, but are not limited to motor vehicle traffic, pedestrians, bicycles and mass transit. Seek input from community officials and the general public. Continue to provide local technical assistance in identifying, analyzing, and developing strategies to address high hazard intersections and corridors throughout the region.

**Procedures:**

1. **SUPPORT OF PREVIOUSLY COMPLETED STUDIES:** Continue to assist and support member communities with mitigation of improvement projects. This includes work with communities to provide information and guidance towards the implementation of improvement projects studied by SRPEDD including, but not limited to:

   A. Route 6 and Route 136 (Swansea),
B. Route 152 Corridor in (North Attleborough/Plainville),
C. Bark Street, Buffington Street, Stevens Road (Swansea),
D. Route 6 and Faunce Corner Road (Dartmouth),
E. Dean Street Corridor (Taunton),
F. Downtown TOD Study (Attleboro),
G. Route 140 Transportation Study – Existing Conditions (Foxborough, Mansfield, Norton)

2. DATA DEVELOPMENT AND AUDITS: As described in Task 2.1 Data Management, SRPEDD collects information through various means such as the Traffic Counting Program, Pavement Management or from other public or private agencies to be used with various studies. This effort includes but is not limited to:

A. PRE-TIMED SIGNAL ANALYSIS: Through the signalized intersection database, SRPEDD staff will continue to identify, analyze and recommend improvements to traffic signals that exist under a pre-timed phasing pattern. These signals may not experience excessive delay, but without vehicle actuation, the intersection might experience higher than normal auto emissions contributing to poor air quality. SRPEDD began a pilot program in FFY 2016 to determine the level of effort to research and document the status of these existing signal systems. FFY 2018 intends to provide analysis and recommendations to improve and update the traffic signal equipment with the necessary information to show air quality improvements;

B. ROAD SAFETY AND CONGESTION AUDITS: Organize and participate in audits to examine specific intersections and/or roadways with safety or congestion issues previously identified through the RTP, the Top 100 Most Dangerous Intersection Publications or the Signalized Intersection Database. This process may work independently or in conjunction with another SRPEDD studies within the Transportation section or other SRPEDD departments. The intent is to examine these problem locations towards the development of a mitigation project through the TIP or as part of a more comprehensive transportation study. The procedures for conducting these audits are similar, but are not limited to the following:

i. Organize members of the audit team that include, but are not limited to department of public works, community engineers, planners, emergency response, MassDOT, and other community officials. Garner input from the audit team to specific issues relevant to the location being reviewed.

ii. Collect copies of crash reports from local and/or state police departments. Review the reports and prepare collision diagrams and summaries of all relevant factors contributing to the crashes,

iii. Review, document, photograph/video, and map all relevant information of the study area including, but not limited to traffic controls, signal timings, pavement markings, signage, speed limit, curves, sight distance, location of crashes, guardrails, obstructions, etc.,

iv. Collect appropriate traffic count information and provide an assessment of the current operation of the study area,
v. Identify congestion or safety issues that affect other modes of transportation such as pedestrian, bicycle or public transit operations,
vi. Identify short and long term needs of the intersection(s),

vii. Prepare a report documenting the results with recommendations for improvement,

viii. Conduct a meeting with the audit team/working group to present and discuss the problems with a particular location(s), determine feasibility of improvement measures (if applicable) and their potential effectiveness,

ix. Assist the municipality or state agency with the implementation of solutions.

3. TRANSPORTATION STUDIES: This effort shall comprehensively examine transportation facilities identified through the RTP, previous congestion management planning efforts, and the Top 100 Most Dangerous Locations publication that experience bottlenecks / congestion, safety problems or multi-modal transportation issues. These studies examine large scale transportation systems that typically span for greater distances and include numerous intersections. SRPEDD staff shall solicit input from the SMMPO, JTPG, SRPEDD Commission, Municipalities, RTA’s and state or regional agencies to determine extent of the problems and identify a potential study area. Once a transportation issue is identified, staff will use the following procedures to initiate a study:

A. Scope of Work - Develop a Scope of Work outlining in the extent of the problem, the study area and procedures for completing the study. Procedures include, but are not limited to:

i. Public outreach, data collection, analysis of existing conditions, land use forecasts and analysis, future impacts to a transportation facility, improvement alternatives, recommendations and implementation schedule,

ii. The Scope of Work will be reviewed and commented on by applicable Federal, State and local municipalities in addition to the regional transit authorities; GATRA and SRTA,

iii. The scope of work will include a review of potential bicycle and pedestrian improvements to ready the project recommendations for compliance with the Healthy Transportation Directive, and address public health where relevant,

iv. The Scope of Work will be presented to the SMMPO for approval prior to commencing the study, typically in October, the first month of the UPWP;

B. Commencing a Study - Depending on the anticipated work effort, studies are divided into two phases for implementation in two separate UPWPs with Phase one being an assessment of the existing conditions to be completed in the FFY 2017 UPWP to collect information during favorable weather conditions (Spring and Summer). Efforts during this phase will included, but were not limited to:

i. Public Outreach – Staff shall initiate efforts as outlined in the PPP to garner input and comment on all aspects of the transportation issue being studied,
ii. Working Group / Task Force - Establish a working group or task force to be the catalyst for study development as work progresses and be the liaison between the community(s) and SRPEDD Staff. These working groups may include Community Officials, MassDOT, Emergency Response personnel, the regional transit authorities within the SRPEDD region and applicable regional agencies,

iii. Data Collection and analysis - Obtain information regarding the study area to assist in analysis of the transportation issues under the current or base year conditions,

iv. Documentation - Prepare a report documenting the results of the existing conditions,

v. Presentation – Host public outreach meeting(s) to present the results of the existing condition report.

C. Phase two will examine future conditions to be completed in the FFY 2018 UPWP to finish the study in Spring/Summer of 2018. This effort shall establish a working group or task force to present and develop alternatives for improvement. Efforts during this phase will include, but not be limited to:

i. Land Use Forecasts – Working with municipalities, state and regional partners, staff will develop scenarios of potential land use strategies and development (if applicable),

ii. Future Transportation Impact – With the land use development potential, staff will determine the impacts to the transportation system,

iii. Improvement Alternatives – Based on the assessment of transportation impacts from potential development, staff will develop short and long term alternatives for improvement and analyze the effectiveness of those improvements. These alternatives will also be presented to the working group for consideration and approval,

iv. Recommendations – based on the actions approval of the working group, staff will develop recommendations for improvement and implementation,

v. Documentation - Prepare a report documenting the results of the future conditions, analysis and recommendations for improvements,

vi. Presentation – Host public outreach meeting(s) to present the results of the entire study including the existing and future conditions as well as recommendations for improvement,

vii. Finalize report – Provide changes if necessary and produce a final report of the study.

D. Completion of the Route 140 Transportation Study - Staff shall continue efforts to complete the Route 140 Transportation Study following the procedures previously outlined in Task 3.3.3.C.

E. Completion of the existing conditions analysis for the Route 1 Corridor from Route 123 in Attleboro to Route 120 in North Attleborough.
4. SUPPORT OF CONGESTION AND SAFETY PLANNING – SRPEDD staff will continue to work with federal, state, and local entities on measures to address safety and congestion issues in the transportation system throughout the SRPEDD region. These efforts include, but are not limited to the following:

A. Staff will establish meetings with communities or safety audits that have been conducted to determine which measures were implemented and whether they have been effective;
B. Additional audits to be conducted along corridors not previously studied as requested by local communities. Cooperation with local officials, including police and public works, will be necessary to ensure a successful outcome;
C. Staff will continue to participate in compilation of data, interaction with local officials and appropriate/interested parties, safety audits, and the identification and consideration of corrective measures. Staff will continue to cooperate with MassDOT Safety Division to address these safety issues;
D. Staff will continue providing assistance as needed to SRPEDD’s Comprehensive Planning Staff in efforts associated with, but not limited to the Comprehensive Economic Development Strategy (CEDS) and District Local Technical Assistance (DLTA) grants. Provide transportation analyses and recommendations to compliment these activities.

5. SAFETY EDUCATION – Continue to assist in the development of educational programs that inform and educate the general population of the dangers along roads and intersections in the SRPEDD region. As demonstrated in past efforts, examples of this effort include, but are not limited to:

A. School education – Maintain a presentation applicable for any high school in the region to assist with teenage driver education regarding safe travel speeds, texting while driving, and other safety issues. Assist schools in development of materials to provide to the parents of teenage drivers on these and other safety issues;
B. Pedestrian Education – Maintain presentation materials for use at various Council on Aging or centers for older adults on rules and practices at signalized intersections particularly on pedestrian use;
C. Bicycle Safety Education – Through public outreach efforts, promotional materials and bicycle awareness events, staff will continue to promote education on bicycle safety.

Products:
- Individual reports on the studies conducted including problem identification, results of analyses, identified issues, and recommended measures to address them
- Ongoing cooperative efforts with local, state and federal officials leading to project identification and development
- Intersection/Corridor Audit Reports

Schedule for Implementation:
The Route 140 Transportation Study is anticipated to be completed by the Fall of 2017.

The Route 1 Transportation Study is anticipated to be completed by the Fall of 2018.

Road Safety Audits will begin with identification of locations within the Winter / Spring of 2018, followed by data collection, meetings and report development to be completed by September 2018.

All other efforts within this task are completed through the duration of the UPWP timeframe.

New corridor studies will be presented with a detailed scope of work in October 2017 to be approved by the SMMPO. Corridor studies will typically begin data collection and analysis of the existing conditions during the spring and summer of 2018 during favorable weather conditions. Future projections, analysis and report development will take place during the fall, winter and spring of the FFY 2018 UPWP.

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Task No.: 3.4  Task Title: Bicycle and Pedestrian Planning

Objective: SRPEDD will continue efforts to complete the Regional Pedestrian Plan and continue to update the Regional Bicycle Plan as needed. SRPEDD will continue to provide technical assistance and support to local and regional committees with the implementation of improvements for bicycling and pedestrian activities. Continue to work with various state and federal agencies including MassDOT, with the development of projects to benefit southeastern Massachusetts.

Procedures:

1. Regional Pedestrian Plan - To improve the pedestrian transportation network in the SRPEDD region by determining the existing conditions for pedestrians and outlining a plan to improve connectivity at a regional level and with other modes. The plan will provide guidance to communities for improving pedestrian transportation including financial opportunities and best practices for implementing improvements. The development of this plan will be split between the FFY 2017 and FFY 2018 Unified Planning Work Programs (UPWP). Phase 1 included data collection and an assessment of the existing conditions for pedestrians while Phase two will focus on identifying and prioritizing recommendations. A detail Scope of Work shall be presented for endorsement to the SMMPO in October and will follow, but not be limited to the following steps:

   A. Completion of the documentation of the existing conditions – Staff will use data as outlined in Procedure 1.C to determine the existing condition and identify gaps in the pedestrian network for the SRPEDD region. This information shall be presented for public review and comment through the PPP,
   B. Phase 2 – Assessment of Future Conditions and Improvement Recommendations that will focus on Development and Prioritization of Recommendations, Develop Guidelines to Assist Communities with Pedestrian Improvements, Public Outreach, and development of a Final Report.

2. Support and Implementation of the Regional Bicycle Plan (RBP) – Continue to promote, support and implement the Regional Bicycle Plan as endorsed in 2016 as part of the Regional Transportation Plan. Work with communities shall continue with the development of a regional bicycle network connecting neighboring bicycling facilities in Rhode Island, Cape Cod and other communities throughout the SRPEDD Region. This effort identifies facilities for improvement and implementation through various funding sources, but not be limited to the Transportation Improvement Program (TIP), Community Development Grant Funding, Federal Lands Access Program (FLAP), Chapter 90 funding and/or other funding sources. The RBP focus is as follows:
A. Continue to update and identify roads that can be modified to coincide with MassDOT’s Healthy Transportation Initiative and Active Streets efforts to promote safe and efficient bicycle and pedestrian transportation;
B. Through the JTPG, promote and prioritize projects that are part of the Bay State Greenway for inclusion with the TIP;
C. Continue to work with local community officials and established bicycle committees to prioritize and develop preferred regional route(s);
D. Continue to support and implement the recommendations and routing of the RBP for inclusion with federal, state, regional or local implementation,
E. Continue to participate and assist communities, regional and state agencies in support of bicycle activities and to pursue federal, state or local funding for the implementation of the RBP,
F. Coordinate with MassDOT District 5 office to explore opportunities to initiate bicycle ammendities along current roadways and with future TIP projects and to investigate road diets for 4 lane arterial roads that no longer require the carrying capacity.

3. Community Technical Support - Continue to provide technical assistance to local and regional bicycle committees in pursuit of developing bicycle paths and policies that include, but are not limited to:

   A. Provide maps to committees depicting road characteristics, railroad lines and other easements;
   B. Provide maps depicting chosen bicycle routes;
   C. Assist in preliminary route decision-making process;
   D. Assist in finding funding sources;
   E. Attend Committee meetings upon request to assist with planning efforts.

4. In conjunction with the development of the Regional Pedestrian Plan, work towards the creation of an Advisory Committee to the JTPG with elements from the Task Force of Regional Pedestrian Plan, Regional Bicycle Committees/Organizations and the Regional Transit Authorities to comment and advise the JTPG on multi modal issues for the region.

Products:
- Development of a Regional Pedestrian Plan
- Continued Support of the Regional Bicycle Plan
- GIS database updates of existing and proposed bike facilities
- Updated region-wide sidewalk inventory
- Ongoing cooperative efforts with local, state and federal officials in project development
- Development of a Bicycle/Pedestrian Advisory Committee to the JTPG

Schedule for Implementation:
The Regional Pedestrian Plan began in FFY 2017 with an assessment of the existing conditions and problem identification to be completed by the Summer of 2017. The Regional Pedestrian Plan will be completed in the FFY 2018 UPWP.

All other procedures will be an ongoing effort through the duration of the UPWP timeframe.

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Task No. 3.5  Task Title: **Intermodal Project Coordination, Freight Movement & Intelligent Transportation Systems (ITS)**

**Objective:** Continue to provide technical assistance for regional intermodal improvements and ITS development. Promote the implementation of ITS solutions to regional traffic problems. Provide staff support to commuter and freight rail issues and provide information and updates on the movement of freight and goods throughout the SRPEDD region.

**Procedures:**

1. Assist in ongoing studies of improving port facilities for New Bedford and Fall River including:
   
   A. Shipping;
   B. Truck staging areas;
   C. Steamship Authority issues;
   D. Participation in meetings of the Seaport Advisory Council.

2. Assist in working with CSX/ Mass Coastal/Bay Colony Railroads on rail freight issues in New Bedford, Fall River, Taunton and other areas targeted for rail freight expansion.

3. Commuter Rail – Assist in evaluating the need for improvements to existing service and proposed expansion within the region:

   A. Support South Coast Rail planning work, including review and feedback of related studies and plans, e.g. feeder bus station planning;
   B. Identify and assess intermodal centers with identification of needs as well as opportunities for future funding and coordination with planned developments;
   C. Assess feasibility and plan connectivity between all modes of transportation, including pedestrian and bicycle improvements within transit catchment area;
   D. Assess existing and identify new park and ride locations for the purpose of establishing shuttle connections to existing and proposed MBTA stations, commuter bus service, colleges, business parks, tourism sites, and bike paths;

4. Report of commuter rail passenger surveys at Attleboro MBTA Commuter Rail station. Data collection for the report is supported by Task 2.4.

5. Support the implementation of transit vehicle technologies that transmit vehicle location along congested corridors.

6. Examine opportunities to expand mobile transit payments and unified ticketing for intercity commuter bus with MBTA fare system.
7. Assist with planning for Intermodal Centers.

8. Assist with improvements and enhancements to Commuter Bus and Commuter Rail.

9. Assist in various studies related to intermodal planning including, but not limited to:
   A. Harbor Master Plans for New Bedford/Fairhaven and Fall River/Somerset;
   B. The State Freight and Rail Plan;
   C. Commuter rail security improvements at stations.

10. Provide staff coordinating assistance to MassDOT, the Mass Motor Transportation Association, the Seaport Advisory Council, the U.S. Coast Guard’s Safety and Security Port Committee and the Commuter Rail Task Force.

11. Comment on and assume a lead role in reviewing the studies released by the MBTA on the expansion of Commuter Rail to Fall River and New Bedford.

12. Coordinate work with the Rhode Island Division of Planning concerning Intermodal facilities that impact the contiguous SRPEDD and Rhode Island areas: namely the Providence Urbanized Area. Participate in their Freight and Rail Plan Task Force.

13. Provide training to staff for related to freight planning and evaluation.

14. SRPEDD Regional Truck Study – As MassDOT begins updating the Statewide Freight Plan and the State Rail Plan, SRPEDD staff shall begin efforts to assemble data for use with a future update of the SRPEDD Truck Study completed in 2009. Staff will begin assembling data for a future update as follows:
   A. Data Collection and analysis - Obtain information and update existing GIS Databases to assist in an assessment of freight transportation issues under the current conditions. This information will come from existing sources including, but not limited to:
      i. SRPEDD/MassDOT Traffic Count Files,
      ii. Signalized Intersection Database,
      iii. MassDOT Bridge condition data,
      iv. MassDOT Pavement Condition data,
      v. SRPEDD Pavement Condition Data,
      vi. location of existing commercial or industrial facilities that have a truck fleet,
   B. Land Use Forecasts – As part of the Regional Land Use Plan, staff will work with municipalities, state and regional partners, and the SRPEDD Comprehensive Planning section to determine potential land use strategies and development (if applicable) that would generate freight and trucking activities,
   C. Identify these future freight facilities for inclusion with other transportation work completed through studies conducted under Task 3.3 Management Systems.
Products:

- Enhanced regional effort in promoting intermodal transportation.
- Study of Transit Signal Prioritization
- Study mobile transit payments and unified ticketing for intercity commuter bus with MBTA fare system
- Special Studies as requested

Schedule for Implementation:

An update of the Regional Truck Study On-going effort through the duration of the UPWP timeframe

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Task No. 3.6  
Task Title: **Regional Transit Studies**

**Objectives:** Conduct studies of existing conditions of transit service in the SRPEDD region and identify improvements for service and physical infrastructure. Monitor and evaluate fixed route and demand response ridership for service improvement opportunities.

**Procedures**

1. Fixed route and demand response service planning:
   
   A. Identify opportunities for interagency cooperation to address regional mobility needs.
   B. Identify opportunities to expand intercity bus service serving destinations in and outside the SRPEDD region.
   C. Analyze passenger survey data and prepare reports based on the findings of the surveys.
   D. Analyze employee survey data and prepare reports based on the findings of the surveys.
   E. Analyze Census data to identify areas where transit service is needed and most appropriate.
   F. Develop service alternative proposals to address changes in local and regional land developments that generate demand for transit service.
   G. Analyze fixed route and demand response ridership data to identify trends and changes in demand.

2. Evaluate regional bus stops to identify opportunities for improvement to stop amenities. Develop a capital improvement plan that prioritizes improvements based on a needs assessment for each stop.

3. Evaluate fixed route and demand response ridership data and report the findings:
   
   A. Identify areas of highest and lowest ridership.
   B. Analyze ridership data to identify shifts in transit demand.
   C. Provide recommendations on where service improvements are warranted.

4. Assist with grant applications.

5. Special transit studies that examine land use and transportation corridors, travel demand management, multi-modal transportation, and regional applications of emerging transit technologies.

**Transit Products**

- Fixed route transit service plans
- Demand response service plans
- Bus Stop Capital Improvement Plan
- Report on fixed route transit system performance
- Report of demand response system performance
- Grant assistance
- Special transit studies

**Schedule for Implementation:**

On-going effort through the duration of the UPWP timeframe

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Task No. 3.7 Task Title: **GATRA Technical Assistance**

**Objective:** Provide technical planning services that include the development of service alternatives, identification of operational efficiencies, service expansion opportunities, modernization of fare collection, and environmental justice equity analysis.

**Procedures**

1. Provide technical analysis of existing transit service and develop service alternatives based on the findings. Service alternative analysis is based on ridership and demographic data collected under Task 2.4.

2. Conduct service change environmental justice equity analysis for proposed service changes as required by the GATRA Title VI Program dated April 8, 2015.

3. Assist with maintenance of GATRA Automated Vehicle Location (AVL) data.

4. Detailed fixed route ridership report which identifies ridership by route, fare payment by route, underperforming routes, and general trends in ridership.

5. Detailed demand response ridership report which identifies demand response usage as a complimentary paratransit trips or general demand response trip. The report will identify trends in demand response use, and identify areas for improved service.

6. Conduct a fare policy and fare modernization study

7. Conduct special studies as requested by the GATRA administrator.

8. Assist with the development of a parking structure at the Attleboro MBTA Commuter Rail Station.

9. Assist with grant applications.

**Products**

- Service alternative analysis reports
- Service change equity analysis reports
- Maintenance of AVL system
- Special studies
- Fare policy and fare modernization study
- Participation on the MBTA Attleboro Commuter Rail Station Garage Study Steering Committee
- Grant assistance
Schedule for Implementation:

On-going effort through the duration of the UPWP timeframe

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Task No. 3.8  Task Title: **SRTA Technical Planning Assistance**

**Objective:** Provide technical planning services that include the development of service alternatives, identification of operational efficiencies, service expansion opportunities, and environmental justice equity analysis.

**Procedures**

1. Provide technical analysis of existing transit service and develop service alternatives based on the findings. Service alternative analysis is based on ridership and demographic data collected under Task 2.4.

2. Conduct service change environmental justice equity analysis for proposed service changes as required by the SRTA Title VI Program dated March 16, 2016.

3. Provide technical assistance in the implementation of an ITS system for improved transit data collection.

4. Detailed fixed route ridership report which identifies ridership by route, fare payment by route, underperforming routes, and general trends in ridership.

5. Detailed demand response ridership report which identifies demand response usage as a complimentary paratransit trips or general demand response trip. The report will identify trends in demand response use, and identify areas for improved service.

6. Detailed report of customer demographics. Task 2.4 provides for the data collection effort for customer survey data.

7. Assistance with grant applications.

8. Special studies as requested by the SRTA administrator.

**Products**

- Service alternative analysis reports
- Service change equity analysis reports
- Technical assistance for the implementation of the ITS project
- Fixed route ridership report
- Demand response ridership reports
- Detailed report of customer demographics
- Grant applications
- Special studies

**Schedule for Implementation:**
On-going effort through the duration of the UPWP timeframe

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Task No. 3.9  Task Title: **Mobility Management Planning**

**Objective:** Coordinate the use of existing transportation resources to efficiently meet mobility needs of the public, and make it easier for the general public to find available transportation resources. Coordinate efforts with Massachusetts Human Services Transportation (HST) office, GATRA, SRTA, Councils on Aging (COA), Veteran’s agencies, homelessness support agencies, and other stakeholder agencies who provide or contract for transportation services.

Procedures

1. **Southeast Regional Coordinating Council on Transportation (SERCCOT)**
   
   A. Provide staff support to SERCCOT. Convene regular meetings to coordinate efforts and share resources.
   
   B. Work with stakeholders to develop coordinated human services transportation solutions such as: long distance medical shuttles, maintenance, driver training, and vehicle sharing.
   
   C. Attend meetings of transportation coordination teams hosted by HST, MassDOT, CTAA, and others.
   
   D. Host public outreach events to expand public awareness of public transit and demand response services.

2. **In cooperation with economic development, workforce, and education agencies, enhance the understanding of transit service needs and outline recommended improvements.**

   A. Provide information about existing transit service to and research the needs of careers centers, employment/temp agencies, Department of Transitional Assistance (DTA), Workforce Investment Boards (WIB), Chamber of Commerce, business, tourism boards, educational facilities, municipal planning departments, economic/community development agencies, youth groups, COAs, etc.
   
   B. Identify service changes to existing transit service to meet the needs of the region’s workforce.
   
   C. Produce customized transit information by request. Produce maps and schedules for key destinations and all possible service providers in the area of study.
   
   D. Provide case workers and frontline staff with information on how to ride transit.
   
   E. Participate in the New Bedford School District McKinney-Vento Education Program Committee which supports homeless students.

3. **Develop transportation information to distribute to the press, career centers, community groups, and the general public to expand awareness and assist with mobility issues.**

4. **Coordinated Human Service Transportation Plan**
A. Identify through stakeholder outreach, the problems, barriers, and remedies to human service transportation in the SRPEDD region.
B. Identify through public outreach the mobility issues faced by the general public.
C. Identify the likely solutions and programs to improve, enhance, and expand regional mobility.
D. Develop a final Coordinated Human Service Transportation Plan that will address the issues identified by regional stakeholders and the general public.

5. Assist MassDOT in the review and scoring of Community Transit Grant applications. Provide recommendations for granting funds to applicants.

Products

- Staff support to SERCCOT
- Mobility management trainings and seminars
- Development and distribution of transportation information
- Coordinated Human Service Transportation Plan
- Technical assistance to regional agencies addressing mobility issues

Schedule for Implementation:

On-going effort through the duration of the UPWP timeframe

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ELEMENT 4

Additional Technical Planning Activities

The following is a list of tasks to provide planning assistance for projects of regional and statewide concern, such as staff support to the Flood Hazard Mitigation that provides continuing environmental monitoring (such as was done with the Geographic Roadway Runoff Inventory Program also known as GRRIP).
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Task No.: 4.1  Task Title: **Flood Hazard Mitigation**

**Objective:** This effort monitors previous work completed in FFY 2012, FFY 2014, FFY 2016 and FFY 2017 that assessed road runoff vulnerability and water quality impairment in the upper Narragansett and Mount Hope Bay watersheds and the Buzzards Bay watershed. SPREDD will collect relevant data and provide maps that identified areas of vulnerability from astronomical high tides and storm surge. SRPEDD will monitor and record ongoing flooding and water quality issues as part of an effort to determine the impacts with rising sea levels. This effort will monitor hardened shorelines, vulnerable roads and infrastructure, problem culverts and road drainage areas.

**Procedures:**

1. Maintain data and map the risk, vulnerabilities, and surrounding land use issues of coastal infrastructure in the target watersheds with predicted changes in storms and sea level from previous study.

2. Monitor problem areas with flooding and poor stormwater management that are current and ongoing and that will likely worsen due to increased precipitation, sea level rise and failing or undersized infrastructure such as dams and culverts.

3. Continue to provide communities with tools to understand and continue to plan for adapting to predicted changes in current problem spots.

4. Assist communities with the development of projects eligible for federal and state funds for mitigation.

**Product:**

- Map Road segments/culverts and other infrastructure identified as vulnerable flooding and stormwater problems
- Recommend mitigation to address the problems for such locations
- Assist communities in the development of projects to mitigate these flooding issues

**Previous Work:**

- Geographic Roadway Runoff Inventory Program (GRRIP), 2000, 2002, 2004

**Schedule for Implementation:**

Ongoing effort through the duration of the UPWP timeframe with a report on activities and data collected throughout the year by September 2018.

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Task No.: 4.2 Task Title: **SHRP2 Planworks**

**Objective:**

To provide resources to SRPEDD staff to evaluate PlanWorks under FHWA guidance and to conduct a systematic and comprehensive evaluation of our existing Evaluation Criteria (EC) within the Transportation Improvement Program (TIP). PlanWorks is a set of tools developed under the Strategic Highway Research Program (Part 2) that will build upon and formalize internal improvements that began with our Round 4 EconWorks award completed in 2016. EconWorks allowed SRPEDD to build in-house analytical capacity by adding quantitative analysis (of both standard traveler benefits and wider economic benefits) to our project evaluation. PlanWorks will allow SRPEDD to further adopt best practices with regards to programming and to update and streamline the process by which TIP projects are prioritized and selected. SRPEDD’s goal is to apply our TIP EC utilizing PlanWorks to more projects including those within the Future Element of the TIP and with more efficient use of staff resources.

The main PlanWorks component to be used in SRPEDD’s work will be the Programming Decision Guide. SRPEDD will systematically cross-reference all Decision Guide features with our existing TIP EC in order to identify areas for improvement. The end deliverable will be an updated TIP EC that will adopt PlanWorks best practices to reorganize, standardize, and expand the above Evaluation Criteria review categories, wherever applicable, feasible, and appropriate.

**Procedures:**

1. SRPEDD will examine the Partner and Stakeholder Collaboration Assessments to evaluate improvements to our stakeholder and partner outreach, which currently focuses on residents and business owners, federal, state, or local elected officials, environmental justice (EJ) populations, and designated representatives of the town where a project is being considered.

2. SRPEDD’s PlanWorks Database: This will be documentation of SRPEDD’s thorough tour of all PlanWorks Components, but specifically with the Programming Decision Guide. Staff will catalogue how we anticipate using specific PlanWorks features to improve our TIP EC. This will likely take the form of a spreadsheet database and be organized by specific PlanWorks Components. Questions asked as part of the PlanWorks Components will utilize existing data and studies completed by SRPEDD.

3. Draft Update to SRPEDD’s Existing TIP Evaluation Criteria: SRPEDD will apply select PlanWorks components (identified in Procedure 2) to specific projects and to processes outlined in the existing TIP EC to test the means SRPEDD currently evaluates projects. The result will be a draft update to our TIP EC in the form of a user-friendly guide that will cite PlanWorks to reorganize, standardize, and expand the TIP EC wherever applicable, feasible, and appropriate. SRPEDD will present this work to the JTPG and the
SMMPO. SRPEDD will also circulate the proposed changes for comment in accordance with the Public Participation Plan (PPP).

4. Final Update of TIP Evaluation Criteria: Update to the TIP Evaluation Criteria that incorporates FHWA and stakeholder feedback on the draft. SRPEDD intends to provide, but is not limited to the following:

   a. Produce an improved evaluation form to facilitate staff screening of projects with the new guidance document. This form will incorporate updated TIP EC procedures/questions, scoring, data sources, and responsible staff;
   b. Update GIS base map(s) to organize data layers by TIP EC questions to streamline staff’s ability to answer various questions on proposed projects.

Product:

The end deliverable will be an updated TIP Evaluation Criteria document that adopts PlanWorks best practices to reorganize, standardize, and expand the above review categories, wherever applicable, feasible, and appropriate.

Presentations to Share Experiences through FHWA upon request during webinars, expert panels, workshops, peer exchanges, or other instances. This may occur while the project is underway or after its completion, as needed.

The bulk of the work was completed under the FFY2017 UPWP. This effort has to be completed by October 31, 2017 and therefore, it is anticipated that the only remaining work will be the submission of materials as part of the final report.

<table>
<thead>
<tr>
<th>FUNDING SOURCES</th>
<th>AMOUNT</th>
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<tbody>
<tr>
<td>FHWA</td>
<td>$10,000</td>
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</table>
OTHER TRANSPORTATION PLANNING ACTIVITIES IN THE REGION

1. **AIRPORT PLANNING** - Federal Aviation Administration (FAA) and MassDOT Aeronautics Division
   Taunton Municipal Airport – Conduct Wildlife Assessment - $75,000

2. **SRPEDD ECONOMIC DEVELOPMENT PLANNING** - Economic Development Administration (EDA)
   • Time Period of Contract: January 1, 2016 – December 31, 2016
   • Provide technical assistance to cities and towns on economic development. Provide training on economic development issues. Expand the regional web site to include economic development sites. Plan and develop priority projects.

   - Federal/State Funds: $70,000
   - Local/Private Funds: $70,000
   - Total: $140,000

3. **SRPEDD - COMPREHENSIVE AND ENVIRONMENTAL PLANNING (Pending)**
   
   **A. MUNICIPAL ASSISTANCE** - Source of Funding: Assessment, interest earned, sale of publications
   • Time Period of Contract: July 1, 2016 - June 30, 2017
   • At the direction of the SRPEDD Commission and/or the Municipal Assistance Committee, provide technical assistance to SRPEDD municipalities on various planning issues.

   - Local/Private Funds: $23,000

   **B. COMMISSION SUPPORT** - Source of Funding: Assessment, interest earned, sale of publications (Pending)
   • Time Period of Contract: July 1, 2016 - June 30, 2017
   • Commission and Committee meetings and follow up on non-funded activities (e.g. housing), contract development, regional reviews / MEPA reviews.

   - Local/Private Funds: $10,000

4. **MISCELLANEOUS CONTRACTS** – Source of Funding:
   
   **A. DISTRICT LOCAL TECHNICAL ASSISTANCE (Pending)**
   • Time period of contract: January 1 - December 31, 2016
   • Provide technical assistance

   - Total: $243,543
## 5. TRANSPORTATION PLANNING PROJECTS FROM CONGRESSIONAL EARMARKS

### ALLOCATED EARMARK PROJECTS STATUS FOR FUND AVAILABLE IN FMIS

**LESS THAN 10% OBLIGATED, As of December 18, 2015**

<table>
<thead>
<tr>
<th>Demo Description</th>
<th>Allocated Amount*</th>
<th>Obligated Amount</th>
<th>Unobligated Balance</th>
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<td>Reconstruct Route 24/Route 140 Interchange, replace bridge and ramps, widen and</td>
<td>$13,019,176.00</td>
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<td>$13,019,176.00</td>
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<tr>
<td>extend acceleration and deceleration lanes</td>
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<tr>
<td>Construct new interchange on I95 between existing Route 1A ramp to the north</td>
<td>$500,738.00</td>
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<td>$500,738.00</td>
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<tr>
<td>and Route 123 ramp to the south, Attleboro</td>
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<tr>
<td>Design and construct signal crossing and other safety improvements to Emerald</td>
<td>$600,885.00</td>
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<td>$600,885.00</td>
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<tr>
<td>Necklace Greenway Bicycle Trail, Town of Brookline</td>
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<tr>
<td>Relocate Rt. 79 in Fall River to create 4-lane urban boulevard with landscaped</td>
<td>$1,802,655.00</td>
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<td>$1,802,655.00</td>
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<tr>
<td>median and developable waterfront</td>
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<tr>
<td>Design and construct multimodal improvements and facilities in New Bedford.</td>
<td>$5,508,113.00</td>
<td>$0.00</td>
<td>$5,508,113.00</td>
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<tr>
<td>Construct pedestrian and vehicular access improvements on the existing</td>
<td>$500,738.00</td>
<td>$0.00</td>
<td>$500,738.00</td>
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<tr>
<td>Brightman Street Bridge in Fall River</td>
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<tr>
<td>Construct Southeastern Massachusetts freight rail corridor improvements in</td>
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<td>extend acceleration and deceleration lanes</td>
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**SOURCE: USDOT-FHWA**
## Budget for FFY 2017 UPWP

### FY 2018 TRANSPORTATION SECTION PLANNING BUDGET

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**Funding is provided through FHWA-PL, FTA Section 5303/5307, MassDOT, SRPEDD, SRTA and GATRA. FHWA and FTA supply 80% of the total funds while MassDOT, SRPEDD, GATRA and SRTA provide a 20% match.**

* As adjusted/amended by the SMMPO and approved by MassDOT

** Estimate of expected funding that is 100% MassDOT funds
### Timeline for FFY2018 UPWP

#### UNIFIED PLANNING WORK PROGRAM - ANTICIPATED IMPLEMENTATION SCHEDULE

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### List of Eligible Personnel working on Transportation Contracts

#### Projection of SRPEDD Staff Time Involved in Transportation Planning for FFY 2018

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<tr>
<th>Name &amp; Title</th>
<th>MassDOT</th>
<th>FTA</th>
<th>SRTA</th>
<th>GATRA</th>
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<tr>
<td>Lisa Estrela-Pedro, Director of Highway Planning</td>
<td>93%</td>
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<td>Shayne Trimbell, Director of Transit Planning</td>
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<td>70%</td>
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<tr>
<td>Jennifer Chaves, Principal Transportation Planner</td>
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<td>55%</td>
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<tr>
<td>Jacqueline Jones (formally Schmidt), Principal Transportation Planner</td>
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<tr>
<td>Lilia Cabral Benard, Senior Transportation Planner</td>
<td>89%</td>
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<tr>
<td>Guoqiang Li, Senior Transportation Planner</td>
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<tr>
<td>Angela Azevedo, Transportation Planner/Mobility Management Coordinator</td>
<td>2%</td>
<td>48%</td>
<td>30%</td>
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<tr>
<td>Luis de Oliveria, Transportation Planner</td>
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<tr>
<td>Kyle Richard, Transportation Planning Technician</td>
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<tr>
<td>Stephanie Lenhardt, Transportation Planning Technician</td>
<td>5%</td>
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<tr>
<td>Stacy Royer, Grant Compliance Assistant</td>
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<tr>
<td>Transportation Intern(s)</td>
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<tr>
<td>Dr. Josefina Reynes, Data Manager</td>
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<td>Karen Porter, GIS Specialist</td>
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<tr>
<td>William Napolitano, Environmental Program Director</td>
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<tr>
<td>Katie Goodrum, Senior Comprehensive Planner</td>
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<tr>
<td>Jed Cornock, Principal Comprehensive Planner</td>
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<td>Sandy Conaty, Director of Comprehensive Planning</td>
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<tr>
<td>Grant King, Principal Comprehensive Planner / Information Specialist</td>
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</tbody>
</table>