May 21, 2019

SOUTHEASTERN REGIONAL PLANNING & ECONOMIC DEVELOPMENT DISTRICT (SRPEDD)
FFY 2020 UNIFIED PLANNING WORK PROGRAM

SOUTHEASTERN MASSACHUSETTS METROPOLITAN PLANNING ORGANIZATION (SMMPO)

MEMBERS
Stephanie Pollack, Secretary and CEO, Massachusetts Department of Transportation and Chair of the SMMPO
Jonathan L. Gulliver, Highway Administrator, Massachusetts Department of Transportation
Paul Heroux, Mayor, City of Attleboro
Jasiel F. Correia II, Mayor, City of Fall River
Jonathan F. Mitchell, Mayor, City of New Bedford
Thomas C. Hoye, Jr., Mayor, City of Taunton
Charles K. Murphy, Jr., Fairhaven Selectman
Leilani Dalpe, Middleborough Selectman
Alan Slavin, Wareham Selectman and Vice Chair of the SMMPO
Stephen J. Ouellette, Westport Selectman
Erik B. Rousseau, SRTA Administrator
Francis J. Gay, GATRA Administrator
Deborah Melino-Wender, SRPEDD Commission Chairman

SOUTHEASTERN REGIONAL PLANNING AND ECONOMIC DEVELOPMENT DISTRICT (SRPEDD)
88 Broadway, Taunton, MA 02780 - Tel (508) 824-1367 - FAX 508-823-1803
www.srpedd.org

Administration:
Jeff Walker, Executive Director

SRPEDD Transportation Planning Staff:
Paul L. Mission, Transportation Planning Manager
Lisa Estrela-Pedro, Assistant Director of Transportation
Jennifer Chaves, Principal Transportation Planner
Jacqueline Jones, Principal Transportation Planner
Lilia Cabral-Bernard, Senior Transportation Planner
Angela Constantino, Senior Transportation Planner
Guoqiang Li, Senior Transportation Planner
Luis de Oliveria, Transportation Planner
Charles Mills, Transportation Planner
Rebekah Rose, Transportation Planning Tech.

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code through Massachusetts Department of Transportation contracts 88920, 103519 and 107242. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.
The Southeastern Massachusetts Metropolitan Planning Organization (SMMPO) through the Southeastern Regional Planning and Economic Development District (SRPEDD) operates its programs, services, and activities in compliance with federal nondiscrimination laws including Title VI of the Civil Rights Act of 1964 (Title VI), the Civil Rights Restoration Act of 1987, and related statutes and regulations. Title VI prohibits discrimination in federally assisted programs and requires that no person in the United States of America shall, on the grounds of race, color, or national origin (including limited English proficiency), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal assistance. Related federal nondiscrimination laws administered by the Federal Highway Administration, the Federal Transit Administration, or both prohibit discrimination on the basis of age, sex, and disability. These protected categories are contemplated within SRPEDD’s Title VI Programs consistent with federal interpretation and administration. Additionally, SRPEDD provides meaningful access to its programs, services, and activities to individuals with limited English proficiency, in compliance with US Department of Transportation policy and guidance on federal Executive Order 13166.

Individuals seeking additional information or wishing to file a Title VI/Nondiscrimination complaint may contact the SRPEDD Title VI/Nondiscrimination Coordinator at the contact information below. All such complaints must be received, in writing, within 180 days of the alleged discriminatory occurrence. Assistance will be provided to individuals unable to provide the complaint form in writing.

Massachusetts Public Accommodation Law (M.G.L. c 272 §§92a, 98, 98a) and Executive Order 526 section 4 also prohibit discrimination in public accommodations based on religion, creed, class, race, color, denomination, sex, sexual orientation, nationality, disability, sexual orientation, gender identity and expression, and veteran’s status, and SRPEDD and the SMMPO assures compliance with these laws. Public Accommodation Law concerns can be brought to SRPEDD’s Title VI/Nondiscrimination Coordinator.

Lilia Cabral, Title VI/Nondiscrimination Coordinator
SRPEDD - 88 Broadway - Taunton, MA 02780
Phone: (508) 824-1367 - Fax: (508) 823-1803
Email: info@srpedd.org or lcabral@srpedd.org - Web: http://www.srpedd.org

The SMMPO is equally committed to implementing federal Executive Order 12898, entitled “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.” In this capacity, the SMMPO identifies and addresses disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations. The SMMPO carries out this responsibility by involving minority and low income individuals in the transportation process and considering their transportation needs in the development and review of the SMMPO’s transportation plans, programs and projects.

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 telefone (508) 824-1367.
Southeastern Massachusetts Metropolitan Planning Organization

Endorsement of the FFY 2020 Unified Planning Work Program (UPWP)

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

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

The Southeastern Massachusetts Metropolitan Planning Organization hereby endorses the FFY 2020 Unified Planning Work Program.
Southeastern Massachusetts Metropolitan Planning Organization
Endorsement of the FFY 2019 Unified Planning Work Program (UPWP)
Member Signature Page

_________________________________
Stephanie Pollack, SMMPO Chair, Secretary and CEO
Massachusetts Department of Transportation (MassDOT)

_________________________________
Jonathan Gulliver, MassDOT Highway Div. Administrator
_________________________________
Paul Heroux, Mayor, City of Attleboro

_________________________________
Jasiel F. Correia II, Mayor, City of Fall River
_________________________________
Jon Mitchell, Mayor, City of New Bedford

_________________________________
Thomas Hoye, Mayor, City of Taunton
_________________________________
Charles Murphy, Sr., Selectman, Town of Fairhaven

_________________________________
Leilani Dalpe, Selectman, Town of Middleborough
_________________________________
Alan Slavin, Selectman, Vice Chair Town of Wareham

_________________________________
Steven J. Ouellette, Selectman, Town of Westport
_________________________________
Francis J. Gay, Administrator, GATRA

_________________________________
Deborah Melino-Wender, Chairman, SRPEDD
_________________________________
Erik Rousseau, Administrator, SRTA

The Signatories of the SMMPO (or their designees) took this action at a public meeting of the SMMPO on July 16, 2019.
INTRODUCTION

METROPOLITAN PLANNING ORGANIZATIONS, MAP 21 & FAST Act

LIST OF TRANSPORTATION STUDIES IN UPWP CONTRACT YEARS 2014 to 2019

FUNDING SOURCES

ELEMENT 1 -- MANAGEMENT AND SUPPORT

Task 1.1 Support of the 3C Process

Task 1.2 Public Participation

Task 1.3 Environmental Justice and Title VI

Task 1.4 Unified Planning Work Program

Task 1.5 Development of the Transportation Improvement Program

ELEMENT 2 -- REGIONAL DATA AND MODELING

Task 2.1 Data Management & GIS

Task 2.2 Regional Modeling

Task 2.3 Regional Traffic Counting

Task 2.4 Pavement Management

Task 2.5 Performance Measures

Task 2.6 Community Technical Assistance

ELEMENT 3 -- TRANSPORTATION PLAN UPDATE AND STUDIES

Task 3.1 Regional Transit Studies

Task 3.2 Management Systems

Task 3.3 Bike/Pedestrian Planning

Task 3.4 Intermodal Coordination and ITS

Task 3.5 Flood Hazard Mitigation

Task 3.6 Mobility Management Planning

ELEMENT 4 -- SPECIAL PROJECTS

Task 4.1 GATRA - Technical Planning Assistance

Task 4.2 Transit Data Maintenance / NTD

Task 4.3 SRTA - Technical Planning Assistance

Transportation Planning Budget

Anticipated Implementation Schedule

SRPEDD Staff Involved in Transportation Planning
This page is intentionally blank
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 during the Federal Fiscal Year from October 1, 2019 through September 30, 2020 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 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; 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; conduct planning studies and provide technical assistance as contracted to the Regional Transit Authorities (RTAs); the Southeastern Regional Transit Authority (SRTA) and the Greater Attleboro Taunton Regional Transit Authority (GATRA).

**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 United States’ transportation system. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. 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 RTP outlines 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.

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 Regional Transportation Plan (RTP) incorporates other local, regional and statewide planning efforts such as Vision 2020 and Priority Development Areas (PDAs) and Priority Protection Areas (PPAs). Vision 2020 identified and intended to preserve what is best about southeastern Massachusetts, while promoting alternative modes of transportation, economic development, mobility, and road safety. The South Coast Rail Corridor Plan 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.

Work efforts through the UPWP process are consistent with the eight planning factors defined in SAFETEA-LU and establish the goals within the FFY 2016 and FFY 2020 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 FFY 2020 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 transportation 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 provided information to the 2017 Massachusetts Statewide Freight Plan. 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; biennial home of the Professional Golfers Association (PGA), Dell Technologies 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 through the UPWP process since 2014. 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.
TABLE 1 – UPWP Studies Completed within SRPEDD/SMMPO 2014-2019

<table>
<thead>
<tr>
<th>Beneficiary (RTA *)</th>
<th>TIP **</th>
<th>Pavement</th>
<th>Congestion</th>
<th>Comm. Tech. Asst.</th>
<th>Bike / Ped</th>
<th>Safety</th>
<th>Regional</th>
<th>Service Planning</th>
<th>Mobility MGMT</th>
<th>Public Outreach</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acushnet (S)</td>
<td>--</td>
<td>1</td>
<td>--</td>
<td>1</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>2</td>
</tr>
<tr>
<td>Attleboro (G)</td>
<td>--</td>
<td>1</td>
<td>1</td>
<td>4</td>
<td>--</td>
<td>1</td>
<td>--</td>
<td>5</td>
<td>--</td>
<td>2</td>
<td>14</td>
</tr>
<tr>
<td>Berkley (G)</td>
<td>--</td>
<td>1</td>
<td>--</td>
<td>2</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>1</td>
<td>--</td>
<td>--</td>
<td>4</td>
</tr>
<tr>
<td>Carver (G)</td>
<td>2</td>
<td>2</td>
<td>--</td>
<td>2</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>6</td>
</tr>
<tr>
<td>Dartmouth (S)</td>
<td>2</td>
<td>1</td>
<td>--</td>
<td>4</td>
<td>3</td>
<td>--</td>
<td>--</td>
<td>2</td>
<td>--</td>
<td>--</td>
<td>12</td>
</tr>
<tr>
<td>Dighton (G)</td>
<td>--</td>
<td>1</td>
<td>--</td>
<td>3</td>
<td>1</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>5</td>
</tr>
<tr>
<td>Fairhaven (S)</td>
<td>--</td>
<td>1</td>
<td>1</td>
<td>5</td>
<td>1</td>
<td>1</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>9</td>
</tr>
<tr>
<td>Fall River (S)</td>
<td>--</td>
<td>--</td>
<td>8</td>
<td>6</td>
<td>9</td>
<td>1</td>
<td>--</td>
<td>8</td>
<td>--</td>
<td>--</td>
<td>32</td>
</tr>
<tr>
<td>Freetown (S)</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>2</td>
<td>--</td>
<td>2</td>
<td>--</td>
<td>1</td>
<td>--</td>
<td>1</td>
<td>6</td>
</tr>
<tr>
<td>Lakeville (G)</td>
<td>--</td>
<td>1</td>
<td>--</td>
<td>2</td>
<td>--</td>
<td>3</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>6</td>
</tr>
<tr>
<td>Mansfield (G)</td>
<td>--</td>
<td>1</td>
<td>1</td>
<td>5</td>
<td>1</td>
<td>--</td>
<td>--</td>
<td>1</td>
<td>--</td>
<td>1</td>
<td>10</td>
</tr>
<tr>
<td>Marion</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>5</td>
<td>5</td>
<td>1</td>
<td>--</td>
<td>3</td>
<td>--</td>
<td>--</td>
<td>14</td>
</tr>
<tr>
<td>Mattapoisett (S)</td>
<td>1</td>
<td>--</td>
<td>--</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>5</td>
</tr>
<tr>
<td>Middleborough (G)</td>
<td>--</td>
<td>1</td>
<td>--</td>
<td>6</td>
<td>2</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>9</td>
</tr>
<tr>
<td>New Bedford (S)</td>
<td>2</td>
<td>--</td>
<td>4</td>
<td>9</td>
<td>1</td>
<td>4</td>
<td>--</td>
<td>12</td>
<td>--</td>
<td>1</td>
<td>33</td>
</tr>
<tr>
<td>N. Attleborough (G)</td>
<td>--</td>
<td>1</td>
<td>1</td>
<td>3</td>
<td>1</td>
<td>1</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>7</td>
</tr>
<tr>
<td>Beneficiary (RTA *)</td>
<td>TIP **</td>
<td>Pavement</td>
<td>Congestion</td>
<td>Comm. Tech. Asst.</td>
<td>Bike / Ped</td>
<td>Safety</td>
<td>Regional</td>
<td>Service Planning</td>
<td>Mobility MGMT</td>
<td>Public Outreach</td>
<td>TOTAL</td>
</tr>
<tr>
<td>-------------------</td>
<td>--------</td>
<td>----------</td>
<td>------------</td>
<td>-------------------</td>
<td>------------</td>
<td>--------</td>
<td>----------</td>
<td>----------------</td>
<td>---------------</td>
<td>----------------</td>
<td>-------</td>
</tr>
<tr>
<td>Norton (G)</td>
<td>1</td>
<td>1</td>
<td>4</td>
<td>6</td>
<td>2</td>
<td>2</td>
<td></td>
<td>4</td>
<td>--</td>
<td>--</td>
<td>20</td>
</tr>
<tr>
<td>Plainville (G)</td>
<td>--</td>
<td>1</td>
<td>1</td>
<td>3</td>
<td>--</td>
<td>1</td>
<td></td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>6</td>
</tr>
<tr>
<td>Raynham (G)</td>
<td>--</td>
<td>1</td>
<td>--</td>
<td>2</td>
<td>--</td>
<td>--</td>
<td></td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>3</td>
</tr>
<tr>
<td>Rehoboth (G)</td>
<td>--</td>
<td>1</td>
<td>1</td>
<td>3</td>
<td>--</td>
<td>--</td>
<td></td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>5</td>
</tr>
<tr>
<td>Rochester</td>
<td>--</td>
<td>2</td>
<td>--</td>
<td>1</td>
<td>--</td>
<td>--</td>
<td></td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>3</td>
</tr>
<tr>
<td>Seekonk (G)</td>
<td>--</td>
<td>--</td>
<td>1</td>
<td>5</td>
<td>1</td>
<td>2</td>
<td></td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>9</td>
</tr>
<tr>
<td>Somerset (S)</td>
<td>--</td>
<td>1</td>
<td>--</td>
<td>6</td>
<td>2</td>
<td>--</td>
<td></td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>9</td>
</tr>
<tr>
<td>Swansea (S)</td>
<td>--</td>
<td>--</td>
<td>3</td>
<td>3</td>
<td>--</td>
<td>--</td>
<td></td>
<td>1</td>
<td>--</td>
<td>--</td>
<td>7</td>
</tr>
<tr>
<td>Taunton (G)</td>
<td>--</td>
<td>--</td>
<td>2</td>
<td>8</td>
<td>1</td>
<td>1</td>
<td></td>
<td>4</td>
<td>--</td>
<td>--</td>
<td>16</td>
</tr>
<tr>
<td>Wareham (S)</td>
<td>--</td>
<td>1</td>
<td>--</td>
<td>7</td>
<td>3</td>
<td>--</td>
<td></td>
<td>6</td>
<td>--</td>
<td>2</td>
<td>19</td>
</tr>
<tr>
<td>Westport (S)</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>6</td>
<td>--</td>
<td>1</td>
<td></td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>7</td>
</tr>
<tr>
<td>SRPEDD Region</td>
<td>2</td>
<td>2</td>
<td>3</td>
<td>13</td>
<td>2</td>
<td>13</td>
<td></td>
<td>58</td>
<td>16</td>
<td>5</td>
<td>114</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>10</td>
<td>20</td>
<td>30</td>
<td>114</td>
<td>47</td>
<td>24</td>
<td>13</td>
<td>106</td>
<td>16</td>
<td>12</td>
<td>392</td>
</tr>
</tbody>
</table>

* 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.
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.

The Federal Highway Administration (FHWA) also recommends that studies completed within the SMMPO result in viable improvement projects for the betterment of the transportation system. Based on the tasks described within this document, 37% ($404,000) of the total FHWA funding ($1,083,040) 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 - $35,000
- Task 2.7 Community Technical Assistance - $35,000
- Task 3.3 Management Systems - $224,000
- Task 3.4 Bicycle and Pedestrian Planning - $45,000
- Task 3.5 Intermodal Coordination and ITS - $25,000
- Task 4.1 Flood Hazard Mitigation - $40,000

The UPWP is an outline of the scope of services related to apportionments from FHWA and the Federal Transit Administration (FTA) through MassDOT for planning services with SRPEDD. This document also includes additional planning activities contracted directly with the Regional Transit Authorities (GATRA and SRTA) or other agencies for technical planning services. The following is the list of funding sources that support the FFY 2020 UPWP from October 1, 2019 to September 30, 2020:

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>FHWA (PL)/FTA (Section 5303)/MassDOT</td>
<td></td>
</tr>
<tr>
<td>FTA Section 5307 SRTA</td>
<td></td>
</tr>
<tr>
<td>FTA Section 5307 GATRA</td>
<td></td>
</tr>
</tbody>
</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 2020. Possible funding sources are as follows:

**Federal Highway Administration (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 and can be amended/adjusted during the program year with approval of
the SMMPO. The following Table shows the distribution of these funds for the MPOs throughout the state.

**FFY 2020 Unified Planning Work Program Funding**

<table>
<thead>
<tr>
<th>MPOs PL funded</th>
<th>Contract status</th>
<th>40% of total funds / ten MPOs</th>
<th>30% of funding for relative size of population</th>
<th>30% of funding for relative size of urbanized population</th>
<th>Total FFY20 funding by MPO</th>
</tr>
</thead>
<tbody>
<tr>
<td>Berkshire</td>
<td>Yr 4</td>
<td>$ 453,818</td>
<td>131,219</td>
<td>2.03%</td>
<td>$ 49,249 1.49% $ 50,777 $ 573,844</td>
</tr>
<tr>
<td>Boston</td>
<td>Yr 1</td>
<td>$ 453,818</td>
<td>3,087,975</td>
<td>47.88%</td>
<td>$ 1,629,624 50.84% $ 1,730,507 $ 3,813,950</td>
</tr>
<tr>
<td>CTPS</td>
<td>Yr 1</td>
<td>$ 453,818</td>
<td>215,888</td>
<td>3.35%</td>
<td>$ 113,931 3.34% $ 113,698 $ 681,447</td>
</tr>
<tr>
<td>MAPC</td>
<td>Yr 1</td>
<td>$ 453,818</td>
<td>256,698</td>
<td>4.45%</td>
<td>$ 151,407 4.66% $ 158,672 $ 763,898</td>
</tr>
<tr>
<td>Cape Cod</td>
<td>Yr 4</td>
<td>$ 453,818</td>
<td>333,748</td>
<td>5.7%</td>
<td>$ 176,130 5.32% $ 180,910 $ 810,858</td>
</tr>
<tr>
<td>Central Mass</td>
<td>Yr 1</td>
<td>$ 453,818</td>
<td>556,698</td>
<td>8.63%</td>
<td>$ 293,788 7.7% $ 264,607 $ 1,012,213</td>
</tr>
<tr>
<td>Merrimack Valley</td>
<td>Yr 4</td>
<td>$ 453,818</td>
<td>236,475</td>
<td>3.67%</td>
<td>$ 124,796 2.88% $ 97,921 $ 676,534</td>
</tr>
<tr>
<td>Montachusett</td>
<td>Yr 1</td>
<td>$ 453,818</td>
<td>286,901</td>
<td>4.5%</td>
<td>$ 151,407 4.66% $ 158,672 $ 763,898</td>
</tr>
<tr>
<td>Northern Middlesex</td>
<td>Yr 4</td>
<td>$ 453,818</td>
<td>362,406</td>
<td>5.62%</td>
<td>$ 191,253 5.7% $ 195,634 $ 840,706</td>
</tr>
<tr>
<td>Old Colony</td>
<td>Yr 1</td>
<td>$ 453,818</td>
<td>621,570</td>
<td>9.56%</td>
<td>$ 328,023 9.02% $ 307,124 $ 1,088,964</td>
</tr>
<tr>
<td>Pioneer Valley</td>
<td>Yr 4</td>
<td>$ 453,818</td>
<td>91,670</td>
<td>0.5%</td>
<td>$ 537,074 9.02% $ 307,124 $ 1,088,964</td>
</tr>
<tr>
<td>Southeastern Mass</td>
<td>Yr 1</td>
<td>$ 453,818</td>
<td>616,670</td>
<td>9.2%</td>
<td>$ 325,437 8.93% $ 303,785 $ 1,083,040</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>$ 4,538,181</strong></td>
<td><strong>6,449,550</strong></td>
<td><strong>100.00%</strong></td>
<td><strong>$ 3,403,636 100.00%</strong> $ 3,403,636 $ 11,345,453</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>RPAs SPR funded</th>
<th>Contract status</th>
<th>SPR the year before (federal only)</th>
<th>FFY 20 total funding by RPA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Franklin</td>
<td>Yr 4</td>
<td>442,044</td>
<td>$ 565,124</td>
</tr>
<tr>
<td>Martha’s Vineyard</td>
<td>Yr 4</td>
<td>253,502</td>
<td>$ 324,085</td>
</tr>
<tr>
<td>Nantucket</td>
<td>Yr 3</td>
<td>215,635</td>
<td>$ 275,675</td>
</tr>
</tbody>
</table>

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

**Federal Transit Administration (FTA) Section 5303** - provided by FTA (80%) and the MassDOT (20%), for the purpose of carrying out transit related transportation planning in urban areas and are distributed according to an allocation formula similar to the FHWA PL funding that factors in Population for an urbanized area and are administered by MassDOT. Funding can be amended/adjusted during the program year with approval of the SMMPO.
Beginning in October 2019, the FHWA PL and FTA 5303 funds will be combined into one appropriation to MassDOT to fund MPO activities throughout the commonwealth. FHWA and FTA will provide 80% of the funds while MassDOT will provide the 20% match. MassDOT will annually work with the MPOs through a single contract that combines these two funding sources

Federal Transit Administration (FTA) Section 5307 – SRPEDD contracts directly with GATRA and SRTA to provide technical assistance and planning support with 100% funding from their respective Section 5307 funds.

Occasionally, SRPEDD receives additional funding through various grant programs that are incorporated in the UPWP. In the past, SRPEDD received funding from the Federal Highway Administration (FHWA) / MassDOT for Statewide Planning and Research (SPR) funds. These funds are provided 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 (FFY 2016) and Planworks (FFY 2017).
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.
This page is intentionally blank
Task 1.1 - 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 transportation 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 JTPG as it relates to regional transportation 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 SRPEDD 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;
F. Provide financial management of 3C contracts with MassDOT, FHWA, FTA,
G. Administer transportation planning programs in conformance with federal and state
guidelines, regulations, and requirements.

2. Provide administrative and technical support to the SRPEDD Commission, member
communities and region:
   A. The SRPEDD region is comprised of four cities and twenty-three towns, each with
      individual transportation planning needs. Staff provides professional transportation
      planning expertise, technical assistance, and project development and funding guidance
      to member communities;
   B. Participate in SRPEDD Commission meetings and ensure that members are informed of
      all important transportation issues. The staff is responsible for carrying out the
      directives of the SRPEDD Commission and performing work that is transportation
      related for the Commission and the member cities and towns;
   C. Participate in 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 including but limited to:
      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 and from the FFY 2020 Regional Transportation Plan;
   H. Support other SRPEDD transportation and regional planning activities including
      Comprehensive and Environmental Planning, Municipal Assistance, the Comprehensive
      Economic Development Strategy (CEDS), and other SRPEDD related planning activities;
   I. Participate in established Task Force groups to work toward solutions to the issues
      relevant to a specific transportation projects including, but not limited to:
i. MIDDLEBOROUGH ROTARY – Interim improvements have been implemented while long term improvements 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.

ii. 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.

iii. CAPE COD CANAL TRANSPORTATION STUDY – A feasibility study is currently underway to determine the replacement or addition of a third bridge crossing of the Cape Cod Canal.

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

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

3. Provide administrative and technical support in the coordination of federal and state transportation issues:
   A. Continued participation in the Transportation Managers Group (TMG), Massachusetts Association of Regional Planning Agencies (MARPA) and Massachusetts Association of Regional Transit Authorities (MARTA);
   B. Continue coordination and updates to the Memorandums of Understanding and Cooperative Agreements with neighboring agencies as required through federal and state transportation legislation;
   C. Continue to pursue recommendations and corrective actions as a result of the Transportation Planning Certification Review, September 27, 2017 and outlined in the Planning Certification Review Action Plan of November 2017 for the SMMPO and SRPEDD.
   D. Continue to support and share available information for planning efforts and participate in coordination meetings and activities with neighboring federal, state and regional agencies;
   E. Coordinate all transportation planning activities with other planning programs and activities for the region, including air quality, land use planning and development, ITS, intermodal, freight, transit and accessibility planning;
   F. Provide technical assistance to MassDOT Office of Transportation Planning and District 5 office to address multiple transportation issues;
G. Communicate and inform Massachusetts legislators, SRPEDD Commission, SMMPO, JTPG, GATRA and SRTA Advisory Boards and Consumer Advisory Committees on various state and federal transportation issues, progress, challenges and recommendations;
H. 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
- 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 1980s
- Studies of the Fairhaven / New Bedford Route 6 Bridge dating back to the 1980s
- Cape Cod Canal Transportation Study (On-Going)

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

<table>
<thead>
<tr>
<th>FUNDING SOURCES</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>FHWA/MassDOT</td>
<td>$216,040</td>
</tr>
<tr>
<td>FTA/MassDOT Section 5303</td>
<td>$99,891</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$315,931</strong></td>
</tr>
</tbody>
</table>
Task 1.2 - 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).

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.
   F. Public notices will be ‘embedded’ or provided in HTML to allow translation using the Google translator on the SRPEDD website. All methods of notification must be employed in accordance to PPP to ensure proper public notification;
   G. Prepare public information materials about transportation news and events;
   H. Communicate with individuals and agencies to identify unmet transportation needs through interviews, surveys, and social media outlets;
I. 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 (UPWP), 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. Employ traditional and innovative means of public outreach in accordance to the guidelines established within the SRPEDD/SMMPO PPP for transportation studies and related work.

9. Present plans and programs developed through the public and private participation process to the SMMPO for appropriate action and endorsement as necessary.

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

11. 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.
12. 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 support for the SMMPO
- Outreach and support for the JTPG
- Outreach and support for GATRA CAC
- Outreach and support 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
- SRPEDD Annual Report

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

<table>
<thead>
<tr>
<th>FUNDING SOURCES</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>FHWA/MassDOT</td>
<td>$75,000</td>
</tr>
<tr>
<td>FTA/MassDOT Section 5303</td>
<td>$15,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$90,000</strong></td>
</tr>
</tbody>
</table>
Task 1.3 - 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 crashes, 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 evaluating 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 assists SRPEDD staff to identify EJ populations that may be underserved. This assists staff efforts to focus on areas for project development.

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 September 2018 and within the UPWP timeframe

<table>
<thead>
<tr>
<th>FUNDING SOURCES</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>FHWA/MassDOT</td>
<td>$15,000</td>
</tr>
<tr>
<td>FTA/MassDOT Section 5303</td>
<td>$3,000</td>
</tr>
<tr>
<td>Total</td>
<td>$18,000</td>
</tr>
</tbody>
</table>
Task 1.4 - 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 2020
- Unified Planning Work Program for FFY 2021
- Quarterly Reports on FFY 2020 Unified Planning Work Program Progress and Activities

**Schedule for Implementation:**
The development of the FFY 2021 UPWP will take place between the months of January and June 2020 with endorsement by the SMMPO no later than July 31, 2020.

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

<table>
<thead>
<tr>
<th>FUNDING SOURCES</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>FHWA/MassDOT</td>
<td>$23,000</td>
</tr>
<tr>
<td>FTA/MassDOT Section 5303</td>
<td>$3,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$26,000</strong></td>
</tr>
</tbody>
</table>
Task 1.5 - 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 2020 Regional Transportation Plan (RTP). The SMMPO staff shall maintain, amend and/or adjust as necessary the FFY 2020 to 2024 TIP to ensure that the document reflects the transportation needs of the region and is financially constrained.

Begin development of the FFY 2021 to 2025 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. 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. Incorporate Performance Based Planning and Performance measures with goals to coincide and meet with the MassDOT performance measure thresholds and targets. Review and adjust (through the JTPG or SMMPO) the region’s evaluation criteria scoring process as needed for a fair evaluation of all projects. The evaluation criteria was updated in FFY 2019.

Assist local communities in the preparation of Project Needs Forms and Project Initiation Forms through the Massachusetts Project Intake Tool (MaPIT) 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 administrative adjustments and 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 recommendations 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 through the Massachusetts Project Intake Tool (MaPIT); an online tool hosted by MassDOT to develop the necessary Project Needs Forms and 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 was revised in FFY 2019 for the FFY 2020-2024 TIP. This process intent is to maintain an unbiased comparison of projects and to incorporate performance measure planning and other elements of consistent with the 2020 Regional Transportation Plan;
   iii. Incorporate Performance Based Planning and Performance measures with goals to coincide and meet with the MassDOT performance measure thresholds and targets;
   iv. Produce draft Evaluation Criteria scores for each project for review and comment by local, state and federal officials, the JTPG, the SMMPO and the general public;

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. Obligated 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 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. 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 21-day comment period for documents such as the Regional Transportation Plan, 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 Transportation Funding Guide (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 and the Baystate Roads Program, host public workshop(s) 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 the Massachusetts Project Intake Tool (MaPIT) for Project Needs and Project Initiation Form preparation, evaluation and selection 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 2021 to FFY 2025) will occur between January and April of 2020 with endorsement by the SMMPO no later than July 31, 2020.

<table>
<thead>
<tr>
<th>FUNDING SOURCES</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>FHWA/MassDOT</td>
<td>$80,000</td>
</tr>
<tr>
<td>FTA/MassDOT Section 5303</td>
<td>$3,000</td>
</tr>
<tr>
<td>Total</td>
<td>$83,000</td>
</tr>
</tbody>
</table>
This page is intentionally blank
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.
This page is intentionally blank
Task 2.1 - 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 task supports all SRPEDD transportation tasks and activities listed within the UPWP. Supports other SRPEDD departments including the Comprehensive Planning section, Data Center, and Homeland Security. Information also supports our contracting agencies and member municipalities with current economic, land use, and demographic data. This data is also essential for analysis as well as 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 web based SRPEDD 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 traffic signal controlled intersections. Maintaining and updating the data and analyses is an ongoing task. Continue sharing the database through interactive web based mapping 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,
      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 and in conjunction with studies under Task 3.2 – Management Systems;
   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;
   F. Integrate the delay results into the travel demand forecasting model.
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 to support MassDOT with 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 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. **Stop level boarding and alighting data (as needed)**—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.
B. Passenger surveys (as needed and in both Tech and Data – 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.

C. 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.

D. 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.

E. 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.

F. 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.

G. 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. SRPEDD will examine new online mapping technologies including but limited to, ESRI ArcGIS website as well as other GIS providers. This examination is necessary to determine if other programs better present the mapping data.

H. 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.

I. Performance Measures – GATRA and SRTA have established performance measures and targets on capital investments that evaluate the effectiveness of the service. SRPEDD assists with analysis and report preparation, as needed.
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.

9. **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.

10. **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.

11. Investigate and implement drone technology at for use with data collection efforts for various transportation tasks including, but not limited to traffic counting, pedestrian and bicycle facility assessments, and Flood Hazard Mitigation.

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
- Points of interest
- 2010 Census Information and affiliated data
- American Community Survey (ACS) Data
- Park and Ride Lots
- Interactive signalized intersection database
- Environmental justice populations (2010 Census, 2010-2014 ACS)
- Pavement management
- Regional transit authority route maps
- Regional transit trip generators
- Intercity and regional commuter bus routes
- Regional transit authority route schedules
- NTD Fixed Route and Demand Response Sampling passenger trip data as required by FTA
- 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
- Compile & analyze performance measures data
- Maintenance of the SRPEDD Data Center
- Bibliography of transportation-related studies
- Update SRPEDD, GATRA, SRTA Residential Transit Orientation Index (RTOI)

**GATRA**
- Performance measures for publication on GATRA website
- Base maps of transit routes, Census data, points of interest, and environmental justice populations

**SRTA**
- Base maps of transit routes, Census data, points of interest, and environmental justice populations
- Passenger survey for use in updating Title VI Program

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

<table>
<thead>
<tr>
<th>FUNDING SOURCES</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>FHWA/MassDOT</td>
<td>$135,000</td>
</tr>
<tr>
<td>FTA/MassDOT Section 5303</td>
<td>$55,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$190,000</strong></td>
</tr>
</tbody>
</table>
Task 2.2 - 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. Socio-economic Forecasts – Continue participation with the projections committee in the development of statewide control totals for disaggregation to municipalities and traffic analysis zones as part of the modeling update.
   D. 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. 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 input and information to develop the statewide population, housing and employment control totals for each MPO / RPA
- Provide analysis in support of the Massachusetts Global Warming Solutions Act
- Explore the addition of Transit Routes and appropriate data layers to potentially begin Transit Modeling in the SRPEDD Region
- Provided MassDOT and engineering consultant with information from the SRPEDD regional Travel Demand Forecasting Model for Middleborough Rotary Project

**Schedule for Implementation:**
Development and update of the model is anticipated to occur during the UPWP timeframe.

<table>
<thead>
<tr>
<th>FUNDING SOURCES</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>FHWA/MassDOT</td>
<td>$20,000</td>
</tr>
</tbody>
</table>

**FUNDING SOURCES**

**FHWA/MassDOT**

$20,000
Task 2.3 - 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 2.6 Community Technical Assistance and Task 3.2 Management Systems), 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 Task 3.3 Bicycle and Pedestrian Planning and other planning activities.

7. Maintain Traffic Count Data in GIS - Volume, Speed, and Vehicle Classification, and historic count data will be maintained in a 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 with a minimum of 70 counts to 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 2020 and to be completed by November 2020.

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

<table>
<thead>
<tr>
<th>FUNDING SOURCES</th>
<th>$80,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>FHWA/MassDOT</td>
<td></td>
</tr>
</tbody>
</table>
Task 2.4 - 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 SRPEDD 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. In addition to the surface distress survey, staff will research and determine the feasibility of collecting and analyzing condition data with regards to pavement markings as part of the road surface that includes but is not limited to type, condition, and location;
   E. Staff will conduct analysis of distress data to provide recommend repair strategies with complete cost estimates;
   F. 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;
   G. 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 2020 UPWP, typically November 2019 through April 2020.

Data Collection is weather dependent and it is anticipated to occur between May and October 2020.

<table>
<thead>
<tr>
<th>FUNDING SOURCES</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>FHWA/MassDOT</td>
<td>$35,000</td>
</tr>
</tbody>
</table>
Task 2.5 - Performance Measures

Objective: SRPEDD will work with MassDOT, FHWA and FTA to build upon and update thresholds for performance measures or goals that meet state and national criteria. The objective is to ensure that investments in future transportation improvements effectively address 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, Regional Transit Planning 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. Adoption of the state targets for federally mandated performance measures (23 CFR Part 490 and 515). The SMMPO will provide information necessary to support these measures that include, but are not limited to:
   A. Safety Measures (PM 1) – state measures adopted by the SMMPO on January 16, 2018, update and adopted on January 15, 2019;
   B. Pavement and Bridge Condition Measures (PM 2) – state measures presented and adopted by the SMMPO in October 2018;
   C. Performance of NHS, Freight and CMAQ Measures (PM 3) - state measures presented and adopted in October 2018;
   D. Incorporation of Transit Asset Management (TAM) Plans from the Regional Transit Authorities (GATRA and SRTA) as adopted by the SMMPO in March 2019 to the planning process;

2. Implementation of Thresholds – Work with MassDOT Office of Transportation Planning, GATRA, and SRTA for inclusion of performance measures within the planning process for the SMMPO staff (SRPEDD). The SMMPO and SRPEDD staff will be responsible for reporting data and projects for a greater statewide performance measure assessment. This methodology will also apply to the GATRA and SRTA with the establishment of their performance measures as required by FTA.

3. With acceptable targets for performance measures identified in the FFY 2020 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.

4. Inclusion and updates to certification documents of the state performance measures that have or are anticipated to be adopted by the SMMPO. Staff will ensure these targets are included but not limited to the Transportation Improvement Program, the FFY2020 Regional Transportation Plan, and the Unified Planning Work Program.
5. Inclusion with Projects – Incorporate the performance measure metrics with the Evaluation Criteria for use with the review and raking of TIP projects,

6. 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,

7. Using data collected under Task 2.1 Data Management and GIS, Task 2.3 Traffic Counting and Task 3.2 Management Systems, staff will analyze intersection locations implemented through the Transportation Improvement Program as part of an “As Built” evaluation. The intent is to confirm the effectiveness of the improvement as planned through the TIP process. This process shall include but not be limited to the following procedures:
   A. Utilize existing data (preconstruction) collected through various work tasks as part of the UPWP,
   B. Analyze the project under the same parameters as implemented through the TIP,
   C. Compare the “As Built” analysis results of the project prior to improvements and to the projected improvements to determine if performance measures are being achieved as a result of the constructed project.

Products:
• Monitor performance measures that evaluate all transportation projects to determine if anticipated improvements are meeting the goals established in the performance measure metrics

Schedule for Implementation:
It is anticipated that development or modification of performance measures will continue to through implementation of the statewide performance measures as well as those measures maintained by the regional transit agencies within the SMMPO.

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>FHWA/MassDOT</td>
<td>$35,000</td>
</tr>
<tr>
<td>FTA/MassDOT Section 5303</td>
<td>$3,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$38,000</strong></td>
</tr>
</tbody>
</table>
Task 2.6 - 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. Municipalities 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, low cost solutions to resolve particular issues. 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 are 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.

<table>
<thead>
<tr>
<th>FUNDING SOURCES</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>FHWA/MassDOT</td>
<td>$35,000</td>
</tr>
</tbody>
</table>
ELEMENT 3

Transportation Plan Activities and Studies

The continued monitoring and update (as needed) of the 2020 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; 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); and provide technical assistance for other studies conducted in the region.
**Task 3.1 - 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. Maintain information and analysis developed within the FFY2020 Regional Transportation Plan.

**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 based upon data collected from previous work through the Bus Stop Inventory Program completed in FFY 2017. The Bus Stop Capital Plan will:
   A. Assess the existing data from the Bus Stop Inventory Program to determine the range of deficiencies and needs for stops along fixed routes for SRTA and GATRA;
   B. Develop a priority ranking of each bus stop based on existing conditions and service to the fixed route system and surrounding population;
   C. Develop a series of design guidelines to address the needs for a particular bus stop;
   D. Develop a capital improvement plan that prioritizes improvements based on the inventory for inclusion with a comprehensive infrastructure improvement or other capital improvement projects.

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

<table>
<thead>
<tr>
<th>FUNDING SOURCES</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>FTA/MassDOT Section 5303</td>
<td>$33,000</td>
</tr>
</tbody>
</table>
Task 3.2 - 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: FFY2020 Regional Transportation Plan 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.

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. Route 6 and Faunce Corner Road (Dartmouth),
   D. Dean Street Corridor (Taunton),
   E. Downtown TOD Study (Attleboro),
F. Route 140 Transportation Study – (Foxborough, Mansfield, Norton)
G. Route 1 Transportation Study – (Attleboro/North Attleborough)
H. Route 6 Transportation Study – (Fairhaven, Marion, Mattapoisett and Wareham)

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 plan. These signals may not experience excessive delay especially during peak hours, but without vehicle actuation, the intersection might experience higher than normal auto emissions contributing to poor air quality. As identified in the FFY 2016 and FFY 2020 Regional Transportation Plans, intersection locations with antiquated equipment are identified as a potential congestion issue. This effort intends to:
   (a) Prioritize these locations based on roadway functional classification, existing volumes from the signalized intersection database maintain by SRPEDD and overall importance to the community,
   (b) Based on the priorities, SRPEDD staff will choose 25-30% of the priority list to conduct analysis and improvement recommendations,
   (c) Using the signalized intersection database, provide operational analysis, air quality analysis and recommendations for improvement,
   (d) Using growth factors from the Regional Travel Demand Forecasting Model, project future traffic anticipated to impact these intersections,
   (e) Analyze future traffic operations under the current conditions and signal timings,
   (f) Provide analysis on the intersection operation using modern day signal equipment and compare to existing system,
   (g) Staff will recommend improvements to the intersections in question and provide a written report of the results for development of an improvement project;
   (h) The end report is intended to provide the community the necessary data for the Massachusetts Project Intake Tool (MaPIT) to initiate a project for improvement.

B. ROAD SAFETY AND CONGESTION AUDITS: Organize and/or participate in audits to examine specific intersections and roadways with safety or congestion issues identified through the FFY 2020 RTP, the Top 100 Most Dangerous Intersection Publications or the Signalized Intersection Database. This process may work independently or in conjunction with another SRPEDD study within the Transportation section or other SRPEDD departments. The intent is to examine these problem locations that leads to 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 all modes of transportation including 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 and/or project development.

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. Completion of the Route 6 Transportation Study - Staff shall continue efforts to complete the Route 6 Transportation Study that began in FFY 2018. This effort will examine future conditions of the corridor and work with MassDOT and the communities of Fairhaven, Marion, Mattapoisett and Wareham for a conceptual and comprehensive improvement for this corridor. Efforts 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 (communities) and MassDOT, 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.

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 improvement measures
- Ongoing cooperative efforts with local, state and federal officials leading to project identification and development
- Intersection/Corridor Audit Reports
- The Route 1 Transportation Study is anticipated to be completed by the Fall of 2018
- The Route 6 Transportation Study existing conditions anticipated to be complete 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

**Schedule for Implementation:**
All 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 2018 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 2019 during favorable weather conditions. Future projections, analysis and report development will take place during the fall, winter and spring of the FFY 2019 UPWP.

<table>
<thead>
<tr>
<th>FUNDING SOURCES</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>FHWA/MassDOT</td>
<td>$224,000</td>
</tr>
</tbody>
</table>
Task 3.3 - 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. Continue to support the Healthy Transportation Policy Directive to ensure all MassDOT projects are designed and implemented to provide safe and comfortable healthy transportation options as defined as walking, bicycling and using public transit.

Procedures:

1. Support and Implementation of the Regional Pedestrian Plan – Continue to improve the pedestrian transportation network in the SRPEDD region by working with member communities to improve connectivity of the pedestrian network at a regional level and with other modes. Provide guidance to communities for improving pedestrian transportation including financial opportunities and best practices for implementing improvements;

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.
   A. Continue work with communities to continue with the development of a regional bicycle network that eliminates the gaps identified in the RBP and connect neighboring bicycling facilities in Rhode Island, Cape Cod and other communities throughout the SRPEDD Region;
   B. 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;
   C. Explore the establishment of a quality of service or “bikeability” metric for existing and proposed bicycle facilities;
   D. Monitor and evaluate existing separate use paths within the SRPEDD region with an evaluation of their frequency of use, overall condition and potential safety issues. This would include, but not be limited to:
      i. Establish locations for periodic counts of users (pedestrian and bicycle) on off road facilities. Staff will collect data through automated equipment or through photographic means (GoPro Cameras) to record the number of users over a predetermined time;
      ii. Establish an evaluation system similar to the Pavement Management Program that will assess the pavement condition, pavement markings and signage associated with off road separate use paths;
iii. Establish methodology to assess safety concerns with separate use paths in regards to at grade crossings and with personal safety of the users of these facilities;
iv. Report on these evaluations with recommended improvement alternatives including cost estimates for consideration by federal, state and local authorities.

3. Community Technical Support - Continue to provide technical assistance to local and regional bicycle/pedestrian committees in pursuit of developing multi-use paths, sidewalks and other facilities as well as develop policies that promote walking, bicycling and connections to other transportation modes;

4.

Products:

- Continued support of the Regional Pedestrian Plan
- Continued Support of the Regional Bicycle Plan
- GIS database updates of existing and proposed bike facilities
- Updated region-wide sidewalk inventory
- Provide an assessment of the condition of existing off road separate use paths
- Ongoing cooperative efforts with local, state and federal officials in project development

Schedule for Implementation:
All procedures will be an ongoing effort through the duration of the UPWP timeframe.

<table>
<thead>
<tr>
<th>FUNDING SOURCES</th>
<th>$45,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>FHWA/MassDOT</td>
<td></td>
</tr>
</tbody>
</table>
Task 3.4 - 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. Provide information and analysis with the development of the FFY 2019 Regional Transportation Plan.

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

5. Examine opportunities to expand mobile transit payments and unified ticketing for intercity commuter bus with MBTA fare system.

6. Assist with planning for Intermodal Centers.

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

8. 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;

9. Provide staff coordinating assistance to MassDOT and other transportation organizations for meetings and other public outreach events.

10. 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.

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

Products:
- Enhanced regional effort in promoting intermodal transportation.
- Study of Transit Signal Prioritization
- Special Studies as requested

Schedule for Implementation:
An update of the Regional Truck Study On-going effort through the duration of the UPWP timeframe.

<table>
<thead>
<tr>
<th>FUNDING SOURCES</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>FHWA/MassDOT</td>
<td>$25,000</td>
</tr>
<tr>
<td>FTA/MassDOT Section 5303</td>
<td>$2,000</td>
</tr>
<tr>
<td>Total</td>
<td>$27,000</td>
</tr>
</tbody>
</table>
Task 3.5 - Flood Hazard Mitigation

Objective: This effort monitors previous work completed in FFY 2012, 2014, 2016 and 2017 that assessed road runoff (stormwater), site vulnerability and water quality impairment in the upper Narragansett and Mount Hope Bay watersheds and the Buzzards Bay watershed. SRPEDD will collect relevant data and provide maps that identify areas of infrastructure vulnerability associated with tidal events and storm surge. SRPEDD will monitor and record ongoing flooding and water quality issues as part of an effort to determine the impacts of sea level rise and climate change. This effort will monitor hardened shorelines, vulnerable roads and infrastructure, problem culverts and road drainage areas. In addition to the methods used in previous investigations, SRPEDD intends to employ drone technology at select sites that have been identified as problematic with data collection. SRPEDD will continue to work with its well established local, regional, and state partnership network in the investigation and evaluation of sites and facilities.

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. Implement drone technology at select sites that have been identified as problematic with data collection that include, but are not limited to:
   A. have contributing areas that are not easily accessed because of existing aquatic or terrestrial barriers;
   B. would benefit greatly from real-time aerial views (such as the tidal cycles at the Miles Bridge on Old Providence Road in Swansea, amongst others);
   C. are extremely difficult to trace to the point of discharge/oufall;
   D. Are structurally compromised to the point of being a safety risk to both SRPEDD and partnering field personnel.

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

5. 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.

<table>
<thead>
<tr>
<th>FUNDING SOURCES</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>FHWA/MassDOT</td>
<td>$40,000</td>
</tr>
</tbody>
</table>
Task 3.6 - 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 Executive Office of Health and Human Services (EOHHS), GATRA, SRTA, Councils on Aging (COA), Veteran’s agencies, homelessness support agencies, and other stakeholder agencies who provide or contract for transportation services.

**Procedures**

1. South East 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 EOHHS, MassDOT, CTAA, and others.
   D. Host and attend 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. Assist MassDOT in the review and scoring of Community Transit Grant applications, if requested. Provide recommendations for granting funds to applicants.
Products

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

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

<table>
<thead>
<tr>
<th>FUNDING SOURCES</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>FTA/MassDOT Section 5303</td>
<td>$34,000</td>
</tr>
</tbody>
</table>
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 technical assistance and planning studies under the FTA 5307 contracts with the Regional Transit Authorities (RTAs); the Southeastern Regional Transit Authority (SRTA) and the Greater Attleboro Taunton Regional Transit Authority (GATRA).
This page is intentionally blank
**Task 4.1 - 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 environmental justice equity analysis for proposed service and/or Fare changes as required by the GATRA Title VI Program dated January 2018.

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

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

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

6. Assist with grant applications.

7. Maintain website by providing up-to-date schedule information, service changes, public notices for outreach and hearings, and any additional information requested by the RTA administrators.

8. Provide financial management of 5307 contract with GATRA

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

10. 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.

11. Assist with improving public participation and EJ outreach efforts and in identifying transportation needs of EJ populations.

**Products**

- Service alternative analysis reports
- Service change equity analysis reports
- Maintenance of AVL system
- Special studies
- Grant assistance

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

<table>
<thead>
<tr>
<th>FUNDING SOURCES</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>GATRA Section 5307</td>
<td>$81,000</td>
</tr>
</tbody>
</table>
Task 4.2 - 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
- Prepare annual NTD materials for reporting

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

<table>
<thead>
<tr>
<th>FUNDING SOURCES</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>GATRA Section 5307</td>
<td>$34,000</td>
</tr>
</tbody>
</table>
Task 4.3 - 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 environmental justice equity analysis for proposed service and/or Fare 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 report of customer demographics. Task 2.4 provides for the data collection effort for customer survey data.

6. Assistance with grant applications.

7. Special studies as requested by the SRTA administrator.

8. Maintain website by providing up-to-date schedule information, service changes, public notices for outreach and hearings, and any additional information requested by the RTA administrator.

9. Provide financial management of 5307 contract with SRTA,

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

11. 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.

12. Assist with improving public participation and EJ outreach efforts and in identifying transportation needs of EJ populations.
Products
- Service alternative analysis reports
- Service change equity analysis reports
- Technical assistance for the implementation of the ITS project
- Grant applications
- Special studies

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

<table>
<thead>
<tr>
<th>FUNDING SOURCES</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>SRTA Section 5307</td>
<td>$120,000</td>
</tr>
</tbody>
</table>
### TRANSPORTATION SECTION PLANNING BUDGET

<table>
<thead>
<tr>
<th>Element</th>
<th>MassDOT (FHWA-PL)</th>
<th>MassDOT (FTA 5303)</th>
<th>SRTA SECT 5307</th>
<th>GATRA SECT 5307</th>
<th>TOTALS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.1 3C PROCESS</td>
<td>$216,040</td>
<td>$99,891</td>
<td>$0</td>
<td>$0</td>
<td>$315,931</td>
</tr>
<tr>
<td>1.2 PUBLIC PARTICIPATION</td>
<td>75,000</td>
<td>15,000</td>
<td>0</td>
<td>0</td>
<td>$90,000</td>
</tr>
<tr>
<td>1.3 ENVIRONMENTAL JUSTICE</td>
<td>15,000</td>
<td>3,000</td>
<td>0</td>
<td>0</td>
<td>$18,000</td>
</tr>
<tr>
<td>1.4 UNIFIED PLANNING WORK PROGRAM</td>
<td>23,000</td>
<td>3,000</td>
<td>0</td>
<td>0</td>
<td>$26,000</td>
</tr>
<tr>
<td>1.5 TRANSPORTATION IMPROVEMENT PROGRAM</td>
<td>80,000</td>
<td>3,000</td>
<td>0</td>
<td>0</td>
<td>$83,000</td>
</tr>
<tr>
<td><strong>TOTAL ELEMENT 1</strong></td>
<td><strong>$409,040</strong></td>
<td><strong>$123,891</strong></td>
<td><strong>$0</strong></td>
<td><strong>$0</strong></td>
<td><strong>$532,931</strong></td>
</tr>
<tr>
<td>2.1 DATA MGT &amp; GIS</td>
<td>$135,000</td>
<td>$55,000</td>
<td>$0</td>
<td>$0</td>
<td>$190,000</td>
</tr>
<tr>
<td>2.2 REGIONAL MODELING</td>
<td>20,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>$20,000</td>
</tr>
<tr>
<td>2.3 REGIONAL TRAFFIC COUNTING</td>
<td>80,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>$80,000</td>
</tr>
<tr>
<td>2.4 PAVEMENT MANAGEMENT</td>
<td>35,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>$35,000</td>
</tr>
<tr>
<td>2.5 PERFORMANCE MEASURES</td>
<td>35,000</td>
<td>3,000</td>
<td>0</td>
<td>0</td>
<td>$38,000</td>
</tr>
<tr>
<td>2.6 COMM. TECHNICAL ASSISTANCE</td>
<td>35,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>$35,000</td>
</tr>
<tr>
<td><strong>TOTAL ELEMENT 2</strong></td>
<td><strong>$340,000</strong></td>
<td><strong>$58,000</strong></td>
<td><strong>$0</strong></td>
<td><strong>$0</strong></td>
<td><strong>$398,000</strong></td>
</tr>
<tr>
<td>3.1 REGIONAL TRANSIT STUDIES</td>
<td>$0</td>
<td>$33,000</td>
<td>$0</td>
<td>$0</td>
<td>$33,000</td>
</tr>
<tr>
<td>3.2 MANAGEMENT SYSTEMS</td>
<td>224,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>$224,000</td>
</tr>
<tr>
<td>3.3 BICYCLE AND PEDESTRIAN PLANNING</td>
<td>45,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>$45,000</td>
</tr>
<tr>
<td>3.4 INTERMODAL COORDINATION &amp; ITS</td>
<td>25,000</td>
<td>2,000</td>
<td>0</td>
<td>0</td>
<td>$27,000</td>
</tr>
<tr>
<td>3.5 FLOOD HAZARD MITIGATION</td>
<td>40,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>$40,000</td>
</tr>
<tr>
<td>3.6 MOBILITY MANAGEMENT</td>
<td>0</td>
<td>34,000</td>
<td>0</td>
<td>0</td>
<td>$34,000</td>
</tr>
<tr>
<td><strong>TOTAL ELEMENT 3</strong></td>
<td><strong>$334,000</strong></td>
<td><strong>$69,000</strong></td>
<td><strong>$0</strong></td>
<td><strong>$0</strong></td>
<td><strong>$403,000</strong></td>
</tr>
<tr>
<td><strong>TOTAL ALL ELEMENTS</strong></td>
<td><strong>$1,083,040</strong></td>
<td><strong>$250,891</strong></td>
<td><strong>$0</strong></td>
<td><strong>$0</strong></td>
<td><strong>$1,333,931</strong></td>
</tr>
</tbody>
</table>

### ADDITIONAL PLANNING EFFORTS

<table>
<thead>
<tr>
<th>Element</th>
<th>MassDOT (FHWA-PL)</th>
<th>MassDOT (FTA 5303)</th>
<th>SRTA SECT 5307</th>
<th>GATRA SECT 5307</th>
<th>TOTALS</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.1 GATRA - TECH. PLANNING</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$81,000</td>
<td>$81,000</td>
</tr>
<tr>
<td>4.2 TRANSIT DATA MAINTENANCE / NTD</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>34,000</td>
<td>$34,000</td>
</tr>
<tr>
<td>4.3 SRTA - TECH. PLANNING</td>
<td>0</td>
<td>0</td>
<td>120,000</td>
<td>0</td>
<td>$120,000</td>
</tr>
<tr>
<td><strong>TOTAL ELEMENT 4</strong></td>
<td><strong>$0</strong></td>
<td><strong>$0</strong></td>
<td><strong>$120,000</strong></td>
<td><strong>$115,000</strong></td>
<td><strong>$235,000</strong></td>
</tr>
<tr>
<td><strong>TOTAL ALL ELEMENTS</strong></td>
<td><strong>$1,083,040</strong></td>
<td><strong>$250,891</strong></td>
<td><strong>$120,000</strong></td>
<td><strong>$115,000</strong></td>
<td><strong>$1,568,931</strong></td>
</tr>
</tbody>
</table>

Funding is provided through FHWA-PL, FTA Section 5303/5307, MassDOT, SRPEDD, SRTA and GATRA. FHWA and FTA supply 80% of the total funds for PL and 5303 while MassDOT provides a 20% match. GATRA and SRTA provide 100% of the 5307 funds.
## Timeline for FFY 2020 UPWP

<table>
<thead>
<tr>
<th>#</th>
<th>UPWP TASKS</th>
<th>OCT</th>
<th>NOV</th>
<th>DEC</th>
<th>JAN</th>
<th>FEB</th>
<th>MAR</th>
<th>APR</th>
<th>MAY</th>
<th>JUN</th>
<th>JUL</th>
<th>AUG</th>
<th>SEP</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.1</td>
<td>3C PROCESS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.2</td>
<td>PUBLIC PARTICIPATION</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.3</td>
<td>ENVIRONMENTAL JUSTICE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.4</td>
<td>UNIFIED PLANNING WORK PROGRAM</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.5</td>
<td>TRANSPORTATION IMPROVEMENT PROGRAM</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.1</td>
<td>DATA MGT &amp; GIS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.2</td>
<td>REGIONAL MODELING</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.3</td>
<td>REGIONAL TRAFFIC COUNTING</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.4</td>
<td>PAVEMENT MANAGEMENT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.5</td>
<td>PERFORMANCE MEASURES</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.6</td>
<td>COMMUNITY TECHNICAL ASSISTANCE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.1</td>
<td>REGIONAL TRANSIT STUDY</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.2</td>
<td>MANAGEMENT SYSTEMS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.3</td>
<td>BICYCLE AND PEDESTRIAN PLANNING</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.4</td>
<td>INTERMODAL COORDINATION &amp; ITS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.5</td>
<td>FLOOD HAZARD MITIGATION</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.6</td>
<td>MOBILITY MANAGEMENT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.1</td>
<td>GATRA - TECH. PLANNING</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.2</td>
<td>TRANSIT DATA MAINT. / NTD</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.3</td>
<td>SRTA - TECH. PLANNING</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## List of Eligible Personnel working on Transportation Contracts

### Projection of SRPEDD Staff Time Involved in Transportation Planning for FFY 2020

<table>
<thead>
<tr>
<th>Name &amp; Title</th>
<th>MassDOT</th>
<th>FTA</th>
<th>SRTA</th>
<th>GATRA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Paul Mission, Transportation Planning Manager</td>
<td>60%</td>
<td>30%</td>
<td>5%</td>
<td>5%</td>
</tr>
<tr>
<td>Lisa Estrela-Pedro, Director of Highway Planning</td>
<td>95%</td>
<td>5%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jennifer Chaves, Principal Transportation Planner</td>
<td>10%</td>
<td>63%</td>
<td>13%</td>
<td>14%</td>
</tr>
<tr>
<td>Jacqueline Jones, Principal Transportation Planner</td>
<td>97%</td>
<td>2%</td>
<td></td>
<td>1%</td>
</tr>
<tr>
<td>Lilia Cabral-Bernard, Senior Transportation Planner</td>
<td>85%</td>
<td>15%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Guoqiang Li, Senior Transportation Planner</td>
<td>98%</td>
<td>2%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Angela Azevedo, Senior Transportation Planner/Mobility Management Coordinator</td>
<td>2%</td>
<td>66%</td>
<td>8%</td>
<td>24%</td>
</tr>
<tr>
<td>Luis de Oliveria, Transportation Planner</td>
<td>97%</td>
<td>1%</td>
<td>1%</td>
<td>1%</td>
</tr>
<tr>
<td>Charlie Mills, Transportation Planner</td>
<td>35%</td>
<td>39%</td>
<td>13%</td>
<td>13%</td>
</tr>
<tr>
<td>Rebekah Rose, Transportation Planning Technician</td>
<td>50%</td>
<td>20%</td>
<td>15%</td>
<td>15%</td>
</tr>
<tr>
<td>Stacy Royer, Grant Compliance Assistant</td>
<td>10%</td>
<td>5%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transportation Intern(s)</td>
<td>89%</td>
<td>7%</td>
<td>2%</td>
<td>2%</td>
</tr>
<tr>
<td>Karen Porter, GIS Specialist</td>
<td>20%</td>
<td>5%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>William Napolitano, Environmental Program Director</td>
<td>20%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kevin Ham, Comprehensive Planner</td>
<td>15%</td>
<td>5%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jed Cornock, Principal Comprehensive Planner</td>
<td>25%</td>
<td>5%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sara Brown, Comprehensive Planner</td>
<td>20%</td>
<td>2%</td>
<td>2%</td>
<td>2%</td>
</tr>
<tr>
<td>Helen Zincavage, Senior Comprehensive Planner</td>
<td>10%</td>
<td>2%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Grant King, Director of Comprehensive Planning &amp; Housing</td>
<td>25%</td>
<td>2%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>