



# SMMPO 2024 Regional Transportation Plan

Endorsed September 2023



2050  
MOVING  
FORWARD



## **SOUTHEASTERN MASSACHUSETTS METROPOLITAN PLANNING ORGANIZATION**

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& **Economic Development** District

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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 contract 112309. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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Southeastern Massachusetts Metropolitan Planning Organization (SMMPO)  
Title VI Coordinator  
SRPEDD  
88 Broadway, Taunton, MA 02780  
Phone: 508 824-1367 or dial 711 to use MassRelay  
Email: [aduarte@srpedd.org](mailto:aduarte@srpedd.org)

The MassDOT Title VI Specialist  
MassDOT Office of Diversity and Civil Rights  
10 Park Plaza, Suite 3800, Boston, MA 02116  
Phone: 857-368-8580 or 7-1-1 for Relay Service.  
Email: [MassDOT.CivilRights@state.ma.us](mailto:MassDOT.CivilRights@state.ma.us)

The MassDOT Office of Diversity and Civil Rights Investigations Unit  
Assistant Secretary of Diversity & Civil Rights, MassDOT  
10 Park Plaza, Suite 3800, Boston, MA 02116  
Email: [odcrcomplaints@dot.state.ma.us](mailto:odcrcomplaints@dot.state.ma.us)

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, 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 or to file a complaint alleging a violation of the state's Public Accommodation Law, contact the Massachusetts Commission Against Discrimination (MCAD) within 300 days of the alleged discriminatory conduct.

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.

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

Portuguese: Caso esta informação seja necessária em outra idioma, favor contar o coordenador em Título VI do SRPEDD pelo telephone (508) 824-1367 ext 235.

Spanish: Si necesita esta información en otro idioma, por favor contacte al coordinador de SRPEDD del Título VI al (508) 824-1367 ext 235.

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Mon Khmer Cambodian: (Khmer):

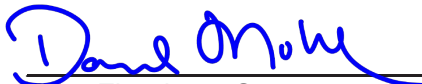
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### 310 CMR 60.05: Global Warming Solutions Act Requirements for Transportation

This will certify that the Transportation Improvement Program and Air Quality Conformity Determination for the Southeastern Massachusetts Metropolitan Planning Organization Long Range Transportation Plan is in compliance with all applicable requirements in the State Regulation 310 CMR 60.05: Global Warming Solutions Act Requirements for Transportation. The regulation requires the MPO to:

1. 310 CMR 60.05(5)(a)1.: Evaluate and report the aggregate transportation GHG emissions impacts of RTPs and TIPs;
2. 310 CMR 60.05(5)(a)2.: In consultation with MassDOT, develop and utilize procedures to prioritize and select projects in RTPs and TIPs based on factors that include aggregate transportation GHG emissions impacts;
3. 310 CMR 60.05(5)(a)3.: Quantify net transportation GHG emissions impacts resulting from the projects in RTPs and TIPs and certify in a statement included with RTPs and TIPs pursuant to 23 CFR Part 450 that the MPO has made efforts to minimize aggregate transportation GHG emissions impacts;
4. 310 CMR 60.05(5)(a)4.: Determine in consultation with the RPA that the appropriate planning assumptions used for transportation GHG emissions modeling are consistent with local land use policies, or that local authorities have made documented and credible commitments to establishing such consistency;
5. 310 CMR 60.05(8)(a)2.a.: Develop RTPs and TIPs;
6. 310 CMR 60.05(8)(a)2.b.: Ensure that RPAs are using appropriate planning assumptions;
7. 310 CMR 60.05(8)(a)2.c.: Perform regional aggregate transportation GHG emissions impact analysis of RTPs and TIPs;
8. 310 CMR 60.05(8)(a)2.d.: Calculate aggregate transportation GHG emissions impacts for RTPs and TIPs;
9. 310 CMR 60.05(8)(a)2.e.: Develop public consultation procedures for aggregate transportation GHG emissions impact reporting and related GWSA requirements consistent with current and approved regional public participation plans;
10. 310 CMR 60.05(8)(c): Prior to making final endorsements on the RTPs, TIPs, STIPs, and projects included in these plans, MassDOT and the MPOs shall include the aggregate transportation GHG emission impact assessment in RTPs, TIPs, and STIPs and provide an opportunity for public review and comment on the RTPs, TIPs, and STIPs; and
11. 310 CMR 60.05(8)(a)1.c.: After a final GHG assessment has been made by MassDOT and the MPOs, MassDOT and the MPOs shall submit MPO-endorsed RTPs, TIPs, STIPs or projects within 30 days of endorsement to the Department for review of the GHG assessment.

 for \_\_\_\_\_

Gina Fiandaca, Secretary and CEO  
Massachusetts Department of Transportation (MassDOT);  
Chair, Southeastern Massachusetts Metropolitan Planning Organization (SMMPO)

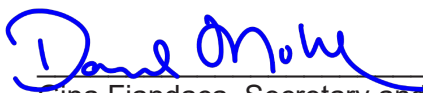
May 16, 2023

Date

# **Certification of the SMMPO Transportation Planning Process**

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

1. 23 USC 134, 49 USC 5303, and this subpart.
2. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 USC 7504, 7506 (c) and (d) and 40 CFR part 93 and for applicable State Implementation Plan projects.
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR Part 21.
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.
5. Section 1101 (b) of the Fast Act (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT-funded projects.
6. 23 CFR part 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.
7. The provisions of the US DOT and of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.) and 49 CFR Parts 27, 37, and 38.
8. The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance.
9. Section 324 of Title 23 USC regarding the prohibition of discrimination based on gender.
10. Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.
11. Anti-lobbying restrictions found in 49 CFR Part 20. No appropriated funds may be expended by a recipient to influence or attempt to influence an officer or employee of any agency, or a member of Congress, in connection with the awarding of any federal contract.

 for

Gina Fiandaca, Secretary and Chief Executive Officer  
Massachusetts Department of Transportation  
Chair, SMMPO

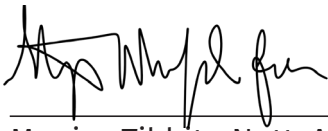
May 16, 2023

## **Southeastern Massachusetts Metropolitan Planning Organization Endorsement of the FFY2024 Regional Transportation Plan**

This is to certify that the members of the Southeastern Massachusetts Metropolitan Planning Organization (SMMPO), in accordance with the Comprehensive, Cooperative and Continuing transportation planning process as required in 23 CFR Part 450 of the Federal Regulations, the SMMPO has reviewed and endorses the FFY2024 Regional Transportation Plan for the region.

The endorsement of this document was administered on September 19, 2023, at a virtual SMMPO meeting in compliance with the state's open meeting law.

The Signatories of the SMMPO (or their designees) took this action at a public meeting of the SMMPO on September 19, 2023.

A handwritten signature in black ink, appearing to read 'Monica Tibbits-Nutt', written over a horizontal line.

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

9/19/23

Date



# Executive Summary

## Introduction

Moving Forward 2050 is the Southeastern Massachusetts Metropolitan Planning Organization's (SMMPO) Regional Transportation Plan (RTP). The RTP is updated every five years and acts as a blueprint of the SMMPO's existing and future transportation system. It examines every aspect of transportation including, but not limited to, roads, bridges, public transit, vulnerable users, travel patterns, freight, and airports, and takes into consideration equity, economic development, housing, and the environment. This was accomplished through the analysis of community input, relevant data on future trends and current conditions, and experience in the various elements of the transportation system. This RTP documents the existing conditions and transportation infrastructure and service improvement needs of the SMMPO region since the last RTP was endorsed in 2019 and identifies recommendations for future investment and planning activities that support all mode choices in the region.

Moving Forward 2050 envisions a transportation network for Southeastern MA that is safe, equitable, reliable, and sustainable for all mode users. The SMMPO will hold itself accountable to this vision by tracking performance in the goals, objectives, and strategies outlined in this Plan. The SMMPO's evaluation criteria, as part of an intermodal and integrated regional transportation planning process, will drive project development and implementation to meet these targets in the region.



## RTP Relationship to SMMPO Activities

The RTP is one of the three federally required certification documents regularly produced by the SMMPO as part of a continuing, cooperative, and comprehensive regional transportation planning process. The other documents of this performance-based multimodal transportation planning process are the Unified Planning Work Program (UPWP) and the Transportation Improvement Program (TIP). The UPWP is a one-year budget and planning document listing the work and activities the SMMPO staff will undertake each federal fiscal year, which aim to address the needs and goals identified in the RTP. The TIP is a fiscally-constrained five-year programming document of all federal and state highway and transit funded projects in the region. Project selection and prioritization for the TIP is based on goals and criteria identified in the RTP. Together, these regional planning activities facilitate the safe and efficient management, operation, and development of surface transportation systems that serve the diverse mobility needs of people and freight, foster economic growth and development, and consider resiliency needs while minimizing transportation-related fuel consumption and air pollution.

## RTP Goals and Objectives

The following performance measures guide planning efforts through the SMMPO, strategies for achieving these goals are outlined in the Performance Based Planning section of this plan.

Category	Goal	Objective (s)
Safety	Achieve a reduction in traffic fatalities and serious injuries for all modes of travel.	Reduce the rate of crashes by 20% by the year 2050.
System Preservation	Goal - Encourage the continued maintenance of the transportation system in a state of good repair to ensure the efficient movement of people and goods.	Identify and promote projects that address improvements to roadway infrastructure, including roads, sidewalks, bridges, shared use paths, etc., to a state of good repair.
Congestion Reduction	Reduce delay for all modes of transportation.	Identify and promote projects that include congestion mitigation; Monitor and evaluate congestion areas and trends.
System Reliability	To improve the efficiency of the transportation system.	Reduce automobile dependency; Promote transit, bicycling, and pedestrian alternatives; and Support predictable travel times for all roadway users.
Economic Vitality and Freight Movement	To improve the freight transportation network, strengthen the ability of communities to access national and international trade markets, and support regional economic development.	Promote the reduction of delay and the preservation of infrastructure used for movement of freight and people; Promote connectivity to the region's ports for freight movement; Support established Priority Development Areas; and Encourage alternative modes of freight movement to the region.
Environmental Sustainability	Enhance and preserve the transportation system while minimizing negative impacts on the environment	Promote the reduction of Greenhouse Gas (GHGs) Increase of the region's pedestrian network within ¼ mile of a fixed route transit. Increase the number of residents with access to transit. Reduce vehicle miles traveled.
Project Development and Implementation	Reduce project costs and support acceleration of project completion.	Eliminate delays in the project development and delivery process; Reduce regulatory burdens; Encourage/improve communication and cooperation among stakeholders and the public.

## Community Feedback

The Moving Forward 2050 plan was developed with input from meetings with municipal officials across Southeastern Massachusetts Metropolitan Planning Organization (SMMPO) region municipalities, a widely distributed public survey about transportation goals and investment priorities, four drop-in style public listening sessions, stakeholder meetings with diverse community-based organizations in conjunction with the SMMPO's Coordinated Human Services Transportation Planning, and ongoing collaboration with MassDOT, SRTA, and GATRA officials. Survey responses revealed an overall strong desire for expanding multimodal transportation options and a desire for dollars to be spent fixing local roads followed by adding and fixing bicycle lanes and sidewalks. Respondents would like reliable, convenient, and affordable transit, less congested roads, more alternative transportation facilities, and safer infrastructure for all modes.

Populations who have historically experienced the most limited mobility options and transportation disadvantage have been low-income households, older adults, people of color, people with a disability, people with limited English proficiency, youth, and others without access to a motor vehicle. 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 (poverty) populations. The SMMPO's evaluation criteria process referenced in the RTP assesses regional distribution of projects and assigns points to Transportation Improvement Program (TIP) projects that address mobility needs of Environmental Justice (EJ) and Title VI populations and deducts points on projects that do not address the needs of these communities. The RTP identifies recommendations for ongoing engagement of EJ and transportation-disadvantaged communities in the planning and project development process and for integrated transportation and land use planning practices that can increase mobility and quality of life for these communities. of Transportation Planning, the Greater Attleboro Transit Regional Authority (GATRA), and Southeastern Regional Transit Authority (SRTA). A full list of entities can be found in the Public Participation section of this plan.





## Identified Needs

Regional transportation needs identified by this year's RTP stakeholder engagement process and various data sources include:

- The SMMPO region is projected to experience a large increase in older adults (65+) populations by 2050. With an increase in older adults, the demand for certain types of transportation services including public transportation and paratransit/Dial-A-Ride services is likely to rise.
- From 2020 to 2050, the region is expected to lose 5,907 jobs, a 2.3% decrease. The number of households in the region is expected to increase by 8,284 (3.2%) and the total population is expected to decrease by 1,645 (0.3%). The region saw the largest increase in jobs between 2010 and 2020, with 28,490 jobs added and 35,705 new residents.
- According to 1990 U.S. Census Journey-To-Work data, there were 302,413 one-way (home to work) daily trips to, from, and within the SMMPO communities. In 2000, this total increased to 334,558 and to 345,311 by 2010. Although work trips within and originating outside of the SMMPO has declined or remained relatively the same since 2000, the population within the region and employed outside of the region continues to rise.
- New requirements for zoning ordinances for MBTA communities include multi-family housing which shall be without age restrictions and will be suitable for families with children. This new law impacts several SMMPO communities in a variety of ways.
- Newer, higher density development will create new trips of all kinds within the SMMPO region. A variety of new transportation options will be needed to serve residents of new housing while minimizing traffic congestion.
- By 2050 sea level rise and coastal flooding is estimated to directly impact 130 parcels and 196 structures, and approximately 34 miles of roadways in the SMMPO region.



## Recommendations and Strategies

For each specific challenge or area of concern, such as safety and congestion, the SMMPO staff has developed strategies adhering to our guiding references: 23 CFR § 450.306 Scope of the metropolitan transportation planning process, 23 U.S. Code § 150 National goals and performance management measures, and equity through the lens of the Justice 40 Initiative. As the region projects and plans for anticipated growth over the next 30 years, addressing mobility, equity, safety, climate, economic, and housing challenges will require an integrated planning approach that aligns these various planning areas and their stakeholders and expands partnerships toward a common set of goals. A vision for a future regional transportation network that is synchronized with a vision for future sustainable land use can encourage increased use of multimodal transportation options and improved quality of life for residents of the SMMPO region. Strategies include but are not limited to the following:

- Improve regional connections for groups without access to a vehicle including but not limited to; extending bicycle lanes, shared-use paths and/or sidewalks, creating transit shelters, increasing transit frequency, and ensuring optimal connections between regional transit authorities.
- Participate in the development and implementation of age-friendly infrastructure including but not limited to; improved sidewalks, transit stops, and regional connections throughout the SMMPO region to ensure accessibility, equity, inclusivity, and safety of all age groups in the transportation system.
- Invest in higher density, mixed-use, and transit-oriented districts to ensure that local zoning practices facilitate increased use of alternative transportation modes, pollution and congestion reduction, livable public roadways and public spaces, and efficient, sustainable use of land.
- Prioritize new developments outside of existing flood plains to reduce the risk of future flooding events.
- Identification and mapping locations of existing and incoming senior, low-income, and other multifamily housing developments of mid-large size.
- Promote the use of more fuel-efficient vehicle fleets.
- Implementing and expanding travel demand management programs
- Continue to collaborate with cross border regional planning agencies, MassDOT, and RIDOT to coordinate connectivity of the network.
- Support continuation of the Municipal Small Bridge Program to continue helping communities fund bridge improvements.
- Promote the implementation of electric vehicle charging stations at parking facilities to help address air quality issues associated with traffic congestion.
- Encourage the implementation and use of new technologies such as Transit Signal Priority, that extend the green time of signals to allow public transit buses and help maintain their scheduled stops.
- Continue to take a holistic, watershed based, long-term approach to planning for resiliency, incorporating social, economic, and infrastructure investments and concerns.
- Promote the use of electric vehicles with supportive infrastructure.
- Work with communities that have identified issues through SMMPO's Flood Hazard, GRRIP, Municipal Vulnerability Preparedness (MVP) Plans, or other relevant planning processes, to assist in the process of project initiation and development.
- Support a feasibility study on a fully operational truck stop with commercial facilities in the SMMPO region.
- Incorporate a policy to integrate the use of advanced pavement technologies should be considered to significantly improve the overall service life, provide more sustainable and ecologically sound alternatives, and significantly decrease costs associated with paving projects.



## Conclusions & Funding Needs

A common challenge identified by municipalities across the SMMPO region toward addressing these needs is the inability to access funding to complete smaller local-level projects. Limited budgets and staffing capacity to apply for and administer grants remains a significant barrier constraining the expansion, improvement, maintenance, and planning for multimodal transportation infrastructure across SMMPO communities. Without adequate funding, all other priorities outlined in this plan cannot be achieved in a meaningful capacity. Beyond regionally significant projects and major infrastructure needs, all projects that have been initiated through the MassDOT process for the SMMPO region, with current estimates, can be programed through 2035. Any additional projects that are initiated will be evaluated and prioritized for funding using the SMMPO's Evaluation Criteria.





# Roadmap of the Regional Transportation Plan Document

## Chapter 1: Introduction and Public Engagement

This section introduces the RTP, discusses sources of information and public engagement performed throughout the course of plan development.

## Chapter 2: Performance-Based Planning

This chapter discusses the vision, goals, and objectives of this plan as well as identifies planning structures and federal requirements.

## Chapter 3: Trends and Travel Patterns

This chapter looks at trends and travel patterns related to transportation in the region.

## Chapter 4: Safety

This section examines safety trends for all modes of transportation in the region.

## Chapter 5: Bicycle and Pedestrian

This chapter provides an overview of the existing conditions and needs of pedestrian transportation and facilities in the region, including those identified by community engagement and municipal officials. It details the barriers, opportunities, and priority areas for expanding pedestrian infrastructure in the region to meet the needs of all residents, including populations that experience higher transportation disadvantage.

## Chapter 6: Transit, Commuter Bus, and Commuter Rail

This chapter examines transit service in the region and makes recommendations for improving service. It also contains a discussion on existing and future commuter rail service.

## Chapter 7: Reliability and Operations

This chapter examines the movement of people and goods around the region starting with the congestion mitigation process and involving both freight movement and efficient operation of our regional airports.

## Chapter 8: Infrastructure Condition

This chapter addresses providing a safe and reliable transportation system, including current and future challenges for pavement management and bridge conditions in the SRPEDD region.

## Chapter 9: Housing

This chapter describes important considerations for meeting overlapping housing, transportation, and environmental goals and needs in the region. It discusses housing choice and access implications, progress and challenges the region's municipalities have experienced in increasing sustainable and inclusive housing production that is connected to and encourages increased use of multimodal transportation infrastructure, and recommendations for increasing mixed-use and transit-oriented development districts in the region.

# Roadmap of the Regional Transportation Plan Document cont.

## Chapter 10: Environmental and Climate Change

This section discusses the connections between regional environmental efforts and the regional transportation network as well as dives into zero emission vehicle infrastructure and needs.

## Chapter 11: Scenario Planning

Scenario planning is defined as an approach to strategic planning that uses alternate narratives of plausible futures (or future states) to play out decisions to make more informed choices and create plans for the future. In the SRPEDD region, there are a variety of moving parts that contribute to how the region develops and functions as a whole including but not limited to regional land uses, new zoning requirements from the MBTA, climate change, and changes in demographics. To address ever-changing challenges, SRPEDD staff have taken time to examine some the potential impacts of these challenges to the transportation system.

## Chapter 12: Financial Plan (includes equity analysis, GHG Analysis and Air Quality Conformity)

This chapter contains information on regionally significant project, federal and state funds programmed towards projects, an equity analysis on funding projects, Greenhouse Gas Analysis for projects, and a statement on air quality analysis.