



# UPWP 2026

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RAIL PARKING

# Executive Summary

## What is the Unified Planning Work Program?

The Unified Planning Work Program, (UPWP) is the federal certification document that details the anticipated work of Merrimack Valley's Metropolitan Planning Organization (MVMPO) over the course of a single year. Because MVMPO's primary funding sources are federal aid, the document must show the tasks and subtasks that MVMPO staff intend to perform, how many hours will be dedicated to those tasks, and any projected direct cost expenditures that support MVMPO's work. Staff typically prepare the document in the spring and summer of each year, aiming for MVMPO Board approval by the end of spring. Following endorsement, the work program becomes effective at the start of the new federal fiscal year on October 1.

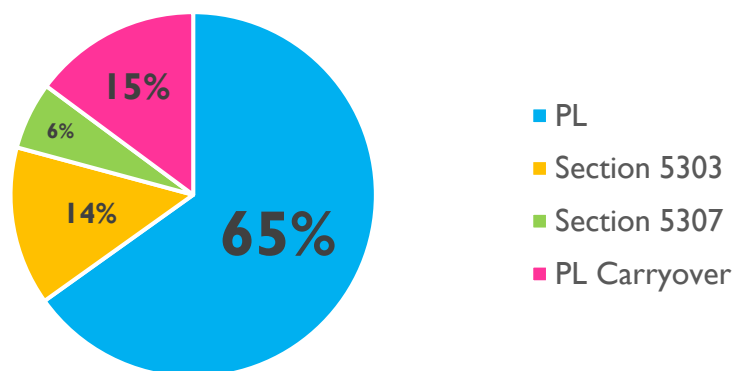
## Federal Fiscal Year 2026 Sources and Uses

### Sources

In FFY26, three different federal aid sources fund 16 subtasks allocated across four different tasks. As is typical, federal Metropolitan Planning Program (PL and Section 5303 funds via the Federal Highway Administration and Federal Transit Administration, respectively) are the primary source of support for MVMPO work. Carryover from previous years' PL balances may be programmed in future years, as is done in this UPWP, per MassDOT discretion and content. MVMPO staff also hold a contract with Merrimack Valley Transit (MeVa), the region's transit authority, which passes Section 5307 funds to the MVMPO to support short-term planning work.

Discretionary aid must also be programmed in the UPWP. In FY24, MVMPO programmed Safe Streets and Roads for All (SS4A) discretionary program funding and anticipates applying for future SS4A funding. Additionally, MVMPO was awarded an Active Transportation Infrastructure Investment Program (ATTIP) discretionary award in FFY25 and intends to execute work in 2026, should FHWA allow MVMPO to proceed with its grant agreement. This UPWP consolidates discretionary awards into a single subtask – *Subtask 3.6 – Discretionary Federal Aid Planning Projects* for the book-keeping purposes. MVMPO will amend the FFY26 UPWP if/when the federal government executes grant agreements with MVMPO,

Figure 1 – FFY26 Program Sources



### *Uses: Tasks, Subtasks and Deliverables*

The FFY26 UPWP programs four tasks—3C Program Management, Data Collection and Analysis, Transportation Planning, and Other Planning Support—and 16 total associated subtasks, as listed below. Detailed descriptions of each subtask can be found in Section V. under the “Tasks” header.

#### Task 1 - 3C Program Management

- Subtask 1.1 – Program Management, Support, and Growth
- Subtask 1.2 – Public Participation
- Subtask 1.3 – Unified Planning Work Program
- Subtask 1.4 – Transportation Improvement Program
- Subtask 1.5 – Title VI and Environmental Justice

#### Task 2 - Data Collection and Analysis

- Subtask 2.1 – Supportive Field Services
- Subtask 2.2 – Supportive GIS and Information Technology
- Subtask 2.3 – Network Performance and Performance Management

#### Task 3 - Transportation Planning

- Subtask 3.1 – Active Transportation and Complete Streets
- Subtask 3.2 – Roadway Safety Engagement and Planning
- Subtask 3.3 – Transit Planning
- Subtask 3.4 – Regional Vitality
- Subtask 3.5 – Network Sustainability and Resilience
- Subtask 3.6 – Roadway Safety Engagement and Planning

#### Task 4 - Other Planning Support

- Subtask 4.1 – County and State Planning Support
- Subtask 4.2 – Local Technical Assistance and Grants Coordination

The FFY26 UPWP aligns staff capacity and financial resources with several concrete deliverables:

- MVMPO Citizens Advocacy Academy (Task 1.2)
- FFY27 Unified Planning Work Program (Task 1.3)
- FFY2027-2031 Transportation Improvement Program (Task 1.4)
- Design Funding – Call for Projects (Task 1.4)
- Guidance/Coordination of Statewide and Regional Project Participation (Task 1.4)
- Valley Tally Data Analysis and Program Continuity (Task 2.1)
- Regional Traffic Count Program (Task 2.1)
- Travel Time Modal Competitiveness Assessment (Task 2.3)
- Beach Road Connector Multimodal Study and Conceptual Design (Task 3.1)
- Canal Street Advancement (Task 3.1)
- Transit Enhancement Study (Task 3.3)

- Ferryboat Planning (Task 3.4)
- Culvert Assessments (Task 3.5)
- DPW Coordination/Stormwater Collaborative Coordination (Task 3.5)
- Groveland 113 Speed Reduction Study – Implementation and Post-Assessment (Task 3.6)
- Distracted Driving Reduction Strategies (Task 3.6)
- High Injury Network Dashboard Update (Task 3.6)
- Vision Zero Engineering Interventions Concept Development and Testing (3.6)
- Collective Purchase – Salt (4.2)
- Collective Purchase – Road Services (4.2)

The FFY26 UPWP also includes standard process-oriented tasks and deliverables, including:

- Monthly Reporting (Task 1.1)
- MVMPO Preparation and Facilitation (Task 1.2)
- MVMPO Retreat (Task 1.2)
- Review of Regional Target Plan Sheets (Task 1.4)
- Update of Federal Aid Project Universe and Project Scoring (Task 1.4)
- GIS Database Management (Task 2.2)
- Performance Management Benchmarks Updates and Monitoring (Task 2.5)
- Facilitation/Encouragement of Age Friendly Transportation Group (Task 2.5)
- Border to Boston Support and Coordination (Task 3.1)
- Vision Zero Community Capacity Building (Task 3.2)
- Miscellaneous MeVa Support (Task 3.3)
- MeVa ADA Compliance Third Parth Review (Task 3.3)
- Regional Priority Growth Strategy Support (Task 3.4)
- Miscellaneous State and Former County Planning Support (4.1)
- Miscellaneous Grant Support (Task 4.2)

Figure 2 on the following page depicts task expenditures by task and subtask for the purposes of comparison regarding level of effort (shown as a measure of cost) for each task and subtask. The tables in the remaining pages detail the work program's budget, anticipated hours, and anticipated direct cost expenditures.

Figure 2 - Comparison of Expenditures by Task and Subtask

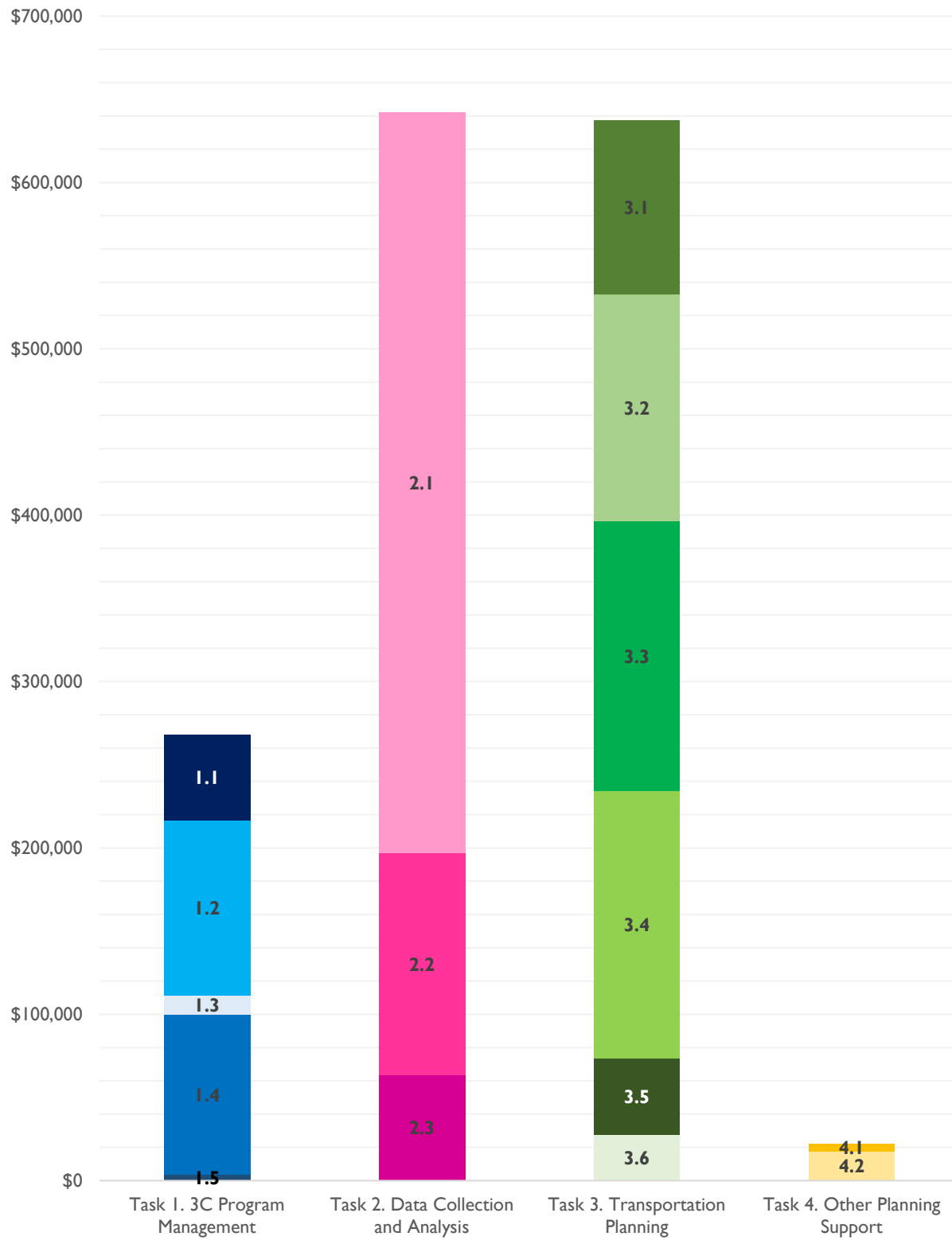


Table 1 – FFY26 Work Program Sources and Uses

MVMPO UPWP 2026 SOURCES AND USES¹	Uses													Sources			
	Staff Cost (PL)	Indirect Cost (PL)	Direct Cost (PL)	Staff Cost (5303)	Indirect Cost (5303)	Direct Cost (5303)	Staff Cost (5307)	Indirect Cost (5307)	Direct Cost (5307)	Staff Cost (PL Carryover)	Indirect Cost (PL Carryover)	Direct Cost (PL Carryover)	Total Task/Subtask Expenditure	PL	Section 5303	Section 5307	PL Carryover
Subtask 1.1 – Program Management, Support, and Growth	\$13,364	\$18,042	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,406	\$51,406	\$0	\$0	\$0
Subtask 1.2 – Public Participation	\$41,591	\$56,148	\$7,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$105,238	\$105,238	\$0	\$0	\$0
Subtask 1.3 – Unified Planning Work Program	\$5,026	\$6,786	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,812	\$11,812	\$0	\$0	\$0
Subtask 1.4 – Transportation Improvement Program	\$40,743	\$55,004	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$95,747	\$95,747	\$0	\$0	\$0
Subtask 1.5 – Title VI, Environmental Justice and Equity	\$1,652	\$2,231	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,883	\$3,883	\$0	\$0	\$0
Total - Task 1 - 3C Program Management	\$102,377	\$138,209	\$27,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$268,086	\$268,086	\$0	\$0	\$0
Subtask 2.1 – Supportive Field Services	\$75,688	\$102,179	\$34,270	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$233,147	\$445,285	\$212,138	\$0	\$0	\$233,147
Subtask 2.2 – Supportive GIS and Information Technology	\$52,449	\$70,806	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$133,255	\$133,255	\$0	\$0	\$0
Subtask 2.3 – Network Performance and Performance Measurement	\$2,385	\$3,220	\$0	\$24,684	\$33,323	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,611	\$5,605	\$58,007	\$0	\$0
Total - Task 2 - Data Collection and Analysis	\$130,522	\$176,205	\$44,270	\$24,684	\$33,323	\$0	\$0	\$0	\$0	\$0	\$0	\$233,147	\$642,152	\$350,998	\$58,007	\$0	\$233,147
Subtask 3.1 – Active Transportation and Complete Streets	\$44,452	\$60,010	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$104,462	\$104,462	\$0	\$0	\$0
Subtask 3.2 – Roadway Safety Engagement & Planning	\$45,099	\$60,883	\$30,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$135,982	\$135,982	\$0	\$0	\$0
Subtask 3.3 – Transit Planning	\$0	\$0	\$0	\$69,192	\$93,410	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$162,602	\$0	\$162,602	\$0	\$0
Subtask 3.4 – Regional Vitality	\$28,570	\$38,569	\$0	\$0	\$0	\$0	\$0	\$0	\$93,539	\$0	\$0	\$0	\$160,678	\$67,139	\$0	\$93,539	\$0
Subtask 3.5 – Network Sustainability and Resilience	\$19,557	\$26,402	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,959	\$45,959	\$0	\$0	\$0
Subtask 3.6 – Discretionary Federal Aid Planning Projects	\$11,698	\$15,793	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,491	\$27,491	\$0	\$0	\$0
Total - Task 3 - Transportation Planning	\$149,375	\$201,657	\$30,000	\$69,192	\$93,410	\$0	\$0	\$0	\$93,539	\$0	\$0	\$0	\$637,174	\$381,032	\$162,602	\$93,539	\$0
Subtask 4.1 – County & State Planning Support	\$1,984	\$2,679	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,663	\$4,663	\$0	\$0	\$0
Subtask 4.2 – Local Technical Assistance and Grants Coordination	\$7,506	\$10,134	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,640	\$17,640	\$0	\$0	\$0
Total - Task 4 - Other Planning Support	\$9,491	\$12,812	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,303	\$22,303	\$0	\$0	\$0
Total Hours - All Subtasks	\$391,766	\$528,883	\$101,770	\$93,876	\$126,733	\$0	\$0	\$0	\$93,539	\$0	\$0	\$233,147	\$1,569,714	\$1,022,419	\$220,609	\$93,539	\$233,147

¹Amounts are rounded to the nearest dollar. Programmed amounts are +/- \$1 of approximate programmed totals.

Table 2 – FFY26 Approximate Transportation Planning Hours per by Employee on PL Contract, Rounded to the Nearest Hour

MVMPO UPWP 2026 ESTIMATED HOURS¹	Transportation Program					GIS/IT Program			Environmental Program		
	PR	Vacant Planner	DO²	EM	Vacant Data Analyst	SL	KB	SU	AL	HM	MW
Subtask 1.1 – Program Management, Support, and Growth	175	0	0	0	0	0	0	0	0	0	0
Subtask 1.2 – Public Participation	80	210	0	255	0	0	0	0	0	0	0
Subtask 1.3 – Unified Planning Work Program	60	0	0	0	10	0	0	0	0	0	0
Subtask 1.4 – Transportation Improvement Program	60	360	0	0	255	0	0	0	0	0	0
Subtask 1.5 – Title VI, Environmental Justice and Equity	10	0	0	35	0	0	0	0	0	0	0
Total - Task 1 - 3C Program Management	385	570	0	290	265	0	0	0	0	0	0
Subtask 2.1 – Supportive Field Services	70	0	1225	0	70	0	0	0	0	0	0
Subtask 2.2 – Supportive GIS and Information Technology	0	0	0	0	0	500	400	70	0	0	0
Subtask 2.3 – Network Performance and Performance Measurement	70	0	0	0	525	0	0	0	0	0	0
Total - Task 2 - Data Collection and Analysis	140	0	1225	0	595	500	400	70	0	0	0
Subtask 3.1 – Active Transportation and Complete Streets	290	865	0	0	280	0	0	0	0	0	0
Subtask 3.2 – Roadway Safety Engagement & Planning	35	80	0	315	35	0	0	0	0	0	0
Subtask 3.3 – Transit Planning	567	7	22	217	427	0	0	0	0	0	0
Subtask 3.4 – Regional Vitality	175	35	0	745	0	0	0	0	0	0	0
Subtask 3.5 – Network Sustainability and Resilience	0	0	0	0	0	0	0	0	180	100	100
Subtask 3.6 – Discretionary Federal Aid Planning Projects	0	0	0	0	0	0	0	0	0	0	0
Total - Task 3 - Transportation Planning	1067	987	22	1277	742	0	0	0	180	100	100
Subtask 4.1 – County & State Planning Support	0	5	5	5	0	0	0	0	0	0	0
Subtask 4.2 – Local Technical Assistance and Grants Coordination	10	40	30	30	0	0	0	0	0	0	0
Total - Task 4 - Other Planning Support	10	45	35	35	0	0	0	0	0	0	0
Total Hours - All Subtasks	1602	1602	1282	1602	1602	500	400	70	180	100	100

¹Table includes hours charged to all programmed sources..

²Field Services Coordinator is a four day per week position.

Table 3 - Anticipated Direct Costs

	Direct Cost (PL)	Direct Cost (5307)	Direct Cost (PL Carryover)	Total
<i>Subtask 1.1 – Program Management, Support, and Growth</i>	\$20,000	\$0	\$0	\$20,000
<i>Subtask 1.2 – Public Participation</i>	\$7,500	\$0	\$0	\$7,500
<b>Total - Task 1 - 3C Program Management</b>	<b>\$27,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$27,500</b>
<i>Subtask 2.1 – Supportive Field Services</i>	\$34,270	\$0	\$233,147	\$267,417
<i>Subtask 2.2 – Supportive GIS and Information Technology</i>	\$10,000	\$0	\$0	\$10,000
<b>Total - Task 2 - Data Collection and Analysis</b>	<b>\$44,270</b>	<b>\$0</b>	<b>\$233,147</b>	<b>\$277,417</b>
<i>Subtask 3.2 – Roadway Safety Engagement &amp; Planning</i>	\$30,000	\$0	\$0	\$30,000
<i>Subtask 3.4 – Regional Vitality</i>	\$0	\$93,539	\$0	\$93,539
<b>Total - Task 3 - Transportation Planning</b>	<b>\$30,000</b>	<b>\$93,539</b>	<b>\$0</b>	<b>\$123,539</b>
<b>Total Hours - All Subtasks</b>	<b>\$101,770</b>	<b>\$93,539</b>	<b>\$233,147</b>	<b>\$428,456</b>

Table 4 - Anticipated Direct Cost Expenditure Summary – Uses

Direct Cost Summary	Uses
<i>Subtask 1.1 – Program Management, Support, and Growth</i>	Professional Development
<i>Subtask 1.2 – Public Participation</i>	Translations/Outreach Materials
<i>Subtask 2.1 – Supportive Field Services</i>	Traffic/Trail Count Program Equipment
<i>Subtask 2.2 – Asset Management Program Evaluation</i>	Data Purchase
<i>Subtask 3.2 – Roadway Safety Engagement &amp; Planning</i>	Groveland 113 Planning Study
<i>Subtask 3.4 – Regional Vitality</i>	Ferryboat Consultant