



FFY 2026



UNIFIED PLANNING WORK PROGRAM

Endorsed: June 18, 2025

UNIFIED PLANNING WORK PROGRAM (UPWP)
FEDERAL FISCAL YEAR 2026

CENTRAL MASSACHUSETTS MUNICIPAL PLANNING ORGANIZATION (MPO)



Prepared by the Transportation Planning Staff of the,



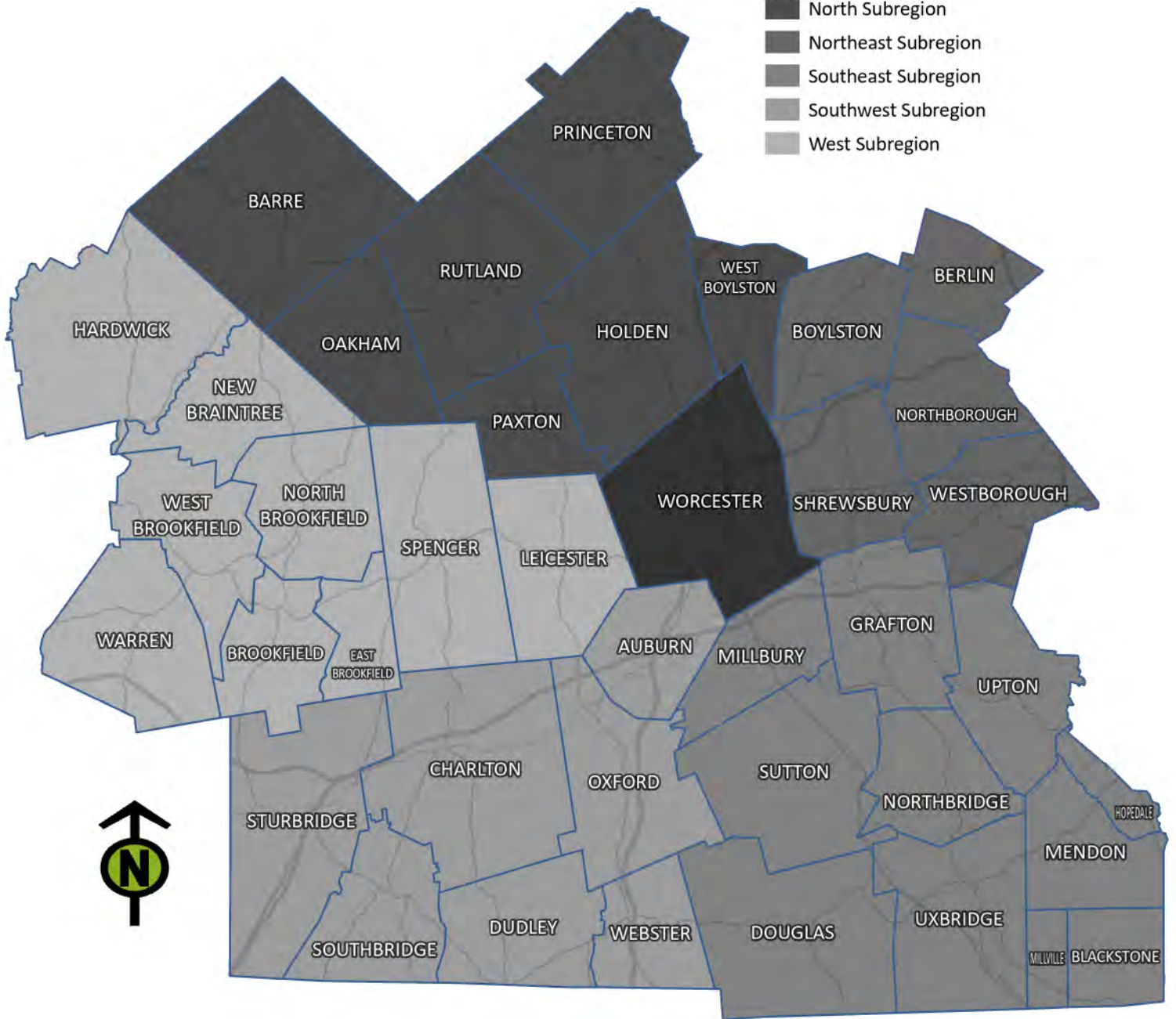
Staff to the Central Massachusetts MPO

Endorsed: June 18, 2025

Prepared in cooperation with the Massachusetts Department of Transportation and the U.S. Department of Transportation – Federal Highway Administration and the Federal Transit Administration. The views and opinions of the Central Massachusetts Regional Planning Commission expressed herein do not necessarily reflect those of Massachusetts Department of Transportation or the U.S. Department of Transportation.

Legend

- Central Subregion
- North Subregion
- Northeast Subregion
- Southeast Subregion
- Southwest Subregion
- West Subregion



CENTRAL MASSACHUSETTS MPO MUNICIPALITIES AND SUBREGIONS

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Central Massachusetts Regional Planning Commission
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Worcester, MA 01608
(508) 756-7717

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Mrs. Janet Pierce, Executive Director
Central Massachusetts Regional Planning Commission
1 Mercantile Street, Suite 520
Worcester, MA 01608
(508) 756-7717

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By mail: CMRPC
Attn: Sujatha Krishnan, Transportation Deputy Executive Director
1 Mercantile Street, Suite 520
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This document can be downloaded from the CMRPC website at: www.cmrpc.org


Central Massachusetts Metropolitan Planning Organization (CMMPO)

Endorsement Sheet

FFY 2026 Program Year Unified Planning Work Program (UPWP)

The Central Massachusetts Metropolitan Planning Organization (CMMPO) hereby endorses the FFY 2026 Program Year Unified Planning Work Program (UPWP) document. The UPWP describes all transportation and transportation related air quality planning activities anticipated within the region during the upcoming program year, indicating who will perform the work; the schedule for completing it, and the products that will be produced. The FFY 2026 Program Year UPWP document was endorsed on June 18, 2025, at a meeting of the CMMPO.

June 18, 2025

A handwritten signature in black ink, appearing to read "Steph Woelfel for", is written over a horizontal line.

Monica Tibbits-Nutt, Secretary and Chief Executive Officer
Massachusetts Department of Transportation
Chair, Central Massachusetts MPO

Central Massachusetts Metropolitan Planning Organization

Listing of CMMPO Members

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3. **Robert Hassinger**, CMRPC Chairperson
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5. **Eric Batista**, Worcester City Manager
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10. **Stephanie Mulroy**, Holden Select Board, North Subregion Representative

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2. **Anthony Jones**, FHWA Liaison
3. **Derek Shooster**, MassDOT OTP
4. **Adam Menard**, MPO Advisory Committee Designee

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2. **Robert Bilotta**, CLW
3. **Sarah Bradbury**, MassDOT-H District 3 (alternate)
4. **Joanne Clarke**, AARP
5. **Tom Coyne**, WRTA
6. **Feanna Jatta Singh**, NAACP
7. **Caleigh McClaren**, Blackstone Watershed Collaborative
8. **Adam Menard**, Auburn Town Planner
9. **Conor McCormick**, Millbury Town Planner
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14. **Alex Salcedo**, Massbike
15. **Ann Sullivan**, Projects Engineer, MassDOT-H District 3
16. **Karen Valentine Goins**, WalkBike Worcester

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1. **Derek Shooster**, MassDOT OTP
2. **Derek Krevat**, MassDOT OTP
3. **Anthony Jones**, FHWA Liaison

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Executive Summary

The Central Massachusetts Metropolitan Planning Organization (CMMPO) 2026 Unified Planning Work Program (UPWP) briefly describes and provides budgetary information for the transportation and related air quality planning activities that are to be conducted in the region during the coming federal fiscal year (FFY). Federal law requires the conduct of baseline transportation planning activities in all metropolitan areas receiving federal transportation funds. Under federal regulations pertaining to the transportation planning process, the UPWP must be prepared and endorsed annually by the Metropolitan Planning Organization (MPO) prior to the start of the planning program period. Central Massachusetts Regional Planning Commission (CMRPC), as the technical staff to the CMMPO, is responsible for preparing the UPWP each year under the terms outlined in a Memorandum of Understanding (MOU) dated November 2023.

UPWP **Element 1** provides for the management of the transportation planning process and the development of the annual work program. The annual Transportation Improvement Program (TIP) effort allows for the development of a prioritized listing (driven by performance measurement) of improvement projects, programmed for federal-aid funding, which are brought forth through the Management Systems as well as the proactive public outreach process. The TIP development process considers both the maintenance of existing multi-modal transportation infrastructure as well as a limited number of expansion projects (particularly in the healthy transportation modes), and is prepared in consultation with various stakeholder groups, including multi-modal and various Title VI communities.

UPWP **Element 2**: The collection and analysis of quality transportation data is integral to the CMMPO's ongoing planning efforts. Element 2 focuses, in part, on obtaining and analyzing traffic count data, conducting travel time surveys, monitoring park and ride facilities, vehicle crash research, and the assessment of pavement/sidewalk conditions. Although most of these efforts involve federal-aid roadways, study locations identified by the communities are also included, as well as data collection on transit, bike, and pedestrian modes. Additionally, this element also supports ongoing work on integrating the various mode data and performance analysis using the regional transportation network simulation model, and other data integration techniques.

UPWP **Element 3** work tasks include performance analysis of integrated Management Systems (safety, congestion, and pavement) for use in Corridor Profile and bottleneck reduction efforts as well as to assist in the development, selection and prioritization of potential TIP projects. Transportation system security, including identification of vulnerable transportation infrastructure and evacuation planning, is addressed under Safety and Security. Also, drawing on the Management Systems, this UPWP includes short and medium range management and operations implementation efforts, as recommended from previous studies. Further, this element supports continued efforts to introduce ITS technologies to the region as well as expand local awareness of freight issues - both truck and rail - and their respective impacts on highway congestion and efforts to increase Commuter Rail service. The implementation of the [2024 Long Range Transportation Plan \(L RTP\)](#) will guide projects and initiatives, most notably tracking performance management data, assisting communities in developing projects for implementation in one of the four program areas identified in the plan, working with potential project proponents on multi-mode projects, and assisting freight partners in securing grant funds. Planning for livability, sustainability

and promotion of alternative mode, including strategies for greenhouse gas reduction and health linkages, as well as, identifying gaps and solutions to fill the gaps in Access to Essential Services and making linkages to enhance travel and tourism are also included in Element 3.

UPWP **Element 4** also considers intermodal planning, general public transportation planning, the transportation needs of all populations, as well as the coordination of public transit with various human service agencies.

Deobligated UPWP funds section include two studies : An eighteen month planning study for Vernon Street over I-290 to engage the public and various local and regional stakeholders to develop conceptual alternatives to reconnect historically disadvantaged communities with economic opportunities and Regional Housing and Transportation study to document, analysis and provide tools to connect regional housing needs and transportation options.

Introduction

The Central Massachusetts Metropolitan Planning Organization (CMMPO) FFY 2026 Unified Planning Work Program (UPWP) briefly describes and provides budgetary information for the transportation and related air quality planning activities that are to be conducted in the region during the coming federal fiscal year (FFY). Federal law requires the conduct of baseline transportation planning activities in all metropolitan areas receiving federal transportation construction funds. Under federal regulations pertaining to the transportation planning process, the UPWP must be prepared and endorsed annually by the Metropolitan Planning Organization (MPO) prior to the start of the planning program period. Central Massachusetts Regional Planning Commission (CMRPC), as the technical staff to the CMMPO, is responsible for preparing the UPWP each year under the terms outlined in a Memorandum of Understanding (MOU) dated November 2023 and signed by the following CMMPO members:

- Massachusetts Department of Transportation (MassDOT) Secretary of Transportation
- Central Massachusetts Regional Planning Commission
- Worcester Regional Transit Authority
- City of Worcester
- North Subregion representative
- Northeast Subregion representative
- Southeast Subregion representative
- Southwest Subregion representative
- West Subregion representative

Planning Priorities

Transportation planning tasks and activities contained in the FFY 2026 UPWP are largely shaped by past federal transportation authorizations and by the present Bipartisan Infrastructure Law (BIL). These laws set forth comprehensive transportation planning and project implementation requirements. In addition, the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) of 1990 and the Clean Air Act Amendments (CAAA) of 1990 continue to influence the transportation planning process.

The BIL continues the thrust of previous federal authorizations with its emphasis on the development of an intermodal transportation system that maximizes the efficient use of existing facilities and requires that all modes of transportation in the region be considered and evaluated under the Continuous, Cooperative, and comprehensive (3C) planning process. The BIL also continues the advancement of planning activities that result in tangible products with implementation strategies where appropriate. All modes of transportation services will continue to be evaluated both individually and as a system to see how they might work more efficiently, with performance management techniques being utilized to measure this.

The Federal Planning Factors for the regional transportation planning process (supported in tasks throughout this UPWP) are:

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

2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation. *
10. Enhance travel and tourism. *

* Added in The FAST Act (December 2015)

Some of these planning factors essentially have entire tasks devoted to them, while others have their intent woven throughout the fabric of various undertakings. Accomplishment of these planning objectives occurs in multiple tasks simultaneously, in several tasks independently, and in general techniques and approaches used in more than one task.

In addition to the above planning factors, this UPWP includes recent statewide planning efforts, including:

- [MassDOT's 2024 Long-Range Transportation Plan \('Beyond Mobility'\)](#) is a strategic plan that documents the most pressing transportation issues for the Commonwealth of Massachusetts to address both now and in the future. As the primary steward of the Commonwealth's transportation system, the Massachusetts Department of Transportation (MassDOT) has developed a plan that crafts a vision and a set of actions for MassDOT and the Massachusetts Bay Transportation Authority (MBTA) to take to achieve a safer and more equitable, reliable, and resilient network. The action items documented in the plan respond directly to problems identified through extensive public engagement and data analysis performed as part of the process of building Beyond Mobility.
- Also on the statewide level, MassDOT has completed various multi-modal plans, such as the [Statewide Bicycle Plan](#), [Pedestrian Plan](#), [Freight Plan](#), and [Rail Plan](#).
- The Statewide Bicycle and Pedestrian Update was completed in 2021. As part of this update, MassDOT is committed to making walking and biking a safe, comfortable, and convenient option for everyday trips. This update highlights investments MassDOT has made since releasing its Bicycle and Pedestrian Transportation Plans in 2019 and planned future investments for advancing walking and biking in the Commonwealth.

- The Statewide Freight Plan was completed in 2023. The plan supports safe, resilient, and secure multimodal freight movement in Massachusetts through investing in key freight assets to improve economic competitiveness, provide efficient and reliable freight mobility, and support healthy and sustainable communities.
- In addition, state officials signed the Healthy Transportation Compact, and established a Healthy Transportation Compact Advisory Council, with an interagency group consisting of the MassDOT, Executive Office of Health and Human Services, and the Office of Energy and Environmental Affairs, as required in recent transportation reform legislation. The purposes of the group are to 1) address transportation needs; 2) promote public health, and 3) promote a clean environment. The group developed goals that promote access to healthy transportation in various ways. The essence of these federal/state initiatives on promoting livability, addressing climate change, creating healthy environments, reducing energy demands, and establishing a performance-based transportation planning process are integrated into this UPWP.
- MassDOT created the “Municipal Complete Streets Funding Program” in February 2016 to advance its commitment to increase mode shift and provide safe and accessible options for all travel modes for people of all ages and abilities. MassDOT is committed to the Complete Streets principles in policy and in practice. MassDOT is promoting Complete Streets throughout the Commonwealth through training, design guidance and funding. This UPWP emphasizes efforts that move CMRPC communities to create Complete Streets policies, prioritize locations, and finalize design and implementation of priorities.
- Massachusetts developed a [Clean Energy and Climate Plans \(CECP\)](#). The 2025/2030 plan provides details on the actions the Commonwealth will undertake through the next decade to ensure the 2025 and 2030 emissions limits are met. The 2025/2030 CECP development is informed by the [2050 Decarbonization Roadmap](#) such that the strategies, policies, and actions outlined in the 2025/2030 CECP will put the Commonwealth on a pathway to achieve net zero greenhouse gas emissions by 2050. The 2050 CECP plan highlights a broad suite of specific goals, strategies, policies, and actions to reduce statewide gross GHG emissions by at least 85% below the 1990 baseline level, and conserve and enhance carbon sequestration on natural and working lands to help achieve Net Zero in 2050.

As part of the development of the 2024 Long Range Transportation Plan (LRTP) document, *2050 Connections*, the CMMPO restated its regional transportation-related vision:

“The CMMPO believes that a safe, efficient, and well-maintained transportation system, along with prudent land use planning and economic development, is an essential component of sustainable public policy aimed at improving people’s lives. The CMMPO envisions Central Massachusetts in 2050 as a region of 40 well-connected, livable communities with minimal traffic congestion and improved air quality. Healthy, creative transportation methods that integrate active travel modes through the use of technology will safely and efficiently move people between homes, jobs, and services and move products between places of manufacture and sale.”

The work tasks selected for inclusion in the FFY 2026 UPWP document attempt to address each of the region's identified planning priorities, in the spirit of the FAST Act and more recent federal and state emphasis areas as stated in the BIL. The following describes the four main Elements of the UPWP and identifies the previously listed Federal Planning Factors that are heavily supported by number in parentheses (a chart is also included at the end of this section – note that each Element supports all factors, but some support other factors more heavily). Additionally, the document includes the deobligated UPWP funded studies and discretionary grant efforts.

UPWP **Element 1** covers all eight Planning Emphasis Areas and provides for the management of the transportation planning process and the development of the annual work program. The annual [Transportation Improvement Program \(TIP\)](#) effort allows for the development of a prioritized listing (driven by performance measurement) of improvement projects, programmed for federal-aid funding, which are brought forth through the Management Systems (Factors 1,2,4,5,6,7) as well as the proactive public outreach process. The TIP development process considers both the maintenance of existing multi-modal transportation infrastructure as well as a limited number of expansion projects (particularly in the healthy transportation modes), and is prepared in consultation with various stakeholder groups, including modal and Title VI communities (Factors 1,5,7).

UPWP **Element 2** covers all eight Planning Emphasis Areas. The collection and analysis of quality transportation data is integral to the CMMPO's ongoing planning efforts. Element 2 focuses, in part, on obtaining and analyzing traffic count data, conducting travel time surveys, monitoring park and ride facilities, vehicle crash research, and the assessment of pavement/sidewalk conditions. Although most of these efforts involve federal-aid roadways, study locations identified by the communities are also included, as well as data collection on transit, bike, and pedestrian modes (Factors 6, 7, 8). Additionally, this element also supports ongoing work on integrating the various mode data and performance analysis using the regional transportation network simulation model, and other data integration techniques. The regional housing and transportation integration plan will provide for consideration of projects and strategies that will promote consistency between transportation improvements and State and local housing patterns (Factors 1, 6).

UPWP **Element 3** covers all eight Planning Emphasis Areas and work tasks include performance analysis of integrated Management Systems (safety, congestion, and pavement) for use in Corridor Profile and bottleneck reduction efforts as well as to assist in the development, selection and prioritization of potential TIP projects (Factors 2, 3, 4, 7, 8). Transportation system security, including identification of vulnerable transportation infrastructure and evacuation planning, is addressed under Safety and Security. Also, drawing on the Management Systems, this UPWP includes short and medium range management and operations implementation efforts, as recommended from previous studies. Further, this element supports continued efforts to introduce ITS technologies to the region as well as expand local awareness of freight issues - both truck and rail - and their respective impacts on highway congestion and efforts to increase Commuter Rail service (Factors 6,7). The implementation of the 2024 LRTP will guide projects and initiatives, most notably tracking performance management data, assisting communities in developing projects for implementation in one of the four program areas identified in the plan, working with potential project proponents on multi-mode projects, and assisting freight

partners in securing grant funds. Planning for livability, sustainability and promotion of alternative mode, including strategies for network resiliency and health linkages, as well as, identifying gaps and solutions to fill the gaps in Access to Essential Services and making linkages to enhance travel and tourism are also included in Element 3 (Factors 1,4,5,6,9,10).

UPWP Element 4 covers all eight Planning Emphasis Areas and also considers intermodal planning (Factor 6), general public transportation planning, the transportation needs of all populations, as well as the coordination of public transit with various human service agencies (Factor 4).

Deobligated UPWP Funds covers the Vernon Street over I-290 Planning study to engage the public and various local and regional stakeholders to develop conceptual alternatives to reconnect historically disadvantaged communities with economic opportunities (Factors 1,2,4,6,7). The Regional Housing and Transportation Study and Vernon St over I-290 Planning study will include Consultant and project management work by CMMPO and other CMRPC staff.

Again, cognizant of federal/state requirements and initiatives, the 2026 UPWP has been crafted with the intent of addressing each of the identified planning priorities for the region. For clarification purposes, the time periods made reference to in this document for the various funding sources are as follows:

Anticipated Time Periods for FFY 2026 Program Year

Funding Source	FFY 2026	FFY 2027
FHWA/FTA/MassDOT (PL Funds)	October 2025 – September 2026	-
WRTA	October 2025 – June 2026	July 2026 – September 2026

Table 1 below shows the previously mentioned federal planning factors for the regional transportation planning process and its relationship between the CMMPO UPWP activities.

Table 1: How the CMMPO FFY 2026 UPWP Addresses the 10 Planning Factors

#	Planning Factor	
1	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.	
	Element 1	TIP process encourages those projects that enhance economic vitality and bring efficiency to the system
		Public participation activities, and emphasizing Title VI supports global, balanced competitiveness
	Element 2	Collection and analysis of congestion data, model analysis, and performance management data supports identification of roadway inefficiencies related to economic development areas
	Element 3	Plan refinement and efforts that involve identification of projects that meet the highest need of commuters and employers are emphasized in this element
	Element 4	Economic vitality requires multi-modal improvements and a secure system that are Element 4 emphasis areas

2	Increase the safety of the transportation system for motorized and non-motorized users.	
	Element 1	The TIP programming process considers projects that most improve safety for all users
		Public participation activities aid in understanding safety from the users perspective
	Element 2	Element 2 contains safety data collection and analysis as well as analysis against safety performance measures
	Element 3	Safety is considered in project identification, operations and management efforts (including Road Safety Audit), and in ITS implementation. Project planning and implementation efforts to improve safety.
	Element 4	Safety receives multi-modal consideration, and is incorporated in security planning
3	Increase the security of the transportation system for motorized and non-motorized users.	
	Element 1	The security of all users is considered in planning efforts.
	Element 2	Security is incorporated into performance management measures
	Element 3	ITS is considered an important measure to increase security. Security is considered for all users and in resilience planning.
	Element 4	Element 4 contains a specific task for umbrella security planning with local, regional, and state Homeland Security partners.
4	Increase accessibility and mobility of people and freight.	
	Element 1	The TIP programming process considers projects that increase accessibility and mobility for all users
	Element 2	The data collection program aims at identifying accessibility and mobility gaps and inefficiencies
	Element 3	In addition to a specific freight task, Element 3 address various issues, such as pavement condition, that affect mobility
	Element 4	Mobility and accessibility are considered for all users
5	Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planning growth and economic development patterns.	
	Element 1	The TIP programming process encourages projects that protect the environment and promote quality of life
	Element 2	Performance management measures encourage a balanced approach to transportation planning
		Americans with Disabilities Act (ADA) and sidewalk data collection and analysis identifies gaps in walk mode which inhibit quality of life
	Element 3	In addition to a task specifically devoted to resiliency planning and quality of life, Element 3 tasks look to promote a balanced network
	Element 4	A balanced approach to quality of life includes considering transit

6	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.	
	Element 1	Title VI planning ensures that all users are considered
	Element 2	Data collection and analysis is performed for all modes and products showing connectivity gaps are included
	Element 3	Projects and special studies are identified that enhance integration and connectivity for all modes, and for freight
	Element 4	Enhanced transit services are planning to improve connectivity
7	Promote efficient system management and operation.	
	Element 1	The TIP programming process encourages projects that increase efficient system management, such as ITS
	Element 2	Data collection and analysis efforts, such as Road Safety Audit, identify where systems lack efficient management
	Element 3	Element 3 efforts seek to identify solutions to system management and operations issues, such as needs for signal coordination
	Element 4	Efficient system management is applicable to transit and to security planning efforts
8	Emphasize the preservation of the existing transportation system.	
	Element 1	The TIP process prioritizes projects that preserve the existing system
	Element 2	Data collection and analysis efforts identify where the system most needs preservation
	Element 3	Asset Management efforts look to improve efficiency within the existing system and the prioritization of infrastructure maintenance
	Element 4	Transit planning seeks to preserve the existing system through preventative maintenance planning efforts
9	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation	
	Element 1	The TIP process prioritizes projects that improve resiliency/reliability of the existing system and include stormwater retrofits
	Element 2	Data collection and analysis efforts identify vulnerable infrastructure and flooding issues
	Element 3	Resiliency planning to understand the impacts of natural disasters. Environmental Consultation as part of TIP and LRTP process to include environmental consideration in the early project planning stages.
	Element 4	Transit planning involves building resiliency of the fleet and reliability for its commuters
10	Enhance travel and tourism.	
	Element 1	The TIP process prioritizes projects that enhance travel and make connections
	Element 2	Data collection and analysis efforts identify opportunities to enhance travel for commuting and recreation

	Element 3	Livability/Sustainability task look at specific study/project opportunities for enhancing travel and tourism, such as outdoor recreation mapping
	Element 4	Transit planning seeks to connect people to recreational opportunities

Elements and Tasks List:

Element 1

- 1.1 – Management and Support of the “3C” Process
- 1.2 – Unified Planning Work Program (UPWP)
- 1.3 – Transportation Improvement Program (TIP)
- 1.4 – Title VI and Public Participation

Element 2

- 2.1 – Data Collection and Analysis
- 2.2 – Regional Transportation Model
- 2.3 – Community and Regional Technical Assistance
- 2.4 – Performance Management Analysis and Reporting

Element 3

- 3.1 – Corridor Study
- 3.2 – Congestion Management Process (CMP) Project Development
- 3.3 – Safety and Security Project Development
- 3.4 – Asset Management
- 3.5 – Livability (Bike/Ped, Pub Health/Travel, and Tourism)
- 3.6 – Freight and Intermodal Planning
- 3.7 – Long Range Transportation Plan (LRTP) Development and Implementation
- 3.8 – Transportation Resiliency

Element 4

- 4.1 – Transit/Paratransit/Rail and Technical Activities
- 4.2 – WRTA Technical Assistance

Development of the CMMPO FFY 2026 UPWP

The UPWP is a project-by-project description of all transportation planning and transportation-related air quality planning activities anticipated within the region during the upcoming program year. It indicates who will perform the work, as well as anticipated available funding, the schedule for completion, and the products that will be produced.

January 2025: MassDOT Office of Transportation (OTP) forwards federal Highway Planning (PL) funding levels for each MPO/RPA to be used in the development of the *2026 UPWP* document. FFY *2026 UPWP* work tasks will continue to include emphasis areas of FAST Act and MAP-21 Implementation.

February 19, 2025: CMMPO meeting. Staff provides program funding and MassDOT and FHWA program guidance for the Draft FFY 2026 UPWP document.

February 26, 2025: CMMPO Advisory Committee meeting. Staff provides program funding and MassDOT and FHWA program guidance for the Draft FFY 2026 UPWP document.

March 19, 2025: CMMPO meeting. MassDOT Office of Transportation (OTP) forwards FTA 5303 federal Transit Planning (PL) funding levels for each MPO/RPA to be used in the development of the *2026 UPWP* document. Staff provides budget and initial work task summary materials and Planning Emphasis Areas for the Draft FFY 2026 UPWP document.

March 26, 2025: CMMPO Advisory Committee meeting. Review of work tasks and funding with recommendation to CMMPO.

May 21, 2025: CMMPO meeting. MPO approves release of *Draft FFY 2026 UPWP* document for 21-day public review and comment period. Draft document subsequently posted on the CMRPC agency website. Legal advertisement appears in the *Telegram and Gazette*. Conduct region wide mailing to invite interested parties to attend public meeting.

May 28, 2025: CMMPO Advisory Committee meeting. Review of *Draft FFY 2026 UPWP* document. Recommendation concerning MPO endorsement sought.

June 10, 2025: Scheduled FFY *2026 UPWP* Virtual Public Meeting at 5:00 PM. Proceedings summarized for full consideration by the MPO.

June 11, 2025: 21-day public review and comment period on *Draft FFY 2026 UPWP* document closed. Endorsement process is now underway.

June 18, 2025: Scheduled meeting of the CMMPO. *Final FFY 2026 UPWP* work task summary reviewed; results of public meeting and MPO Advisory Committee discussed. MPO moves to endorse *Final FFY 2026 UPWP* document.

July-September 2025: *CMMPO Endorsed FFY 2026 UPWP* document finalized and submitted for MassDOT and subsequent FHWA and FTA review and approval.

October 1, 2025: FFY 2026 begins. *CMMPO Endorsed FFY 2026 UPWP* is now in effect.

UPWP Amendment, Adjustment, and Modification Policy

A UPWP, no matter how well planned, may need to be modified from their original MPO endorsed form. There are different actions that may be taken to modify the endorsed UPWP. These actions vary, depending on the extent of the modification, and have different impacts on the UPWP. All proposed administrative adjustments and amendments are presented to the MPO for consultation prior to endorsement. The procedures for modifying the UPWP are:

UPWP Amendment

A UPWP Amendment is the most extensive change procedure that a UPWP may undergo. A UPWP Amendment requires the proposed change to undergo a twenty-one (21) day public review period and requires MPO endorsement. However, the CMMPO, at their discretion, may vote to abbreviate the public comment period under what they consider extraordinary circumstances beyond the MPO's control. Examples of actions that require an Amendment include:

- Addition or deletion of a UPWP task or sub-task.
- Major changes to UPWP task descriptions, activities, and other information.
- Funding increase above the originally approved UPWP overall budget.
- Funding transfers between tasks equal to or greater than 25% of the UPWP task budget.
- Funding increase or decrease equal to or greater than 25% of the UPWP task budget.

UPWP Adjustment

A UPWP Adjustment is a minor change. The Adjustment procedure requires an approval vote from the MPO and MassDOT-OTP approval through the utilization of a Budget Reallocation Request Form. Examples of actions that require an Adjustment include:

- Minor changes to UPWP task descriptions, activities, and other information.
- Funding transfers between UPWP tasks less than 25% of the UPWP task budget.
- Funding increase or decrease less than 25% of the UPWP task budget.

UPWP Administration Modification

Administrative Modifications may be entertained for minor task descriptions, changes to project phasing, anticipated deliverables, etc. Such changes must be presented to the CMMPO but do not require a vote of approval, nor do they require the standard 21-day comment period.

UPWP Geographic Distribution

CMRPC conducted an geographic distribution assessment on MPO-funded UPWP work products from FFY 2021 through FFY 2026.

UPWP's for program years 2021-2026 were reviewed to identify the transportation planning tasks that were completed for each of the 40 communities in the CMRPC region. The aggregate of CMMPO staff's completed tasks during this timeframe has resulted in a robust program of studies that shed light on the needs and opportunities for the Central Massachusetts transportation system. In addition, the CMMPO staff was able to provide specific assistance to all CMMPO communities during this timeframe; both in terms of data provided, advice on specific projects, and historical knowledge of transportation problems. CMMPO staff also provided community technical assistance that resulted in customized transportation studies and work products. Examples of this assistance include and are not limited to:

- Corridor Profile studies
- RSAs
- Freight studies
- TIP Development Program Orientation Meetings
- Complete Street analyses
- Assistance with Community Shuttle programs
- Parking studies
- Grant applications
- Traffic and Turning Movement Counts (TMCs)
- Pavement data collection

The total number of completed tasks identified during the 2021-2026 program years is 421, which include community specific and region-wide tasks. At least one task was completed for each community during this timeframe. This information is summarized in Table 2 below. Also, Figure 1 on the following pages shows the geographic distribution of tasks for each community in the CMMPO region. The color for each community from dark green to red shows the number of projects/studies over the last six years, with darker green being the least number of projects to red being the most projects.

Table 2: FFY 2021-2026 UPWP Geographic Distribution of Tasks

Community	2021	2022	2023	2024	2025	2026	2021-2026 Total	2020 Population
Auburn	0	3	2	1	2	2	10	16,889
Barre	0	4	2	1	1	2	10	5,530
Berlin	2	2	2	4	2	1	13	3,158
Blackstone	0	1	1	1	3	3	9	9,208
Boylston	1	1	0	4	3	0	9	4,849
Brookfield	1	2	2	1	1	1	8	3,439
Charlton	1	2	3	0	2	3	11	13,315
Douglas	0	2	3	1	1	1	8	8,983
Dudley	2	2	3	0	1	1	9	11,921
East Brookfield	1	1	2	1	1	1	8	2,224
Grafton	2	3	2	3	2	3	15	19,664
Hardwick	2	3	1	1	2	4	13	2,667
Holden	1	5	2	2	1	2	13	19,905
Hopedale	1	1	1	1	2	1	7	6,017
Leicester	1	2	1	1	1	1	7	11,087
Mendon	0	0	1	1	2	3	7	6,228
Millbury	1	0	1	2	1	3	8	13,831
Millville	0	0	1	1	2	1	5	3,174
New Braintree	1	1	2	1	1	3	9	996
Northborough	2	3	2	4	1	0	12	15,741
Northbridge	2	3	2	1	2	2	12	16,335
North Brookfield	1	1	2	1	1	5	11	4,735
Oakham	0	1	2	1	1	4	9	1,851
Oxford	2	1	1	0	2	1	7	13,347
Paxton	0	2	2	1	1	1	7	5,004
Princeton	0	2	2	1	1	1	5	3,495
Rutland	0	3	3	1	3	1	11	9,049
Shrewsbury	3	5	4	5	2	1	20	38,325
Southbridge	3	2	3	1	2	2	13	17,740
Spencer	2	3	2	1	2	1	11	11,992
Sturbridge	2	3	3	0	1	1	10	9,867
Sutton	2	2	2	1	2	2	11	9,357
Upton	1	1	1	1	2	1	7	8,000
Uxbridge	2	1	1	1	2	2	9	14,162
Warren	1	1	2	1	2	3	10	4,975
Webster	2	3	3	0	1	1	10	17,776

Westborough	5	3	2	5	3	2	19	21,567
West Boylston	0	3	0	3	2	1	9	7,877
West Brookfield	1	3	3	1	2	1	11	3,833
Worcester	5	6	4	5	5	3	28	206,518
Totals:							421	604,631

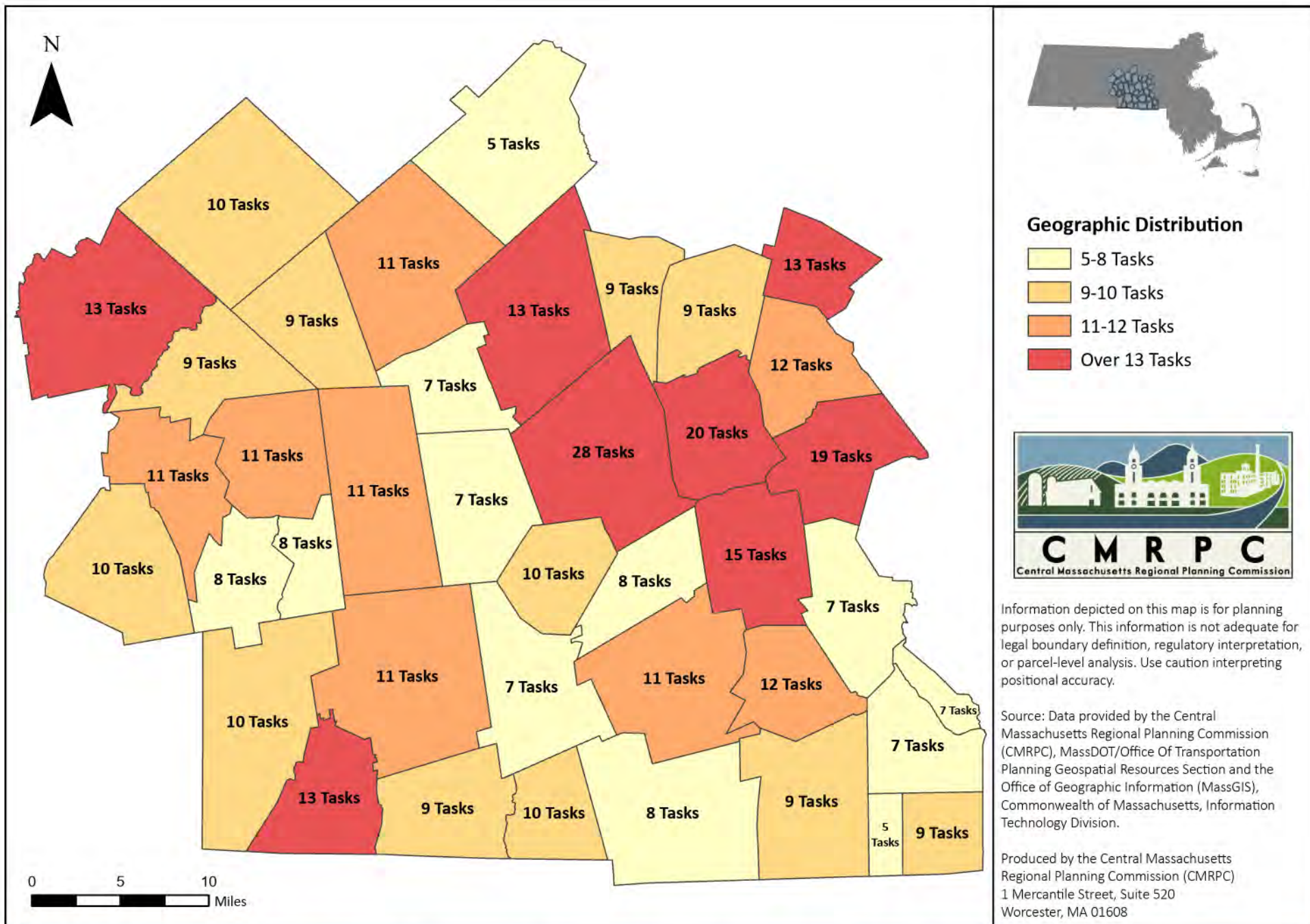


Figure 1: FFY 2021-2026 UPWP Geographic Distribution of Tasks

Previous Transportation Studies

All Communities:

- Traffic Counting
- Travel time runs
- Complete Streets Prioritization Plans
- Municipal Vulnerability Plans
- Community Snapshots
- Transportation Management Association (TMA) Analysis
- Regional Freight Plan
- Pavement, Sidewalk and ADA Compliance Summary
- Worcester-Regional Transit Authority (WRTA) Hub and M/O Facilities Planning
- WRTA Services Monitoring
- Roadway Inventory File (RIF) updates
- LRTP Development and Implementation
- Imagine2050 Regional Plan

Community Specific:

- **Auburn** – Park and Ride Study, Bottleneck Study, RSA, Complete Streets Program, Southbridge Street Corridor Profile, Master Plan Transportation Section, Culvert Assessment, Freight Study
- **Barre** – Complete Streets Program, WRTA/MART transit considerations, Transit Study, CHNA9 Rural Transit Study, Community One Stop Grant
- **Berlin** – Park and Ride Study, RIF Update, Culvert Assessments, Special Counts, Route 62 Corridor Study, Community One Stop Grant
- **Blackstone** – Freight Study, Culvert Assessments
- **Boylston** – Route 140 Corridor Profile, TIP Project Development, Culvert Assessments
- **Brookfield** – Park and Ride Feasibility Study, WRTA Bus Shelter Study, Municipal Vulnerability Plan (MVP), Freight Study
- **Charlton** – Bottleneck Study, Bicycle and Pedestrian Count, RSA, Complete Streets Program, Open Space and Recreation Plan Transportation (ORTP) Section, Freight Study, Traffic Signal Warrant Analysis, Community One Stop Grant
- **Douglas** – Bicycle and Pedestrian Count, RSA, Signal Warrant Analysis
- **Dudley** – RSA, Transportation Needs Study, Freight Study
- **East Brookfield** – Bicycle and Pedestrian Count, Freight Study
- **Grafton** – Complete Streets Program, Bicycle and Pedestrian Plan, WRTA Shuttle Service, Freight Rail Study, Municipal Vulnerability Plan, Culvert Assessment
- **Hardwick** – Transportation Needs Study, Transit Study, CHNA9 Rural Transit Study, Community One Stop Grant
- **Holden** – Neighborhood SAFE, Bicycle and Pedestrian Count, Bottleneck Study, Complete Streets Program, COA Assistance, Community Transit Grants
- **Hopedale** – Traffic Counting study

- **Leicester** – Bicycle and Pedestrian Count, Complete Streets Program, Freight Study
- **Mendon** – RSA
- **Millbury** – Freight Rail Study, Pavement Management Study, Park and Ride Study, Bicycle and Pedestrian Count, Complete Streets Program, MVP
- **Millville** – Bicycle and Pedestrian Count, Freight Rail Study, Transportation Section of the Master Plan
- **Northborough** – RSA, Bottleneck Study, Post Occupancy Monitoring and Neighborhood Walk Audit
- **Northbridge** – Shuttle Service, RSA, Complete Streets Program, MVP, Culvert Assessments
- **North Brookfield** – Freight Study, Community One Stop Grant
- **New Braintree** – Freight Study, Transit Study, CHNA9 Rural Transit Study
- **Oakham** – Transit Study, CHNA9 Rural Transit Study
- **Oxford** – Bicycle and Pedestrian Count, Bottleneck Study, RSA, Complete Streets Program, Freight Study, Culvert Assessments, Accessibility Study
- **Paxton** – Neighborhood SAFE, Shuttle Service, Lost Villages Scenic Byway
- **Princeton** – Bicycle and Pedestrian Count, Mount Wachusett Parking Study
- **Rutland** – Bicycle and Pedestrian Count, Complete Streets Program, Lost Villages Scenic Byway
- **Shrewsbury** - Bicycle and Pedestrian Count, Complete Streets Program, Route 140 Corridor Profile, Council on Aging (COA) Assistance, VIA shuttle service, Community Transit Grants, Culvert Assessments, Sidewalk Plan
- **Southbridge** – Walkable Communities, Route 20 Corridor Profile, Freight Study, Trail Counts
- **Spencer** – Freight Study
- **Sturbridge** - Bicycle and Pedestrian Count, Complete Streets Program, RSA, Route 20 Corridor Profile, Park and Ride Study, Pavement Management Study, Culvert Assessments, Freight Study, Trail Counts
- **Sutton** – Freight Rail Study, Special counts, Culvert Assessments
- **Upton** – Complete Streets Program, Transit Viability Survey
- **Uxbridge** – Complete Streets Program, Freight Rail Study, MVP
- **Warren** – Culvert Assessments, Quaboag Connector, Culvert Assessment Grant
- **Webster** – RSA, Transportation Needs Study, Freight Study
- **Westborough** – Route 30 Corridor Profile, Bottleneck Study, Bicycle and Pedestrian Count, Shuttle Service, Complete Streets Program, Airline Trail Study, Circulation Study, VIA shuttle service
- **West Boylston** – Bicycle and Pedestrian Count, Complete Streets Program, Route 140 Corridor Profile, Pavement Management Study, MVP, Special Counts
- **West Brookfield** – Bicycle and Pedestrian Count, RSA, Complete Streets Program, Master Plan Transportation Section, Freight Study, Culvert Assessments, Community One Stop Grant
- **Worcester** –Transportation Safety Plan, Bottleneck Study, Parking Program Assessment, Park and Ride Study, Freight Plan Analysis, Downtown Parking and Transit Analysis, Complete Streets Program, Chandler Street TIP project public involvement, Accessible Taxi Service, Worcester Now|Next Advisory Committee, Mobility Action Plan, E-Bike Pilot

Element 1

Management and Support
of the Planning Process
and Certification Activities

Task 1.1: Management and Support of “3C” Process

Description

The Management and Support task includes those activities that are necessary to maintain the federally prescribed 3C transportation planning process in the Central Massachusetts region. Included are the presentation of transportation plans and programs (i.e., RTP, TIP and UPWP); the coordination of transportation planning activities with other local and state agencies; contract administration; support of the Central MA Metropolitan Planning Organization (CMMPO), the CMMPO Advisory Committee, and CMRPC Transportation Planning Committee; staff attendance at seminars and workshops; staff participation in statewide technical groups/teams; administering the extensive public outreach process as federally-required (including participation on various committees related to environmental justice and economic development); statewide funding proposal assistance; as well as the provision of technical assistance concerning various transportation topics and issues on a small scale, as-needed basis. These later tasks are shown under management and support since their limited magnitude and unpredictable occurrence make them difficult to list as planning tasks.

Previous Work

- Support of the CMMPO, the CMMPO Advisory Committee, and CMRPC Transportation Planning Committee including those established for corridor planning studies, Bike & Ped Task Force and the paratransit Transportation Planning Advisory Group (TPAG - Elderly & Disabled) Committee. Support includes outreach, development of agenda, meeting minutes, and preparation of presentation materials.
- Participation in statewide technical groups/teams including those established for air quality, safety, performance measures, ITS, statewide studies, and pavement.
- Ongoing work with numerous sub-regional and regional groups, including Blackstone Valley Heritage Corridor Stakeholders, regional public works, planners, economic development groups.
- Ongoing work with numerous local community groups, including Food & Active Living Policy Council, Mass in Motion, Worcester DPH, WalkBike Worcester, Southern Worcester County Economic Development District and neighborhood / community associations.
- Technical assistance to address community transportation concerns in the region.
- Review of ENF and EIR documents.
- Conducting of annual CMMPO Subregional representative selection process.

Procedures

The CMMPO staff will:

Work on 2024 CMMPO Federal Certification Review Action Plan Recommendations: Staff will continue work on the Federal Certification Review Action Plan recommendations and provide ongoing updates.

Support CMMPO Membership Elections and Membership Participation: Staff will conduct subregional nominations and selection of CMMPO representatives for those whose terms are expiring on September 30, 2025. In addition to new member orientation, staff must also continue to assure the continuous flow of relevant information in an appropriate format on all CMMPO matters to the members. Staff members will continue to encourage joint activities for the CMMPO and its Advisory Committee.

Support CMMPO Advisory Committees: Staff will provide for and actively encourage public and private participation in the 3C planning process through the CMMPO Advisory Committee (the broad stakeholder Advisory Committee to the CMMPO) and its Technical Task Forces. The CMMPO Advisory Committee continues to elevate its capacity for reviewing CMMPO materials and making informed recommendations.

Implement a Private Sector Assistance and Complaint Resolution Procedure: Staff will facilitate ongoing communication with private sector providers as deemed appropriate. Act to facilitate resolution of private sector complaints regarding the planning process or the provision of transit service. Assist private sector providers in understanding and complying with federal requirements affecting their operations.

Participate in Federal and Statewide User Groups and Technical Teams: Staff will participate in user groups and technical teams that have been established on a statewide basis to deal with technical issues associated with air quality, pavement management, safety, ITS, enhancements, ridesharing, and GIS. Provide staff lead/assistance to the sub committees as established by the Statewide Program Managers group. Currently staff leads the Data Users Group and the UPWP PL formula funding subcommittee.

Review Federal and State Transportation Programs: Staff will review federal and state transportation programs, guidelines, circulars and manuals, including such documents as the Statewide Capital Investment Plan as well as the new regulation on Metropolitan Transportation Planning are performed under this task.

Assist with Federal & Statewide Funding Proposals: Staff will review statewide guidelines for programs such as the federal BIL grant programs, Transportation Assistance Program, CMAQ, and Community One Stop; support distribution of final statewide guidelines to local communities, the solicitation of projects from eligible applicants, and the evaluation of submitted proposals.

Prepare and Present the CMMPO UPWP, TIP and LRTP: Staff will prepare and present the UPWP, TIP, LRTP, and any other required documents and amendments to the CMMPO for appropriate action.

Distribute Required Documents: Staff will distribute the UPWP, TIP, and POP (as well as any amendments to same) to all state and federal agencies. Staff will also maintain all CMMPO documentation records and files and, in general, function as its secretary. Planning documents will be available online and in electronic format to the extent practical and feasible.

Implement Regional Models of Cooperation: Staff will continue to coordinate transportation planning with related activities and programs developed by other agencies and authorities in adjacent regions, including the Montachusett Regional Planning Commission (evacuation planning), Metropolitan Area Planning Council (MetroWest I495/I90), the Rhode Island Department of Administration (MA & RI-146

corridor and Blackstone River Greenway), Northeast Connecticut Council of Governments (I-395 corridor efforts), Pioneer Valley Regional Planning Commission (Ware/Warren Community Action Council efforts) and the Worcester Regional Transit Authority (Transit Advisory).

Perform Contract Administration: Staff will prepare applications, time sheets, progress reports, billing and perform other contract administration activities necessary to the conduct of the 3C transportation planning process.

Products and Schedule

1. Election of local CMMPO members for FFY 2026 Program Year – **4th Quarter, FFY 2026**
2. Contract Administration, Staffing and Agency wide policy/budgeting – **3rd Quarter, FFY 2026**
3. Lead the Statewide Transportation Data Users Group (DUG) as part of MARPA Transportation Program Managers – **Ongoing**
4. Updated inventory of private sector providers and documentation on any Private Sector Complaint Resolution – **As necessary**
5. Continued coordination with all neighboring regional entities on projects and initiatives noted above, and others as they arise – **Ongoing**
6. Continued participation as a panelist on the NCHRP 20-44(53): *Areawide Approach to Road Safety Management & Planning Group* – **Ongoing**
7. Continued coordination with the regional Transit Authority re. Transit Planning – **Ongoing**
8. Continued participation in Statewide and Regional planning efforts – **Ongoing**
9. Preparation of meeting material and meeting minutes of the CMMPO, CMMPO Advisory Committee, Transportation Program Managers and its sub-committees – **Ongoing**
10. Progress Reports: Monthly MassDOT, Annual FHWA & FTA and Certification Action plan progress reports – **Ongoing**

Task Title	Management and Support of “3C” Process	Ref. #	1.1
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Funding Program/\$					
	FHWA/FTA/ PL		FTA Section 5307 (through WRTA)		
Participants	FHWA/FTA	State	FTA	WRTA	Total
CMRPC	221,380	55,345			276,725

Anticipated CMRPC Staff Hours: 2,766

Task 1.2: Unified Planning Work Program (UPWP)

Description

The Unified Planning Work Program (UPWP), as described in the Introduction of this document, describes all transportation planning activities anticipated to be undertaken within the region in the coming program year.

Previous Work

- Unified Planning Work Program and Associated Amendments from 1973-2025.

Procedures

- *Develop FFY 2027 Unified Planning Work Program:* CMRPC will develop the FFY 2027 UPWP for the region which describes all MassDOT-Highway/FHWA, FTA and WRTA funded transportation planning activities anticipated to be undertaken in the next program year. The document will be made available online.
- *Amend and Adjust FFY 2026 UPWP:* Performed as necessary.
- Annual update of CMMPO transportation publications for UPWP.

Products and Schedule

1. Draft FFY 2027 UPWP budget – **2nd Quarter, FFY 2026**
2. Updated Bibliography of Transportation Planning Publications – **3rd Quarter, FFY 2026**
3. Final FFY 2027 UPWP – **3rd Quarter, FFY 2026**
4. Amendments and Adjustments to FFY 2026 UPWP – **As necessary**

Task Title	Unified Planning Work Program			Ref. #	1.2
Funding Program/\$					
	FHWA/FTA/PL		FTA Section 5307 (through WRTA)		
Participants	FHWA	State	FTA	WRTA	Total
CMRPC	16,000	4,000			20,000

Anticipated CMRPC Staff Hours: 250

Task 1.3: Transportation Improvement Program (TIP)

Description

The Transportation Improvement Program (TIP) for a metropolitan area includes highway, bridge, transit, intermodal and discretionary projects that are proposed for funding under both Title 23 and the Federal Transit Act.

Each Massachusetts MPO updates its TIP annually. Each TIP must contain a priority list of projects and strategies for a five-year period and descriptions (type of work, limits, length, etc.) of each project as well as a financial plan demonstrating financial constraint within the regional funding targets provided annually by MassDOT OTP. The TIP has continued to evolve with the requirement for Performance-Based Planning and Programming (PBPP). The TIP is developed in accordance with the region's CMMPO Endorsed Public Participation Plan (PPP) with full consideration of Title VI.

Previous Work

TIP documents, from the earliest, 1976-1978, to the most recent, 2026-2030, time frames (50+ years of projects).

Procedures

- Amend/Adjust Existing 2026-2030 TIP: Staff will amend/adjust the CMMPO Endorsed 2026-2030 TIP, as necessary.
- Develop 2027-2031 TIP: Prior to developing the Draft 2027-2031 TIP in cooperation with MassDOT, staff will update the list of all highway, transit, and air quality projects that are expected to qualify for federal transportation funds for planning, engineering, or construction during FFY 2027-2031. This list will only include projects that are consistent with the current CMMPO Endorsed LRTP, *2050 Connections*.

As part of the TIP development process, staff will consider the following:

- **LRTP:** This document represents the transportation planning vision for the region. *2050 Connections* includes highway-related Major Infrastructure (MI) projects listed in 5-year bands. The PBPP aspects of the LRTP have evolved and are included based on the federal requirements of Safety Performance Measures (PM1), Bridge and Pavement Performance Measures (PM2) and NHS System Performance, Freight and Air Quality Performance Measures (PM3). Additional information on PM1, PM2, and PM3 can be found in Task 2.4.
- **TIP Programs:** In relation to the five Programmatic Areas defined in the most recent LRTP, *2050 Connections*, established procedures are followed to allow for the use of TIP funding to pay for eligible projects within each of the five Programmatic Areas, listed below:
 - Major Infrastructure Projects
 - System Maintenance & Operations
 - Transit Support
 - Active Transportation

- Network Resiliency

In addition to the “MicroProjects” program that is discussed in Task 3.7, another TIP program for design funding was started in FFY 2024. Staff finalized the associated guidelines and communities now have the ability to apply to this program to help fund the design costs of their eligible projects. Staff will continue to refine the process and procedures for this design funding program and assist communities as needed.

- **PBPP:** Reaffirmed by the Bipartisan Infrastructure Law (BIL), staff is continuing the evolution of applicable TIP-related Performance Measures based on the federal requirements. CMMPO staff will work with MassDOT OTP through the Transportation Managers Group to continue to identify key Performance Measure metrics, establish threshold targets and measure progress on screened and prioritized TIP projects. The primary intent is to select those transportation projects with the greatest measurable returns for the investment. These federally required performance measures are derived from a series of rules, as follows:
 - Safety Performance Measures (PM1)
 - Pavement and Bridge Condition Measures (PM2)
 - Performance on the NHS, Freight and CMAQ Measures (PM3)
 - Transit Asset Management (TAM) Plan
 - Public Transportation Agency Safety Plan (PTASP)
 - Highway Safety Improvement Plan (HSIP)
 - Statewide and Non-Metropolitan Planning; Metropolitan Planning
 - Highway Asset Management Plans for NHS
- **MassDOT Capital Investment Plan (CIP):** The most recently approved MassDOT CIP will be referenced when screening, prioritizing, and selecting projects for inclusion on the CMMPO TIP.
- **eSTIP:** eSTIP is a program used to provide a standardized, statewide format to the regional TIPs while allowing for the streamlined development of the STIP, the combination of all regional TIPs. Required by MassDOT, staff will continue to use this system for both highway & transit TIP projects.
- **Visualization Techniques:** Continue the use of Geographic Information Systems (GIS) capabilities, aerial photography, drone imagery as well as digital photographs taken in the field to indicate project characteristics.
- **Environmental Consultation:** Through an annual meeting, engage the environmental community and other interested stakeholders in discussions regarding areas of environmental concern associated with both planned and proposed TIP projects. Continue to consider ways to avoid, minimize and mitigate anticipated impacts early in project development.
- **Title VI:** Continue developing and implementing transportation policies, programs, and projects consistent with federal and state Title VI guidance. Assess benefits and burdens of CMMPO policies and projects respective to Title VI. Advance development of Transportation measures as they relate to urban/rural areas, access to essential services, and other related considerations.

- **Highway Safety Improvement Program (HSIP):** Projects analytically derived through MassDOT's ongoing "HSIP" activities will be considered for TIP programming by the CMMPO.
- **Congestion Mitigation Air Quality (CMAQ):** Staff will complete required calculations and the compilation of other standard materials necessary to gain eligibility for projects programmed under the "CMAQ" funding category.
- **Greenhouse Gas (GHG) Reduction:** Staff will complete standardized calculations and the compilation of other materials necessary to measure the state GHG reduction potential of both highway and transit projects seeking TIP programming.
- **Transportation Alternatives Program (TAP):** TAP-funded projects will be considered and often include bicycle and pedestrian improvements and Safe Routes to School projects.
- **Intelligent Transportation Systems (ITS):** Fully consider the potential for ITS applications, both stand-alone and project-specific, throughout the development of the TIP project listings.
- **Regional Allocation:** All communities within the CMMPO region are provided with equal opportunity to directly participate in the TIP development process. Staff considers those communities that have had either none or few programmed projects as well as the total amount of federal funds allocated towards their recent projects.
- **Public Outreach:** Seek early involvement of decision makers, stakeholders, and other interested parties through the CMMPO's Endorsed PPP.
- **Technical Assistance:** Continue ongoing series of "TIP Development Meetings", customized when requested by a host community or group of communities that provides a comprehensive overview of TIP project development procedures including an introduction to MassDOT's required MaPIT procedures.
- **Community Project Status Updates:** Continue ongoing efforts with the host communities to obtain periodic project status updates on programmed TIP target projects.
- **Project Delivery Reliability:** Staff obtain periodic status updates on programmed TIP projects throughout the year from MassDOT OTP and the Highway Districts. As needed, staff contact or meet with project proponents to ensure that their designs are progressing and will continue to meet benchmark deadlines.
- **Relationship to TIP Target Projects:** A detailed table is compiled to correlate the regional target projects programmed on the TIP to other regional planning efforts and Performance Management.
- **Implementing Agencies:** As necessary, meet with MassDOT-Highway Division staff from the #2 & #3 District Offices and MassDOT OTP to obtain project information. MARPA also holds an "Annual Meeting" with MassDOT during the winter months partly for this purpose. Similarly, meet with the WRTA Administrator and staff concerning future transit-related projects.

As part of the TIP development process, MassDOT OTP staff is expected to:

- Provide the CMMPO staff with regional federal-aid “funding targets” based on the estimate of funds reasonably anticipated to be available in developing the TIP’s financial plan.
- Continue staff’s work to refine applicable PBPP measures and targets required by PM 1 – 3. Standardized methods to measure the results of transportation investments will continue to evolve. Measures used by the CMMPO are related to federal transportation planning emphasis areas that include congestion, pavement, safety, as well as modal shift to public transit, bicycling, walking, stormwater management and resiliency, and travel and tourism. If needed, incorporate additional planning emphasis areas.
- As determined necessary, CMMPO staff will continue to work with MassDOT OTP and MARPA to address and resolve TIP-related challenges.

The 2027-2031 TIP will also include sections on:

- TIP document narrative: Including mention of the national Planning Factors and Emphasis Areas and the state’s GHG regulation. Also, a section discussing the current PBPP measures and targets for PM 1 - 3 that includes the PM scoring for both currently programmed and potential projects. Additionally, a summary of the relationship of regional target projects to regional planning efforts and PM is included.
- Proactive public outreach: Including TIP development schedule and all correspondence from stakeholders, the host communities, state, and federal planning partners.
- Amendment/Adjustment procedures: As reflected in the CMMPO’s Endorsed PPP.
- Federal Requirements Section: Including project listings for both highway and transit and the demonstration of financial constraint through a concise Financial Plan.
- Technical Appendices that include the TIP’s Public Outreach materials and comments, highway and transit Operations and Maintenance charts, list of Discretionary Projects, and project locus maps.

Products and Schedule

1. Draft highway and transit 2027-2031 TIP project listings – **2nd and 3rd Quarter, FFY 2026**
2. Preparation and hosting annual CMMPO Environmental Consultation for development of the TIP – **3rd Quarter, FFY 2026**
3. Endorsed highway and transit 2027-2031 TIP project listings and associated documentation – **3rd Quarter, FFY 2026**
 - Endorsement of the 2027-2031 TIP is anticipated to take place at a meeting of the CMMPO to be held in May 2026.
4. Amendments/Adjustments to 2026-2030 TIP – **As necessary**

5. Send out TIP Design Funding Program information during 2027-2031 TIP development – **1st Quarter, FFY 2026**
6. Meet with project proponents to discuss the status of their projects – **As necessary**
7. “TIP Development Meetings”, guidance and reference materials customized for project host communities – **As necessary/requested**

Task Title	Transportation Improvement Program			Ref. #	1.3
Funding Program/\$					
	FHWA/FTA/PL		FTA Section 5307 (through WRTA)		
Participants	FHWA	State	FTA	WRTA	Total
CMRPC	56,000	14,000			70,000

Anticipated CMRPC Staff Hours: 700

Task 1.4: Title VI and Public Participation

Description: Title VI

Title VI of the Civil Rights Act of 1964 stipulates that “no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subject to discrimination under any program or activity receiving federal financial assistance.” To ensure compliance with this fundamental civil rights provision, the United States Department of Justice mandates that each federal agency providing financial assistance for any program must apply Title VI provisions to each program by issuing relevant rules, regulations, or requirements for public participation. Transportation programs are expected to avoid causing disparate impacts on individuals or communities based on race, color, or national origin, including limited English proficiency.

Description: Public Participation

In compliance with 23 CFR 450.316, Metropolitan Planning Organizations (MPOs) are required to conduct a metropolitan planning process that fosters public involvement, participation, and consultation throughout the development of key documents such as the Long-Range Transportation Plan (LRTP), the Unified Public Work Program (UPWP), and the Transportation Improvement Program (TIP). MPOs are obligated to provide:

- Sufficient public notice of public participation activities.
- Opportunities for the public to review and comment on significant decision points during the development of the LRTP, UPWP, and TIP.
- Information in various accessible formats, including electronic and in-person formats.

The [CMMPO Public Participation Plan Program \(PPP\)](#), like the CMMPO Long-Range Transportation Plan (LRTP), and Transportation Improvement Program (TIP), is crafted collaboratively with input from the public, as well as individuals and organizations with vested interests in CMMPO activities.

Transit authorities are similarly required to administer an equivalent public participation process that is coordinated with MPO activities.

Previous Work: Title VI

- Completed a CMMPO Benefits and Burdens Analysis for the Transportation Improvement Program (TIP).
- Completed annual reports for MassDOT’s Office of Diversity and Civil Rights (ODCR) required to demonstrate compliance with FHWA and FTA requirements.
- New and continued work with numerous community groups, including Worcester Department of Public Health/Central Mass. Worcester Community Action Council, Centro, WRTA Riders’ Advisory Committee, and Worcester Together, among many others.
- Translated meeting notices, forms, and other documents in other languages.

- Updated public meeting notices and splash screens.
- Completed CMRPC's Title VI Program.

Previous Work: Public Participation

- Performed ongoing outreach with numerous local community groups, including Worcester Department of Public Health/Central Massachusetts Regional Public Health Alliance, Massachusetts Healthy Aging Collaborative, Food and Active Living Policy Council, Worcester Community Action Council, MassBike, Worcester Together, Coalition for Healthy Greater Worcester, and other neighborhood and community organizations.
- Executed extensive public outreach during the implementation of the 2024 Long Range Transportation Plan, 2050 Connections and CMRPC's regional plan, IMAGINE 2050.
- Reviewed and updated the CMMPO PPP to include new metrics, tools, and techniques related to virtual public involvement.
- Conducted a series of stakeholder meetings in collaboration with MassDOT called 'Meeting-in-a-Box', during which stakeholders were invited to discuss both MassDOT's Statewide Transportation Plan, called Beyond Mobility, and CMRPC's Regional LRTP, 2050 Connections.

Procedures: Title VI

- *Staff Training:* Continue developing training opportunities for all staff to comply with Title VI.
- *Identify and Implement Best Practices for LEP Engagement:* Work with MassDOT Office of Diversity and Civil Rights (ODCR) and other planning partners to research best practices for identifying and implementing LEP, including translation techniques, interpretation services, and engagement strategies, including virtual engagement tools and resources for LEP populations.
- *Address Title VI Program Recommendations from the Federal Certification Review:* The CMMPO must adhere to both the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) guidance and address the recommendations included in the most recent Federal Certification Review.
- *Continue refining regional measures and methodologies:* The CMMPO relies on many measures to program transportation funds in the region, measure potential benefits and burdens and identify the local and regional needs. Staff will continue exploring methodologies to enhance the understanding of the impacts in traditionally underserved communities in the region while incorporating these processes into the planning efforts, including the LRTP, TIP, UPWP, and other planning documents.

Procedures: Public Participation

- *Review and revise/update the CMMPO Public Participation Plan (PPP):* Revise and update the CMMPO PPP to align with MassDOT's guidance and federal requirements related to public involvement. The annual review of the CMMPO PPP ensures that its procedures are effective

and that the lessons learned regarding traditional and non-traditional public outreach best practices are implemented.

- *Review and Refine Public Outreach Methods:* Staff will continue providing maximum feasible public participation opportunities in the transportation planning process, including virtual and hybrid public meetings. Staff will also continue to maintain and expand the network of diverse organizations participating in CMMPO activities.
- *Outreach to Transportation Disadvantage Communities:* Staff will continue to identify and evaluate the performance of public participation initiatives that improve overall access to essential services. Staff will continue to conduct outreach to groups and populations that are traditionally underserved or have had a more limited involvement in the transportation planning process.
- *Preparation of Newsletter Articles and Website/Social Media Information on CMMPO Activities:* Staff will continue to publish the bi-monthly CMRPC newsletter with specific articles related to the CMMPO projects and activities. Moreover, staff will utilize social media platforms to promote and engage in CMMPO opportunities.

Products and Schedule

1. Address the recommendations included on the Federal Certification Review – **1st Quarter, FFY 2026**
2. Update the CMRPC Staff Language Assistance Guide
 - Updating Language Assistance Guide according to Executive Order (EO) 14224 – **1st Quarter, FFY 2026**
 - Catalog of best practices (translation techniques, interpretation services, and engagement strategies with assistance from MassDOT ODCR – **2nd Quarter, FFY 2026**
 - Conduct training for staff – **3rd Quarter, FFY 2026**
3. Complete a Public Outreach Report with lessons learned and metrics from the outreach efforts completed during the annual report. – **1st Quarter, FFY 2026**
 - Evaluate and implement public outreach standard procedures or protocols for in-person and virtual public engagement to comply with the latest guidance and best practices identified by MassDOT partners. – **1st Quarter, FFY 2026**
4. Update the CMMPO Public Participation Plan – **2nd Quarter, FFY 2026**
 - Review and update stakeholders' contact information. – **Ongoing**
 - Continue ongoing involvement with local and regional partners and cultivate new relationships, with special attention to rural communities. – **Ongoing**
 - Identify and implement standardized procedures or protocols for public outreach outlined by both federal regulations and MassDOT. Ensuring alignment with MassDOT's recently established Public Participation Plan. – **2nd Quarter, FFY 2026**

5. Develop a public involvement plan for the new LRTP. – **3rd Quarter, FFY 2026**
6. Ensure that the CMMPO creates opportunities for public involvement, participation, and consultation throughout TIP development and ongoing planning work in accordance with the PPP by allowing for 1) adequate public notice of public participation activities; 2) opportunities for review and comment at key decision points in the development of the TIP; and 3) provision of multiple, accessible participation formats, including virtually and in-person. – **Ongoing**
7. Continue engagement efforts with organizations representing Title VI/LEP populations and amplify opportunities to participate in the transportation decision-making process and CMMPO supporting committees. – **Ongoing**
8. Develop articles for the CMRPC monthly newsletter and local news outlets. – **Ongoing**
9. Develop easy-to-understand materials and resources to increase the opportunities to participate in the transportation decision-making process – **Ongoing**
10. Review relevant MEPA filings for impacts to local communities and the transportation network – **As necessary.**
11. Support RCCP staff in Public Outreach Activities, including the Imagine 2050 Plan and individual community Master Plans.

Task Title	Title VI and Public Participation			Ref. #	1.4
Funding Program/\$					
	FHWA/FTA/PL		FTA Section 5307 (through WRTA)		
Participants	FHWA	State	FTA	WRTA	Total
CMRPC	80,000	20,000			100,000

Anticipated CMRPC Staff Hours: 1460

Element 2

**Data Collection and
Analysis Activities**

Task 2.1: Data Collection and Analysis

Description

The Data Collection and Analysis task is made up of CMRPC programs designed to collect and analyze various types of transportation planning data around the region. The portion of the road network that the CMRPC targets for data collection is the federal-aid eligible roadway network, which includes rural minor collectors while excluding Interstate Highways and ramps.

The CMRPC conducts traffic counts on a five-year rotation consisting of a northern subregion (21 communities), a southern subregion (18 communities) and a central subregion (City of Worcester). In the five-year period, the northern and southern subregions are counted twice, each time covering half of the count stations in that area. There is an average of about 20 count locations in each community except for Worcester, where about 150 counts are conducted. Beyond the scope of CMRPC scheduled counts, approximately 30 additional counts are conducted for MassDOT throughout the region. The current schedule will allow for every federal-aid eligible road segment in the region to be counted at least once every five years.

Pavement data is collected by the CMRPC, on a similar rotating schedule condensed to three years consisting of about 400 road miles of pavement per year. Pavement data is collected using a “windshield survey”. Utilizing the same schedule as pavement, staff also collect the location and condition of curb ramps, sidewalks, crosswalks and bicycle facilities on federal-aid eligible roadways using a “walking survey”. This data is then linked to previous work that mapped all sidewalks and ramp locations along federal aid-eligible roadways in the region.

In addition, travel time and delay studies are conducted along the Congestion Management Process (CMP) roadway focus segments. Peak period Turning Movement Counts (TMCs) and physical inventories are completed at identified critical intersections. Travel times and TMCs will also be used to analyze identified bottleneck locations, which can be used to support the staff’s transit planning activities in the region. In addition, a “utilization survey” is conducted at five MassDOT-Highway Division maintained Park and Ride facilities and three Commuter Rail lots in the region.

In coordination with MassDOT, bicyclist and pedestrian counts are also conducted across the region based on feedback received from the communities.

Furthermore, transit data is collected for general FTA oversight (i.e., Title VI) and specific FTA requirements (i.e., NTD) – as well as for MassDOT and CMMPO activities, which were previously conducted outside the CMMPO process, that are now integrated into this task.

Over the last couple of years, culvert and road-stream crossing assessment data has been collected. As has been noted, assessments are mainly focused on structures along the federal-aid eligible roadway network. There are over 5,000 culverts in the CMRPC region. To tackle this effort, each year staff choose a new community in a sub-region to assess culverts and road-stream crossings. To locate and assess these structures, staff utilize assessment protocols set by the North Atlantic Aquatic Connectivity Collaborative (NAACC), a non-profit that partners with the Massachusetts Department of Conservation (DER) to improve stream crossings and aquatic connectivity. The results of their assessments help to

prioritize vulnerable culverts and road-stream crossings in the CMRPC region. Aside from focusing on a single community to assess culverts and road-stream crossings, staff will also work with other CMRPC communities to assess specific structures in need. In addition, staff are able to train individuals to become NAACC Lead Observers, which is a requirement to assess structures and upload the data to the NAACC Data Center for assessment results. Training opportunities for individuals from our communities will arise throughout this year if there is enough interest. The proposed schedule will allow for all culverts and road-stream crossings along federal-aid roadways in the intended community to be assessed in the upcoming year, in addition to other requests that may come throughout the year.

Another part of CMRPC's efforts to expand its ability to identify and inventory critical and vulnerable infrastructure will be utilized through its in-house Unmanned Aircraft Systems (UAS), or drone, program.

Previous Work

Mobility

- Accessibility to Jobs: Accessibility to Jobs dataset acquired by MassDOT through the National Accessibility Evaluation (NAE) Pooled Fund Study sponsored by the Accessibility Observatory at the University of Minnesota and Minnesota Department of Transportation (MnDOT). Staff used MassDOT analysis guidelines and CMMPO developed analysis to determine how proposed projects might impact the transportation network. (2020 – Present)

Asset Management Data Collection

- Pavement Data Collection
 - Collection of condition data for town-maintained federal-aid eligible roads. (1991 – 2005)
 - Collection of pavement condition on town-maintained and state-maintained federal-aid eligible roads (excluding interstates and ramps), as well as rural, minor collectors that provide important connections within the federal-aid eligible road network. (2005 – Present)
- Sidewalk and Curb Ramp Management – Data Collection and Analysis
 - Sidewalk condition data for sidewalks along the federal-aid eligible roads in tandem with the pavement data collection efforts. Staff also created GIS data documenting existing sidewalks on federal-aid eligible roads in the entire region. A supplementary table was created to 'score' each sidewalk segment. This table corresponds to the GIS data for representational mapping purposes. (2013 – 2018)
 - Sidewalk, curb ramp and crosswalk data collection along federal-aid eligible roads that are undergoing pavement data collection. The data is collected using a walking survey and mobile GIS technology. Staff created a field collection guide document and associated reference sheets to help ensure uniform assessment throughout the region. These fields saw an update in 2021 to allow for more information to be collected regarding accessibility. CMRPC staff updated the GIS collection system in 2025 to include additional ancillary

features important to current standards and improved the work flow to make the data more open and efficient to process. (2019 – Present)

- Traffic Signal Data Collection
 - Staff inventoried the location and conditions for a small number of traffic signals along federal-aid eligible roads. The data collected was converted into a newly created GIS database. (2019 – Present)
 - Traffic Signal Data Collection Pilot Program. (2020 – 2023)
 - Traffic Signal Data Collection Program. (2023- Present)
- Culvert Assessment Data Collection
 - Staff completed NAACC training to become Lead Observer and Level 1/Level 2 Regional Coordinators. (2020 – 2022)
 - Staff developed a Pilot CMRPC Culvert Assessment Program. (2021)
 - CMRPC Culvert Assessment Program that is conducted on federal-aid eligible roads (excluding interstates and ramps), as well as rural minor collectors that provide important connections within the federal-aid eligible road network, and community requested locations. (2022 – present)
 - Staff trained individuals from the region to become NAACC Lead Observer's. (2022 – present)
 - Staff created an online NAACC Field Survey Form for culvert data collection. (2023)
- Annual Traffic Counting
 - Pilot CMRPC Traffic Counting Program. (1982 – 1983)
 - Comprehensive CMRPC Traffic Counting Program conducted on federal-aid eligible roads (excluding interstates and ramps), as well as rural minor collectors that provide important connections within the federal-aid eligible road network, and smaller local roads by request. Data collected from this effort includes traffic volumes, vehicle classification and vehicle speed. (1984 – Present)
- Transit Planning
 - Service Planning – data collection for fixed-route and paratransit operations (i.e., ridership by route, stop, and trip; ridership by provider, on-time performance by route, passengers per revenue mile/hour, and related measures. (2020 – Present)
 - Asset inventories asset usage, and conditions (TERM scores) for safety (i.e., preventable accidents, or miles between), and collect data and mapping of bus stops, routes, and ridership. (2020 – Present)

- Safety
 - Mapping of the Top 100 crash locations utilizing available MassDOT datasets and tools. The data will be mapped and listed utilizing GIS techniques. (2020 – Present)
- Economic Development
 - Mapping and analysis of the locations of Priority Development Areas, 43D Priority Development Sites, and Transformative Development Initiative Districts in the region. (2020 – Present)
- Title VI & Environmental Justice (EJ)
 - Mapping and analysis of vulnerable populations in the region used to help assess potential projects funded through the TIP and LRTP. (2020 – Present)
- Affordable Housing
 - Mapping and analysis of the locations of affordable housing units in the region. (2020 – Present)
- CMP
 - Travel time and delay studies on roadways identified as having existing congestion or where congestion is projected to occur, roadways that accommodate WRTA fixed-route bus service, roadways studied as part of a Corridor Profile, identified bottleneck locations, and select monitoring locations. (1995 – Present)
 - TMCs and physical intersection inventories with field observed signal timing and phasing as needed at Corridor Profile focus intersections, identified bottleneck locations, as well as CMP identified intersections. (1996 – Present)
 - Monthly utilization surveys at the MassDOT-Highway Division Park and Ride Lot in Berlin (1995 – Present) and in Auburn, Millbury, and Sturbridge. (2013 – Present)
 - Monthly utilization surveys of MBTA Commuter Rail Station parking lots in Westborough, Southborough, and Grafton. (2022 – Present)
- Livability/Climate Change/Other Transportation Options
 - Pedestrian and bicycle counts on CMRPC recreational trails and Worcester streets, town requested locations, complete streets, safe routes to schools and other livability activities.
 - Location of bicycle facilities along all federal-aid eligible roadways collected in tandem with the pavement data collection schedule. (2016 – 2024)
 - Location of bicycle facilities along all federal-aid eligible roadways collected in tandem with pedestrian inventory data. All locations cross checked with MassDOT inventory, and all missing segments submitted for inclusion in the MassDOT database. (2025 – present) Local parking studies initial data collection of available spaces and regulations to support utilization studies. (2018 – 2025)

- Data Analysis
 - Vehicle crash data was mapped and analyzed with roadway pavement data and traffic flow data using GIS software to identify critical intersections and roadway segments throughout the region.
 - WRTA bus-stop and ridership data was mapped and analyzed to help in transit planning activities.
 - Traffic count data has been mapped as points and segments for use by the planning staff and all communities.
 - Regional pavement condition data has been mapped in a usable format and has been used as part of different studies.
 - All past, current, and potential TIP projects have been mapped and analyzed with various datasets.
 - Community snapshots for all 40 communities in the CMRPC region.

Procedures

Mobility

- Accessibility to Jobs: Staff will utilize the Accessibility to Jobs dataset acquired by MassDOT through and NAE Pooled Fund Study sponsored by the Accessibility Observatory at the University of Minnesota and MnDOT. Continue to use the provided data to help assess potential projects funded through the TIP and LRTP for increasing accessibility for all modes.
- Access to Destinations: Staff will utilize the Access Observatory data, Conveyal, and Replica in tandem with locally collected datasets to help inform planning work around accessibility to destinations. Conveyal can also be used for transit route planning assistance.
- Data Analysis: Data is used to assist in the analysis of congested areas as part of the CMP.

Asset Management & Data Collection

- Pavement Data Collection
 - Data Preparation: Staff will complete collection on approximately 400 miles of data miles of road in FFY 2026. CMRPC's GIS pavement inventory and Cartegraph OMS will be utilized to prepare for field data collection of roadway segments. The list below shows the communities scheduled for data collection in FFY 2026.

▪ Auburn	▪ Spencer
▪ Leicester	▪ Oakham
▪ Paxton	▪ Barre
▪ Holden	▪ Hardwick
▪ Princeton	▪ New Braintree
▪ Rutland	▪ North Brookfield

- West Brookfield
 - East Brookfield
 - Brookfield
 - Warren
- Data Collection: Staff will use the 'windshield survey' data collection technique, staff will record the presence, severity, and extent of pavement distress types as defined within Cartegraph. Further, if deemed necessary, the MassDOT Road Inventory File (RIF) will be updated.
- Data Analysis: Staff will utilize Cartegraph to determine Overall Condition Index ratings and backlog numbers for the region. This information will be added to the CMRPC Regional Pavement Tracking Tool and utilized to update the regional asset management dashboard.
- Data Collaboration: Staff will share all collected data and underlying special datasets with member communities, MassDOT district staff and MassDOT OTP staff as requested.
- Bike and Pedestrian Asset Management
 - Data Collection: Staff will collect condition data for sidewalks, curb ramps, crosswalks, obstructions, pedestrian signs and signals, bike lanes and facilities, bike parking and street furniture along federal-aid eligible roadways utilizing mobile GIS technology and a 'walking survey' data collection technique. Data collection will mainly take place in the towns shown in the list below.
 - Auburn
 - Leicester
 - Paxton
 - Holden
 - Princeton
 - Rutland
 - Spencer
 - Oakham
 - Barre
 - Hardwick
 - New Braintree
 - North Brookfield
 - West Brookfield
 - East Brookfield
 - Brookfield
 - Warren
 - Data Mapping: Following collection staff will post process the collected data checking for errors and completeness before updating public facing GIS data sets and maps.
 - Data Collaboration: Staff will share all collected data and underlying spatial datasets with member communities, MassDOT district staff, and MassDOT OTP staff as requested.
- Traffic Signal Inventory
 - Data Collection: Staff will collect the condition of traffic signals at locations where CMP and TMC data is collected. Data will be collected on the state of good repair, functional efficiency, and conformity with current standards. Noting whether equipment serves roadways utilized by transit, or it is Opticom-equipped for emergency vehicle use when possible.
 - Data Mapping: Staff will update and maintain the CMRPC Traffic Signal Inventory with collected FFY 2026 locations and other information provided by communities.

- Data Collaboration: Staff will share all collected data and underlying spatial data with member communities, MassDOT district staff, and MassDOT OTP staff as requested.
- Culvert Management
 - Data Preparation: Staff will utilize the NAACC database to identify culverts on federal-aid eligible roadways in New Braintree and Oakham.
 - Data Collection: Staff will use the NAACC 'Non-Tidal Aquatic Connectivity Stream Crossing Survey Data Form' to assess the condition of identified culverts in New Braintree and Oakham, as well as other town requested locations. Assessment data is uploaded to the NAACC Online Data Center for results. Staff will provide NAACC training to new staff members, as well as individuals and other groups from the region interested in culvert assessments as needed or requested. Staff will approve assessment uploads to the NAACC Data Center by Lead Observers in the region.
 - Data Mapping: Staff will update and maintain Culvert Assessment Program inventory, maps, and dashboards with collected assessments and their conditions.
 - Data Collaboration: Staff will share all collected data and underlying spatial datasets with member communities, MassDOT district staff, and MassDOT OTP staff as requested.
 - Data Analysis: Staff will utilize collected data to inform and help communities identify vulnerable culverts and potential projects funded through the TIP and other available grant opportunities.
- UAS (drone) Program
 - Data Collection: Staff will utilize the in-house UAS for transportation-related tasks that could benefit. Staff will also use the UAS for useful imagery of transportation projects and asset management efforts.
 - Data Mapping/Imagery Organization: Staff will edit and use the images taken from drone flights to include them in maps or other means of communicating transportation projects and other information.
- Annual Traffic Counting
 - Maintain Regional Traffic Count Information Center: Staff will add all FFY 2025 count data to its extensive in-house database.
 - Conduct the regularly scheduled Traffic Counting Program: The FFY 2026 program will focus on the southern traffic counting Subregion, as well as MassDOT-Highway Division requested counts and Town requested counts. Staff anticipate approximately 300 counts. The towns in the north traffic counting subregion that will be the focus of the FFY 2026 effort can be found in the list below.

<ul style="list-style-type: none"> ▪ Sturbridge ▪ Southbridge 	<ul style="list-style-type: none"> ▪ Charlton ▪ Dudley
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- Webster
 - Oxford
 - Auburn
 - Millbury
 - Sutton
 - Douglas
 - Uxbridge
 - Northbridge
 - Grafton
 - Upton
 - Mendon
 - Hopedale
 - Millville
 - Blackstone
- Conduct Axle Classification Surveys: These surveys are performed at all count locations conducted in the region that utilize pneumatic tube counting devices (currently 9 of the 12 devices used) with special attention given to locations near major intermodal freight facilities on National Highway System (NHS) Connectors.
- Extract Axle Classification summary information: For all completed counts in FFY 2026, axle classification data will be added to the CMRPC traffic count database.
- Bicycle Data Collection: Staff will conduct Bicycle counts on roads in conjunction with the regional traffic counting program.
- Extract Vehicle Speeds: Staff will extract vehicle speeds for FFY 2026 and record the information in the CMRPC traffic count database. Vehicle speed data will be extracted for use in GIS mapping and modeling.
- Maintain link with GIS: Maintain and update the traffic count database and the traffic flow map each year. Utilize the GIS mapping to identify gaps and allocate resources to collect traffic count data as needed. Maintain and update online resources to assess traffic data including ArcGIS Online maps and tools.
- Data Submittal: Staff will upload completed count data to the Transportation Data Management System (MS2) website per MassDOT guidance.
- Transit Planning
 - Service Planning: Data collection for fixed-route and paratransit operations (i.e., ridership by route, stop, and trip; ridership by provider, on-time performance by route, passengers per revenue mile/hour, and related measures.
 - Asset inventories, asset usage, and conditions (TERM scores) for safety (i.e. preventable accidents, or miles between), and collect data and mapping of bus stops, routes, and ridership.
- Safety
 - Identification and Mapping: Staff will update and maintain the previously created database and map of the Top 100 crash locations (intersections and corridors) in the region utilizing available MassDOT datasets and tools. The data will be mapped and listed utilizing GIS techniques.

- Data Analysis: Utilize collected data to inform and help assess potential projects funded through the TIP and LRTP.
- Data Collaboration: Share all collected data with member communities, MassDOT district staff, and MassDOT OTP staff as requested.
- Economic Development
 - Identification and Mapping: Staff will update and maintain the previously created database and map of regional Priority Development Areas/ Priority Preservation Areas, 43D Priority Development Sites, and Transformative Development Initiative Districts in the region.
 - Data Analysis: Utilize collected data to inform and help assess potential projects funded through the TIP and LRTP.
 - Data Collaboration: Share all collected data with member communities, MassDOT district staff, and MassDOT OTP staff as requested. Coordinate transportation priorities with the CEDS plan update for Central Massachusetts.
- Census and Land Use Data Analysis
 - Identification and Mapping: Staff will update and maintain the previously created database and mapping of census data in the region.
 - Data Analysis: Utilize collected data to inform and help assess potential projects funded through the TIP and LRTP.
- Housing Data Analysis
 - Identification and Mapping: Staff will update and maintain the previously created database and map of housing in the region.
 - Data Collaboration: Staff will collaborate with the planned regional transportation and housing study to provide necessary data to the project team and include new data into CMRPC databases.
 - Data Analysis: Utilize collected data to inform and help assess potential projects funded through the TIP and LRTP.
- CMP
 - Park and Ride/ MBTA Commuter Rail Utilization Surveys: As a monthly effort, staff will continue to monitor multiple MassDOT-maintained Park and Ride lots and MBTA Station lots for utilization. The lots that data will be collected are in: Auburn, Berlin, Millbury, and Sturbridge, as well as MBTA station lots in Westborough, Grafton, and Southborough. Staff will coordinate with the MassDOT Districts as needed.
 - TMCs: Will be completed at critical intersections identified in the CMP, Corridor Profiles, public outreach activities for Performance Management analysis, and evaluation of recently implemented projects. Signal timing and phasing data will be observed in the field and

copies of the official permits will be obtained, if needed. Bicycle and pedestrian activity will also be monitored for each TMC location.

- Travel Time and Delay Studies: These studies will be conducted on roadway segments identified by the regional travel-demand-and-forecast model and along a limited number of segments where congestion is projected to occur. These studies will also be collected along roadways before and after TIP projects are completed to determine the effectiveness of the improvements. A Global Positioning System (GPS) unit will be used to collect the travel time and delay data.
- Network Resilience
 - Use collected asset inventory data to prioritize resiliency projects.
 - Assess potential impacts on the access to essential services due infrastructure deficiencies
- Data Analysis
 - Convert spreadsheets and workbooks, where system performance data is currently stored, into database format compatible with GIS applications.
 - Modify databases, as necessary, to provide compatibility with the CMRPC GIS Center.
 - Develop data dictionaries and metadata records for systems performance information.
 - Refine and/or develop data collection procedures as appropriate to optimize the ability to store the information within GIS applications.
 - Develop geographic interfaces for use in displaying and querying the transportation management system database for both internal agency uses and region-wide community use.
 - Analyze various data layers to help and support the decision-making process for the TIP development effort.
 - Provide access to all the transportation planning data available via the internet.
 - Map communities in the region that have adopted a 25-mph default speed limit and newly adopted safety zones and school zones.
 - Share all collected data with member communities, MassDOT district staff, and MassDOT OTP staff as requested.

Products and Schedule

Mobility

1. Identification and mapping of accessibility to jobs data provided by MassDOT utilizing MassDOT and regionally sensitive criteria – **1st and 2nd Quarter, FFY 2026**
2. Project Screening assistance for programmed and potential projects being considered for the TIP scoring based on the MassDOT accessibility to jobs dataset – **Ongoing**

3. Access to Destinations: Staff will utilize the Access Observatory data, Conveyal, and Replica in tandem with locally collected datasets to help inform planning work around accessibility to destinations – **Ongoing**
4. Analysis of access to jobs data for CMP – **Ongoing**

Asset Management Data Collection

- Pavement Data Collection
 1. Data collected in FFY 2025 will be entered into Open Gov, creating updated electronic records for roads with newly collected data – **1st Quarter, FFY 2026**
 2. Solicited towns in the region for any maintenance or repair activities on the federal-aid roadways to be entered into Cartegraph – **1st Quarter, FFY 2026**
 3. Data collection on federal-aid roadways schedules for collection – **3rd and 4th Quarter, FFY 2026**
 4. Provide pavement condition data for related transportation planning activities as requested – **Ongoing**
 5. Data Collaboration: Shared all collected data and underlying spatial data sets with member communities, MassDOT district staff and MassDOT OTP staff as requested – **Ongoing**
- Bike and Pedestrian Asset Management
 10. Integrate data collected during FFY 2025 with the corresponding GIS sidewalk and curb ramp inventory – **1st Quarter, FFY 2026**
 11. Sidewalk, curb ramp, crosswalk, obstruction, pedestrian signs and signals, bike lanes and facilities, bike parking and street furniture condition data collection for federal-aid eligible roadways – **3rd and 4th Quarter, FFY 2026**
 12. Data Collaboration: Shared all collected data and underlying spatial data sets with member communities, MassDOT district staff and MassDOT OTP staff as requested – **Ongoing**
- Traffic Signal Inventory
 13. Integrated data collected as part of the FFY 2025 collection effort into the CMRPC traffic signal inventory database – **1st Quarter, FFY 2026**
 14. Traffic Signal inventory data collection in selected locations along federal-aid eligible roadways coordinating with the TMCs conducted for the CMP, and locations encountered as part of the bike and pedestrian asset management data collection efforts – **3rd and 4th Quarter, FFY 2026**
 15. Data Collaboration: Shared all collected data and underlying spatial data sets with member communities, MassDOT district staff and MassDOT OTP staff as requested – **Ongoing**

- Culvert Data Collection
 16. Identified and assessed culverts in selected locations within the Town of New Braintree and Town of Oakham that cross federal-aid eligible roadways, as well as in town-requested locations – **3rd and 4th Quarter, FFY 2026**
 17. Uploaded culvert assessment data to the NAACC database, as well as update the CMRPC GIS culvert inventory database – **3rd and 4th Quarter, FFY 2026**
 18. Hosted and trained individuals to become NAACC Non-Tidal Lead Observers – **As Requested**
 19. Approved assessment data on the NAACC Data Center by NAACC Lead Observers in the region – **As needed**
 20. Provided culvert assessment data for related transportation planning activities – **As needed**
 21. Data Collaboration: Shared all collected data and underlying spatial data sets with member communities, CMMPO members, MassDOT district staff, and MassDOT OTP staff as requested – **Ongoing**
- UAS (drone) Imagery
 22. Integration of past drone imagery and other data collected into the appropriate CMRPC transportation inventory databases – **1st Quarter, FFY 2026**
 23. Integration of new drone imagery and other data collected during flights for transportation projects into the CMRPC Drone Imagery database – **4th Quarter, FFY 2026**
 24. Data Collaboration: Shared all collected data and underlying spatial data sets with member communities, MassDOT district staff and MassDOT OTP staff as requested – **Ongoing**
- Annual Traffic Counting
 27. Annual update to Daily Traffic Volumes and Peak Period Turning Movement Counts, and Axle Classification database – **1st Quarter, FFY 2026**
 28. Annual Automatic Traffic Recorder calibration effort – **3rd Quarter, FFY 2026**
 29. Traffic volume and axle classification counts – **3rd and 4th Quarter, FFY 2026**
- Transit Data Collection & Mapping
 30. Mapping of Bus Stops – **Ongoing**
 31. Mapping of Bus Routes – **Ongoing**
 32. Mapping of Ridership – **Ongoing**
 33. WRTA FFY 2025 Audit – **4th Quarter, FFY 2026**
 34. NTD FY 2025 Reporting – **1st Quarter, FFY 2026**
 35. MassDOT Rail and Transit Division – **Monthly and Quarterly (Quarterly in accordance with WRTA MOU)**

- Safety
 - 36. Identification and mapping of the Top 100 crash location listing based on data provided by MassDOT – **3rd Quarter, FFY 2026**
 - 37. Utilizing mapped data to help inform project selection and prioritization – **Ongoing**
 - 38. Utilizing crash data to help inform project selection and prioritization – **Ongoing**
- Economic Development
 - 38. Identification and mapping of Priority Development Areas, Chapter 43D Priority Development, and Transformative Development Initiative Districts – **1st and 2nd Quarter, FFY 2026**
 - 39. Utilizing mapped data to help inform project selection and prioritization – **Ongoing**
 - 40. Assist in the development of the Central Massachusetts CEDS plan by providing transportation infrastructure priorities – **1st and 2nd Quarter, FFY 2026**
- Census and Land Use Data Analysis
 - 41. Collection and mapping of census data to maintain regional data bases and maps – **1st and 2nd Quarter, FFY 2026**
 - 42. Utilizing mapped data to help inform project selection and prioritization – **Ongoing**
- Affordable Housing
 - 43. Identification and mapping of Affordable Housing units – **1st and 2nd Quarter, FFY 2026**
 - 44. Utilizing mapped data to help inform project selection and prioritization – **Ongoing**
 - 45. Data Collaboration: Staff will collaborate with the planned regional transportation and housing study to provide necessary data to the project team and include new data into CMRPC databases – **Ongoing**
- CMP
 - 45. Park and Ride Utilization Surveys at MassDOT-maintained Park and Ride lots – **Monthly**
 - 46. TMCs will be completed along with observed signal timing and phasing, and bicycle and pedestrian volumes at various intersections identified in the CMP, Corridor Profiles, and Bottlenecks – **3rd and 4th Quarter, FFY 2026**
 - 47. Travel Time and Delay Studies will be completed on a number of identified roadway segments where congestion is projected to occur – **3rd and 4th Quarter, FFY 2026**
- Network Resilancey
 - 48. Prioritization of projects to improve network resilience– **Ongoing**

- Data Analysis
 51. Maintaining the integrated database of the latest management systems information to guide future data collection activities, identification of gaps in the data, and future analysis – **Ongoing**
 52. Continue integrating the database and map template used for TIP maps with other products for streamlines information documentation and sharing – **1st Quarter, FFY 2026**
 53. Updated the Highway Management Systems Map to include other modes, and evaluated how it ties with the regional performance measures, Freight Planning, Complete Streets, Vulnerable Infrastructure and identify potential priority corridors – **Ongoing**
 54. Worked on various data maps and tables to assist with ongoing transportation planning activities (i.e., pavement, safety, congestion, sidewalk, ADA ramps, bike lanes, etc.) – **Ongoing**
 55. Integration of WRTA automatic passenger count data obtained through the ITS systems on the buses – **Ongoing**
 56. As necessary, assisting various stakeholders with vehicle crash research/analysis/diagrams as related to safety related planning efforts for Roadway Safety Audits – **Ongoing**
 57. Updated demographic and employment data with the most current national data from the Census, ACS, and CTPP – **Ongoing**
 58. Provided data collection support to various parking study projects as needed – **Ongoing**
 59. Continue mapping of communities that have adopted a 25-mph default speed limit was well a new safety zones and school zones – **Ongoing**

The following table lists the communities and corresponding data collection programs occurring in each for FFY 2026:

Municipality	Subregion	Pavement	Sidewalks/Curb Ramps	Traffic Counting	Culverts	CMP (Park-and-Ride)
Auburn	Southwest	X	X	X		X
Barre	West	X	X			
Berlin	Northeast					X
Blackstone	Southeast			X		
Boylston	Northeast					
Brookfield	West	X	X			
Charlton	Southwest			X		
Douglas	Southeast			X		
Dudley	Southwest			X		
East Brookfield	West	X	X			

Grafton	Southeast			X		X
Hardwick	West	X	X			
Holden	West	X	X			
Hopedale	Southeast			X		
Leicester	West	X	X			
Mendon	Southeast			X		
Millbury	Southeast			X		X
Millville	Southeast			X		
New Braintree	West	X	X		X	
North Brookfield	West	X	X			
Northborough	Northeast					
Northbridge	Southeast			X		
Oakham	North	X	X		X	
Oxford	Southwest			X		
Paxton	North	X	X			
Princeton	North	X	X			
Rutland	North	X	X			
Shrewsbury	Northeast					
Southbridge	Southwest			X		
Spencer	West	X	X			
Sturbridge	Southwest			X		X
Sutton	Southeast			X		
Upton	Southeast			X		
Uxbridge	Southeast			X		
Warren	West	X	X			
Webster	Southwest			X		
West Boylston	North					
West Brookfield	West	X	X			
Westborough	Northeast					X
Worcester	Central					

Funding Program/\$					
	FHWA/FTA/PL		FTA Section 5307 (through WRTA)		
Participants	FHWA	State	FTA	WRTA	Total
CMRPC	160,000	40,000			200,000

Anticipated CMRPC Staff Hours: 4,000

Task 2.2: Regional Transportation Model

Description

The Regional Travel Demand Forecast Model is an important planning tool both for the evaluation of proposed regional transportation improvements and the projection of mobile source air emissions for significant regional projects. The model is the most effective and comprehensive way to project transportation needs within a thirty-year planning horizon as required by Federal regulation.

A regional travel demand forecasting model can estimate the traffic impacts caused by socio-economic (employment, households, and population) changes, and transportation accessibility changes, in both existing and projected congested areas. As well as estimate future Vehicle-Miles Traveled (VMT) for the region as a whole as well as for sub-regions and communities.

Previous Work

CMRPC has used travel demand forecast models for highway planning purposes since 1980. CMRPC is continually updating and maintaining its regional model for project-specific work and for back-up calculations of mobile source emissions and Vehicle Miles of travel. In the past year, the model was used extensively in support of the LRTP, *2050 Connections*, and various other planning activities. The model is being used more extensively for project-specific forecasting.

Over the past few years, the model has been used to understand the demand of other modes such as transit, freight and non-motorized. The model was used to analyze the recommendations from the Comprehensive Service Analysis for the WRTA service area. The model is currently being used to assess various major infrastructure projects on the LRTP. The population, household and employment projections for the Regional Travel Demand Forecast (TDF) Model was reviewed and updated as part of the development of the 2024 LRTP update.

Procedures

The newer (2022-2023) MassDOT – Highway Road Inventory Files (RIFs) will be incorporated into the updated version of the regional model to serve as the basis for the road network and require ongoing editing of the line files to verify functionality. The base year for the model is 2020 currently (to coincide with the release of 2020 Census data), and horizon (future) years are 2030, 2040 and 2050.

Additionally, with the release of 2020 Census data, an update to the Transportation Analysis Zones (TAZs) to match 2020 Census geography has been completed. The update is now focusing on updating trip distribution and model share model components. As part of the TAZ update, Census LODS employment was used to compile new TAZ employment data. Additionally, Census Block Group data reflecting poverty, age, and disability factors were incorporated into the new model structure. LODS distribution patterns have also been incorporated into the model to inform the trip distribution process.

As required by MAP-21 and now continuing into BIL, staff are closely following the evolution of the applicable Travel Demand Model - related Performance Measures by USDOT. MPO staff created

performance metrics for the 2050 Connections plan using the model outputs. Some of the metrics include congested locations, vehicle miles travelled, vehicle hours travelled and equity analysis.

Staff were able to use the model to produce results for the public outreach and major infrastructure scenario planning for the 2024 LRTP. The model was also used to evaluate the transportation impacts to EJ vs. Non-EJ areas/populations. Also, the proposed service changes to the transit routes were also modeled to understand the mode share changes. Additionally, the recently acquired Regional Integrated Transportation Information System (RITIS) data by MassDOT will be used to assess congestion throughout the day and validate congestion computed using the model.

Products and Schedule

1. Continue with updating the model to be consistent with the latest 2020 Census geography, and the latest release of the TransCAD software platform. Updates (trip distribution and mode choice) associated with the new Census geography will be completed – **3rd Quarter, FFY 2026**
2. Updates to the model to take advantage of features in the latest version of TransCAD will be completed – **4th Quarter, FFY 2026**
3. MassDOT has provided the CMMPO with access to the Replica database. Replica provides detailed travel patterns and traffic volume data and this will be used to aid in model calibration and validation - **Ongoing**
4. A new version of the MassDOT Statewide Travel was released in April 2025. This model release will be used to update the external-external travel patterns in the regional model – **Ongoing**
5. Investigate the benefits and costs associated with creating an activity-based model – **Ongoing**
6. Investigate model updates which would assist in the evaluation of transportation equity analysis – **Ongoing**
7. Improve model documentation – **Ongoing**
8. Continued modeling efforts to understand the traffic impacts due to major land-use changes and infrastructure projects in the region – **Ongoing**
9. Include WRTA service changes for the transit routes and calibrate the transit model – **Ongoing**
10. Integration of recent traffic counts and RITIS data to assist with ongoing travel demand model updates – **2nd Quarter, FFY 2026**
11. Provide growth factors for various projects in the region – **Ongoing**
12. Work on making the model more sensitive to intersection congestion and delay – **Ongoing.**
13. Look for opportunities to create special generators in the model (i.e., Distribution centers) – **Ongoing**
14. Modeling analysis to produce results for truck percentages and V/C ratios (bottlenecks) for the Highway Trucking Accommodation study for the Central subregion – **Ongoing**

15. Continued review of statewide/regional/town-level socioeconomic projections: including review of census release, land-use development and town census information – ***Ongoing***
16. Integrate various data collected as part of the Data Collection and Analysis Task (2.1) such as traffic counts, TMCs, travel time runs into the model – ***Ongoing***

Task Title	Regional Transportation Model			Ref. #	2.2
Funding Program/\$					
	FHWA/FTA/PL		FTA Section 5307 (through WRTA)		
Participants	FHWA	State	FTA	WRTA	Total
CMRPC	80,000	20,000			100,000

Anticipated CMRPC Staff Hours: 900

Task 2.3: Community and Regional Technical Assistance

Description

Under this Task, the CMMPO staff provides technical assistance to CMMPO member municipalities, WRTA Service Area communities, non-profit organizations, businesses, and state/federal agencies to integrate transportation, land use, health, environmental, and other planning activities. The staff realizes that member communities may not always have available staff to promote transportation planning objectives. It should be noted that efforts and products specified in this task may be interwoven with specific tasks, projects, and efforts that are listed in other UPWP tasks. This is due to the overarching nature of Community Technical Assistance and its inherent flexibility.

General transportation planning assistance includes but is not limited to: community specific access management reviews; safety and crash data screening and reviews, traffic impact analyses, development of land use and traffic growth rates, and assistance with/support of grant applications or other transportation related special studies, such as Complete Streets Prioritization Plans.

Local and regional transportation support includes working with committees, boards, and local officials regarding transportation planning issues. The staff assists with local transportation project development; prepares transportation chapters in municipal master plans, transportation related local ordinances or regulations, complete streets policies, walkability audits, Safe Routes to Schools (SRTS), or recommendations for Best Practice implementation.

Coordination with adjacent MPOs in Massachusetts, Connecticut, and Rhode Island is another way the CMMPO staff conducts interagency/interregional coordination and provide technical assistance to member communities. Freight and passenger rail, interstate commerce, travel and tourism, analyses of transportation policies, transit systems, and built environment structures to assess impacts to community health and climate resiliency, and performance-based planning are but a few of the possible areas where the CMMPO can work with its partner agencies.

Previous Work

The CMMPO staff has undertaken extensive efforts related to Community and Regional Technical Assistance since the formation of the MPO. With this new, specific, work task it would be impossible to list all previous related efforts. The following bullets highlight a brief selection of work completed to assist member communities over the years.

- Comprehensive CMRPC Traffic Counting Program. (1984-Present)
 - Traffic counts conducted on non-federal aid eligible roadways.
- Collection of pavement condition on town-maintained and state-maintained federal-aid eligible roads as well as rural, minor collectors which provide important connections within the federal-aid eligible road network. (2005- Present)
- Collection of location and condition of sidewalks, curb ramps, crosswalks, and pedestrian infrastructure on town-maintained and state-maintained federal-aid eligible roads as well as

rural, minor collectors who provide important connections within the federal-aid eligible road network. (2012 – Present)

- MassDOT Road Inventory File Updates
- Local Pavement Management Plans
- Transportation & Circulation Chapter for Municipal Master Plans
- Complete Streets Policy Development
- Complete Streets Tier II Prioritization Plans
- Parking Studies
- Grant Assistance
- Neighborhood walk Audits
- Post Occupancy Studies
- Local Warrants Analysis
- Worked with other MPOs, MassDOT, CMMPO municipalities, and other state and federal agencies on Population and Employment projections and growth factors for the updated Long-Range Transportation Plan. – 2019, 2022
- Community Snapshot update for all CMMPO member communities - 2023

Procedures

The CMMPO staff is committed to providing its forty member communities with a wide variety of transportation planning-related efforts and understands that flexibility is key as new opportunities are always being brought forward through innovative federal and state programs. The CMMPO staff will continue conducting special studies and providing technical assistance as needed as part of our work program to produce products that are consistent with federal requirements and support the regional transportation planning process. Staff will further develop and refine this work task in the coming years in order to provide a wide variety of projects and products that help support local, regional, state, and federal transportation initiatives.

Products and Schedule

- Data Collection, analysis, and mapping assistance
 1. Data collection: Assist communities as needed with local data collection needs above and beyond the regional data collection efforts including but not limited to traffic counting, pavement condition surveys, Sidewalk and Ramp Surveys - **3rd and 4th Quarter, FY 2025**
 2. As requested, truck exclusion study counts – **Ongoing**
 3. Continue limited technical assistance for MassDOT Roadway Inventory Database updates, as requested – **Ongoing**

4. Assist communities with management systems data to initiate project development discussion – **Ongoing**
 5. Assist communities with data collection, application and management for the Massachusetts culvert and small bridge grant program – **3rd and 4th Quarter, FY 2024**
 6. Data Analysis and Mapping: Assist communities as needed with data analysis and mapping needs associated with local data collection efforts and with data collected as part of the regional data collection efforts – **Ongoing**
- Complete Streets and Safe Routes to Schools
 7. Tier II: Continued to assist municipalities with the development and adoption of prioritization plans.
 - a. Working to assist communities developing Complete Streets Tier II prioritization plans – **Ongoing**
 8. Tier III: As necessary and appropriate, assisted municipalities with preparing Complete Streets Tier III Construction Applications for submittal including application administration, project(s) selection, and grant-writing, and project funding requests – **Ongoing**
 9. Continued to engage “inactive” municipalities with Complete Streets development through promotion of program benefits and other municipal examples – **Ongoing**
 10. As needed, assisted municipalities and associated partner schools with developing and submitting infrastructure projects grant applications to the Safe Routes to Schools (SRTS) Program – **Ongoing**
 - Americans with Disabilities Act (ADA) and Public Health Assistance
 11. ADA Transition Plans: As necessary, assisted municipalities with development of and/or updates to their ADA Self-Evaluation and Transition Plans – **Ongoing**
 12. Healthy Aging: Continued to support healthy aging initiatives across the region by engaging communities using the Massachusetts Age- and Dementia Friendly Integration Toolkit and similar state resources – **Ongoing**
 13. Grant Assistance: Engaged communities with the AARP Age-Friendly Network, prepared applications for the AARP Community Challenge Grant Program, and provided grant administration support to the towns if awarded – **Ongoing**
 14. Continued to improve and promote the CMMPO Sidewalk and Curb Ramp Database as an available tool for municipalities and other organizations to use for a wide range of projects – **Ongoing**
 - Local and Regional Planning:
 15. Master Plans: When applicable, worked with CMMPO member municipalities to update transportation sections or chapters of municipal master plans or other related comprehensive planning efforts/contracts – **Ongoing**

16. Regional Plans: Continue work with CMRPC staff on the ongoing IMAGINE 2050 work efforts – **Ongoing**
17. DLTA Support: Supported the development of local projects seeking funding through the regions DLTA program – **Ongoing**
- Special Community Studies/Project:
 18. Assist, promote, and educate CMMPO member municipalities about potential availability of state and federal funding opportunities such as TIP, Complete Streets, Safe Routes to Schools, etc. – **Ongoing**
 19. Assist CMMPO member municipalities that have limited in-house experience and/or expertise with the preparation of opportunity documents and, if awarded, assist in the timely and accurate grant required documentation to assure completeness – **Ongoing**
 20. Where Applicable, work with member Communities that have current TIP listed projects to assist in keeping the projects at their target bid year – **Ongoing**
 21. Work with CMMPO member municipalities, who historically have not participated in the TIP process, to better understand the benefits of the TIP program – **Ongoing**
 22. A sample of the member municipal projects that will be explored include (**Ongoing**):
 - West Boylston – Intersection improvements on West Boylston Street (Route12) and Franklin Street
 - Berlin – Intersection improvements on Boylston Road (Route 62) at West Street, Barnes Hill Road, and Derby Road.
 - Charlton – Intersection improvements on Stafford Street at Center Depot Road.
 - Uxbridge – Hartford Avenue East Causeway improvements
- Open Data Portal:
 - a. Develop ArcGIS Online Hub Open Data Portal to create an open space of public CMRPC GIS Online data, maps, and applications – **Ongoing**

Task Title	Community and Regional Technical Assistance			Ref. #	2.3
Funding Program/\$					
	FHWA/FTA/PL		FTA Section 5307 (through WRTA)		
Participants	FHWA	State	FTA	WRTA	Total
CMRPC	100,000	25,000			125,000

Anticipated CMRPC Staff Hours: 1,563

Task 2.4: Performance Management Analysis and Reporting

Description

The CMMPO's Performance-Based Planning and Programming (PBPP) activity was initially established as required by MAP-21, the federal transportation legislation enacted in 2012. Later, the requirement for performance management activities was reaffirmed by the FAST Act in 2015 and, most recently, the Bipartisan Infrastructure Law (BIL) in 2021. This national legislation prompted FHWA and the FTA to finalize rules that specified federally required performance measures for the states, MPOs and public transportation providers to track trends and develop targets.

The intent of the Performance Management Targets and Reporting work activity is to adhere to the federal PBPP requirements as well as report on regionally customized performance-based measures and targets through an Annual System Performance Report. This effort seeks to integrate materials from the Congestion Management Process (CMP), Freight Planning, Pavement Management, Transportation Safety Planning, Traffic Monitoring, and other regional programs. In-house GIS capabilities continue to be used to maintain, map, and analyze information from the Management Systems that will support TIP target project listings development, LRTP Major Infrastructure (MI) project development and implementation, as well as serve as a resource for various ongoing planning activities.

Previous Work

- Preparation of monthly Worcester Regional Transit Authority (WRTA) performance data summaries for MassDOT's Rail and Transit Division. (2014-present)
- CMRPC assistance with WRTA performance goals, measures, and targets related to assets (Transit Asset Management (TAM) Plan) and safety (Public Transportation Agency Safety Plan (PTASP)). (2018-present)
- Annual System Performance Report. (2016-present)
- Refined locally derived Performance Management Measures and Targets customized to the planning region along with associated documentation. (Ongoing)
- CMMPO Performance-Based Planning and Programming Brochure. (2017)
- Performance Management Criteria Matrix & Scoring Worksheet. (2017)
- TIP 5-Year Retrospect Analysis Against Current Performance Metrics. (2016)

Procedures

- Adoption of the state targets for federally mandated performance measures (23 CFR Part 490 and 515). The CMMPO will provide information necessary to support these measures that include, but are not limited to:
 - Safety Measures (PM1) – current state measures adopted by the CMMPO on February 19, 2025; next update and anticipated adoption in February 2026.
 - Pavement and Bridge Condition Measures (PM2) – state measures presented and adopted by the CMMPO on March 15, 2023; next update in FFY 2027.

- Performance of NHS, Freight and CMAQ Measures (PM3) - state measures presented and adopted by the CMMPO on March 15, 2023; next update in FFY 2027.
- Incorporation of Transit Asset Management (TAM) targets from the WRTA TAM Plan (adopted by the CMMPO on November 16, 2022) into the planning process. Next update in FFY 2027.
- Incorporation of the Public Transit Agency Safety Plan (PTASP) targets in the planning process. The CMMPO adopted current targets on September 18, 2024.
- Implementation of Thresholds – Work with MassDOT OTP and WRTA for inclusion of performance measures within the ongoing planning process. The CMMPO staff will continue to be responsible for reporting data and projects for periodic statewide performance measure assessments. This methodology also applies to the WRTA with the establishment of their performance measures as required by FTA.
- With acceptable targets for performance measures identified in the FFY 2024 LRTP, *2050 Connections*, staff will continue to maintain relevant data for transportation safety, traffic operations, pavement, and congestion management, as well as provide comparison analyses before and after the implementation of TIP projects.
- Inclusion and updates to certification documents of MassDOT performance measures that have or are anticipated to be adopted by the CMMPO. Staff will ensure these targets are incorporated in documents including, but not limited to, the CMMPO TIP and LRTP, as reflected in the UPWP.
- Inclusion with Projects – Incorporate the performance measure metrics criteria for use in the review and ranking of TIP projects and LRTP-listed MI projects.
- Compilation of the Annual System Performance Report that includes the federally required measures (highway and transit) as well as the CMMPO’s regionally customized measures. As needed, refine, or incorporate additional performance measures from any new federal planning emphasis areas.

Staff will continue to participate in the ongoing evolution of PBPP, monitoring both rulemaking and guidance efforts on the federal and state levels. Further, locally derived performance measures and targets were included in the development of the current LRTP, *2050 Connections*, so that the results of transportation investments in the planning region can be measured, reviewed, and assessed.

Products and Schedule

1. As necessary or required, based on US DOT federal rulemaking monitored by staff, review/refine locally-derived, previously established performance measure criteria – ***Ongoing***
2. CMMPO annual adoption of Safety performance measures (PM1) – ***2nd Quarter, FFY 2026***

3. Updated Annual System Performance Report showing progress of the federally required and CMMPO regionally customized performance measures and targets. As needed, refine measures and targets – **3rd Quarter, FFY 2026**
4. Consider PBPP criteria, both qualitative and quantitative, in the development of CMMPO certification documents including the 2027-2031 TIP screening and selection, LRTP implementation, Corridor Profile efforts, and other transportation planning activities – **Ongoing**
5. Coordinate with the Transportation Program Manager’s Performance Management Subcommittee on Performance Management target setting efforts with MassDOT and MPO’s – **As required**
6. Continue to assist the WRTA with any related work regarding the Public Transit Agency Safety Plan (PTASP) and the Transit Asset Management (TAM) Plan. If needed, assist the CMMPO in establishing their own customized transit asset and safety targets or follow the WRTA’s targets and integrate them into the CMMPO planning process – **Ongoing**
7. Prepare and submit WRTA and related transit performance data to FTA National Transit Database annually, and to MassDOT Rail and Transit Division on a monthly, quarterly and annual basis – **Ongoing**
8. Provide WRTA transit performance data in response to public information requests or in support of WRTA fare or service planning activities – **As required**

Task Title	Performance Management Analysis and Reporting	Ref. #	2.4
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Funding Program/\$					
	FHWA/FTA/PL		FTA Section 5307 (through WRTA)		
Participants	FHWA	State	FTA	WRTA	Total
CMRPC	32,000	8,000			40,000

Anticipated CMRPC Staff Hours: 502

Element 3

**Transportation Plan
Refinement Activities**

Task 3.1: Corridor Study

Description

A *Corridor Profile* integrates the information generated by the transportation Management Systems along a particular roadway corridor and analyzes Performance-Based Planning & Programming (PBPP) data, recommends both operational and physical improvements, and identifies project candidates or areas for further study. Utilizing the range of data and analyses produced by the various transportation Management Systems maintained by staff as well as the CMMPO's planning partners, *Corridor Profile* efforts allow for the comprehensive integration and consideration of a range of performance-based planning factors along the region's federal-aid highway system. Further, coordination with the WRTA will occur when analyzing transit-related activities along a study corridor. Ultimately, improvement options are suggested for consideration by MassDOT and the host communities. When consensus is reached, proposed improvement projects can be screened and prioritized by the CMMPO for potential future year programming in the annual TIP.

Previous Work

Corridor Profile efforts to date include:

- **FFY 2005:** Route 9 East, Shrewsbury & Westborough
- **FFY 2006:** Route 20 West, Auburn & Oxford
- **FFY 2007:** Route 9 West, Worcester, Leicester & Spencer
- **FFY 2008:** Routes 12/16/197, Dudley, Webster & Douglas (Thompson, CT)
- **FFY 2009/2010:** Route 140 Princeton (Sterling & Westminster MRPC communities)
- **FFY 2013/2014:** Route 31, Holden, Paxton & Spencer
- **FFY 2015/2016:** Route 12 & Southbridge Street, Auburn & Worcester
- **FFY 2017:** Route 140, West Boylston, Boylston & Shrewsbury
- **FFY 2019/2020:** Route 20, Sturbridge
- **FFY 2021:** Sutton Avenue & Central Turnpike, Oxford & Sutton
- **FFY 2022:** Route 62, Berlin
- **FFY 2023/2024:** Route 12 (West Boylston Street), Worcester
- **FFY 2025:** Route 122A, Rutland

Procedures

CMMPO staff work efforts for FFY 2026 will include, but are not necessarily limited to, the following:

- The North Brookfield & Oakham Route 148 *Corridor Profile* will be compiled and completed during this program year. Always evolving, *Corridor Profile* studies are presently streamlined and concise to increase accessibility. Corridor Profile work includes the analysis of data from the following Management Systems:
 - Congestion Management Process (CMP)
 - Transportation Safety Planning Program

- Pavement Management System (PMS)
- Bridge Management System (BMS), maintained by MassDOT
- Freight Planning
- Transit Planning (coordinate with WRTA, when needed)
- Traffic Counting
- Corridor Profile components will include:
 - Basic summarization of adjacent land use and preparation of standardized “Environmental Profile” maps.
 - Formulation of short, medium and longer-term improvements, both operational and physical.
 - Preparation of report document, complete with color graphics and maps, with an accompanying Technical Appendix.
 - Meetings with host community officials, as deemed necessary.

Products and Schedule

1. Compilation of the North Brookfield & Oakham Route 148 Corridor Profile report document with associated Technical Appendices. The completed document will summarize all data collection, analysis results, and suggested multi-modal improvement options for host community consideration – **4th Quarter, FFY 2026**
2. Hold Corridor Profile informational meetings with the host community, as needed. Meetings typically focus on the corridor’s data and the suggested improvement options developed for the consideration of MassDOT and the Corridor Profile host community – **4th Quarter, FFY 2026**

Task Title	Corridor Profile Study			Ref. #	3.1
Funding Program/\$					
	FHWA/FTA/PL		FTA Section 5307 (through WRTA)		
Participants	FHWA	State	FTA	WRTA	Total
CMRPC	40,000	10,000			50,000

Anticipated CMRPC Staff Hours: 556

Task 3.2: Congestion Management Process Project Development

Description

MassDOT predecessor agencies, the RPAs, the MBTA, and the RTAs initially developed the Massachusetts Congestion Management Process (CMP) (then called a Congestion Management “System”) as a cooperative effort. CMRPC staff served on the first Congestion Technical Team established in 1994. The team was charged with the responsibility for the overall design of the Commonwealth’s CMP as well as the development and evaluation of various “strategies” or improvement options. Although considered a statewide system, CMRPC has been responsible for both developing, evolving, and maintaining the region’s customized CMP on behalf of the CMMPO within the framework established by FHWA’s CMP guidance. Participating state agencies have and are anticipated to continue providing technical support to the RPAs.

The CMP, as defined in federal regulation, is intended to serve as a systematic process that provides for safe and effective integrated management and operation of the multimodal transportation system. This process includes:

- Development of congestion management objectives.
- Establishment of measures of multimodal transportation system performance.
- Collection of data and system performance monitoring to define the extent and duration of congestion and determine the causes of congestion.
- Identification of congestion management strategies.
- Implementation activities, including identification of an implementation schedule and possible funding sources for each strategy.
- Evaluation of the effectiveness of implemented strategies.

The ongoing public outreach effort associated with the CMP will continue. The CMMPO Advisory Committee will continue providing guidance as necessary while ongoing public outreach efforts will also continue to provide opportunities for comment and suggestions.

Previous Work

- Produced Progress Reports. (1995-Present)
- Conducted Level of Service (LOS) analyses at identified critical intersections and suggested improvement options for consideration. (1998-Present)
- MassDOT-Highway maintained Park and Ride facility in Berlin on Route 62 at I-495 has been a long-term monitoring location under the region’s ongoing CMP effort (1995-Present). Four additional MassDOT Park and Ride lots located in Auburn, Millbury, and Sturbridge have also been monitored (2013-Present). Three MBTA lots located in Grafton, Southborough, and Westborough are also monitored (2021-Present).

- Refined the focus roadway network utilizing the 2020 base-year regional Travel Demand Forecasting Model to identify roadway segments where congestion currently exists or is projected to occur by 2050. (2023)
- Compiled inventory of all previously suggested, CMP-derived improvement options accompanied by subsequent development of a CMP “Toolbox” of recognized “Best Practice” roadway improvement procedures aimed at addressing identified congestion in the planning region. (2013)
- Critical intersection monitoring efforts to measure traffic growth to potentially suggest improvement options and/or assess improvement project effectiveness. (Ongoing)
- Traffic Bottleneck Reduction Program Progress Report (2011 & 2013). Bottleneck analysis is now included in the annual CMP report. (2014-Present)
- Collected bicycle and pedestrian data at all TMC intersections. (2016-Present)
- Studied on-time performance for the WRTA fixed-route buses to help determine where congestion is occurring. (2018-Present)
- Studied Access to Jobs data to determine how congestion both affects and limits access to jobs. (2020-Present)
- Used data from the National Performance Management Research Data Set (NPMRDS) and its vehicle probe-based travel time data to determine travel time reliability in the region. (2020-Present)

Procedures

CMRPC’s responsibilities for the FFY 2026 program year will include, but are not necessarily limited to, the following:

- Continue to comply with the FHWA guidelines on the CMP.
- CMP Analyses: As necessary, staff will continue to identify, screen, and prioritize strategies to alleviate measured congestion. Various types of data will be collected to identify priority areas. The data includes:
 - Turning Movement Counts: Observations of peak travel period traffic flows and signal timing & phasing data will be utilized to conduct capacity analyses (LOS) at identified critical intersections.
 - Travel Time & Delay Studies: Roadway segments observed in the field and analyzed to determine where congestion exists.
 - MassDOT-maintained Park and Ride Utilization: Park and Ride lots in Auburn, Berlin, Millbury, and Sturbridge are checked monthly to determine the typical usage of each lot.
 - MBTA Park and Ride Utilization: MBTA lots in Grafton, Southborough, and Westborough are checked monthly to determine the typical usage of each lot.

- **Bottlenecks:** Collect field data to verify the top bottlenecks identified by the Travel Demand Forecasting Model in the CMMPO region.
- **Bicycle and Pedestrian Counts:** Collect as part of a TMC. These field observations help determine if an intersection is a high multi-modal activity location.
- **WRTA Fixed-Route Buses:** Analyze bus routes to determine those roadway segments exhibiting congestion based on on-time performance data.
- **Traffic Volumes:** Consider high volume roadways as part of the criteria used to identify congestion.
- **Safety Analysis:** Identify areas with a high number of crashes.
- **Accessibility to Jobs:** Using data provided by MassDOT, include accessibility to jobs analysis to determine potential congested corridors. The Accessibility Observatory data could also be used to identify where congestion contributes most to decreased access to jobs across the region.
- **Regional Integrated Transportation Information System (RITIS):** Provided by MassDOT, this tool is used to help determine congested corridors.

The results of the regional Travel Demand Forecasting Model maintained by staff will continue to be used to screen all roadway segments, major intersections, and bottleneck locations in the region's federal-aid highway system. A 2020 base-year model is used to identify roadway segments where congestion currently exists or is projected to occur by 2050.

- Collect data at TIP project locations in order to compare encountered vehicle delays before and after the implementation of improvements. Include additional data besides calculated vehicle delays, such as observed increases in bicycle and pedestrian activity, to analyze the strategy effectiveness for TIP projects.
- Update online map with CMP-related data.
- Reaffirmed by the BIL, staff will continue to follow the evolution of applicable CMP-related Performance Measures by US DOT. Staff anticipates working with MassDOT through the Transportation Manager's Group to continue the evolution of PBPP using the nationally required measures, targets and periodic evaluations to assess the results of the region's ongoing priority CMP activities.

Products and Schedule

1. Compile CMP Progress Report that includes analyses, maps, and graphics – **2nd Quarter, FFY 2026**
2. Completion of CMP data collection activities and analyses – **4th Quarter, FFY 2026**
3. Analysis of data, mapping and integration with other Management System and Performance-Based Planning & Programming data – **Ongoing**

4. Update of online map with CMP-related data – **4th Quarter, FFY 2026**
5. Refine and evolve CMP Performance Measures, as necessary – **Ongoing**

Task Title **Congestion Mgmt Process Project Development** **Ref. #** **3.2**

Funding Program/\$					
	FHWA//FTA/PL		FTA Section 5307 (through WRTA)		
Participants	FHWA	State	FTA	WRTA	Total
CMRPC	48,000	12,000			60,000

Anticipated CMRPC Staff Hours: 714

Task 3.3: Safety and Security Project Development

Description

FHWA, FTA, and MassDOT have designated transportation safety as a top priority. The CMMPO's principal Safety Project Development goal is to recommend and program improvements that reduce or eliminate recurring crash incidents and associated fatalities, injuries, property damage, ultimately reaching zero-deaths within the transportation system.

MassDOT's Strategic Highway Safety Program (SHSP) sets policies and priorities for safety planning and projects statewide. The 2023 Massachusetts SHSP was consistent with requirements outlined in the Federal transportation legislation, Bipartisan Infrastructure Law (BIL). The CMRPC was a recipient of a Safe Streets for All grant for a regional safety action plan and demonstration project in the City of Worcester. One of the goals of this plan will be to further promote SHSP goals and vision zero objectives in the region and will be an ongoing activity for the commission.

In addition, the Worcester Regional Transit Authority (WRTA) and its contractors are responsible for transit safety in accordance with Federal and MassDOT requirements. CMRPC Transit staff monitor and report transit safety performance statistics to both. Staff are responsible for assisting the WRTA with Transit Asset Management (TAM) Plan, which directly supports transportation safety, and the Public Transit Agency Safety Plan (PTASP).

Finally, the CMMPO acts as the fiduciary agent of the Central Region Homeland Security Advisory Council (CRHSAC) supporting all tasks and activities related to security planning in the region. Transportation security refers to both personal and homeland security, including the attention to vulnerability regarding intentional attack and natural disasters and associated evacuation procedures. The CMMPO's priority is to ensure that the transportation system is secure for all users.

Previous Work

- Completion of a CMMPO 2017-2019 Safety Report. The Report contained the Highway Safety Improvement Program (HSIP)-eligible crash locations for automobiles, bicycles and pedestrians. The report also highlighted the region's top crash 'corridors' and identified the top three crash locations in each CMMPO community, regardless of its status in the region's 'Top 5%' crash location listing.
- Participation in MassDOT Roadway Safety Audits for current and future year HSIP-eligible TIP projects.
- Initiation of Road Safety Audits (RSAs) on non HSIP-eligible projects to provide communities with safety recommendations that could be incorporated into annual roadway projects.
- Mapping of crash data to assist various stakeholder groups' safety improvement efforts.
- Creation of SHSP Emphasis Area Index Map for Region to identify priority road segments.
- Assistance to MassDOT staff in developing "Systemic Approaches to Low-Cost Safety Enhancements".

- Assistance with development of a Massachusetts Emergency Management Agency-funded Pre-Disaster Mitigation Plan for the region.
- Assistance to WRTA with development of a Continuity of Operations Plan (COOP) and periodic updates.
- Coordination of public transit providers operating in the region through CMMPO Advisory Committee activities supporting 3C transportation process.
- Assistance to WRTA with TAM Plan and PTASP development, monitoring, and reporting.
- Assistance to communities with local Neighborhood Safety Walks in areas with high truck volumes.
- Applied and received a Safe Streets for All regional safety plan and demonstration project grant.

Procedures

Related to security, staff will continue to implement the CMMPO security action plan by working with current stakeholders in security planning (i.e. WRTA and the Homeland Security Council) to assess gaps in planning for threats and to determine how they might be filled.

In March 2016, FHWA published a Final Rule establishing performance measures for State Departments of Transportation to implement Highway Safety Improvement Programs as required by MAP-21 and carried forward in provisions of the Bipartisan Infrastructure Law (BIL). Moreover, the CMMPO adopted the State's safety targets (PM1) and the tasks included herein contribute towards those targets. Therefore, CMMPO staff annually review the metrics included in 2050 Connections to better reflect federal guidance and State's targets. Staff will measure progress according to its goals and performance metrics by:

- **Developing 2025 CMMPO Regional Safety Report:** Staff will utilize the most up to date data from MassDOT to complete a comprehensive safety report in the region while examining motor vehicle crashes, vulnerable road user crashes, and other safety trends. Staff will work in conjunction with MassDOT to complete the report. The report will consider the 2023 SHSP and 2023 Massachusetts Vulnerable Road Users Safety Assessment. The report will use Regional Environmental Justice Plus (REJ+) data to help safety planning priorities.
- **Conducting Vehicle Crash Analysis and Monitoring Activities:** Utilizing a management systems approach, staff will analyze MassDOT crash data to update the CMMPO Safety Database. The safety database will contain a detailed list of top crash locations, regional priority corridors, fatal crash locations and clusters, and vulnerable road users crash locations and clusters in the region. Past TIP projects will be evaluated for safety improvements and will be considered for quick build improvements in coordination with regional communities and MassDOT. This will be done in coordination with the 2025 CMMPO Regional Safety Report.
- **Coordinating with the Congestion Management Process:** Staff will use the high crash location report in conjunction with congested locations derived from the travel demand model to

analyze the relationship between congestion and crash rates. This will be done in coordination with the 2025 CMMPO Regional Safety Report.

- **Conducting a Transit/Pedestrian Interface Assessment:** Staff will continue working with the WRTA to analyze and incorporate ridership data into CMRPC's management systems database. Ongoing analyses regarding stop locations near more vulnerable road user crash locations will be shared with the WRTA and the City of Worcester (and in other communities, if applicable) to implement safety measures. This will be done in coordination with the 2025 CMMPO Regional Safety Report. Staff will support MassDOT's VRU Bus Stop Improvement Project.
- **Identifying Pedestrian/Bicyclist Activity Areas:** CMRPC continues to work with various stakeholders such as Mass in Motion, MassRIDES, Worcester Safe Routes to School Taskforce, Walk/Bike Worcester, Walk/Bike Massachusetts, and the Worcester Department of Public Health and with the City of Worcester Transportation Advisory Group to address safety and reduce vulnerable road user fatalities and serious injuries in the City of Worcester. This will be done in coordination with the 2025 CMMPO Regional Safety Report.
- **Coordinating with Massachusetts Strategic Highway Safety Plan (SHSP):** Staff continues to participate in the implementation of the Statewide SHSP. Additionally, staff works with MassDOT in the Systemic Approaches to Low-Cost Safety Enhancements effort. This will be done in coordination with the 2025 CMMPO Regional Safety Report.
- **Supporting Education and Enforcement Activities:** Staff will continue its participation in the City of Worcester's Transportation Advisory Group and will identify opportunities to work with the enforcement agencies to improve safety in the region's communities. Staff will use the 2023 Massachusetts Vulnerable Road Users Safety Assessment to identify high-risk areas for VRUs and help educate the public on concerns and opportunities for intervention in collaboration with regional communities.
- **Opportunities for Transit Safety Training Activities:** Staff will continue to identify potential training activities related to safety in the transit system in coordination with CRHSAC. Some potential activities may include cyberattacks and/or active shooters in transit facilities.
- **Support for Emerging Technology and Practices:** Staff will collaborate with member communities and MassDOT to identify and implement pilot projects using emerging technologies and practices.
- **Supporting Road Safety Audits:** Staff will continue to participate in Road Safety Audits within the region and will provide organizers and participants with relevant information regarding SHSP emphasis areas and motorist and non-motorist crash data. Staff will use the 2025 CMMPO Regional Safety Report to help inform participation.

Products and Schedule

1. Analysis of past safety data and projects to identify trends and assess improvements, particularly past TIP projects that utilized HSIP funding in coordination with the implementation of the 2025 CMMPO Regional Safety Report and development of the new regional asset management dashboard– **1st Quarter, FFY 2026**
2. Identification of opportunities for Demonstration Projects or the celebration of other educational events to promote safety for all road users through emerging technologies and practices and in coordination with the implementation of the 2025 CMMPO Regional Safety Report – **As needed**
3. Updated annual Performance Measure Number 1: Safety (PM1) and analyzed current safety data and trends as part of the LRTP and TIP implementation in coordination with the implementation of the 2025 CMMPO Regional Safety Report – **3rd Quarter, FFY 2026**
4. Conducted/Participated in Roadway Safety Audits for current and future TIP projects with high crash locations in coordination with the implementation of the 2025 CMMPO Regional Safety Report – **As needed**
5. Conducted/Participated in Walk and Bike Audits and identify future TIP projects and/or microprojects in coordination with the implementation of the 2025 CMMPO Regional Safety Report – **As needed**
6. Coordinated and participated in the implementation of the Massachusetts Strategic Highway Safety Plan in coordination with the implementation of the 2025 CMMPO Regional Safety Report – **Ongoing**
7. Identified safety-related projects or projects with safety components, with special attention to high priority crash locations and work with the communities or MassDOT to develop TIP projects – **Ongoing**
8. Continued participation in the Executive-level Traffic Records Coordinating Committee (ETRCC) in the implementation of the Strategic Plan for Traffic Records Improvement – **Ongoing**
9. Updated the CMMPO Safety Database in coordination with the implementation of the 2025 CMMPO Regional Safety Report – **1st and 2nd Quarter, FFY 2026**
10. Analyzed safety data and identified opportunities for systemic safety improvements in the region in coordination with the implementation of the 2025 CMMPO Regional Safety Report – **2nd Quarter, FFY 2026**
11. Promoted the Safe Routes to School Program in the region and worked actively with at least one school in the implementation of the program – **Ongoing**
12. Coordinated with communities to continue to build the evacuation and mass shelter capability resource guide – **Ongoing**

13. Coordinated and prepared content relevant to WRTA TAM Plan, and PTASP at WRTA's direction – ***Ongoing***
14. Utilized current safety data to aid CMMPO communities in the implementation of priorities identified in 2050 Connections and the 2025 CMMPO Regional Safety Report – ***Ongoing***
15. Identified and mapped the top 100 crash locations in the region based on data provided by MassDOT and in coordination with other data collection efforts – ***3rd Quarter, FFY 2026***
16. Coordinated and managed the Safe Streets for All planning and demonstration project grant – ***Ongoing***
17. Analyzed past TIP projects for safety improvements and evaluate them for further quick build improvements to enhance safety – ***Ongoing***

Task Title Transportation Safety Project Development Ref. # 3.3

Funding Program/\$					
	FHWA/FTA/PL		FTA Section 5307 (through WRTA)		
Participants	FHWA	State	FTA	WRTA	Total
CMRPC	48,000	12,000			60,000

Anticipated CMRPC Staff Hours: 875

Task 3.4: Asset Management

Description

The CMMPO asset management program traditionally involves federal-aid eligible roadways within the region excluding interstates and highway ramps. As discussed under Task 2.1 (Data Collection and Analysis), staff have developed a data collection cycle for various assets. Trained staff are deployed in the field utilizing mobile GIS technology to assess roadways, sidewalks, curb ramps and the conditions of other assets. Additional transportation assets are inventoried and inspected by MassDOT or other agencies; their data is subsequently obtained by CMRPC staff. MassDOT's Transportation Asset Management Plan (TAMP) is also used as a guide in the development of CMRPC's Asset Management Plan. Pavement distress data is analyzed utilizing an appropriate software package (Cartegraph) which produces condition ratings, recommended repairs, estimated repair costs, and priority rankings.

It is anticipated that the information collected for locally maintained roadways will also benefit the region's communities as they plan their local improvements and possibly apply for federal-aid funding. To provide timely pavement, sidewalk and ADA ramp condition information for the development of the LRTP, data collection is conducted on a three-year rotating schedule on the federal-aid system, as well as rural minor collectors. As the data is collected, all related inventories, listings and scenarios are refined and published as necessary. Evaluation is conducted at locations where improvements have been listed or proposed for inclusion on the CMMPO TIP to provide information for the Performance Measures Criteria process. It is anticipated that some roadway segments may need to be analyzed on an annual basis due to the fluctuation of projects on the CMMPO TIP listing.

The asset data collection and analyses performed support CMMPO project development and prioritization within specific modal plans, including the CMMPO and statewide bicycle and pedestrian plans. These activities also support the staff's transit service planning activities for the WRTA and other transit providers at the regional level, plus implementing MassDOT Rail and Transit Division policies and funding programs.

The CMMPO is now also responsible for adopting regional performance goals, measures and targets for public transit assets. Staff work closely with the WRTA and its contractors to collect and report such data and assist with preparation and updates of the WRTA Transit Asset Management Plan (TAM Plan) and WRTA Public Transportation Agency Safety Plan (PTASP).

Previous Work

Since 1991, the CMRPC staff has developed and maintained a robust regional pavement management program. This program has included the development of a pavement condition inventory for all federal-aid eligible roads, providing assistance to local communities on pavement management, and meeting with colleagues at other RPA's and MassDOT to discuss regional pavement management concepts.

In recent years, staff have used regional pavement condition data to assess the region's pavement assets, determine a regional pavement preservation backlog, and identify the investment required to improve the region's pavement conditions. This analysis has included a pavement condition map,

regional condition “score,” and a percentage breakdown of road miles in each of the five condition categories: ‘excellent’, ‘good’, ‘fair’, ‘poor’, and ‘very poor’. Pavement data analysis was considered in all transportation research and concept evaluations.

Beginning in FFY 2019, CMRPC established a comprehensive asset management program, which builds upon its decades-long pavement management experience. Staff activities under this program include inventorying and analyzing various transportation infrastructures along federal-aid eligible roads in the CMRPC region.

Regional Pavement Management System (1991 – 2019)

- Town maintained federal-aid eligible roads. (1991 – 2005)
- Town and state maintained federal-aid eligible roads. (2005-2019)

Regional Asset Management System (2019 – Present)

- Pavement
 - Town and state maintained federal-aid eligible roads. (2019- Present)
- Sidewalks
 - Sidewalks along town and state maintained federal-aid eligible roads. (2019 – Present)
- Curb Ramps
 - Curb ramps along town and state maintained federal-aid eligible roads. (2019 – Present)
- Crosswalks
 - Crosswalks along town and state maintained federal-aid eligible roads. (2019 – Present)
- Traffic Signals
 - Traffic signals along town and state maintained federal-aid eligible roads. (2020 – Present)
- Bridges and Culverts
 - Bridges and culverts along town and state maintained federal-aid eligible roads. (2020 – Present)
- Bike Facilities
 - Bike parking and maintenance facilities along town and state maintained federal-aid eligible roads. (2023 – Present)
- Developed CMRPC Asset Management Dashboard. (2019,2025)

Procedures

As required by MAP-21 and carried forward by the Bipartisan Infrastructure Law (BIL), staff will closely follow the evolution of applicable USDOT Performance Management Measures and MassDOT’s TAMP. CMRPC staff has updated its performance metrics for inclusion in the Long Range Transportation

Plan, *2050 Connections*. To measure progress according to CMMPO goals and performance metrics, this work task will include but is not limited to the following activities:

Pavement Management

- Update the regional budget and condition scenarios utilizing the Cartegraph pavement management software for the Asset Management Database.
- Analyze collected pavement distress data and calculated conditions for the Performance Measures Criteria process.
- Work with communities to review/study or design projects to address the prioritized needs in the Asset Management and System Operations program area of the 2025 Regional Asset Management Report and 2050 Connections.
- Continue engagement with MassDOT and other regions on the development of a MassDOT sponsored Pavement Management System.

Sidewalk, Curb Ramp and Crosswalk Management

- Analyze collected sidewalk, curb ramp and crosswalk data for the Performance Measures Criteria process for the TIP.
- Update and refine the sidewalk, curb ramp and crosswalk prioritization listing for the Asset Management Dashboard.
- Update the backlog and repair cost estimations utilizing the CMMPO average cost figures for the Asset Management Dashboard.

Bridge Management

- Utilize the MassDOT Bridge Inspection Management System (BIMS) for the Performance Measures Criteria Process for the TIP.
- Update and refine the bridge prioritization listing using MassDOT BIMS for the TIP.
- Update the backlog and repair cost estimations utilizing guidance from MassDOT and the CMMPO TIP.

Culvert Management

- Utilize the MassDOT Culvert Inventory and the North Atlantic Aquatic Connectivity Collaborative (NAACC) database for the Performance Measures Criteria Process for the TIP.
- Analyze staff-collected culvert assessment data and barrier conditions for culverts and potential projects.
- Update and maintain datasets, maps, and the [CMMPO Culvert Assessment Program Dashboard](#) and [CMMPO Culvert Assessment Program Hubsite](#).
- Develop a town report and ArcGIS Dashboard following completion of culvert assessments in the planned community for data collection.

- Integrate other assets into the culvert database.
- Provide communities with current MassDOT and NAACC culvert data to help inform potential projects.
- Encourage communities to replace and maintain culverts to maintain the region network.
- Assist with grant opportunities to repair or replace obsolete culverts.

Traffic Signal Management

- Analyze collected Traffic Signal data for the Performance Measures Criteria process as needed for the TIP.
- Update and refine the Traffic Signals prioritization listing for the TIP and Asset Management Dashboard.

Bike Facilities

- Maintain the Integrate integration of the Bikeability Index and the Statewide Bike Plan as a guide into the asset management process for the TIP.
- Analyze collected bike facility data for the performance Measures Criteria Process for the TIP and submit updates to MassDOT for inclusion in the statewide dataset.
- Update and refine the bike facilities prioritization listing for the TIP and Asset Management Database.

Transit

- Assist WRTA with monitoring performance according to current TAM and PTASP performance targets.
- Integrate targets into CMMPO process and evaluate/adjust as needed.

Regional Asset Management System

- Implement findings from 2025 CMMPO Asset Management Report utilizing information from the various tasks associated under UPWP task 3.1
- Maintain a newly updated Regional Asset Management Dashboard that will also reflect the findings of the 2025 CMMPO Asset Management Report.
- Integrate data collected as part of the CMMPO data collection program (UPWP task 2.1) into one connected and integrated asset management database.
- Utilize the CMRPC Drone Program to help inform the regional asset management database.

Products and Schedule

Pavement Management

1. Completion of the pavement analysis utilizing newly collected data to update the listing of regional priorities – **2nd Quarter, FFY 2026**

2. Maintenance of integration of other factors that impact pavement performance such as traffic counts and truck volume to improve the prioritization methodology and the ability of the regional model to predict pavement conditions – **Ongoing**
3. Maintenance of integration of other assets in the pavement condition database – **Ongoing**
4. Provided communities with current pavement survey information to help inform potential roadway projects – **3rd and 4th Quarter, FFY 2026**
5. Provided MassDOT with current pavement survey information and model analysis for informational purposes and to help support their efforts to maintain the Federal-Aid highway system – **3rd and 4th Quarter, FFY 2026**
6. Encouraged communities to repave town level high priority federal-aid roadways to maintain the region's Overall Condition Index – **Ongoing**
7. Continue engagement with MassDOT and other regions on the development of a MassDOT sponsored Pavement Management System. – **Ongoing**

Sidewalks and Curb Ramp Management

8. Refine methods for prioritizing potential gap and repair projects for sidewalks, curb ramps and crosswalks in coordination with UPWP task 3.5 and in coordination with the implementation of the 2025 Regional Asset Management Report – **2nd Quarter, FFY 2026**
9. Maintenance of integration of other assets into the sidewalk, ramps and crosswalk database – **Ongoing**
10. Provided communities with current sidewalk, curb ramp and crosswalk survey information to help inform potential projects – **3rd and 4th Quarter, FFY 2026**
11. Provided MassDOT with current sidewalk, curb ramp and crosswalk survey information to help inform potential projects – **3rd and 4th Quarter, FFY 2026**
12. Encouraged communities to replace and maintain town level high priority federal-aid sidewalks and curb ramps to maintain the region network – **Ongoing**

Bridge Management

13. Refined methods for tracking the conditions of the regions bridges and utilizing the MassDOT Bridge Inspection Management System in coordination with the implementation of the 2025 Regional Asset Management Report – **2nd Quarter, FFY 2026**
14. Refined methods for prioritizing Bridge projects utilizing data from MassDOT in coordination with the implementation of the 2025 Regional Asset Management Report – **2nd Quarter, FFY 2026**
15. Maintenance of integration of other assets into the bridge database – **Ongoing**
16. Provided communities with current MassDOT bridge condition information to help inform potential projects – **3rd and 4th Quarter, FFY 2026**

17. Encouraged communities to replace and maintain town level high priority federal-aid bridges to maintain the region network – **Ongoing**

Culvert Management

19. Utilized the MassDOT Culvert Inventory and NAACC database for the Performance Measures Criteria Process for the TIP – **As needed/requested**
20. Analyzed staff-collected culvert assessment data and barrier conditions for vulnerable culverts and potential projects – **Ongoing**
21. Updated and maintained datasets, maps, and the [CMMPO Culvert Program Dashboard](#) and [CMMPO Culvert Program Hubsite](#) – **Ongoing**
22. Prepared a town report and ArcGIS Dashboard outlining the results of culvert assessments for the Town of Blackstone to share with town officials – **1st Quarter, FFY 2026**
23. Integrated other assets into the culvert database and analyzed the results – **Ongoing**
24. Provided communities with current MassDOT and NAACC culvert data to help inform potential projects – **As needed/requested**
25. Encouraged communities to replace and maintain vulnerable culverts to maintain the region network – **Ongoing**
26. Assisted communities with grant opportunities to repair or replace vulnerable culverts – **As needed/requested**

Traffic Signal Management

27. Refine methods for tracking the conditions of the region's traffic signals using the CMMPO database and the MassDOT database in coordination with the implementation of the 2025 Regional Asset Management Report – **2nd Quarter, FFY 2026**
28. Refine methods for prioritizing traffic signals utilizing data from MassDOT and the CMMPO data collection efforts in coordination with the implementation of the 2025 Regional Asset Management Report – **2nd Quarter, FFY 2026**
29. Matined average delay and Level of Service data into the regional signal inventory to help prioritization efforts – **4th Quarter, 2026**
30. Completed traffic signal analysis for the Regional Asset Management Database in coordination with the implementation of the 2025 Regional Asset Management Report – **2nd Quarter, FFY 2026**
31. Maintenance of integration of other assets into the traffic signal database – **Ongoing**
32. Provided communities with current traffic signal condition information to help inform potential projects – **3rd and 4th Quarter, FFY 2026**
33. Encouraged communities to replace and maintain town level high priority federal-aid traffic signal locations to maintain the region network – **Ongoing**

Bike Facilities

34. Refine methods for tracking the location and conditions of the bike facilities using the CMMPO database and the MassDOT database in coordination with the implementation of the 2025 Regional Asset Management Report – **2nd Quarter, FFY 2026**
35. Refine methods for prioritizing bike facility projects utilizing data from MassDOT and the CMMPO data collection efforts in coordination with the implementation of the 2025 Regional Asset Management Report – **2nd Quarter, FFY 2026**
36. Completed bike facility analysis for the Regional Asset Management Database in coordination with the implementation of the 2025 Regional Asset Management Report – **2nd Quarter, FFY 2026**
37. Maintenance of integration of other assets into the bike facility database – **3rd Quarter, FFY 2026**
38. Provided communities with bike facility condition and location information to help inform potential projects – **3rd and 4th Quarter, FFY 2026**
39. Encouraged communities to expand and maintain town level high priority federal-aid bike facility locations to maintain the region network – **Ongoing**
40. Continued to refine methods for prioritizing potential bike facility gap projects in coordination with the implementation of the 2025 Regional Asset Management Report – **2nd Quarter, FFY 2026**
41. Maintenance of integration of the bike ability index into the asset management process – **3rd Quarter, FFY 2026**

Transit

42. Continued assisting the WRTA with monitoring performance according to current TAM and PTASP performance targets – **Ongoing**
43. Continued Integration of WRTA targets into CMMPO project evaluation process – **Ongoing**

Asset Management Planning

44. Maintain and update regional asset management map and online dashboard efforts in coordination with the development of the 2025 Regional Asset Management Report – **2nd Quarter, FFY 2026**
45. Updated the priority listing of assets efforts in coordination with the continued implementation of the 2025 Regional Asset Management Report – **2nd Quarter, FFY 2026**
46. Conducted public outreach with CMMPO communities, MassDOT and the general public to inform and educate them about the CMMPO Asset Management Database and the current state of assets – **Ongoing**

47. Assisted WRTA with maintenance and updating of TAM, and PTASP Plans; reporting performance against existing targets to MassDOT and NTD, and integrating applicable elements into CMMPO Performance Management process – **1st and 2nd Quarters, FFY 2026**

Task Title **Asset Management** **Ref. #** **3.4**

Funding Program/\$					
	FHWA/FTA/PL		FTA Section 5307 (through WRTA)		
Participants	FHWA	State	FTA	WRTA	Total
CMRPC	48,000	12,000			60,000

Anticipated CMRPC Staff Hours: 714

Task 3.5: Livability (Bike/Pedestrian, Public Health/Travel and Tourism)

Description

Central Massachusetts is committed to making the region and its communities livable by continuing planning in areas of active transportation, public health, and travel and tourism. As transportation costs and congestion increase, people look for cost-effective, healthier, and environmentally conscious modes of travel. Both walking and biking are growing as recognized healthy transportation modes, both regionally and nationally. Developing and supporting local initiatives toward safe, convenient, and equitable facilities for use by cyclists and pedestrians in the Central Massachusetts region is crucial importance.

Local and regional efforts to promote active transportation have focused on implementing a Complete Streets approach that has been incorporated into MassDOT and FHWA guidance documentation and programming. The CMMPO planning efforts are intended to help the Commonwealth work towards the mode shift goals outlined in Complete Streets efforts and promote a complete and safe trail network and other healthy transportation options for all residents of Central Massachusetts.

During FFY2026, the CMMPO plans to foster better connections between health and transportation, enhance access to jobs, schools, and other services, encourage more short trips by walking and biking, and capitalize on the value of existing community amenities for travel and tourism.

Previous Work

- Developed the 2021 *Regional Bicycle Compatibility Index* (BCI) to further expand on the 2018 Regional Bicycle Plan to analyze the current condition of federal-aid roadways and their ability to incorporate bicycle accommodations.
- Partnered with MassBike to conduct public engagement activities for implementing the Worcester E-Bike Pilot Program.
- Continues to participate on the MA Bicyclist and Pedestrian Advisory Board.
- Worked with WalkBike Worcester and Walk Massachusetts to pilot the Walk Audit Academy program, a community-led assessment tool to educate and inform the general public about the benefits of walking and biking and the need for accessibility improvements.
- Developed the 2021 *Exploration of Bikeshare in the CMRPC Region*, which explores the potential opportunities and challenges faced within the region related to bike share type, the geographic and demographic characteristics of the region, and its potential for commuting, recreation, and tourism.
- Collaborated and supported the CMMPO's member communities in work related to Complete Streets, providing technical assistance, developing Prioritization Plans, and supporting the implementation of Complete Streets projects.

- Continued discussions and planning efforts related to the development and expansion of the Boston Worcester Airline Trail (BWALT), the Massachusetts Central Rail Trail (MCRT), the Blackstone Valley Greenway, the Southern New England Trunk Trail (SNETT), and the Grand Trunk Trail, among many other local trails.
- Collaborated with RCCP staff in grant writing for funding from multiple federal and statewide grant programs, including Mass Trails grant, Reconnecting Communities, and Thriving Communities, among others.
- Developed the region's Age Friendly and Dementia Friendly Action Plan and worked with Massachusetts Healthy Aging Collaborative in the regional Age Friendly and Dementia Friendly designation.
- The 2025 update to the CMMPO Regional Bicycle Plan. This update brings the previous version of the bicycle plan into the present day by providing new analysis and insight into the CMMPO region's bicycle network and priorities.

Procedures

Building upon prior efforts noted above, staff will continue to broaden their comprehensive approach to planning for healthy transportation modes, access to essential services, and travel and tourism.

- Continue working with WalkBike Worcester, WalkMassachusetts, MassBike, and other regional stakeholders to identify implementable projects, initiatives, and policies related to bicycle and pedestrian facilities. Provide technical support for policy and program developments related to bicyclist and pedestrian advocacy.
- Continue to work with regional stakeholders to promote bicyclist and pedestrian infrastructure development, its connections with public transportation, and its safety through the Complete Streets, Shared Streets and Spaces, Safe Routes to School and Safe Streets for All programs, among others. This includes identifying opportunities for pedestrian improvements, shared bicycle and transit options.
- Work with municipalities, MassDOT, and stakeholders to develop stand-alone Transportation Alternatives Program (TAP) projects and MicroProjects for programming in future year Transportation Improvement Program (TIP) financial scenarios.
- Work with municipalities, MassDOT, and other stakeholders to develop smaller-scaled projects that can be funded through Complete Streets, Shared Streets and Spaces, Safe Routes to School, MicroProjects, and the FHWA program, Safe Streets for All.
- Continue participation with the Massachusetts Bicyclist and Pedestrian Advisory Board (MABPAB) and other related statewide groups.
- Continue participation with the Blackstone River Valley National Heritage Corridor and the Boston-Worcester Air Line Trail (BWALT) stakeholder groups to implement trail development locally and across the region.

- Continue working with Worcester DPH, local boards of health, and other organizations and stakeholders on implementing the Community Health Improvement Plan and other health-related efforts.
- Continue to work on broad-based community initiatives with the WRTA, WalkBike Worcester, Worcester DPH, Safe Routes to School, the WRTA Riders' Advisory Committee (RAC), the Transportation Advisory Group (TAG), and other groups to promote livability, access to essential services, and alternative modes of travel.
- Work with municipalities to support broad-based healthy aging initiatives through engagement with AARP, the Massachusetts Executive Office of Elder Affairs, the Massachusetts Healthy Aging Collaborative, the Massachusetts Councils on Aging, and other similar state resources.

Products and Schedule

1. Implementation of the 2050 Connections, with emphasis on the following topics: Bicycle and Pedestrian planning, trails, age-friendly, and safe routes to school – **Ongoing**
2. Continued working with statewide and regional partners and participating on related committees and working groups – MABPAB, CHIP, TAG, MassBike, WalkBike Worcester, Walk Massachusetts, etc. – **Ongoing**
3. 2026 update to the CMMPO Regional Pedestrian Plan. This update will bring the previous version of the CMMPO Regional Pedestrian Plan into the present day by providing new analysis and insight into the CMMPO region's pedestrian network and priorities. – **FFY26**

Complete Streets:

4. Implementation of the 2050 Connections priorities through the identification of: – **Ongoing**
 - a. Assisted communities with the application of MassDOT's Complete Streets Tier 1, Tier 2, and Tier 3 and FHWA Complete Streets Grants Program.
 - b. Presented and participated in local stakeholder meetings and communities' committee meetings related to Complete Streets prioritization plans.
 - c. Developed and enhanced community engagement methods that raise awareness about the benefits of Complete Streets.
 - d. Identified opportunities for standalone project candidates for Transportation Alternative Program (TAP) funding through the TIP.
 - e. Continued working with stakeholders to identify and implement Microprojects (allocated TIP funds).
 - f. Worked closely with outreach Coordinators to promote Safe Routes to School (SRTS) opportunities that can leverage the implementation of Complete Streets.
 - g. Supported communities in the application process for Shared Streets and Spaces projects, with an emphasis on addressing local gaps in the complete streets network.

- h. Continued working with the communities in grant writing for Mass Trails Grant projects and leverage opportunities for network connectivity and opportunities for on-road segments.
- 5. Continued to work with partner agencies and stakeholders on bicycle and pedestrian-related events and planning efforts and on broad-based community initiatives to promote livability, access to essential services, and alternative modes of travel like demonstration/pop-up projects, bikeshare/micro-mobility, and Bay State Bike Month – **Ongoing**
- 6. Maintained an active transportation dashboard for the region that acts as an inventory to record existing and future multi-modal infrastructure, including priority segments and corridors identified on the 2050 Connections long-range transportation plan – **Ongoing**
 - a. Updated the regional bicycle facilities database and included it on the active transportation dashboard – **1st Quarter, FFY 2026**
- 7. Convened stakeholder meetings to identify opportunities to implement bikeshare pilots or programming in the region in relation to the *Exploration of Bikeshare in the CMRPC Region* findings – **Ongoing**

Trails:

- 8. Continued ongoing trail support of regional trail stakeholders like the Blackstone Heritage Corridor and Wachusett Greenways to expand and complete the MCRT, Blackstone River Bikeway, SNETT, BWALT, and Charles Headwaters Greenway – **Ongoing**
- 9. Assessed the status of major regional trail corridors by community and prepared a gap analysis with actionable items at the local level. This analysis will provide the foundation for the connectivity analysis for the Regional Pedestrian Plan – **3rd Quarter, FFY 2026**
- 10. Worked with local communities to identify potential trail corridors to address the gaps in the regional trail network, support feasibility efforts, and public engagement, among other local needs – **Ongoing**
- 11. Supported RCCP staff in their facilitation of trail-related work and projects, such as the *Trails Accessibility and Inclusion Toolkit* and other related trail discussions and technical capacity needs – **Ongoing**

Healthy Aging:

- 12. Continued to support healthy aging initiatives across the region by engaging communities with the Massachusetts Age- and Dementia Friendly Integration Toolkit and similar state resources or agencies – **Ongoing**
- 13. Continue support to the UMass Prevention Research Center – Neighborhood Connect project. – **Ongoing.**
- 14. Assist CHNA 9 and MRPC with the mobility plan/TMA implementation. – **1st and 2nd Quarter, FFY 2026**

15. Continue supporting the Coalition for a Greater Healthier Worcester in the implementation of the Community Health Improvement Plan (CHIP) and the Community Health Assessment (CHA) – **Ongoing**
16. Coordinated with RCCP staff, Massachusetts Healthy Aging Collaborative, and the Age-Friendly Central Mass Action team in implementing the 2023 Age- and Dementia -Friendly Action Plan.
 - a. Focused on the facilitation of transportation-related action strategies and work in coordination with local transit authorities as well as individual community's Councils on Aging and senior homes to establish increased mobility for people of all ages – **Ongoing**
 - b. Monitored the implementation of the transportation action items included in the Action Plan and prepared a work plan – **2nd Quarter, FFY 2026**

Safe Routes to School:

17. Continued to work with the Central MA Safe Routes to School (SRTS) Outreach Coordinators to increase school affiliation within the CMRPC region – **Ongoing**
18. Worked in collaboration with the Central MA Safe Routes to School (SRTS) Outreach Coordinators in at least one school identified on the SRTS Regional Priority List – **1st Quarter, FFY 2026**
19. Worked with state, regional, and local stakeholders to identify and implement SRTS strategies as well as opportunities for project development and/or TIP programming activities – **Ongoing**

Travel and Tourism:

20. Supported local communities in tasks related to wayfinding, walking tours, and access to local destinations, including grant writing, project scoping, design guidelines, placemaking activities, and public engagement, among other initiatives that could positively impact the adoption of active transportation modes and support climate resiliency – **Ongoing**

Task Title	Livability and Complete Streets			Ref. #	3.5
Funding Program/\$					
	FHWA/FTA/PL		FTA Section 5307 (through WRTA)		
Participants	FHWA	State	FTA	WRTA	Total
CMRPC	72,000	18,000			90,000
Complete Streets	22,529	5,632			28,161

Anticipated CMRPC Staff Hours (*Livability*): 1350

Anticipated CMRPC Staff Hours (*Complete Streets*): 435

Task 3.6: Freight and Intermodal Planning

Description

The primary purpose of ongoing Freight Planning activities is to improve the performance and connectivity of the intermodal transportation system. Improvements in system performance increase the opportunities to move freight and interregional passengers with fewer impediments and at less cost. Freight planning aspects are fully considered by the CMMPO when establishing policy and in the screening, ranking and selection of both TIP and LRTP Major Infrastructure (MI) projects. Further, Freight Planning efforts provide useful inputs to the overall regional transportation planning process, particularly in the area of Performance Management.

The three main goals of Freight Planning in the region are as follows:

1. Improve the system performance of freight and interregional passenger intermodal corridors and terminals.
2. Work with host communities, decision makers and stakeholders, from both the public and private sectors. Continue to make available the most recent (as well as earlier) biannual Freight Planning Progress Reports on the agency website. Staff are available for questions or further information follow-up. Through ongoing public participation activities, staff will share the scope and findings of the Subregional Highway Freight Accommodation Assessment study series with the affected host communities. Staff will also continue to meet periodically with the providers of freight movement in the region, both railroad and trucking.
3. Assist the CMMPO in identifying, analyzing, and considering the impacts of freight movement when crafting policy and making project programming decisions. Major considerations include available funding, impacts to the natural environment and energy use. Further, consider the impacts of freight movement on adjacent and/or nearby neighborhood populations associated with intermodal network congestion, safety, and GHG emissions.

The CMMPO, following the intent of US DOT Freight Planning provisions, is required to provide the opportunity for input from the region's communities as well as interested stakeholders. The CMRPC staff have formed relationships with various modal transportation providers in the region, including the railroads, trucking industry, and intermodal transfer operators. It is critical for the CMMPO, host communities and stakeholders to understand the advantages and challenges of freight mobility when establishing regional transportation policy as well as screening potential improvement projects for inclusion in the TIP or LRTP. Accordingly, both the state's most recent Freight and Railroad Plans serve as primary references to ongoing regional freight planning efforts.

Previous Work

- Continuing regional Rural & Urban Freight Corridor monitoring efforts including the collection of daily traffic volumes and vehicle classification counts.

- PowerPoint presentations compiled and refined by staff have worked to inform and educate decision makers, stakeholders and the public about freight and passenger rail operations, economic impact, known challenges and identified needs in the greater region.
- Regional *Freight Planning Progress Report* documents. From the earliest covering 2008-2009 to the most recent covering activities that occurred during 2022-2023.
- *Highway Freight Accommodation Assessment Studies for State Numbered Routes* for the North, West, Southwest, Southeast, Northeast and Central Subregions, 2021-2025.
- CMRPC Executive Director serves on *Compass Rail* implementation committee. Staff monitored the recent *Northern Tier* passenger rail study.
- Assistance to regional rail freight providers submitting applications for MassDOT's Industrial Rail Access Program (IRAP), US DOT's Federal Railroad Administration's (FRA) Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant program as well as EPA emissions reduction grant funding.
- Staff ongoing review of rail freight periodical Rail Pace magazine and, as needed, the Massachusetts Motor Transportation Association e-newsletter.
- Hosted MassDOT OTP meetings for development of both the Massachusetts State Freight and Railroad Plans as well as passenger rail efforts in the greater region.

Procedures

As the CMMPO must conduct, as necessary, the Freight Planning provisions of US DOT, this work activity includes:

- CMMPO Advisory Committee activities:
 - Continue to support the freight-related efforts of the CMMPO Advisory Committee. The Committee consists of a broad membership with a wide range of expertise and experience.
 - As necessary, the staff informs the Advisory Committee about freight planning activities in the greater region, including existing operations, identified challenges and proposed/planned improvements, seeking both feedback and general guidance.
- Compilation of the *2024-2025 Freight Planning Progress Report*.
- Compilation of the *Highway Freight Accommodation Assessment Cumulative Recommendations Summary Report*. The now complete *Highway Freight Accommodation Assessments for State Numbered Routes* study series encompassed the entire planning region through a series of six (6) subregional studies. The studies focused on MassDOT State Numbered Routes as well as other major roadways, such as connectors to major established freight routes. Each also considered both existing & anticipated future benchmark year highway freight movement.

This work activity will merge the range of suggested improvement options crafted/customized and included in each previously prepared study series installment. This will allow for the overall

screening and prioritization of the suggested improvement options, which is intended to lead to worthy potential future projects - highway, bridge, culvert - particularly those eligible for federal-aid funding that could be programmed by the CMMPO on the annually prepared TIP. Staff's GIS capabilities will be applied to produce maps showing the prioritized potential project locations.

- Following MassDOT guidance, continue efforts to produce a general assessment of the overall GHG impacts to the residential neighborhoods in the city of Worcester. This assessment effort will utilize the regional Travel Demand Forecasting Model, which produces estimates of both existing & future benchmark year Vehicle Miles of Travel (VMT).
- Continue ongoing monitoring efforts by conducting traffic volume and vehicle classification counts on the region's established Critical Rural & Urban Freight Corridors. *Where warranted, identify other highway freight corridors that may benefit from either a Rural or Urban Freight Corridor designation.* Continue to refine heavy vehicle monitoring procedures.
- Continue to assist MassDOT, as appropriate, with ongoing efforts that seek to increase the supply of safe parking for long-distance truck drivers in the greater region. Assist MassDOT efforts to consider and analyze potential new or expanded parking locations. Further, on a local basis, existing or permittable land uses should also be encouraged to accommodate safe truck parking, including available nearby "big box" retail or warehousing parking opportunities.
- Assist regional rail freight providers seeking MassDOT IRAP funding, US DOT FRA CRISI, and EPA air quality improvement grants, as appropriate.
- Host and/or attend meetings (including virtual) of significance with providers of freight and/or interregional passenger service, stakeholders and other interested parties allowing the opportunity for education, information sharing and strategy building, seeking to identify both existing and future challenges and advantages.
- Host, attend and participate in meetings of significance in the region and elsewhere (including virtual), including meetings of the 495/MetroWest Partnership's Transportation Committee. Regularly attend US DOT "Talking Freight" webinar training series as pertinent.
- Review various periodicals, documents and research pertaining to freight and/or passenger issues, including Rail Pace magazine and the Massachusetts Motor Transportation Association e-newsletter.
- Address unanticipated Freight Planning-related requests from MassDOT OTP and/or FHWA.

Products and Schedule

1. Compilation of text, tables, maps, graphics, and other materials for the *2024-2025 Freight Planning Progress Report – 4th Quarter, FFY 2026*
2. Compilation of text, tables, maps, graphics, and other materials for the *Highway Freight Accommodation Assessment Cumulative Recommendations Summary Report* encompassing the entire planning region – *4th Quarter, FFY 2026*

3. Following MassDOT guidance, continue an assessment of the general GHG impacts to residential neighborhood populations in the city of Worcester – **4th Quarter, FFY 2026**
4. Continue to assist MassDOT OTP, as appropriate, with the planning and successful implementation of targeted increases in the supply of safe parking for long-distance truck drivers in the greater region – **Ongoing**
5. Continue participation as appropriate with ongoing activities concerning the current implementation effort for *Compass Passenger Rail*. Similarly, continue to monitor activities concerning the *Northern Tier's* potential for future passenger rail service. Attend and participate in meetings (including virtual) in the greater region as necessary – **Ongoing**
6. Conduct traffic volume and vehicle classification counts on the region's established Critical Rural & Urban Freight Corridors – **Ongoing**
7. As necessary, staff will continue to document the Freight Planning-related proceedings of the CMMPO Advisory Committee for consideration and reference by the CMMPO – **Ongoing**
8. Host, attend and participate at meetings (including virtual) concerning freight and/or interregional passenger activities for MassDOT and other CMMPO planning partners as well as private freight transportation providers serving the greater region's railroad and trucking needs – **Ongoing**
9. Attend various Freight Planning meetings in the region and elsewhere (including virtual), including the 495/MetroWest Partnership's Transportation Committee. Regularly attend US DOT "Talking Freight" webinar training series as pertinent – **Ongoing**
10. Staff will continue the ongoing review of rail freight periodical Rail Pace magazine and the Massachusetts Motor Transportation Association e-newsletter – **Ongoing**
11. Address any unanticipated Freight Planning-related requests from MassDOT OTP and/or FHWA – **As Necessary**

Task Title	Freight and Intermodal Planning			Ref. #	3.6
Funding Program/\$					
	FHWA/FTA/PL		FTA Section 5307 (through WRTA)		
Participants	FHWA	State	FTA	WRTA	Total
CMRPC	40,000	10,000			50,000

Anticipated CMRPC Staff Hours: 481

Task 3.7: Long Range Transportation Plan (LRTP) Implementation

Description

The Long-Range Transportation Plan (LRTP) for the planning region, *2050 Connections*, contains transportation *policy*, evolving *programs* and crafted listings of multi-modal infrastructure improvement *projects* sought over the next +20-year period. The document also features CMMPO-suggested *initiatives* for both advancement and continued study. As reaffirmed by the Bipartisan Infrastructure Law (BIL) national transportation legislation, *2050 Connections* fully reflects the CMMPO's Performance-Based Planning & Programming (PBP&P) efforts.

A number of topics in *2050 Connections* have been identified for further study. The LRTP provides a comprehensive listing of a broad range of *Needs* for each major transportation mode and major planning areas, examples being safety and congestion. Addressing these Needs in an efficient, systematic manner allows the CMMPO to further their long-standing Vision and Goals for the regional transportation planning process. Accordingly, staff will work to address the Needs summarized in *2050 Connections* in an evolving, programmatic manner.

The five Programmatic Areas featured in *2050 Connections* were originally established in order to address LRTP-identified Needs and associated priorities, based on input received from the proactive public outreach process as well as Management Systems data integration analysis results. The five refined LRTP Programmatic Areas are:

1. Major Infrastructure (MI) projects (*highway-related*)
2. System Maintenance and Operations
3. Active Transportation (*bicycle & pedestrian*)
4. Climate Change and Resiliency
5. Transit Support

The five Programmatic Areas were originally established by the CMMPO to advance performance-based outcomes for the region. *2050 Connections* includes the specific performance-based objectives, measures and targets that fulfill the requirements of PM1, PM2 and PM3. In addition, CMMPO-derived and customized performance management factors are also considered. This has allowed the CMMPO staff to address all ten previously established US DOT transportation planning *Factors*. The region's long-established and periodically evolving PM criteria allow for the screening, prioritization and selection of candidate projects for inclusion in both the TIP and the LRTP's Major Infrastructure (MI) project listings.

Previous Work

LRTP document series from 1993 under ISTEA to the latest CMMPO Endorsed *2050 Connections*, compiled under the BIL. The CMMPO staff will continue to pursue the development of longer-term studies, initiatives and projects that evolve under the five Programmatic Areas featured in *2050 Connections*.

Procedures

Anticipated work activities that seek to implement the recommendations of *2050 Connections* may include, but are not limited to, the following:

- CMMPO staff, through ongoing public outreach, will continue to work with federal, state, regional and local stakeholders to facilitate the implementation of longer-term *2050 Connections* recommendations through the five Programmatic Areas, which includes the advancement of CMMPO-supported Major Infrastructure (MI) projects. Further, staff intend to commence early public outreach activities for the next LRTP update, including the initial derivation of socio-economic projections.
- The CMMPO staff will work to address the range of CMMPO-prioritized Needs summarized in *2050 Connections* through the five Programmatic Areas. Each of the five Programmatic Areas may involve studies, initiatives and projects and could also potentially include activities covered by the Community Technical Assistance work task. The Programmatic Areas are supported by other staff activities that include Complete Streets, Data Collection & Analysis and Management Systems data integration.
- Continue the annual process to select, screen and prioritize eligible projects to be implemented through the CMMPO's "MicroProjects" Program, as reflected in the LRTP, using available CMAQ funding. Solicitation for eligible MicroProjects occurs on an annual basis, seeking projects related to active transportation, network resiliency and transit/paratransit service.
- Continue the integration of the priorities identified in *2050 Connections*, the CMMPO TIP and the UPWP by monitoring the allocation of regional target funds to each of the five Programmatic Areas.
- As deemed necessary, staff will continue to work with MassDOT OTP through the Transportation Managers Group to continue the evolution and refinement of PBPP planning procedures.
- CMMPO staff will continue participation in other LRTP implementation efforts and/or various studies being conducted within the region that are not part of direct UPWP tasks and/or MassDOT is not the lead agency.

Products and Schedule

1. Endorsed by the CMMPO in July 2023, adjust/amend the *2050 Connections* document as determined necessary by the CMMPO – ***As necessary***
2. Through ongoing public outreach, continue work with federal, state, regional and local stakeholders to facilitate implementation of *2050 Connections* recommendations through the five established Programmatic Areas, which includes the advancement of CMMPO-supported Major Infrastructure (MI) projects – ***Ongoing, as appropriate***
3. Similarly, in a proactive manner, commence early public outreach activities with federal, state, regional and local stakeholders concerning the next update to the LRTP anticipated to be

considered for CMMPO endorsement in July 2027. Further, commence the derivation of necessary socio-economic projections. Staff will work with the Transportation Manager's Group Data Users Group (DUG) in the development of the future benchmark year projections needed.

– **3rd Quarter FFY 2026**

4. Staff will work to address the range of CMMPO-prioritized Needs summarized in *2050 Connections* through the five Programmatic Areas. Efforts to advance each of the five Areas may involve studies, initiatives and projects as well as continued monitoring and priority integration. Each of the Programmatic Areas has the potential to advance multiple performance-related goals simultaneously – **Ongoing, as appropriate**
5. Continue periodic outreach to member communities to uncover potential opportunities for the “MicroProjects” program and provide support to communities and organizations with eligible projects that can be funded under the CMAQ program – **1st and 2nd Quarter, FFY 2026**
6. Continued evolution of PBPP using nationally required measurements, targets and periodic evaluation to assess regional progress. Also, conduct periodic review, assessment, and refinement of CMMPO-customized performance-based objectives, measures & targets, in conjunction with both the LRTP and TIP project screening/scoring processes – **3rd Quarter FFY 2026**
7. As necessary update various LRTP analyses, including updates of the Management Systems Integration effort, that allow for the “tiered” priority grouping of potential future improvement options. Further, as needed, conduct general research and pursue staff-derived studies pertinent to the identified regional Needs and associated priorities listed in *2050 Connections*, which includes the advancement of CMMPO-supported Major Infrastructure (MI) projects – **Ongoing, as appropriate**
8. Continue ongoing efforts to strengthen the relationship between the LRTP and the TIP by linking the LRTP project listings and the five Programmatic Areas, including updates of funding allocation by Area in the TIP document – **2nd Quarter FFY 2026**
9. Participate in various other pertinent MassDOT-led studies being conducted in the CMMPO region, including those associated with the advancement of CMMPO-supported Major Infrastructure (MI) projects. Similarly, CMMPO staff will continue participation in other LRTP implementation efforts and/or various studies being conducted within the region that are not part of direct UPWP tasks and/or MassDOT is not the lead agency – **Ongoing, as appropriate**
10. Identify and pursue applicable Federal and State grant programs that can potentially advance the priorities recommended within the LRTP's Programmatic Areas. Work with planning partners at the federal, state, regional and local levels including elected officials throughout the early planning stages of Major Infrastructure (MI) projects, scoping needed studies and supporting local initiatives – **Ongoing**
 - a. Pursue federal and statewide funds for planning studies related to the Route 146 and Boston Road Interchange design work, following study completion – **1st Quarter FFY 2026**

Task Title **Long Range Transportation Plan Implementation**

Ref. #

3.7

Funding Program/\$					
	FHWA/FTA/PL		FTA Section 5307 (through WRTA)		
Participants	FHWA	State	FTA	WRTA	Total
CMRPC	136,000	34,000			170,000

Anticipated CMRPC Staff Hours: 1,500

Task 3.8: Transportation Network Resiliency

Description

The Transportation Network Resiliency Task is focused on encouraging host communities to adopt transportation resiliency strategies for identifying critical and vulnerable (intermodal/multi-modal) transportation infrastructure, as well as adopting sustainable transportation initiatives to transition to electric vehicles (EVs), reduce dependence on automobile travel, reduce single-occupancy vehicle trips, and other efforts. The framework of this task is supported by federal and state level initiatives that promote resilience and sustainability, reducing emissions. For example, the national Bipartisan Infrastructure Law (BIL), introduced factors related to enhancing the environment and promoting energy conservation. Similarly, Massachusetts has aimed to address transportation network resiliency by reducing GHGs, promoting alternative mode choices, and using Performance Based Planning and Programming (PBPP) to assist in prioritizing transportation investments. As seen under the Performance Management task in this document, the required federal pavement and bridge performance management (PM2) criteria have been fully incorporated into the regional planning process. Further, the federal transportation planning emphasis areas are also considered through other regionally customized performance measures, including Stormwater Management.

While Transportation Network Resiliency and Asset Management are distinct areas of emphasis, these tasks (Task 3.4 and Task. 3.8) overlap in several ways. All planning regions in the Commonwealth experience the impacts of more frequent and increasingly severe weather events and have a variance of existing inventories of vulnerable infrastructure. Conducting vulnerability assessments while also developing strategies and tools to adapt programs to address transportation network resiliency impacts can help inform regional transportation planning activities. To help with that, major efforts are being targeted to help identify and assess culverts and small bridges in the region. As an example, significant efforts are being targeted to help identify and assess culverts and small bridges in the region. From these efforts, customized adaptation and mitigation strategies can be developed for eventual implementation. Further, relevant grants can be pursued to replace or retrofit identified vulnerable infrastructure. These ongoing planning efforts can help improve the resiliency of the region's transportation infrastructure while also minimizing the level of vulnerability.

Previous Work

- Assisted WRTA staff with securing funds for, and implementing, Low-or No-Emissions vehicle technologies in fleet expansion/replacement activities as well as programmed funds in the Transit element of the CMMPO TIP for implementation of renewable energy technologies at both the WRTA Hub and Maintenance & Operations facilities.
- Assisted the Grafton and Upton Railroad with a Clean Diesel Funding Assistance Grant to update their locomotives to clean diesel.
- Participated in the development of the MARPA-sponsored Rural Plan (FFY 2019), including its Transportation Subcommittee – prepared comments for Massachusetts Municipal Association (MMA) Small Bridges and Culverts Working Group.

- Worked with the WRTA to encourage large employers and educational institutions to promote employee use of transit as a “green” effort and to save money. CMRPC provided geo-coding of employee addresses and matched them with bus route schedules.
- Used data from the U.S. Department of Energy (DOE) Alternative Fuels Data Center (AFDC) to identify, map, and research electric vehicle (EV) charging station infrastructure in the CMRPC region.
- Developed a Water Module for the CMMPO Environmental Toolbox Series. The Module focused on the topic of culverts and helped lay the foundation of the CMMPO Culvert Assessment Program.
- Developed an Air Quality Module for the CMMPO Environmental Toolbox Series. The Module focused on the current state of EV charging infrastructure in the CMRPC region, and how communities can begin identifying ways to expand their charging infrastructure.
- Developed an ArcGIS Online Dashboard for AFDC EV charging infrastructure to be used as a tool for CMRPC communities. Integrated Massachusetts Vehicle Census Data into the Dashboard to show EV ownership totals in the region.
- Improved upon the original CMMPO EV Charging Stations Dashboard to develop a Version 2.0 for the region to help identify existing charging infrastructure and provide numerous resources.
- Released an EV Charging Survey to community officials in the CMRPC region and compiled results to understand community experience with EV charging infrastructure and interest in expanding EV charging infrastructure in their community.
- Created a set of EV Fact Sheets that briefly review essential topics.
- Researched the operation and maintenance of EV charging infrastructure, site selection, grant opportunities, and State and Federal planning initiatives.
- Developed a program to assess culverts in the planning region by working with MA-DER and the North Atlantic Aquatic Connectivity Collaborative (NAACC), following guidance included in the “Massachusetts Stream Crossing Handbook” by the MA-DER. Staff also pursued training to continue this effort, including a “Lead Observer” and a “Level 1/Level 2 Regional Coordinator”.
- Worked with the Town of Warren to apply for and get awarded a FY25 DER Culvert Replacement Municipal Assistance (CRMA) Grant Award for Field Data Collection and Design and Engineering.
- Worked with the CMRPC Regional Collaboration and Community Planning (RCCP) staff to host several Municipal Vulnerability Program workshops, and develop community strategies in resilience, adaptation, and mitigation (i.e., culverts).
- Analyzed MVP and HMP maps to identify vulnerable infrastructure and transportation-related issues throughout the planning region.

Procedures

Building upon the prior work efforts listed above, staff will continue to broaden this comprehensive approach to planning for transportation resiliency.

- Continue evolving the regional CMMPO Culvert Assessment Program and identify relevant data to prioritize vulnerable culverts to help improve the resilience of the transportation network.
- Create a listing of vulnerable culverts in the region.
- Continue to provide the planning region's communities with information regarding culvert repair and replacement grant opportunities, for example the MA Division of Ecological Restoration (DER) Culvert Replacement Municipal Assistance (CRMA) Grant Program.
- Identify potential EV charging infrastructure locations in the region and assist interested communities in funding opportunities for EV charging infrastructure.
- Continue maintaining and making updates to the new CMMPO EV Charging Stations Dashboard (2.0) each quarter.
- Continue to provide the planning region's communities with information about the FHWA Alternative Fuel Corridor (AFC) Program and other relevant EV charging infrastructure grant opportunities, and other potential funding opportunities.
- Work with CMRPC Regional Collaboration and Community Planning (RCCP) to incorporate appropriate efforts to identify opportunities to create sustainable cross-collaboration between regional development and transportation infrastructure – particularly in the development of MVP and HMP, EV charging infrastructure, transportation network resiliency, and culvert assessment data.
- Participate in statewide meetings, webinars, and working groups related to transportation resiliency, EV's, culverts, grant opportunities, and other pertinent topics.
- Continue working with the WRTA to secure funding for new, or the reconditioning of existing, Low-or-No Emissions Vehicles and associated equipment, and to fund renewable energy technology retrofits (i.e., solar-powered bus shelter lighting).

Products and Schedule

1. Continued the CMMPO Culvert Assessment Program and used relevant data to prioritize vulnerable culverts to improve the resiliency of the transportation planning network. Created a listing of these and community-identified vulnerable culverts in the region – ***Ongoing***
2. Continued identifying and providing information regarding opportunities for culvert repair and replacement grants to communities – ***Ongoing***
3. Continued providing technical assistance for culvert grant applications to communities – ***as needed***
4. Maintained and updated the CMMPO EV Charging Stations Dashboard (2.0) – ***Ongoing***

- a. Continued maintenance and updates to improve data integration and expand its informational scope. This includes the addition of new datasets, such as the CMRPC “Traffic Counting” dataset, and the introduction of user-friendly features like the “Add Data” widget (Version 2.1) – **Quarter 1, FFY 2026**
 - b. Optimized the dashboard for accessibility across different screen sizes and enhanced its overall design for improved usability. Additional relevant resources will also be integrated to support user needs, as well as buttons to “share” the dashboard (Version 2.2) – **Quarter 2, FFY 2026**
 - c. Built on the “Add Data” widget and “Traffic Counting” dataset to include more diverse and valuable widgets and data. Incorporated user feedback, as necessary, to improve the dashboard’s relevance and usability (Version 2.3) – **Quarter 3, FFY 2026**
 - d. Continued improvement of data and widget reliability, accuracy, and performance at all screen sizes. Investigated areas of expansion, like the inclusion of new datasets, adding new filters and/or widgets. Continued adding new resources, as necessary (Version 2.4) – **Quarter 4, FFY 2026**
5. Continued to provide information and technical assistance to communities regarding grant opportunities and other funding sources for EV charging infrastructure – **Ongoing**
 6. Continued collaboration with RCCP staff in the development of MVP/HMP plans and grants, EV charging infrastructure, resiliency, and culvert assessment data – **As Necessary**
 7. Continued participation in statewide meetings, webinars, and working groups related to transportation resiliency, EV’s, culverts, grant opportunities, and other pertinent topics – **Ongoing**
 8. Assisted the WRTA to identify, apply, and secure funding for long-range facility and service planning that maintains an existing level of service and promotes future sustainability capabilities – **Ongoing**

Task Title	Transportation Network Resiliency				Ref. #	3.8
Funding Program/\$						
	FHWA/FTA/PL		FTA Section 5307 (through WRTA)			
Participants	FHWA	State	FTA	WRTA	Total	
CMRPC	60,000	15,000			75,000	

Anticipated CMRPC Staff Hours: 721

Element 4

Other Technical Activities

Task 4.1: Transit/Paratransit/Rail and Technical Activities

Description

The CMRPC staff coordinates its work with the operators of several different transportation modes, including public (i.e., MBTA, WRTA) and private transportation. Particular to transit, the CMRPC staff provides technical assistance under contract to the WRTA and operators of its funded services. Staff also assist non-WRTA communities/service providers within the CMMPO region. The staff devotes extra effort to planning public transportation services that older adults, individuals with disabilities, and transit-dependent populations can use effectively. Staff monitors emergent rideshare services, microtransit, and automated/electric connected vehicles as these innovations are part of the region's future transportation network. Also, CMRPC staff coordinates with major employers and institutions to develop first/last mile commuting solutions for their employees or students.

Previous Work

- Coordination of and assistance to private non-profits applying for FTA Sections 5310/5316/5317 Program funds.
- Technical assistance to CMMPO region non-WRTA communities and non-WRTA funded transit service providers.
- Technical assistance to agencies, communities, and other constituents in coordinating WRTA and non-WRTA services.
- Development of integrated MBTA/private bus schedules from Worcester to Boston.
- Coordination of grant funded WRTA services including Via-WRTA service in Westborough and Shrewsbury. This has now been expanded to include Northborough.
- Technical assistance for development of the WRTA Hub facility at Worcester Union Station to better integrate public and private bus, commuter rail, and taxi modes.
- Active participation in community-based organizations to identify transit needs and develop strategies to address them either locally or in collaboration with the transit authority.
- Assistance with the Massachusetts RideMatch database and website.
- Development of a CMMPO region-wide Coordinated Public Transportation – Human Services Transportation (CPT-HST) Plan (Latest Update: June 2024).
- Development of WRTA's Title VI Program (Latest Update: May 2024).

Procedures

- Ongoing FTA Section 5310 and Transportation Alternatives Program (TAP) assistance to applicants with transit planning and service coordination.

- Continuing review/evaluation of the role of private for-profit and non-profit operators in providing both paratransit and other alternative transportation services, including those for persons with disabilities and older adults, within the CMMPO region.
- Assisting persons with low incomes, older adults, persons with disabilities, and agencies that serve these populations in locating and obtaining appropriate transportation services to meet their needs.
- Providing a reasonable level of technical assistance to non-WRTA funded providers of transportation services. Assist them in identifying ways to improve the operation and management of their services.
- Providing assistance to local communities in assessing their needs for local services and in-town shuttles to connect with WRTA services.
- Assisting with the coordination of existing and proposed transit and paratransit services for maximum vehicle utilization and operating efficiency.
- Reviewing ITS coordination and integration opportunities with area entities and WRTA.
- Participate in the Statewide MicroTransit Learning Collaborative.
- Monitoring the impacts of rideshare and microtransit companies and services, within the CMMPO region, based on annual data as provided by the TNC Division of the Department of Public Utilities.

Products and Schedule

1. Provide eligible organizations with application assistance, guidance, and coordination of services for the MassDOT Community Transit Grant Program – **1st Quarter, FFY 2026**
2. Analysis of anticipated annual datasets of TNC activity within CMMPO, and WRTA regions as produced by the TNC Division of the Department of Public Utilities – **4th Quarter, FFY 2025**
3. Analysis of parking utilization rates of MBTA commuter rail parking lots within the CMMPO region – **1st and 4th Quarter, FFY 2026**
4. Provide regional transit datasets such as: route on-time performance data into annual Congestion Management Process efforts; air quality analysis needed for transit TIP projects; and other transit-specific data for Regional Transportation Model – **2nd and 3rd Quarter FFY 2026**
5. Identify best practices implemented nationwide and develop a list of suitable performance metrics that could be applicable for rural transit and microtransit options – **1st Quarter FFY 2026**
6. Provide reasonable level of technical, and transit planning assistance to CMMPO member communities and non-RTA funded providers of transportation services. Potential products include assessment of transportation needs, analysis of potential membership in a Regional Transit Authority, assistance with grant applications, etc. – **Ongoing**

7. Attend and/or provide administrative support to formal and ad hoc committees (i.e. Transportation Planning Advisory Group, Quaboag Region Coordinating Council, Transportation Advisory Committee, Transportation Advocacy Coalition, and others) that share interests in promoting coordinated transit and paratransit service for older adults, persons with disabilities, and other human services organizations – **Ongoing**
8. Participate in the West-East “Compass” passenger rail planning efforts – **Ongoing**
9. Review, maintain, and prepare updates to CPT-HST Plan, if necessary – **Ongoing**
10. Assistance to local communities, employers, and advocacy organizations for local transit services connecting with WRTA, MBTA, and private transportation services – **Ongoing**
11. Assistance to communities to identify transit needs and incorporation of transit options and/or mobility hubs into their master plans – **Ongoing**
12. Assistance to communities about best practice designs for transit accommodations into urban design/development review procedures – **Ongoing**
13. Active participation in MassDOT design planning for regional projects to ensure transit accommodations – **Ongoing**

Task Title	Transit/Paratransit/Rail and Technical Services			Ref. #	4.1
Funding Program/\$					
	FHWA/FTA/PL		FTA Section 5307 (through WRTA)		
Participants	FHWA	State	FTA	WRTA	Total
CMRPC	48,000	12,000			60,000

Anticipated CMRPC Staff Hours: 667

Task 4.2 – WRTA Technical Assistance

Description

CMRPC staff will assist the WRTA in conducting a wide range of recurring operational planning activities, as well as specific analyses and other studies. The work itemized in this scope of work will be performed in accordance with various reporting requirements and in conformity with the WRTA's adopted budget and contracts between the WRTA and CMRPC that are effective during the period covered July 1, 2025 through December 31, 2025.

Procedures

Federal and State Reporting Requirements

Prepare various reports detailing ridership and operational data as well as ongoing federal/state compliance efforts. Reporting ongoing data management activities for service change periods. The reporting function is tied to the Data Services function described further below. Activities associated with this task include:

- Assistance with the WRTA's fixed route services annual cost allocation process.
- Assistance with preparation and evaluation of WRTA FY 2025 fixed route and paratransit operating data as required for National Transit Database (NTD) reporting.
- Provide monthly and quarterly data to the WRTA for reporting to MassDOT Rail & Transit Division.

Data Services

Gather and analyze ridership and operational data used for both federal and state reporting requirements, service planning analyses, and special requests. Data is processed by week, month, fiscal year, and service period. Activities associated with this task include:

- Maintenance of documentation delineating the operating characteristics of the WRTA's fixed route system, including route mileage, number of daily trips, and dates of changes due to implemented service changes.
- Maintaining a system delineating the operating characteristics of the WRTA's paratransit systems, including documenting system changes.

Paratransit System Monitoring/Assistance

On an as-needed basis, assistance with WRTA's third-party paratransit providers, PBSTM, SCM Elderbus, and the eleven Councils on Aging (CoAs). In addition, staff will work with the WRTA to assist with compliance with the Americans with Disabilities Act (ADA), Title VI, and Drug and Alcohol Program. This may include support to the WRTA in the areas of ADA compliance, operational efficiencies, Federal Drug & Alcohol testing compliance, advising on driver issues (including training/retraining needs. Activities associated with this task may include:

- Assisting the WRTA with routine operational, policy, and informational questions to include drug and alcohol, post-accident, and other areas.
- Facilitating and coordinating the WRTA ADA Appeal Process and provision of staff support to the Appeal Panel.

Public Health Coordination

Lead coordination on behalf of the WRTA to City and regional public health agencies, municipal officials, and stakeholders within the region.

- Establish monthly meetings with public health agencies, WRTA representative, municipal officials, and stakeholders.
 - Purpose of these meetings is to create a dialogue over the regional needs, education about existing WRTA services, ways WRTA supports existing needs and identify transportation gaps based on feedback
 - Based on the above, CMRPC to coordinate with WRTA to develop marketing material for groups based off of existing services
- Develop a white paper addressing WRTA current efforts and a phased approach to address the needs identified through monthly coordination meetings
- In November or December of 2025, CMRPC will provide a presentation to the Advisory Board on the monthly meetings and white paper

Products and Schedule

Federal and State Reporting

1. Assist with any request pertaining to FFY 2025 fixed route and paratransit non-financial, asset management, and other operational data for National Transit Database (NTD) Annual Report– ***1st and 2nd Quarters, SFY 2026***
2. Continued assistance with data compilation and analyses as part of the quarterly reporting requirements to the biennial Memorandum of Understanding between MassDOT and WRTA – ***1st and 2nd Quarters, SFY 2026***
3. Other technical assistance, including weekly ridership reporting, monthly NTD data collection and analysis – ***Ongoing***

Data and Mapping Services

4. Assistance with additional data requests as needed – ***Ongoing***
5. Update to individual route maps and systemwide maps as required during scheduled service changes and other times as needed – ***Ongoing***

Other Transit Coordination

6. Coordination and distribution of paper schedules to key transit locations in the region – ***Ongoing***

7. Assist the WRTA with CMRPC staff to support outreach. This includes rider forums, policy or initiatives changes/education, walking tours or field visits with stakeholders, etc. This would be billed on an as needed basis. – ***As Needed***

Task Title	WRTA Technical Assistance			Ref. #	4.2
Funding Program/\$					
	FHWA/FTA/PL		FTA Section 5307 (through WRTA)		
Participants	FHWA	State	FTA	WRTA	Total*
CMRPC			192,466	48,116	240,582

Anticipated CMRPC Staff Hours: 2,925

***Total budget uses actual contract amount for 1st Quarter FFY 26 and anticipated monies for 2nd, 3rd and 4th Quarter FFY 26**

Deobligated UPWP Funds

Task 7.0: Regional Housing and Transportation Plan

Description

The Central Massachusetts Regional Housing and Transportation Study is a one-year planning initiative led by the Central Massachusetts Regional Planning Commission (CMRPC) and funded through the FFY 2025 and 2026 Unified Planning Work Program. The purpose of the study is to evaluate the interrelated housing and transportation challenges facing the region and to develop recommendations that support coordinated strategy across municipal and regional levels.

The study will analyze housing and transportation conditions and trends across the CMRPC region, with a focus on housing production, affordability, access to transportation options, and the combined cost burden of housing and transportation. It will incorporate quantitative data analysis, stakeholder engagement, and spatial planning tools to identify opportunity areas for housing, assess barriers to mobility and housing choice, and recommend policy and regulatory strategies. The outcomes will inform future local and regional planning efforts, support implementation of statewide housing and mobility goals, and provide a technical foundation for integrated and resilient regional growth strategies.

Previous Work

Transportation

- CMRPC undertakes the process to update the regional Long-Range Transportation Plan, and has produced various other transportation studies and plans.

Housing

- CMRPC's Community Planning division offers services that bridge housing and transportation, including zoning, land use planning, and affordable housing initiatives. CMRPC has assisted municipalities with Housing Production Plans (HPPs) in accordance with M.G.L. Chapter 40B.
- To date, no effort has been undertaken to fully study housing and transportation integration in the region.

RFP and Administrative

- CMRPC selected a consultant through a competitive procurement process.
- Consultant began work on existing conditions data collection.

Procedures

A consultant was selected through a competitive procurement process administered by CMRPC, in accordance with MassDOT and federal procurement guidelines. The process included the issuance of a public Request for Proposals (RFP), evaluation of submitted proposals by a selection committee, and execution of a contract with the highest-rated firm. The selected consultant will assist in executing the Central Massachusetts Regional Housing and Transportation Study through four primary tasks:

Task 1: Existing Conditions Analysis

The consultant will collect and analyze regional and local data related to housing production, affordability, demographic trends, transportation infrastructure, mobility options, land use, and the built environment. This task will also include spatial analysis and mapping to identify areas of overlap between housing needs and transportation access.

Task 2: Outreach and Engagement

The consultant will design a stakeholder engagement process that will be carried out by CMRPC staff. This will include outreach to municipal staff, regional housing and transportation stakeholders, and advocates. Engagement methods may include interviews, focus groups, surveys, and public workshops.

Task 3: Suitability Analysis

This task will involve developing a regional housing and transportation suitability analysis using GIS-based tools. The analysis will identify locations most suitable for various types of housing development based on factors such as existing infrastructure, accessibility, environmental constraints, and land use context. Outputs will support spatial targeting of strategies in subsequent tasks.

Task 4: Final Report, Toolkit, and Deliverables

The consultant will prepare a comprehensive final report summarizing findings, strategies, and recommendations. Deliverables will include GIS-based maps, summary graphics, an executive summary, and implementation guidance tailored to varying community types across the region. A key component of this task will be the development of a user-friendly toolkit designed to support municipal implementation. The toolkit will include customizable strategies, model zoning or policy language, and guidance materials for communities across the region.

Products and Schedule

1. Request for Proposals and consultant selection – ***3rd and 4th Quarter, FFY 2025***
2. Existing Conditions and Data Collection – ***4th Quarter, FFY 2025 & 1st Quarter FFY 2026***
3. Stakeholder Engagement – ***1st & 2nd Quarter, FFY 2026***
4. Suitability Analysis – ***2nd & 3rd Quarter, FFY 2026***
5. Final Report and Deliverables – ***3rd & 4th Quarter, FFY 2026***

Funding Program/\$					
	FHWA/FTA/ PL*		FTA Section 5307 (through WRTA)		
Participants	FHWA/FTA	State	FTA	WRTA	Total
Consultant/CMRPC	120,000	30,000			150,000

* De-obligated PL funds continued from FY 25 UPWP

Anticipated CMRPC staff hours: 200

Task 8.0: Vernon Street/I-290 Interchange Transportation Study

Description

Planning study to engage the public and various local and regional stakeholders to develop conceptual alternatives to reconnect historically disadvantaged communities with economic opportunities. The study looks at increasing accessibility options while improving Vernon and Union Hill neighborhoods' safety, air quality, mobility, and health outcomes. The current facility (Vernon St/I-290 Interchange) is inadequate to serve the current economic and housing growth and transportation needs.

Previous Work

The construction of I-290 required the demolition of countless homes and businesses and erected a significant historical divide between the neighborhoods adjacent to the interchange. The generational gaps in access to opportunities and social mobility are shown in the myriad of socio-demographic and economic indicators that characterize the neighborhoods of Union Hill and Vernon Hill included in the planning study area.

CMRPC will lead a community-centered planning study to capture the vision of those who have been historically impacted by the I-290 interchange. Our study will investigate bold ideas developed and vetted in partnership with and supported by a diverse group of stakeholders and study area residents and businesses. The planning study would cast a wide net with respect to the scope of alternatives to consider. CMRPC seeks to fundamentally change the interchange's cohesion, connectivity, and character in a way that allows for improved access, mobility options, climate resiliency, and health benefits for everyone who lives and works in the area while laying the foundation for context-sensitive development and social mobility.

Procedures

The planning study will be conducted for a period of 18 months spanning FY '25 – '26 and will include the following phases:

Phase 1: Goals and Objectives, and Public Participation

During this phase the team will develop the framework to conduct the study. That includes mapping activities, identification of the study area stakeholders, and website development. The Goals and Objectives will define the purpose of the study and its guiding principles. A Public Involvement Plan will be developed. The plan will include specific strategies to provide continuous and meaningful opportunities for involvement by the public throughout the study process.

Phase 2: Existing Conditions and Data Collection

The existing transportation conditions along this corridor will be collected and analyzed during this phase. Data related to safety, congestion, traffic volumes, and transit ridership, among other types of datasets, will be used to demonstrate trends and properly assess the existing conditions within the study area. Moreover, land use, environmental and public health data will be reviewed. Also, current

local, regional, and statewide planning documents relevant to the study area will be reviewed. This will inform the study area's existing land use and economic development goals.

Phase 3: Evaluation of Issues and Opportunities

The existing conditions analysis will be used to identify, quantify, and evaluate a comprehensive catalog of current and future transportation and environmental deficiencies and issues in the study area.

Phase 4: Alternatives Development

Various alternatives will be developed in close collaboration and coordination with local and regional stakeholders. The alternatives must align with the study's goals and alleviate the transportation deficiencies identified in the previous phases. A no-build alternative scenario will be included to forecast future impacts and for comparison purposes.

Phase 5: Alternatives Analysis

An impact analysis of the previously developed alternatives will be conducted. Among the impacts to be analyzed are safety, environmental effects, public health impacts, land use and economic development impacts, and community effects on minority and low-income populations and other transportation-disadvantaged populations.

Phase 6: Recommendations and Implementation Plan

Based on the previous analysis, a set of recommendations will be produced in consultation with the local and regional stakeholders. Moreover, an implementation plan will include short-, medium- and long-term strategies to implement the recommendations resulting from this study. Recommendations from this study will help advance the implementation of future phases, including preliminary design and construction. Land use factors, such as housing and economic development, will be considered when developing transportation strategies for the region.

Products and Schedule

1. Goals and Objectives – **1st Quarter, FFY 2026**
2. Existing Conditions and Data Collection – **2nd Quarter, FFY 2026**
3. Evaluation of Issues and Opportunities – **3rd Quarter, FFY 2026**
4. Alternative Analysis – **3rd and 4th Quarter, FFY 2026**
5. Public Participation – **Through project development**

Task Title**Vernon St. Bridge over I-290 Planning Study****Ref. #****8.0**

Funding Program/\$					
	FHWA/FTA/ PL*		FTA Section 5307 (through WRTA)		
Participants	FHWA/FTA	State	FTA	WRTA	Total
Consultant/CMRPC	400,000	100,000			500,000

*** De-obligated PL funds continued from FY 25 UPWP****Anticipated CMRPC staff hours: 500**

BIL Discretionary Grant

Safe Streets for All (SS4A) Action Plan and Demonstration Project

Description

The CMRPC, on behalf of the 40 communities in southern Worcester County, Massachusetts was awarded a SS4A planning grant through USDOT to develop a regional Safety Action Plan and a local Demonstration Project within the City of Worcester. In collaboration with local communities, residents, and state and federal partners, CMRPC will use the SS4A planning grant to develop a Regional Safety Action Plan. The plan will identify improvements for high crash locations that will increase roadway safety and significantly reduce and eliminate roadway fatalities and serious injuries for all users, including pedestrians, bicyclists, public transportation, and motor vehicles.

Previous Work

In 2024, CMRPC on behalf of the CMMPO was awarded a planning and demonstration grant by the U.S. Department of Transportation through the SS4A grant program to develop a safety action plan for the central Massachusetts area and a demonstration project in Worcester's Main South neighborhood. The CMRPC issued a RFP for consultant services in 2025.

Procedures

The planning study includes the following tasks to be completed either by the CMRPC, the CMRPCs consultant or the City of Worcester:

Task 1: Administrative & Leadership and Goal Setting

This task will see the creation of an advisory committee to help guide the development of the regional action plan as well as administrative tasks key to the successful completion of the federal grant

Task 2: Existing Conditions analysis/ Safety Needs Assessment

This task will have the consultant review relevant crash data and develop a high injury network to be used in the following tasks. The analysis of the high injury network will follow current guidelines from FHWA and MassDOT.

Task 3: Stakeholder Public Engagement

This task will seek broad public involvement from across the CMMPO region to gather input not only from the members of the advisory committee but also from the public. Monthly progress meeting will be held to help to ensure the project is moving forward on time and several public meetings will be held to gather various forms of public input on the development of the regional action plan.

Task 4: Process and Policy Changes & Strategy and Project Selection

This task will have the consultant propose several process and policy changes that can be adopted across the region at various levels to improve the safety of roads in the region for all road users. Additionally, the consultant will recommend strategies to improve the safety of roads and as appropriate develop and recommend projects to be selected by the advisory committee for inclusion in the final plan.

Task 5: Demonstration Project

This task will have the consultant develop cooperatively with the City of Worcester utilizing public input the initial design and final design of a demonstration project. The design will be determined in cooperation with findings of the Worcester vision zero action plan, the CMMPO regional action plan and community feedback. The demonstration project will be constructed and monitored with final results reported back to the CMPPO in the form of a technical memorandum.

Task 6: Final Report

Based on all previous tasks this task will complete all of the information and feedback gathered into on comprehensive regional action plan for you at the local level and the regional level to improve safety for all road users.

Products and Schedule

1. Administrative & Leadership and Goal Setting – *Throughout project development*
2. Existing Conditions analysis/ Safety Needs Assessment – *Throughout project development*
3. Stakeholder Public Engagement – *Throughout project development*
4. Process and Policy Changes & Strategy and Project Selection – *Throughout project development*
5. Demonstration Project – *Throughout project development*
6. Final Report – *FFY 2027*

Task Title	Safe Streets for All (SS4A)				Ref. #
Funding Program/\$					
	FHWA/FTA/PL		FTA Section 5307 (through WRTA)		
Participants	FHWA	State	FTA	WRTA	Total
CMRPC	300,000	75,000			375,000

Anticipated CMRPC Staff Hours: 215

Task Summary by Funding Source

The overall budget increase for FFY 2026 as compared to FFY 2025 is 3.3%. This increase is four separate categories: 1. The PL funding increase is 2%, 2. WRTA funding decrease of 44% to account for staffing capacity reduction, 3. Extension of additional funding for special studies utilizing de-obligated funds from FY 21-23 PL funds and 4. Anticipated second year funding for the Safe Streets for All grant monies.

FFY 2026 Program Year Unified Planning Work Program

Task #	Description	FHWA/PL (thru DOT)	State Match	FTA 5307 (through WRTA)	WRTA Match	Totals
Element 1: Management & Support of the Planning Process and Certification Activities						
1.1	Management & Support of "3C" Process	221,380	55,345			276,725
1.2	Unified Planning Work Program	16,000	4,000			20,000
1.3	Transportation Improvement Program	56,000	14,000			70,000
1.4	Title VI and Public Participation	80,000	20,000			100,000
Subtotals:		373,380	93,345	0	0	466,725
Element 2: Data Collection and Analysis Activities						
2.1	Data Collection and Analysis	160,000	40,000			200,000
2.2	Regional Transportation Model	80,000	20,000			100,000
2.3	Community and Regional Technical Assistance	100,000	25,000			125,000
2.4	Performance Management Analysis and Reporting	32,000	8,000			40,000
Subtotals:		372,000	93,000	0	0	465,000
Element 3: Transportation Plan Refinement Activities						
3.1	Corridor Study	40,000	10,000			50,000
3.2	Congestion Mgt Process Project Development	48,000	12,000			60,000
3.3	Safety and Security Project Development	48,000	12,000			60,000
3.4	Asset Management	48,000	12,000			60,000
3.5	Livability (Bike/Ped, Public Health, Travel&Tourism)	72,000	18,000			90,000
	Complete Streets	22,529	5,632			28,161
3.6	Freight and Intermodal Planning	40,000	10,000			50,000
3.7	Long-term RTP Implementation	136,000	34,000			170,000
3.8	Transportation Resiliency	60,000	15,000			75,000
Subtotals:		514,529	128,632	0	0	643,161
Element 4: Other Technical Activities						
4.1	Transit /Paratransit / Rail & Technical Activities	48,000	12,000			60,000
4.2	WRTA Technical Assistance			192,466	48,116	240,582
Subtotals:		48,000	12,000	192,466	48,116	300,582
Element 5: Direct Charges (Travel, Software/Hardware, Training)						
5.0	Direct Charges	28,000	7,000			35,000
Subtotals:		28,000	7,000	0	0	35,000
Deobligated UPWP Funds						
7.0	Regional Housing and Transportation Study	120,000	30,000			150,000
8.0	Vernon St/I-290 Planning Study	400,000	100,000			500,000
Subtotals:		520,000	130,000	0	0	650,000
BIL Discretionary Grant						
	SS4A Action Plan and Demonstration Project	300,000	75,000			375,000
Subtotals:		300,000	75,000	0	0	375,000
Totals:		2,155,909	538,977	192,466	48,116	2,935,468

Expenditure Category by Transportation Funding Source

<u>Expenditure Category</u>	<u>Contract / Funding Source¹</u>		<u>TOTAL</u>
	FHWA/FTA MassDOT PL	FTA WRTA 5307	
Direct Salary	\$928,514	\$129,883	\$1,058,397
Overhead Costs	\$791,372	\$110,699	\$902,071
Consultant Services	\$940,000	\$0	\$940,000
Direct Costs	<u>\$35,000</u>	<u>\$0</u>	<u>\$35,000</u>
Total	\$2,694,886	\$240,582	\$2,935,468

¹As reflected in '26 UPWP

FFY 2026 Program Year Unified Planning Work Program - Staff Hours

Task #	Description	Staff Hours
<i>Element 1: Management & Support of the Planning Process and Certification Activities</i>		
1.1	Management & Support of "3C" Process	2767
1.2	Unified Planning Work Program	250
1.3	Transportation Improvement Program	700
1.5	Title VI and Public Participation	1460
<i>Total Staff Hours for Element 1:</i>		<i>5177</i>
<i>Element 2: Data Collection and Analysis Activities</i>		
2.1	Data Collection and Analysis	4000
2.2	Regional Transportation Model	900
2.3	Community and Regional Technical Assistance	1563
2.4	Performance Management Analysis and Reporting	502
<i>Total Staff Hours for Element 2:</i>		<i>6965</i>
<i>Element 3: Transportation Plan Refinement Activities</i>		
3.1	Corridor Study	556
3.2	Congestion Mgt Process Project Development	714
3.3	Safety and Security Project Development	875
3.4	Asset Management	714
3.5	Livability (Bike/Ped, Public Health, Travel&Tourism)	1350
	Complete Streets	435
3.6	Freight and Intermodal Planning	481
3.7	Long-term RTP Implementation	1500
3.8	Transportation Resiliency	721
<i>Total Staff Hours for Element 3:</i>		<i>7346</i>
<i>Element 4: Other Technical Activities</i>		
4.1	Transit /Paratransit / Rail & Technical Activities	667
4.2	WRTA Technical Assistance	2925
<i>Total Staff Hours for Element 4:</i>		<i>3592</i>
<i>Deobligated UPWP funds</i>		
7.0	Regional Housing and Transportation Study	200
8.0	Vernon St/I-290 Planning Study	500
<i>Total Staff Hours:</i>		<i>700</i>
<i>BIL Discretionary Grants</i>		
	SS4A Action Plan and Demonstration Project	215
<i>Total Staff Hours:</i>		<i>215</i>
<i>Total Staff Hours for FY 2025:</i>		<i>23080</i>

CMRPC Funding Summary FFY 2026 Program Year

Transportation Funding

Source	Value (\$)	% of Total
FHWA/FTA/MassDOT-PL ^{1 2}	\$1,669,886	56.9
FTA/WRTA ³	\$240,582	8.2
De-Obligated FY21-23 PL funds ⁴	\$650,000	22.1
Safe Streets for All (SS4A) ⁵	\$375,000	12.8
<i>Transportation Funding Total:</i>	2,935,468	65.1

Other Funding ⁶

Source	Value (\$)	% of Total
Federal Grants	\$18,610	0.5
State Grants	\$1,514,010	37.0
Community Contract Work	\$2,301,835	56.3
Interest Income	\$39,770	1.0
Local Assessments	\$195,665	4.8
Retiree Health Ins Trust Fund	\$22,000	0.5
<i>Total:</i>	\$4,091,890	100.0

Overall Funding

Source	Value (\$)	% of Total
FHWA/MHD-PL ¹	\$1,669,886	23.8
FTA/WRTA ²	\$240,582	3.4
De-Obligated FY21-23 PL funds ⁴	\$650,000	2954.5
Safe Streets for All ⁵	\$375,000	5.3
Local Assessments	\$195,665	2.8
Federal Grants	\$18,610	0.3
Community Contract Work	\$2,301,835	32.8
State Grants	\$1,514,010	21.5
Interest Income	\$39,770	0.6
Retiree Health Ins Trust Fund	\$22,000	0.3
<i>Total:</i>	\$7,027,358	3045.3

¹ As reflected in '26 UPWP

² Includes 20% local/state match

³ FTA 5307 and WRTA match

⁴ De-obligated funds FY 21-23 including MassDOT state match

⁵ Safe Streets for All (SS4A) Federal Grant

⁶ As reflected in FY '26 CMRPC Proposed Annual Budget

Allocation of Direct Staff Time to UPWP Identified Contracts

Staff Member	Position	Category	% of Time to UPWP Identified Contracts
Rydant	Director, MPO Activities	Full Time	100
Krishnan	Deputy Executive Director	Full Time	100
Howland	Senior Transportation and Planning Engineer	Full Time	60
Krasnecky	Manager, TIP	Full Time	100
Mellis	Manager, Transit Planning	Full Time	100
Hollinger	Planning and Transportation Researcher	Full Time	100
Amoakohene	Principal Planner, Multimodal	Full Time	100
Blais	Principal Planner, Environmental Planning	Full Time	100
Graxirena	Director, Access and Mobility	Full Time	100
Lewis	Assistant Planner, Public Outreach Coordinator	Full Time	100
Raymond	Director, Transportation Data Services	Full Time	90
Wriggins	Associate Planner, Transportation Data	Full Time	100
Hurley	Assistant Planner	Full Time	100
Franz¹	Director of GIS	Full Time	10
Bromage¹	Travel Demand Modeler	Part Time	40
Brennan¹	Transit Technician	Part Time	20
2 Trans Technicians¹	Internships	Part Time	82
Land Use Staff¹	Land Use Planners	Full Time	5

*Maximum of three Land Use Staff will work a max of 5% - topics that cross-over transportation and land use

¹Based on one full time equivalent

Other Regional Stakeholders Engaged in Cooperative Transportation Planning Efforts

To ensure that duplicative transportation planning efforts are not occurring within the CMRPC region, this section of the UPWP lists known regional transportation stakeholders as well as some example studies and projects being conducted by their respective agencies. The CMMPO staff is aware of the below efforts, and others, those agencies are currently working on.

- **Andrew B. Davis, Airport Director, Massachusetts Port Authority:** Worcester Regional Airport
- **Barry Lorion, District Highway Director (DHD) MassDOT-Highway District #3:** I-495/Route 9, I-495/I-90 (MassPike) Interchange, Route 20 Shrewsbury, Pleasant Street Worcester, Route 146 Sutton
- **Craig Blais, President, Worcester Business Development Corporation (WBDC):** Centech Park Grafton/Shrewsbury, redevelopment of St. Gobain site
- **Anya Wilczynski, Interim Executive Director of the JHCBRVNHCC:** Blackstone River Bikeway Connectivity
- **David Mohler, Executive Director, MassDOT Office of Transportation Planning:** MPO Liasion
- **Galen Mook and Alex Salcedo, MassBike:** Worcester eBike project phase 2
- **John Westerling, P.E., Commissioner of Public Works and Parks, City of Worcester:** Chandler Street Project, and potential other projects
- **Joshua Rickman, WRTA:** Mobile Fare Payment System, Service Changes/Expansion, Fare Policy
- **Keith Beecher, Army Corps of Engineers (ACOE):** Federal Flood Control Property Stewards
- **MassDOT Aeronautics Division:** Southbridge Municipal Airport, Hopedale, Spencer, Tanner-Hiller Airports
- **Nipmuck Nation:** Tribal Interaction Leadership
- **Steve Rolle, Commissioner of Transportation and Mobility, Worcester:** Complete Streets Prioritization Plan, Worcester Now|Next City Master Plan, Mobility Action Plan, Chandler Street TIP Projects
- **Stefanie Covino, Program Manager, Blackstone Watershed Collaborative:** Culvert assessment and training, Regional culvert data coordinator
- **Melissa Fales, Executive Director, Quaboag Valley Community Development Corporation:** Quaboag Connector, Rural Transit Dialogue, Microtransit Learning Collaborative
- **Chelsey Patriss, Executive Director, Health Equity Partnership of North Central Mass (CHNA9):** Quabbin Region Transit viability study, Transit grant applications.

Listing of Previous Technical Studies Completed by CMRPC

- WRTA Service Contingency Plan, 2010
- WRTA Comprehensive Service Analysis, 2014/2015, 2020
- Transportation Needs Survey: Town of Clinton, MA, 2016
- WRTA Fixed-Route Passenger Satisfaction Survey, 2016, 2018
- WRTA Paratransit Passenger Satisfaction Survey, 2000, 2004, 2017, 2019
- Transportation Needs Survey: Northeastern Connecticut Council of Governments (NECCOG), 2017
- WRTA Transit Asset Management (TAM) Plan, 2018, 2022
- WRTA Public Transportation Agency Safety Plan (PTASP), 2020, 2022, 2024
- Coordinated Public Transit-Human Services Transportation (CPT-HST) Plan, 2019, 2024
- WRTA Title VI Program, 2021, 2024
- Transportation Needs Survey Blackstone Valley, 2024
- Transportation Needs Survey Town of Blackstone, 2024
- Millbury Local Pavement Management Program Report, 2011
- West Boylston Local Pavement Management Program Report, 2008, 2017 update
- Regional Pavement Report 2017
- Sturbridge Local Pavement Management Program Report, 2016, 2018, 2019 update
- Regional Asset Management Report, 2020, 2021, 2025
- West Brookfield Culvert Assessment Report, 2021
- Sturbridge Culvert Assessment Report, 2023
- Berlin Culvert Assessment Report, 2024
- Boylston Culvert Assessment Report, 2024
- MA-9 West Corridor Profile (Worcester, Leicester, Spencer), 2010
- MA Routes 12/16/197 Corridor Profile (Douglas, Webster, Dudley, Thompson-CT), 2010
- MA-140 Corridor Profile (Sterling, Princeton, Westminster), 2010
- MA-31 Corridor Profile (Holden, Paxton, Spencer), 2014
- Southbridge Street Corridor Profile (Worcester, Auburn), 2017
- MA-140 Corridor Profile (West Boylston, Boylston, Shrewsbury), 2018
- MA-20 Corridor Profile (Sturbridge), 2019
- Sutton Avenue and Central Turnpike Corridor Profile (Oxford, Sutton), 2021
- Route 62 Corridor Profile (Berlin), 2022
- Route 12 (Worcester), 2024/2025
- Westborough Access Management Plan (MA-9, MA-135 to MA-30), 2011
- Holden Access Management Plan (MA-122A, Shrewsbury St. to Mt. Pleasant Ave.), 2011
- Boylston Access Management Plan (MA-140, MA-70 to I-290), 2013
- Freight Rail Pilot Study and Feasibility Analysis: Management System Community Profiles for Towns of Auburn and Oxford, 2014
- Blackstone Valley Freight Rail Study and Feasibility Analysis, 2015

- Freight Planning Progress Report, 2013 and 2014/2015, 2016/2017, 2018/2019, 2020/2021, 2022/2023
- North Subregion Highway Freight Accommodation Study, 2021
- West Subregion Highway Freight Accommodation Study, 2022
- Southwest Subregion Highway Freight Accommodation Study, 2023
- Southeast Subregion Highway Freight Accommodation Study, 2024
- Northeast Subregion Highway Freight Accommodation Study, 2024
- 2009 to 2011 Regional Safety Report, 2014
- 2011 to 2013 Regional Safety Report, 2015
- 2013 to 2015 Regional Safety Report, 2018
- 2015 to 2017 Regional Safety Report, 2020
- 2017 to 2019 Regional Safety Report, 2022
- 2018 to 2020 Regional Safety Report, 2025
- Complete Streets Tier II: Prioritization Plans (Spencer and West Boylston), 2017
- Complete Streets Tier II Prioritization Plans (Barre and Rutland), 2018
- Complete Streets Tier II Prioritization Plans (Berlin, Brookfield, Millbury, Shrewsbury and Sturbridge), 2019
- Complete Street Tier II Prioritization Plans (Auburn and North Brookfield), 2020
- Complete Street Tier II Prioritization Plans (Dudley), 2021
- Sidewalk Prioritization Plan (Shrewsbury), 2022
- Local Sidewalk Prioritization Plan (Auburn), 2023
- Complete Street Tier II Prioritization Plan (Grafton), 2023
- Complete Street Tier II Prioritization Plan (Hardwick), 2025
- Neighborhood Safe Report (Holden and Paxton), 2014
- Central Massachusetts Regional Bicycle Plan, 2011, 2018, 2025
- Central Massachusetts Regional Pedestrian Plan, 2011 and 2018
- Regional Trails and Bicycle Lane Count Report, 2019
- Bicycle Compatibility Index, 2021
- Northborough Road Safety Report, 2021
- Northborough 330/350 Bartlett Street Post Occupancy Study, 2021
- Worcester Regional Mobility Study, 2011
- Worcester area TDM/TMA Feasibility Assessment, 2016
- CMMPO Regional Transportation Plans: 2000, 2003, 2007, 2012, 2016, 2020, 2023
- Regional Traffic Count Volume Summaries, 2000-2023
- Congestion Management Process Progress Report, 2000-2023
- Worcester Parking Study, 2020
- Westborough Parking Study, 2021
- Spencer AARP Park Enhancements, 2020

Please refer to earlier UPWP documents to view information for CMRPC technical studies completed prior to 2010.

FFY 2026 Unified Planning Work Program: MassDOT Draft Comments

1. On pages VI and VII, remove unnecessary bullet points.
 - a. CMRPC staff have removed the bullet points from the endorsed document.
2. On page 31, remove or edit unnecessary language.
 - a. CMRPC staff removed and edited language, as needed.
3. On page 104, anticipated CMRPC staff hours incorrectly formatted.
 - a. CMRPC staff changed staff hours from “2.925” to “2,925”, changing the period to a comma.
4. On page 114, correct wrongly spelt text under Task 6 Final Report paragraph.
 - a. CMRPC staff changed “ad” to “and” to fix the wrongly spelt text.

Listing of Transportation-Related Acronyms

AASHTO:	American Assoc. of State Highway and Transportation Officials
ABP:	Accelerated Bridge Program
AC	Advanced Construction
ADA:	Americans with Disabilities Act of 1990
ADT:	Average Daily Traffic
AFC:	Automated Fare Collection
AICP:	American Institute of Certified Planners
APC:	Automatic Passenger Counter
APTA:	American Public Transit Association
ARRA:	American Recovery and Reinvestment Act
ATJ:	Access to Jobs
ATR:	Automatic Traffic Recorder
BIL:	Bipartisan Infrastructure Law
BMS:	Bridge Management System
BRT:	Bus Rapid Transit
BVCC:	Blackstone Valley Chamber of Commerce
CAAA:	Clean Air Act Amendments
CBD:	Central Business District
CDAG:	Community Development Action Grant
CDBG:	Community Development Block Grant
CFR:	Code of Federal Regulations
CIP:	Capital Investment Plan
CMAA:	Central Massachusetts Agency on Aging
CMAQ:	Congestion Mitigation Air Quality
CMMPO:	Central Massachusetts Metropolitan Planning Organization
CMP:	Congestion Management Process
CMRPC:	Central Massachusetts Regional Planning Commission
CMRPD:	Central Massachusetts Regional Planning District
CO:	Carbon Monoxide
COA:	Council On Aging
COG:	Council of Governments
CP:	Corridor Profile
CTPS:	Central Transportation Planning Staff
CY:	Calendar Year
DCR:	Department of Conservation and Recreation
DEP:	Department of Environmental Protection
DET:	Department of Education and Training
DHCD:	Department of Housing and Community Development
DLTA:	District Local Technical Assistance
DOT:	Department of Transportation

DPH:	Department of Public Health
DTA:	Division of Transitional Assistance
EDA:	Economic Development Administration
EIR:	Environmental Impact Report
EIS:	Environmental Impact Statement
ENF:	Environmental Notification Form
EOEEA:	Executive Office of Energy and Environmental Affairs
EOT:	Executive Office of Transportation
EPA:	Environmental Protection Agency
EPDO:	Equivalent Property Damage Only
eSTIP:	Electronic STIP
EV:	Electric Vehicle
FAA:	Federal Aviation Administration
FAPRO:	Federal Aid Programming Reimbursement Office
FAST ACT	Fixing America's Surface Transportation Act
FFY	Federal Fiscal Year
FHWA:	Federal Highway Administration
FRA:	Federal Railroad Administration
FTA:	Federal Transit Administration
FY:	Fiscal Year
GANs:	Grant Anticipation Notes
GHG	Greenhouse Gas
GIS:	Geographic Information System
GPS:	Global Positioning System
GWSA:	Global Warming Solutions Act
HCM:	Highway Capacity Manual
HIP:	Highway Infrastructure Program
HOV:	High Occupancy Vehicle
HPMS:	Highway Performance Monitoring System
HPP:	High Priority Project
HSIP:	Highway Safety Improvement Program
IandM:	Inspection and Maintenance
IIJA:	Infrastructure Investment and Jobs Act
IM:	Interstate Maintenance
IRI:	International Roughness Index
ITE:	Institute of Transportation Engineers
ITS:	Intelligent Transportation Systems
ISTEA:	Intermodal Surface Transportation Efficiency Act of 1991
JARC:	Job Access Reverse Commute
JHCBRVNHCC:	John H. Chafee Blackstone River Valley National Heritage Corridor Commission
LEP:	Limited English Proficiency
LOS:	Level of Service

LOTTR:	Level of Travel Time Reliability
LPA:	Local Planning Assistance
LPMS:	Local Pavement Management System
MAC:	Massachusetts Aeronautics Commission
MAP:	Mobility Assistance Program
MAP-21:	Moving Ahead for Progress in the 21 st Century Act
MARPA:	Massachusetts Association of Regional Planning Agencies
MARTA:	Massachusetts Association of Regional Transit Authorities
MassDOT:	Massachusetts Department of Transportation
MassGIS:	Massachusetts Geographic Information System
MassPort:	Massachusetts Port Authority
MBTA:	Massachusetts Bay Transportation Authority
MCAD:	Massachusetts Commission Against Discrimination
MEMA:	Massachusetts Emergency Management Agency
MEPA:	Massachusetts Environmental Policy Act
MHC:	Massachusetts Historical Commission
MISER:	Massachusetts Institute for Social and Environmental Research
MOU:	Memorandum of Understanding
MPO:	Metropolitan Planning Organization
MTA:	Massachusetts Turnpike Authority
MUTCD:	Manual on Uniform Traffic Control Devices
MWRA:	Massachusetts Water Resources Authority
NAACC:	North Atlantic Aquatic Connectivity Collaborative
NAAQS:	National Ambient Air Quality Standards
NBIS:	National Bridge Inventory Standards
NEPA:	National Environmental Policy Act
NFA:	Non Federal-Aid
NHFP	National Highway Freight Program
NHFN:	National Highway Freight Network
NHPP:	National Highway Performance Program
NHS:	National Highway System
NOx:	Any of the Oxides of Nitrogen
NPMRDS:	National Performance Management Research Dataset
NSP:	National Public Transportation Safety Plan
NTD:	National Transit Database
NTS:	National Transportation System
NTSB:	National Transportation Safety Board
OA:	Obligation Authority
OCI:	Overall Condition Index (used with pavement)
ODCR:	Office of Diversity and Civil Rights
O3:	Ozone
OTP	Office of Transportation Planning

PCI:	Pavement Condition Index
PHED:	Peak Hour Excessive Delay
PL:	Metropolitan Planning funds (federal)
PM:	Performance Measures
PMS:	Pavement Management System
PMUG:	Pavement Management User's Group
PPP:	Public Participation Program
PRC:	Project Review Committee
PRWORA:	Personal Responsibility and Work Opportunity Reconciliation Act
PSAC:	Project Selection Advisory Council
PTASP:	Public Transportation Agency Safety Plan
RIF:	Roadway Inventory Files
RFP:	Request for Proposal
RFQ:	Request for Qualifications
ROW:	Right of Way
RPA:	Regional Planning Agency
RSA:	Roadway Safety Audit
RTA:	Regional Transit Authority
RTACAP	Regional Transit Authority Capitol Assistance
RTP:	Regional Transportation Plan
SAFETEA-LU:	Safe, Accountable, Flexible and Efficient Transportation Equity Act
SCA:	State Contract Assistance
SD:	Structurally Deficient
SGR:	State of Good Repair
SHSP	Strategic Highway Safety Plan
SIP:	State Implementation Plan (for Air Quality)
SMS:	Safety Management System
SOV:	Single Occupancy Vehicle
SPR:	Statewide Planning and Research
SRTS	Safe Routes to School
STIP:	State Transportation Improvement Program
STBG:	Surface Transportation Block Grant Program
TAM:	Transit Asset Management Plan
TAMP:	Transportation Asset Management Plan (Highway)
TAP:	Transportation Alternative Program
TAZ:	Transportation Analysis Zone
TDC:	Transportation Development Credits
TDM:	Travel Demand Management
TEA-21:	Transportation Equity Act for the 21st Century
TEC:	Transportation Evaluation Criteria
TERM:	Transit Economic Requirements Model
TFPCC	Total Federal Participating Construction Cost

TI:	Transportation Improvement (in SAFETEA-LU)
TIP:	Transportation Improvement Program
Title VI	Title VI of the Civil Rights Act of 1964
TMA:	Transportation Management Association
TMC:	Turning Movement Count
TRB:	Transportation Research Board
TSM:	Transportation Systems Management
TTTR:	Truck Travel Time Reliability
ULB:	Useful Life Benchmark
UPWP:	Unified Planning Work Program
USDOT:	US Department of Transportation
UZA:	Urbanized Area
VMT:	Vehicle Miles of Travel
VOC:	Volatile Organic Compounds
WBDC:	Worcester Business Development Corporation
WEOEA:	Worcester Executive Office of Elder Affairs
WRA:	Worcester Redevelopment Authority
WRCC:	Worcester Regional Chamber of Commerce
WRTA:	Worcester Regional Transit Authority
YOE:	Year of Expenditure
3C:	Continuing, Comprehensive and Cooperative (planning process)

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