



CENTRAL MASSACHUSETTS METROPOLITAN PLANNING ORGANIZATION (CMMPO)

The minutes of the Central Massachusetts Metropolitan Planning Organization (CMMPO) meeting, on **Wednesday, December 17th, 2025**. This meeting was held virtually using Zoom Webinar.

- **CMMPO Members Present:**

1. Derek Shooster – MassDOT Office of Transportation Planning, designee to MassDOT Interim Secretary Phillip Eng
2. Ann Sullivan – MassDOT Highway Division District #3, designee to MassDOT Highway Division Administrator Jonathon Gulliver
3. Joshua Rickman – WRTA Administrator
4. Bob Hassinger – designee to CMRPC Commission Chair
5. Betsy Goodrich – designee to City Manager Eric Batista
6. Michelle Conlin – Shrewsbury, Northeast Subregion Representative
7. Jesse Limanek – Sutton, Southeast Subregion Representative

- **CMMPO Ex-Officio Members Present:**

1. Miranda Briseno – MassDOT Office of Transportation Planning

- **Guests:**

1. Sarah Bradbury, MassDOT D3
2. Daryl Amaral – MassDOT D2
3. Jason Schreiber – Stantec
4. Whitney Burdge – Stantec
5. Makaela Niles, MassDOT
6. J Proias

- **CMRPC Staff**

1. Sujatha Krishnan, Deputy Director – Transportation

2. Kevin Krasnecky, Manager, Transportation Improvement Program – Transportation
3. Zack Blais, Principal Planner, Environmental Planning – Transportation
4. Rich Rydant, Director, MPO Activities – Transportation
5. Rob Raymond, Director, Data Services – Transportation
6. Nathan Lewis, Associate Planner, Public Outreach Coordinator – Transportation
7. Adam Wriggins, Associate Planner, Transportation Data – Transportation
8. Yahaira Graxirena, Director of Access and Mobility - Transportation

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Agenda Item #1 – Introductions

CMMPO Chair Derek Shooster opened the meeting at 4:00 PM. A roll call of CMMPO members was announced.

Agenda Item #2 – Approval of October 15, 2025 Meeting Minutes

Bob Hassinger made a motion and was seconded by Ann Sullivan to approve the October 15, 2025 meeting minutes. The members present voted to approve of the October 15, 2025 meeting minutes.

Derek Shooster – Yes

Betsy Goodrich – Yes

Ann Sullivan – Yes

Michelle Conlin – Yes

Joshua Rickman – Abstain

Jesse Limanek – Yes

Bob Hassinger – Yes

Agenda Item #3 – Opportunity for Public Comment

There were no comments from the public at this meeting.

Agenda Item #4 – Transportation Improvement Program (TIP)

- **Potential Action:** Release Proposed Amendment #2 to the FFY 2026-2030 TIP Highway Project Listing for 21-day Public Review and Comment Period

CMRPC staff, Kevin Krasnecky, presented this item. The Proposed Amendment #2 included multiple changes to the highway project listing, including:

- **#610535 – Worcester – Pedestrian and Bicycle Improvements on Pleasant Street**
 - STBG target funding reduced by \$3,466,213 in FFY 2026
 - Earmark funding (HPP) will be added under Section 1B (Earmark or Discretionary Grant Funded Projects) in the amount of \$1,615,550
 - Updated Total Project Cost: \$4,158,179
- **S13376 – Southbridge – Hamilton Street Reconstruction Project (FY 2024 BUILD Grant) – Design Only**
 - Added to FFY 2026 with earmark funding (HPP) in the amount of \$1,120,384 under section 1B (Earmark or Discretionary Grant Funded Projects)
- **#608862 – Southbridge – Bridge Replacement, S-21-009, Mill Street over McKinstry Brook and S-21-003, Mill Street over the Quinebaug River**
 - Cost increase of \$1,239,170 in FFY 2026
 - Updated Total Project Cost: \$11,232,073
- **#612195 – Worcester – Superstructure Replacement, W-44-0091, I-290 over East Central Street**
 - Funding in FFY 2027 is being removed and additional funding will be added to FFY 2026

- Funding source for this project is now NHPP (\$12,696,662) and NHPP-PEN (\$23,041,525)
 - Project cost increase: \$4,808,426
 - Updated Total Project Cost: \$35,738,187
- **#612092 – Uxbridge – Bridge Replacement, U-02-051, Homeward Avenue over Providence Railroad**
 - Project added to FFY 2027 in Section 2A (Federal Aid Funded State Prioritized Reliability Projects)
 - Funded with STBG-BR-OFF in the amount of \$3,741,988
- **#612191 – Auburn – Bridge Replacement, A-17-003, Oxford Street over Kettle Brook**
 - Project is being moved from FFY 2027 to FFY 2029
 - Updated Total Project Cost: \$19,577,600
- **#613367 – Westborough – Fisher Street Improvements (SRTS)**
 - Project is being moved from FFY 2028 to FFY 2029
 - Updated Total Project Cost: \$3,278,903

Derek Shooster commented on the proposed changes and that projects were moved based on a more realistic timeline of the projects. The maintenance of the STIP was done in preparation for the upcoming TIP Readiness Days in early February.

There were no other comments or questions regarding the Proposed Amendment #2.

Bob Hassinger made a motion and was seconded by Jesse Limanek to release the Proposed Amendment #2 to the FFY 2026-2023 TIP for public review. All members voted unanimously to release the Proposed Amendment #2 to the FFY 2026-2030 TIP Highway Project Listing for 21-Day Public Review and Comment Period.

Derek Shooster – Yes
 Ann Sullivan – Yes
 Joshua Rickman – Yes
 Bob Hassinger – Yes

Betsy Goodrich – Yes
 Michelle Conlin – Yes
 Jesse Limanek – Yes

- Potential FFY 2031 TIP Candidate Projects

CMRPC staff, Kevin Krasnecky, presented this item. The potential FFY 2031 TIP Candidate Projects will be presented at the January CMMPO meeting. These projects include:

- **#613875:** Auburn/Worcester – Improvements on Route 20 (Washington Street), from 1,000’ east of Commerce Drive to the Auburn/Worcester TL, **\$6,527,690**
- **#613873:** Sturbridge – Improvements on Route 20 (Charlton Road) from 1,000’ east of Hall Road to east of the I-84 Ramps, **\$6,530,299**

- #613261: Worcester – Lincoln Street Transit Infrastructure Improvements, \$3,335,000
- #613311: Worcester – Bicycle and Pedestrian Improvements on Millbury Street, \$3,322,634

There were no comments or questions.

Agenda Item #5 – Critical Rural and Urban Freight Corridors Updates

- **Potential Action:** Release Proposed New Rural and Urban Freight Corridors for 21-day Public Review and Comment Period

CMRPC staff, Rich Rydant, presented this item. Several new rural and urban freight corridors were proposed, including:

Rural:

- Route 122 (Rutland/Paxton) – from Route 122A (Rutland) to Brooks Road (Paxton)
 - Justification – major state numbered route serving broad rural area trucking needs
- Route 32A (Hardwick) – from Petersham TL to Mechanic Street
 - Justification – State numbered route serving broad rural area trucking needs. Provides vital connectivity to Route 2 Corridor and Franklin Region, southwest New Hampshire and southeast Vermont. It is a Rural Area Vital Link.
- Route 32 (Hardwick/Barre) – from just east of Upper Church Street (Hardwick) to Route 67 (Barre)
 - Justification – Intermodal Transloading Facility, includes major salt shed. Served by Mass Central Railroad (MC RR). Also includes Pheonix Plaza.
- Route 68 (Rutland) – from Hubbardston TL to Wachusett Street
 - Justification – State numbered route serving broad rural area trucking needs. Provides connectivity with Montachusett Region and Route 2 Corridor.

Urban:

- Southbridge Street (Worcester) – from Cambridge Street to just south of Glade Street
 - Justification – Railroad classification yard with truck scale. Includes locomotive maintenance building and salt stock piling. Worcester G&W yard at Southbridge Street.
- Route 49 (Spencer) – from Route 9 to Railroad Bridge
 - Justification – New England Automotive Gateway (NEAG) is a Rail to Truck Transload Facility for automotive distribution throughout Southern New England. Served by switching railroad East Brookfield and Spencer (EB&S RR).
- Route 49 (Sturbridge) – from Route 20 to MassPike

- Justification – New England Automotive Gateway (NEAG) is a Rail to Truck Transload Facility for automotive distribution throughout Southern New England. Served by switching railroad East Brookfield and Spencer (EB&S RR).
- Route 122 (Paxton/Worcester) – from Brooks Road (Paxton) to Chandler Street (Worcester)
 - Justification – Major state numbered route serving broad urban area trucking needs.

Jesse Limanek asked what the overall benefit was of expanding the freight corridors as identified. Mr. Rydant replied that TIP scoring is a major component, access to potential additional funding on a competitive basis at the federal level, and the new corridors will be included in the next update of the state freight plan for 2027. Mr. Limanek asked if most of the roads identified are state roads or intertwined with sections of municipal roads. Mr. Rydant replied that they are intertwined. Mr. Limanek asked if there is any desire for the state to take over and maintain the roads. Derek Shooster replied that he is not aware of this idea at this time. Makaela Niles also replied that it is likely not happening but could follow up for a better answer.

There were no further comments or questions.

Bob Hassinger made a motion and was seconded by Betsy Goodrich to release the Proposed New Rural and Urban Freight Corridors for 21-day Public Review and Comment Period. All members voted unanimously to release the Proposed New Rural and Urban Freight Corridors for 21-day Public Review and Comment Period.

Derek Shooster – Yes
 Ann Sullivan – Yes
 Joshua Rickman – Yes
 Bob Hassinger – Yes

Betsy Goodrich – Yes
 Michelle Conlin – Yes
 Jesse Limanek – Yes

Agenda Item #6 – Safe Streets for All (SS4A) Update Presentation

CMRPC staff, Rob Raymond, presented this item. The presentation provided several project updates, including the Regional Action Plan and Demonstration Project, Vision Zero Advisory Committee, public outreach, initial data findings, and more.

For the Regional Action Plan, current progress includes the development of an ArcGIS Online Dashboard. The dashboard highlights the project area and displays various data, like total crashes, fatal crashes, serious injury crashes, and minor injury crashes. It also includes various charts to display the data in other ways, like crashes per year. There are filters included in the dashboard to make it an interactive experience for the user to better understand the project area.

For the Demonstration Project, work thus far has included walks along the project area and public meetings to address concerns.

The Vision Zero Advisory Committee has been formed, which is a group of about 26 stakeholders across the region.

Key elements of public outreach will include a public survey, public meetings, outreach to community organizations, attending and hosting town meetings, and hosting data dashboards.

Thus far, there have been several initial data findings in the project:

- Fatal and serious injuries (2020-2024)
 - 131 fatal crashes
 - 1,035 serious injury crashes
- Fatal injury type (2020-2024) – excluding Interstates and Limited Access Roadways
 - Single vehicle – 31%
 - Angle – 20%
 - Head-on – 20%
 - Involving pedestrian – 18%
 - Rear-end – 5%
 - Unknown – 3%
 - Sideswipe – 2%
 - Involving cyclist – 1%

- Total crashes (2020-2024)

There was an increase in all types of crashes between 2020 and 2024, from 8,399 in 2020 to 12,078 in 2024. However, killed or seriously injured (KSI) crashes experienced an increase between 2020-2021, but have since decreased between 2022-2024, from 260 to 219.

- Crashes by community (communities with over 800 crashes)

40% of the reported crashes were in the City of Worcester, with 21,247 crashes between 2020 and 2024. Mendon was the lowest of the bunch, with 853 crashes between 2020 and 2024. Shrewsbury and Westborough over-represented the group in rear-end crashes.

Next steps for this project include public outreach; the development and refinement of the High Injury Network; initial data analysis, which will be brought to the Vision Zero Advisory Committee; and continued updates to the CMMPO along the process.

There were no comments or questions following the presentation.

Agenda Item #7 – Vernon Connected Transportation Study Update Presentation

Stantec staff, Jason Schreiber, presented this item. The presentation provided an update on the project overview, a summary of what is currently known and what has been heard throughout the public outreach process, a range of solutions, and imagining the future corridor by each area.

The project overview included a summary of project leaders, committee members, and the importance of the project; an explanation of the three pillars of the project (unity, community, mobility); a brief overview of the goals of the project; and a glance at the project timeline and key tasks.

Regarding what is known, a summary of the history of the project area was given. For example, before there was a highway (I-290), there was a neighborhood there. The dynamic and experience of the Kelley Square area was very different before the development of the highway system.

Since the public outreach effort has begun, there have been 8 community pop-ups, over 250 survey responses, 1 public workshop, 5 steering committee meetings, several targeted discussions, and 3 advisory committee meetings. From these, many common themes and key takeaways have extrapolated, including that most visitors are using a car; key destinations are much denser on the west side of I-290; there are a high number of severe crashes on Vernon Street; and there are higher poverty levels for those who live nearer to I-290 or the bridge. Common challenges have included that biking, walking, or using transit is not often safe, convenient, or comfortable; the bridge is not aesthetically pleasing or inspiring; and there are few public places to meet and connect. Strengths and opportunities have included culturally diverse neighborhoods; features and destinations (i.e. WooSox); and other good things that are happening.

A range of solutions can be developed to improve this project area according to what's needed and what the public wants. This can include green space, active space, programming, buildings, transportation, and connections. This question was asked of the community, in which the top solutions for these categories included trees, public restrooms, playgrounds, bike lanes, public art, and a pedestrian bridge.

Finally, Stantec staff broke the project area into four different areas and offered different ways those solutions can fit into each of those areas. Each area offers different challenges and opportunities based on the current built environment.

Next steps for the project will include finalizing the public survey, broadening the message of the project through new formats, developing focus groups and key stakeholder discussions, and beginning the process of ideation of potential solutions in different contexts.

Derek Shooster commented that the project team should look into a similar bridge project in Ohio for some insights and ideas.

There were no other comments or questions.

Agenda Item #8 – Staff Updates

- Housing and Transportation Study

CMRPC staff, Sujatha Krishnan, updated members that the Housing and Transportation Study has completed its subregional meetings. Next steps include the consultant working with the data and public input to complete a suitability analysis.

There were no comments or questions.

Agenda Item #9 – New Business

There was no new business.

Agenda Item # 10 – Next Meetings

- CMMPO Advisory Committee meeting (virtual) – January 7, 2026 at 3:00 PM
- CMMPO Committee meeting (virtual) – January 21, 2026 at 4:00 PM

Agenda Item #11 – Adjournment

Bob Hassinger made a motion to adjourn and was seconded by Ann Sullivan. The meeting concluded at 5:08 PM.

Meeting Minutes prepared by: Zack Blais, Transportation Principal Planner