



CENTRAL MASSACHUSETTS METROPOLITAN PLANNING ORGANIZATION ADVISORY COMMITTEE

The minutes of the CMMPO Advisory Committee held **Wednesday, April 27, 2022**. This meeting was held virtually through Zoom.

CMMPO Advisory Committee Members Present:

- Adam Menard – Chair, Town of Auburn
- Sandy Amoakohene – City of Worcester DPH
- Jeremy Thompson – 495/MetroWest Partnership
- Ethan Belding – Central Mass Agency of Aging
- Sarah Bradbury – MassDOT District 3
- Daryl Amaral – MassDOT District 2
- Ann Sullivan – MassDOT District 3
- Karin Valentine-Goins – WalkBike Worcester

Ex-Officio Members

- Chris Klem – MassDOT OTP
- Derek Krevat – MassDOT OTP

CMRPC Staff Present:

- Faye Rhault
- Yahaira Graxirena
- Kevin Krasnecky
- Eric Gemperline
- Zach Blais

Other Individuals Present:

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Agenda Item #1 – Around the Room Introductions

Chairperson Adam Menard opened the meeting at 3:00 PM. A roll call of CMMPO Advisory members was announced, followed by the rest of the attendees.

Agenda Item #2 – Approval of March 23, 2022 meeting minutes

Minutes for March 23, 2022 CMMPO Advisory meeting were considered for approval. Chairperson Menard entertains a motion to approve the March 23, 2022, meeting minutes. Ms. Sullivan makes a motion to approve. The motion is seconded by Ethan Belding. The vote is unanimous in favor of approval.

Agenda Item #3 - FFY 2022-2026 Transportation Improvement Program (TIP) Highway List: Amendment #4

ACTION ITEM: Seeking recommendation to the CMMPO

Kevin Krasnecky presented this item.

CMMPO Advisory Members were asked to release the Proposed Amendment #4 to the FFY 2022-2026 TIP Highway List for a 21-day public review and comment period. Proposed Amendment #4 includes the addition of the following statewide TIP project for FFY 2022:

- **Add Project #612133** – Oxford – Structural Steel Cleaning, Painting, and Various Repairs of Overhead Bridges on I-395 to FFY 2022 for a cost of \$8,741,567.

There were no comments or questions following the request to release the Amendment.

Chairperson Menard asks if there are any questions, barring none, he entertains a motion. Ms. Sullivan makes a motion to approve the amendment. The motion was seconded by Mr. Thompson. The vote was unanimous in favor of approval.

Agenda Item #4 DRAFT FFY 2023-2027 Transportation Improvement Program (TIP)

ACTION ITEM: Seeking recommendation from CMMPO Advisory

Kevin Krasnecky presented this item.

Staff are asking the CMMPO members to release the Draft FFY 2023-2027 TIP for a 21-day Public Review and Comment Period. Regional Prioritized Projects for the Highway Listing included:

- FFY 2023 there is \$623,275 in regional target funds remaining.
 - 602659, Charlton/Oxford – Reconstruction on Route 20, \$1,768,000
 - 605035, New Braintree – Reconstruction and improvements on Ravine Rd and Hardwick Rd, \$4,604,934
 - 608873, Spencer – Roadway rehabilitation of Meadow Rd, \$9,541,836
 - 609219, Holden – Pavement rehabilitation on Main St, Shrewsbury St, and Doyle Rd, \$9,542,121
- FFY 2023 Statewide Projects include

- 612650, Worcester – Bridge Preservation on I-290 over Lincoln Street, Colby Avenue, and Plantation Street, \$3,570,596
- 609219, Holden – Pavement Rehabilitation on Main St, Shrewsbury St, and Doyle Rd, from the State Police Barracks to Brattle St, \$1,000,000
- 610826, Sturbridge – Bridge Replacement on Champeaux Road over Long Pond, \$2,143,668
- 602659, Charlton/Oxford – Reconstruction on Route 20, from Richardson’s Corner easterly to Route 12, \$31,800,00
- FFY 2024 there is \$5,408,710 in regional target funds remaining.
 - 606517, West Brookfield – Resurfacing and related work on Route 9, \$7,194,307
 - 608171, Uxbridge – Reconstruction of Route 122 (STBG funds), \$8,402,858
 - 608778, Southbridge – Intersection improvements at Central St, Foster Street, Hook St, and Hamilton St (CMAQ funds), \$5,417,513
- FFY 2024 Statewide projects include
 - 609179, Spencer – Bridge replacement on North Spencer Road (Route 31) over the Seven Mile River, \$2,982,990
 - 610535, Worcester – Pedestrian and Bicycle Improvements on Pleasant Street, \$1,969,282
 - 608490, Upton – Resurfacing and related work on Route 140 and Roundabout construction at Route 140, Church Street, and Grove Street, \$8,050,057
 - 608491, Mendon – Resurfacing and related work on Route 16, \$11,747,253
 - 608814, Spencer – Resurfacing and related work on Route 9, \$9,958,172
 - 612098, Upton/Hopedale – Resurfacing and related work on Route 140, \$5,304,000
 - 608640, Sutton – Bridge Reconstruction carrying Depot Street over Blackstone River, \$4,482,936
 - 608862, Southbridge – Bridge Replacement for Mill Street over McKinstry Brook and Mill Street over the Quinebaug River, \$4,482,936
 - 609185, Worcester – Bridge reconstruction of Harrison Street over I-290 and Laurel Street over I-290, \$14,073,603
 - 609186, Dudley – Bridge replacement of State Route 131 over the Quinebaug River, \$11,302,179
 - 612087, Auburn – Resurfacing and related work on I-290 and I-395, \$5,815,680
 - 602659, Charlton/Oxford – Reconstruction on Route 20 from Richardson’s Corner easterly to Route 32, \$15,000,000
 - 609528, Grafton – Millbury Street replacement, \$2,543,259
 - 607764, Shrewsbury – Intersection and signal improvement at Route 20 at Grafton Street, \$4,952,937
 - 608757, Worcester – Intersection improvements at West Mountain Street at I-190 Frontage Road and Brooks Street Extension, \$2,165,815

- FFY 2025 there is \$7,424,915 in regional target funds remaining.
 - 602659, Charlton/Oxford – Reconstruction on Route 20, \$2,776,050
 - 609049, West Brookfield – Resurfacing and related work on Route 9, \$6,019,317
 - 608433, Webster – I-395 ramp at Route 16 and Sutton Rd intersection improvements, \$3,273,663
 - 608961, Worcester – Intersection improvements on Chandler St and May St, \$6,480,658

- FFY 2025 Statewide projects include
 - 612190, Holden – Bridge replacement of Salisbury Street over PW Railroad, \$4,316,485
 - 612192, Auburn – Bridge replacement of US-20 (WB) Washington Street over I-395, \$13,529,400
 - 612195, Worcester – Superstructure replacement I-290 over East Central Street, \$27,676,059
 - 608851, Hardwick/New Braintree - Bridge replacement Creamery Road over Ware River, \$2,402,969
 - 610769, Sutton – Bridge replacement over Mumford River, \$2,633,378
 - 610717, Uxbridge to Worcester – Guide and traffic sign replacement on a section of Route 146, \$5,761,800
 - 602659, Charlton/Oxford – Reconstruction on Route 20 from Richardson’s Corner easterly to Route 12, \$4,000,000
 - 608433, Webster – Intersection at I-395 ramps (Exit 2) at Route 16 and Sutton Road, \$4,320,000

- FFY 2026 there is \$7,508,371 in regional target funds remaining.
 - 608456, Upton – Culvert Replacement, \$1,003,800
 - 608990, Worcester – Intersection improvements and resurfacing on Chandler St, \$6,163,080
 - 611933, Sturbridge – Roundabout construction at intersection of Route 20 and Route 131, \$7,172,592
 - 609441, Northbridge – Intersection Improvements at Route 122/School St/Sutton St/Upton St, \$3,091,200
 - S12688, CMMPO LRTP Micro-Projects Program, \$400,000

- FFY 2026 Statewide projects include:
 - 612191, Auburn – Bridge replacement of Oxford Street over Kettle Brook, \$16,496,137

- 610825, Shrewsbury - Rehabilitation and box widening on Route 20 from Route 9 to South Street, \$17,249,176
- 612084, Barre – Bridge replacement over Old Coldbrook Road over Prince River, \$1,339,632
- 612092, Uxbridge – Bridge replacement on Homeward Avenue over PW railroad, \$4,665,987
- 612095, Oxford – Interstate maintenance on I-395, \$10,690,400
- 612181, Charlton – Bridge replacement over US 20 over Cady Brook, \$4,247,994
- 612510, Grafton – Bridge replacement of SR 140 over MBTA RR, \$9,054,541
- S12206, Sturbridge – Improvements at Burgess Elementary School, \$678,199
- FFY 2027 there is \$14,177,675 in regional target funds remaining
 - 610931, Uxbridge – Rehabilitation of Route 16, \$7,250,696
 - 612011, Worcester – Intersection improvements and resurfacing on Chandler St, \$4,877,800
 - S12689, CMMPO LRTP Micro-Projects Program, \$400,000
- FFY 2027 Statewide projects include
 - 605323, Oxford – Bridge replacement at Leicester Road over the French River, \$1,740,000
 - 611967, Sturbridge/Charlton – Intersection improvements on Route 49 at Putnam Road, Walker Pond Road, and Route 20, \$4,205,000
 - 612089, Southbridge – Resurfacing and related work on Route 131, \$5,568,00

Ms. Valentine-Goins asks if this is similar to what they had previously seen. Mr. Krasnecky responds affirmatively with the addition of a project in Grafton regarding bridge replacement.

Following the review of the highway project listing, staff briefly reviewed the Draft FFY 2023-2027 TIP Transit Listing. In brief, similar types of projects are in all five years of the TIP. For example, purchasing bus shelters, purchasing new buses, operating assistance for fixed-route service, and purchasing electronic signage. For FFY 2023, total cost of projects is \$23,895,103. For FFY 2024, total cost of projects is \$24,430,170. For FFY 2025, total cost of projects is \$26,452,835. For FFY 2026, total cost of projects is \$24,722,696. And for FFY 2027, total cost of projects is \$25,490,153.

Chairperson Menard opens the floor for questions. There were no questions. Chairperson Menard asks for a motion to recommend the projects to the MPO. Ms. Sullivan makes a motion to recommend. Ms. Valentine-Goins seconds the motion. The vote is unanimous in favor of the recommendation.

Agenda Item #5 – MassDOT Bipartisan Infrastructure Law (BIL): Presentation and Discussion

Derek Krevat presented this item.

The Bipartisan Infrastructure Law (BIL) provides federal funding for transportation for the next five years (FY22-FY26). The BIL highway formula funds are composed of \$3.5 billion in reauthorized amounts programmed in FY22-FY26 STIP, \$449 million in increased funding for existing STIP programs, and the addition of \$1.4 billion in other formula funds.

The \$1.4 billion in formula funds included: \$1.125 billion for a new bridge program, \$106.5 million for a new resiliency program, \$93.7 million for a new carbon reduction program, \$63.5 million for a new electric vehicle infrastructure program, and \$9.1 million for ferry boats and terminals.

Federal transportation funding includes three distinct types of transportation funding, contract authority, supplemental appropriations, and authorizations subject to appropriation. Contract authority is used for programs funded from the Highway Trust Fund and approximately 83% of the transportation funding in BIL is this type of funding. Supplemental appropriations are self-effectuating and not subject to the annual obligation ceiling. Supplemental appropriations make up approximately 13% of the transportation funding in the BIL. Lastly, there is authorizations subject to appropriation which are included in the reauthorization act but require a subsequent appropriation to effectuate and this funding source makes up approximately 4% of transportation funding provided in the BIL.

The BIL is an authorization bill and was passed in the Fall of 2021. In order to spend that money, an appropriation bill was passed. Most relevant to the MPO's is an increase in regional target funding. Consistent with a long-established process, Massachusetts distributes approximately 1/3 of these funds among the state's MPOs based upon a formula developed the MARPAs. The CMMPO regional target will increase by \$3,943,629. Additionally, based on assumed obligation authority of 90% (five-year rolling average) for FY23-FY26 will see the CMMPO have an increase of \$17.2 in target funding.

The other 2/3 of funds provided by the State go towards the Statewide projects and programs (includes highway, bridges, and bicycle/pedestrian projects, MPO planning funds, etc).

In terms of transit funding, the BIL provides Massachusetts with approximately \$2.8 billion, of which \$2.2 billion is for the MBTA and the remaining \$600 million is distributed among RTAs at amounts determined through split letters. There are no new transit formulas established in the BIL.

However, the BIL includes 35 discretionary (competitive) programs administered by the USDOT with a total funding in excess of \$110 billion. Mr. Krevat presents the various programs. Upon completion, Chairperson Menard asks the floor if there are any questions. Ms. Valentine-Goins requests a copy of the slide. Ms. Graxirena states that a copy of the slides are available on the CMRPC website under today's meeting.

Agenda Item #6 CMRPC Air Quality Module

Zack Blais presented this item

CMRPC Staff presented on a new "Air Quality Module", as part of its ongoing "Environmental Toolbox Series". The Air Quality Module focused on the topic of public electric vehicle (EV) charging infrastructure.

In brief, the Module reviewed current federal and state goals for EV charging infrastructure; the basics of what an EV is; the basics of what EV charging infrastructure is; the current landscape of EV charging in the region; ways to think about expanding public EV charging infrastructure in our communities; as well as which grants, and other funding opportunities can help procure and install EV charging infrastructure. The purpose of the module is to provide the region with a foundation to begin identifying current and potential locations for public EV charging infrastructure in their communities.

Transportation makes up the most emissions out of any other economic sector, and EVs have been emerging as a popular topic to help dramatically curb transportation emissions. Recently, both federal and state goals have been set for either EV adoption or EV charging infrastructure. While the federal government has set goals for EV charging infrastructure, the Commonwealth currently does not have a goal for a specific amount of EV charging infrastructure to reach in the region. Despite that, careful planning and an equitable expansion of EV charging infrastructure can help increase the rate of EV adoption in the Commonwealth, as well as help improve air quality.

There are three different types of EVs:

- **Battery Electric Vehicle (BEV; mostly referred to as EV)** – powered only by electricity
- **Plug-in Hybrid Electric Vehicle (PHEV)** – can be powered by both electricity and gasoline
- **Hybrid Electric Vehicle** – powered by both electricity and gasoline (does not plug into a charger)

While there are many reasons to go electric and develop EV charging infrastructure, three main benefits by transitioning are improving the environment and air quality, saving money and fuel costs, and improve energy security. Despite the clear benefits EVs offer, major challenges continue to hold people back from transitioning. Other than issues with pricing, both ‘range anxiety’ and ‘time-to-charge anxiety’ pose a major challenge. Due to an inconsistent system of EV charging infrastructure as well as some technology that lacks efficient charging time, potential drivers are worried about purchasing an EV due to not knowing where the next charging station is, and how long it will take them to charge once they get there. An equitable and consistent planning network of EV charging infrastructure can help push through these challenges and help improve EV adoption.

When it comes to charging an EV there are 3 levels of charging: Level 1, Level 2, and DC Fast Charging. In brief, Level 1 is the slowest charging rate, Level 2 is a slightly more efficient charging rate, and DC Fast Charging enables rapid charging:

- **Level 1:** 2 to 5 miles of range per 1 hour of charging
- **Level 2:** 10 to 20 miles of range per 1 hour of charging
- **DC Fast Charging:** 60 to 80 miles of range per 20 minutes of charging

Using an ArcGIS Dashboard, staff showed the current ‘landscape’ of EV charging infrastructure in the region. Currently, Alternative Fuel Data Center (AFDC) data was used to show that there are at least 142 EV charging station locations in the region, 136 of these are public and 6 are private. The overwhelming majority of these charging stations are networked by ChargePoint, about 116 charging stations. Thanks to the Registry of Motor Vehicles (RMV), data was also used to show EV ownership trends throughout the region, symbolized by different range levels (i.e., 1-150 vehicles). The dashboard is a great tool for communities to use to help identify and think about where they can install additional chargers.

Following this, the Module reviewed some ideas to help communities identify new locations for EV charging infrastructure, planning for equity, and what to consider when procuring and installing EV charging infrastructure. A large list of potential locations for EV charging infrastructure was listed, which

included rural corridors, park-and-rides, shopping mall parking lots, municipal lots, and major corridors, among many others. As the dashboard showed, there are massive gaps in our region, and it is important for our communities to be creative to find locations for new charging infrastructure. Equity must play a key role in this process to ensure that those who have been disproportionately impacted by transportation planning and emissions also see the health and economic benefits of EV charging infrastructure.

There are many things to consider when planning for an EV charging project, including procuring and installing charging infrastructure. For example, costs, signage requirements, parking, type of equipment, needs, operations and maintenance, fees, among others. To end, staff reviewed several grants and funding opportunities to help procure and install EV charging infrastructure. These included CMAQ, Green Communities Grant Program, MassEVIP Public Access Charging Incentives, MassEVIP DC Fast Charging Incentives, MassEVIP Workplace and Fleet Charging Incentives, National Grid EV charging funding options, and Eversource EV charging funding options.

Moving forward, staff will continue to work with existing data to help our communities to identify more specific charging locations and funding options.

There were no comments or questions to note.

Agenda Item #7 – Staff Updates

No Updates are available

Agenda Item #8 – New Business

MassDOT Innovation Conference will be happening at the DCU Center.

Agenda Item #9 – Adjournment

At 4:00 PM Chairperson. Menard entertained a motion to adjourn. Ms. Valentine-Goins made the motion to and was seconded by Mr. Belding. The group voted unanimously to adjourn.

Meeting minutes prepared: Eric Gemperline, Transportation Assistant Planner.