



CENTRAL MASSACHUSETTS METROPOLITAN PLANNING ORGANIZATION

The minutes of the Central Massachusetts Metropolitan Planning Organization (CMMPO) meeting held **Wednesday, February 15th, 2023**. This meeting was held virtually using Zoom.

- **CMMPO Members Present:**

1. Steve Woelfel – MassDOT Office of Transportation Planning, designee to MassDOT Secretary Gina Fiandaca
2. Ann Sullivan – MassDOT Highway Division District #3, designee to MassDOT Highway Division Administrator Jonathon Gulliver
3. Dennis Lipka – WRTA
4. Bob Hassinger – designee to CMRPC Commission Chair
5. Brian Pigeon – designee to City Manager Eric Batista
6. Shelby Marshall – Westborough, Northeast Subregion Representative
7. Jesse Limanek – Sutton, Southeast Subregion Representative
8. David Adams – Southbridge, Southwest Subregion Alternate
9. Stephanie Mulroy – Holden, North Subregion Representative

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

1. Derek Krevat, MassDOT Office of Transportation Planning
2. Chris Klem, MassDOT Office of Transportation Planning

- **Guests:**

1. Daryl Amaral, MassDOT District #2
2. Ben Breger, MassDOT District #2
3. Annabel Shein, MassDOT
4. Jack Moran, MassDOT,
5. Michelle G.

- **CMRPC Staff Present:**

1. Sujatha Krishnan, Deputy Director – Transportation
2. Kevin Krasnecky, Project Manager – Transportation
3. Yahaira Graxirena, Project Manager – Transportation
4. Zack Blais, Associate Planner – Transportation
5. Greer Jarvis, Assistant Planner – Transportation
6. Rich Rydant, Project Manager – Transportation

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Agenda Item #1 – Introductions

CMMPO Chair Steve Woelfel opened the meeting at 4:00 PM. A roll call of CMMPO members was announced, followed by the rest of attendees.

Agenda Item #2 – Approval of January 18, 2023, Meeting Minutes

Minutes from the January 18, 2023, meeting of the CMMPO were considered for approval. Ann Sullivan motioned to accept the minutes and was seconded by Jesse Limanek. A roll call vote was announced, and all members present voted to accept the minutes.

Steve Woelfel – Yes
Ann Sullivan – Yes
Dennis Lipka – Yes
Bob Hassinger – Yes

Brian Pigeon – Yes
Shelby Marshall – Yes
Jesse Limanek – Yes
Stephanie Mulroy – Yes

Agenda Item #3 – Opportunity for Public Comment

There were no comments from the public.

Agenda Item #4 – TIP/UPWP/LRTP Guidance Summary

Sujatha Krishnan reviewed the FY 2024 financial guidance provided by MassDOT for the Unified Planning Work Program (UPWP), Transportation Improvement Program (TIP), and the Long Range Transportation Plan (LRTP).

For the UPWP, funding sources are provided by both the FHWA and FTA. For FY 2023, current funding from the FHWA is \$1,190,223 and \$323,722 from the FTA. For FY 2024 this funding will increase to \$1,218,046 in funding from the FHWA and remain at \$323,722 from the FTA. This is a 1.84% increase in funding from FY 2023 to FY 2024. The formula for FY 2024 funding includes the 2020 census numbers.

For the TIP, funding is \$25 - \$26 million. For the last two years of the TIP, the available target funds increased to \$31 million.

For the LRTP, funding is divided into five-year bands out to 2050. The funding for each five-year period is \$141,078,571 in FY24 to FY28, \$168,482,252 in FY29 to FY33, \$186,209,456 in FY34 to FY38, \$205,854,817 in FY39 to FY43. As MassDOT only had to project 20 years, the 2024 amount is \$43,560,614. For staff to determine funding up to 2050, they will work with MassDOT to figure out the remaining funding, likely a 2% increase per year.

There were no comments or questions.

Agenda Item #5 – Transportation Improvement Program (TIP)

- **Potential Action:** Approval of Proposed Amendment #3 to the FFY 2023 to 2027 TIP Transit List

Kevin Krasnecky said the Proposed Amendment #3 includes the addition of four Community Transit Grant Awards to FFY 2023. Three projects were awarded to WRTA, and the other project was awarded to the Town of Shrewsbury.

- Project #T00235 – Town of Shrewsbury – Funding for operation of Shrewsbury Council on Aging vehicle with a focus on out-of-town trips for a total of \$50,000.
- Project #T00237 – WRTA – Holden demand response service for a total of \$24,000.
- Project #T00238 – WRTA – Midday demand response service for a total of \$30,000.
- Project #T00239 – WRTA – ReadyBus Service for a total of \$90,000.

Both the CMMPO Advisory and the CMRPC Transportation Committee voted in favor to endorse the Proposed Amendment #3. In addition, a virtual public meeting was held on February 6, 2023, with no comments from the public.

Jesse Limanek made a motion and was seconded by Dennis Lipka to approve the Proposed Amendment #3 to the FFY 2023 to 2027 TIP Transit List. All members present voted unanimously to approve the Proposed Amendment #3 to the FFY to 2027 TIP Transit List.

Steve Woelfel – Yes
 Ann Sullivan – Yes
 Dennis Lipka – Yes
 Bob Hassinger – Yes

Brian Pigeon – Yes
 Shelby Marshall – Yes
 Jesse Limanek – Yes
 Stephanie Mulroy – Yes

- **Potential Action:** Release Proposed Amendment #4 to the FFY 2023 to 2027 TIP Highway Project Listing for 21-Day Public Review and Comment Period

Kevin Krasnecky reviewed the Proposed Amendment #4 to the FFY 2023 to 2027 TIP highway project listing with the group. The changes are:

- Cost Increase of Project #605305 – New Braintree – Reconstruction and Improvements on Ravine Road and Hardwick Road from Hardwick TL to Route 67 (Barre Road). The increase is \$775,119 and will be funded by Statewide STGB funds. The new Total Project Cost is \$5,380,053.

Brian Pigeon asked if this change would impact the other regionally prioritized projects. It was replied that no, it would not impact the other regionally prioritized projects.

Bob Hassinger made a motion and was seconded by Ann Sullivan to release the Proposed Amendment #4 to the FFY 2023 to 2027 TIP Highway Project Listing for a 21-day public review and comment period. All members voted unanimously to release the Proposed Amendment #4 to the FFY 2023 to 2027 TIP Highway Project Listing for a 21-day public review and comment period.

Steve Woelfel – Yes
 Ann Sullivan – Yes
 Dennis Lipka – Yes
 Bob Hassinger – Yes

Brian Pigeon – Yes
 Shelby Marshall – Yes
 Jesse Limanek – Yes
 Stephanie Mulroy – Yes

- FFY 2024 to 2028 TIP Readiness Day Updates

Kevin Krasnecky presented this item. A few CMRPC staff attended TIP Readiness Day on February 7th to discuss the status of the currently programmed projects from FFY 2023 to FFY 2027 and the new candidate projects for FFY 2028. Various MassDOT officials attended the meeting, and an overall recommended programming year was given for each project. The following updates from the meeting for several projects are as followed:

- **Southbridge #608778 – Intersection Improvements at Central Street, Foster Street, Hook Street, and Hamilton Street:** Due to staff turnover in the town, and a high number of right of way (ROW) cases, it was recommended that this project be pushed back to FFY 2025.
- **Upton #608490 – Resurfacing and Related Work on Route 140 and Roundabout Construction at Route 140, Church Street, and Grove Street:** Due to the 75% design expected to be received so late and the number of ROW cases, this project is expected to be pushed back to FFY 2025.
- **Southbridge #608862 – Bridge Replacement, Mill Street over McKinstry Brook and Mill Street over Quinebaug River:** Project is still at pre-25% design and still no ROW plans. It is recommended to be pushed back to FFY 2025.
- **Worcester #609185 – Bridge Reconstruction of Harrison Street and Laurel Street over I-290:** Currently at 25% design and still needs a ROW submission. If ROW is needed then this project is likely to be pushed back to FFY 2025.
- **Dudley #609186 – Bridge Replacement of Route 131 over Quinebaug River:** Currently at pre-25% and no project schedule. Recommended to be pushed back to FFY 2025.
- **Shrewsbury #607764 – Intersection and Signal Improvements at US 20 and Grafton Street:** The scope was extended and now it is looking more like a roadway reconstruction project. There have been challenges with the bike and pedestrian accommodations, retaining wall, and utilities. It was recommended that this project be pushed back to FFY 2026.
- **Worcester #608757 – Intersection Improvements at West Mountain Street at I-190 Frontage Road and Brooks Street Extension:** This project is being deactivated as work is getting completed with other MassDOT existing maintenance projects.
- **Shrewsbury #610825 – Rehabilitation and Box Widening on Route 20:** This is a large project, and the design is progressing slowly. A revised cost and other design details are needed to confidently determine the appropriate year for programming. It was recommended that this project be pushed back to FFY 2028.
- **East Brookfield #612629 – Resurfacing and Related Work on Route 9:** This candidate project for FFY 2028 could potentially be programmed in FFY 2027 if money is available.

It was noted that besides the projects discussed above, all other projects are still on track for the year they are currently programmed.

There were no comments or questions.

- Summary of MicroProjects Applications

Yahaira Graxirena provided brief summaries of the two applications that were received as part of the MicroProjects Program.

The first application is from Southbridge. Their application is transit-oriented and aims to expand the knowledge of transit options in the town through a marketing plan and different strategies. These transit options include WRTA fixed routes, SCM Elder Bus, and Ready Bus. The goal is to provide this knowledge to help residents be aware and make use of transit alternatives that are available. They are requesting \$20,000, and \$4,000 will be used from ARPA funds as a match.

The second application is from town of Ware. This town is not from the CMMPO region, but the application is on behalf of the Quaboag Connector. The town is requesting \$75,000 to purchase a hybrid vehicle to expand their fleet to provide rural transportation trips. Their service area does include several rural communities in the CMMPO region. The town of Ware is providing a match.

Dennis Lipka commented that the new SCM Elder Bus leadership will help expand service to the western parts of the WRTA region, including Southbridge.

There were no other comments or questions.

Agenda Item #6 – CY 2023 Safety Performance Measures (PM1)

- **Potential Action:** Adopt Safety Targets

Kevin Krasnecky presented this item.

PM1 safety performance measures were presented at last month’s CMMPO meeting. MassDOT targets for CY 2023 include 355 total fatalities; 0.59 fatality rate per 100 million VMT; 2,569 total serious injuries; 4.25 per 100 million VMT serious injury rate; and 437 total combined non-motorist injuries and fatalities. These targets were presented and discussed at the January CMMPO Advisory and the CMRPC Transportation Committee and both recommended the adoption of the MassDOT Safety Targets for CY 2023. Therefore, staff asked CMMPO members to adopt MassDOT Safety targets for CY 2023.

Bob Hassinger made a motion and was seconded by Jesse Limanek to adopt MassDOT Safety Targets for CY 2023. All members voted unanimously to adopt MassDOT Safety Targets for CY 2023.

Steve Woelfel – Yes
Ann Sullivan – Yes
Dennis Lipka – Yes
Bob Hassinger – Yes

Brian Pigeon – Yes
Shelby Marshall – Yes
Jesse Limanek – Yes
Stephanie Mulroy – Yes

There were no comments or questions.

Agenda Item #7 – Presentation on Bridge and Pavement Condition Measures (PM2)

MassDOT staff member Jack Moran presented this item on the Bridge and Pavement Condition Measures (PM2).

For pavement, PM2 measures include the percentage of Interstate pavement in good condition and in poor condition, as well as the percentage of Non-Interstate pavement in good condition and in poor condition. For bridges, PM2 measures include the percentage of NHS bridge area in good condition and in poor condition. MassDOT have begun to look at and map bridges based on size rather than just points (i.e., locations). This helps provide more in depth detail when evaluating data and prioritizing bridges.

The first 4-year performance period began in 2018 with the identification of 2-year targets for 2020 (2019 conditions) and 4-year targets for 2022 (2021 conditions). For the first performance period from 2019 to 2021, MassDOT have been able to meet most targets for PM2 measures.

For Central Massachusetts NHS pavement, there is 469.57 lane miles of Interstate pavement, which represents about 15% of the entire statewide Interstate system. In addition, there is about 622.04 lane miles of non-Interstate pavement, representing about 9% of the state total, with 201.46 lane miles owned by municipalities. Current conditions for non-Interstate pavement in the Central Massachusetts region is about 62.7% excellent/good and 13.8% poor. For the state Interstate targets, the 2-year and 4-year targets of good condition are **70%** and the poor condition target is **2%**. As for the Non-Interstate NHS 2-year and 4-year targets, the good condition is **30%** and the poor condition is **5%**.

For NHS bridges in Central Massachusetts, there are 287, four of them are owned by municipalities and 283 owned by MassDOT. This total represents about 9.3% of the MA NHS bridge inventory. For current conditions, the Central Massachusetts region is better than the state with 19.83% bridges in good condition and only 4.1% bridges in poor condition. At the state level, bridge 2-year and 4-year targets are **16%** bridges in good condition and **12%** bridges in poor condition.

There were no comments or questions.

Agenda Item #8 – Presentation on System Performance Measures (PM3)

MassDOT staff member Chris Klem presented the System Performance Measures (PM3).

PM3 focuses on improving the efficiency of the transportation system and freight movement, reducing traffic congestion, and reducing emissions. The required performance measures under PM3 are Level of Travel Time Reliability (LOTTR) on both the Interstate System and non-Interstate NHS, the level of truck Travel Time Reliability (TTTR), percentage of non-single occupancy vehicle (SOV) travel, peak hour excessive delay (PHED), and total reduction of on-road mobile source emissions from projects funded under the CMAQ program.

LOTTR is based on the amount of time it takes to drive the length of a road segment. The metric is the percentage of person-miles traveled that are reliable, but reliability does not necessarily mean uncongested. LOTTR is calculated by dividing the 80th percentile times by the 50th percentile times. If all 4 periods are below 1.50, the segment is reliable. TTTR is based on the amount of time it takes trucks to drive the length of a road segment. TTTR is calculated by dividing the 95th percentile times by the 50th percentile times, and repeated for 5 time periods. The TTTR Index is generated as a weighted average of

the largest period for each segment and its weight. For the next 4 year performance period, the state's reliability targets are:

- Interstate LTTR: 2-year (2024) target is set at **74%**, and 4-year (2026) target is set at **76%**
- Non-Interstate LTTR: 2-year (2024) target is set at **85%**, and 4-year (2026) target is set at **87%**
- Interstate TTTR: 2-year (2024) target is set at **1.80**, and 4-year (2026) target is **1.75**

PHED indicates annual hours of excessive delay per capita on the NHS between 6am and 10am, and 3pm and 7pm. The threshold for excessive delay is based on the travel time at 20 MPH or 60% of the posted limit, whichever is greater. This measure is only reported for the Urbanized Area (UZA) level. The CMMPO is part of the Worcester UZA. For the next 4-year performance period, the state's PHED targets for the Worcester UZA are:

- 2-year (2024) target is **7**, 4-year (2026) target is **5**

The metric for non-SOV travel is based on the percentage of people commuting to work using a mode other than a SOV (i.e., carpool, van, public transit, walking, bicycling, or telecommuting). This measure is only reported for the UZA level and the CMMPO is part of the Worcester UZA. For the next 4-year performance period, the state's non-SOV targets for the Worcester UZA are:

- 2-year (2024) target is **25.35%**, 4-year (2026) target is **26.12%**

The on-road mobile source emissions measure is calculated by summing 2-and-4-year totals of emissions reductions in kilograms per day. This calculation is done for all projects located in municipalities classified as air quality maintenance areas (Waltham, Lowell, Worcester, and Springfield) or non-attainment areas (Oak Bluffs) funded with CMAQ funds. The current CMMPO TIP does not have any CMAQ funded projects in the City of Worcester.

There were no comments or questions.

Agenda Item #9 – Long Range Transportation Plan (LRTP) Updates

Sujatha Krishnan presented this item.

CMRPC staff are continuing to develop the LRTP and Ms. Krishnan shared a timeline calendar to show what is coming up regarding the LRTP over the next several months. For preparatory activities, staff will continue screening for major infrastructure projects through March, report on existing and projected conditions for all transportation modes during February, present draft sectional updates to the CMMPO in March, and finalize a list of all major infrastructure projects in April. For public outreach efforts, staff will continue reporting on public outreach findings and coordinating efforts with the MassDOT Beyond Mobility LRTP until the end of February. For MPO activities, staff will share draft document sectional updates, and are anticipating MPO Endorsement of the document in July. Finally, for federal and public review, staff are looking forward to the inclusion of the LRTP in the annual Environmental Consultation in April, releasing the document for early review in May, releasing the final document for 21-day public review and comment period in June, a federal planning partner review in August, and having a federally approved update of the document by October 1st.

Following a calendar review of the LRTP, Ms. Krishnan reviewed the full Table of Contents of the document with the group and briefly reviewed what each chapter will cover.

There were no comments or questions.

Agenda Item #10 – Staff Updates

Ms. Krishnan mentioned that Worcester and Southbridge were awarded grant funding through the BIL Safe Streets and Roads for All Grant Program. CMRPC staff are looking to apply for the next round to do a region-wide action plan.

Agenda Item #11 – New Business

There was no new business.

Agenda Item #12 – Next Meetings

- CMMPO Advisory Committee meeting (virtual) – February 22, 2023, at 3:00pm
- CMMPO meeting (virtual) – March 15, 2023, at 4:00pm

Agenda Item #13 – Adjournment

Bob Hassinger made a motion to adjourn and was seconded by Ann Sullivan. The meeting concluded around 5:30 PM.

Meeting Minutes prepared by: Zachary Blais, Transportation Associate Planner