



CENTRAL MASSACHUSETTS METROPOLITAN PLANNING ORGANIZATION

The minutes of the Central Massachusetts Metropolitan Planning Organization (CMMPO) meeting held **Wednesday, March 16th, 2022**. This meeting was held virtually using Zoom.

- **CMMPO Members Present:**

1. Steve Woelfel, MassDOT Planning Division, designee to MassDOT Secretary Jamey L. Tesler
2. Arthur Frost, MassDOT Highway Division District #3 office, designee to MassDOT Highway Division Administrator Jonathan Gulliver
3. Robert Hassinger, Grafton, CMRPC Commission Chair
4. Dennis Lamarche, Oxford, Southwest Subregion Representative
5. Brian Pigeon, City of Worcester
6. Jesse Limanek – Southeast Subregion Representative
7. Shelby Marshall – Westborough, Northeast Subregion Representative
8. Julie Quink – Hardwick, West Subregion Representative
9. Barur Rajeshkumar – West Boylston, North Subregion Representative

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

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

- **Guests:**

1. Ann Sullivan, MassDOT District #3
2. Daryl Amaral, MassDOT District #2
3. Sarah Bradbury, MassDOT District #3
4. Greg Russel, VHB
5. Jeff Bridges, Spencer
6. Heather Blakely – Southbridge
7. Jamie Luchini – Northbridge
8. Rory Dickinson
9. Amanda Bazinet - VHB

10. Dave Adams – Southbridge, Southwest Subregion Alternate

11. Andrew Wang - MassDOT

• **CMRPC Staff Present:**

1. Zack Blais, Assistant Transportation Planner
2. Kevin Krasnecky, Principal Transportation Planner
3. Rich Rydant, Transportation Project Manager
4. Sujatha Krishnan, Deputy Director - Transportation
5. Faye Rhault, Assistant Transportation Planner

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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 February 16, 2022, Meeting Minutes

Minutes from the February 16, 2022, meeting of the CMMPO were considered for approval. Bob Hassinger motioned to accept the minutes and was seconded by Dennis Lamarche. A roll call vote was announced, and members present voted unanimously to accept the minutes.

Robert Hassinger – Yes

Dennis Lamarche – Yes

Arthur Frost – Yes

Brian Pigeon – Yes

Stephen Woelfel – Yes

Julie Quink – Yes

Jesse Limanek – Yes

Barur Rajeshkumar – Yes

Shelby Marshall – Yes

Agenda Item #3 – Opportunity for Public Comment

There were no comments from the public.

Agenda Item #4 CMMPO Alternates Update

Kevin Krasnecky provided updates on filling CMMPO Alternate vacancies in the West, Southeast, and Southwest subregions. Meetings for these updates occurred the week before. The following are the new Alternates for the three subregion:

- **West Subregion Alternate:** Rich Eichacker, Town of Warren
- **Southeast Subregion Alternate:** Tim Bonin, Town of Douglas
- **Southwest Subregion Alternate:** David Adams, Town of Southbridge

There were no comments or questions.

Agenda Item #5 – FFY 2023-2027 Transportation Improvement Program (TIP)

- **TIP Workshop – Review and consensus of Preferred Option for FFY 2023-2027 TIP Highway Project Listing**

Kevin Krasnecky presented on preferred options for FFY 2023-2027 TIP Highway Project Listing.

Every year with the development of the TIP staff hold a ‘TIP Workshop’ at least a month before the release off the draft TIP in April. The TIP Workshop is a way for staff to come up with options for programming in all five years of the TIP. This Meeting, staff are looking for a review and consensus of these options from the MPO members to help build for the draft TIP for release in April. The projects chosen were based on information learned from TIP Readiness Day, project costs, and project scoring. This year, there is about \$4 million in additional funds from the new Bipartisan Infrastructure Law (BIL) for FFY 2023-2027 – helping to cover for cost increases of projects. Most of the projects stayed in their current programmed year. It was noted that the Uxbridge project was pushed back a year and the

Holden project moved up a year to take its place. Since most projects were unable to move up or pushed back, staff compiled only one option for the CMMPO. The following is the list of projects programmed in Option A:

FFY 23 Option A: This option would cost \$25.457 Million, leaving \$623,000 Thousand still available.

- 608873: Spencer – Meadow Rd Rehabilitation, \$9.542 Million
- 605035: New Braintree – Ravine Rd & Hardwick Rd Resurfacing, \$4.605 Million
- 609219: Holden – Shrewsbury St & Doyle Rd Rehab, \$9.542 Million
- 602659: Charlton/Oxford – Route 20 Reconstruction, \$1.768 Million

FFY 24 Option A: This option would cost \$20.207 Million, leaving \$5.2 Million still available.

- 608171: Uxbridge – Route 122 (S Main St) Reconstruction, \$8.080 Million
- 608778: Southbridge – Downtown Intersection Improvements, \$5.209 Million
- 606517: West Brookfield – Route 9 Reconstruction (Ph1), \$6.918 Million

FFY 25 Option A: This option would cost \$17.381 Million, leaving \$6.669 Million still available.

- 608433: Webster – Rt 16/I-395/Sutton Rd Improvements, \$3.031 Million
- 609049: West Brookfield – Route 9 Reconstruction (Ph2), \$5.573 Million
- 608961: Worcester – May St & Chandler St Int Improvements, \$6.001 Million
- 602659: Charlton/Oxford – Route 20 Reconstruction, \$2.776 Million

FFY 26 Option A: This option would cost \$15.963 Million, leaving \$6.661 Million still available.

- 609441: Northbridge – Rt 122/Sutton St/School St/Upton St, \$2.760 Million
- 608990: Worcester – Chandler St Improvements (Ph1), \$5.503 Million
- 611933: Sturbridge – Route 20 & 131 Roundabout, \$6.404 Million
- 608456: Upton – Route 140 Culvert Replacement, \$.896 Thousand
- Reserving \$400,000 funds for CMMPO Micro-Projects Program

FFY 27 Option A: This option would cost \$10.855 Million, leaving \$12.168 Million still available.

- 612011: Worcester – Chandler St Improvements (Ph2), \$4.205 Million
- 610931: Uxbridge – Route 16 (Douglas St) Rehabilitation, \$6.250 Million
- Reserving \$400,000 funds for CMMPO Micro-Projects Program

It was noted that the Shrewsbury TIP Project #610825, which was a candidate for FFY 2027, was able to be entirely state funded in FFY 2026.

Shelby Marshall asked what the 'Current Program' means on the table. Mr. Krasnecky replied that it means it is currently programmed in the existing TIP (FFY 2022-FFY 2026).

Ms. Marshall asked why price totals on 'Current Program' are different than they are in Option A. Mr. Krasnecky replied that it is because some project costs have increase since las year. Following up, Ms. Marshall asked what each Option means and why some aren't filled in. Mr. Krasnecky replied that the options are not related to the progress of the project, it is what projects are recommended to be programmed in that given fiscal year. Arthur Frost helped to provide more context, noting that the outer

years of the TIP multiple projects may have to be considered in a fiscal year. Ms. Krishnan added that more options may come up as the TIP moves along. This year is different given the \$4 million in additional funding through the Bipartisan Infrastructure Law (BIL). Brian Pigeon asked when Option A will be formally adopted by members to add to the TIP. Mr. Krasnecky said the Draft TIP would likely be released at the April CMMPO meeting

Mr. Krasnecky added that staff is looking for a consensus from the CMMPO to choose Option A to create the draft highway project listing for the 2023-2027 TIP.

There were no other comments or questions, all CMMPO members were in support of Option A to develop the Draft 2023-2027 TIP highway project listing.

- **Review of FFY 2023-2027 Statewide Highway Project Listing**

Mr. Krasnecky reviewed the draft statewide highway project listing for the FFY 2023 – FFY 2027 TIP.

There were no comments or questions.

- **Review of Draft FFY 2023-2027 Transit Project Listing**

Mr. Krasnecky briefly reviewed the preliminary FFY 2023 – FFY 2027 Transit project listing. Mr. Krasnecky noted that the same types of projects are listed in all five years. These projects include purchasing multiple new buses, support vehicle and replacement vans. Maintenance project for the M&O and Hub facilities are also included. Total Costs for each fiscal year are:

- **FFY 2023** - \$23,895,103
- **FFY 2024** - \$24,430,170
- **FFY 2025** - \$26,452,835
- **FFY 2026** - \$24,722,696
- **FFY 2027** - \$25,490,153

There were no comments or questions.

Agenda Item #6 – FFY 2023 Unified Planning Work Program (UPWP)

- **Budget and Major Task Listing**

Sujatha Krishnan presented on UPWP updates to the budget as well as the major task listing for the FFY 2023 Program Year.

Similar to the TIP, the UPWP will also see an increase in planning funds. A table was used to show how the funds were being spent on each task in the FFY 2022 budget, and how it is anticipated to change for the FFY 2023 budget. For the FFY 2022 MassDOT contract, CMRPC received a total budget of \$1,202,452 while FFY 2023 budget is \$1,394,338, which is about a 12% increase. As part of the FFY 2022 WRTA contract, CMRPC received a total budget of \$412,000. The WRTA budget will remain the same at \$412,000 for FFY 2023 but, this may change when it is time to release the draft UPWP document.

Ms. Krishnan highlighted three tasks that saw decreased funding as part of the FFY 2022 UPWP budget:

- Task 1.1, Management & Support of “3C” Process - **\$239,952**

- Task 2.3, Community & Regional Technical Assistance - **\$110,000**
- Task 4.1, Transit/Paratransit/Rail & Technical Activities - **\$30,000**

The FFY 2023 budget will see an increase of funding for the above listed tasks as well as others.

- Task 1.1, Management & Support of “3C” Process - **\$275,000**
- Task 1.4, Title VI – LEP - **\$40,000**
- Task 1.5, Public Participation - **\$40,000**
- Task 2.2, Regional Transportation Model - **\$100,000**
- Task 2.3, Community & Regional Technical Assistance - **\$121,838**
- Task 3.7, Long-Term RTP Implementation - **\$150,000**
- Task 4.1, Transit/Paratransit/Rail & Technical Activities - **\$40,000**

Following this, Ms. Krishnan briefly reviewed a listing of FY 2023 UPWP Tasks/Products. The listing highlights different activities staff will be working on for each Task in the upcoming UPWP. For FY 2023, the major item staff will be working on a new Long Range Transportation Plan (LRTP). A lot of the work under the other task categories will assist in the development of new LRTP.

There were no comments or questions following the presentation.

Agenda Item #7 – Bipartisan Infrastructure Law (BIL) Presentation

Derek Krevat, from MassDOT OTP, presented on Massachusetts transportation funding and programs that will come from the new Bipartisan Infrastructure Law (BIL).

Massachusetts will receive highway funding through a five-year apportionment between FY22-FY26. This will include about \$5.4 billion in highway formula funds. The majority of those funds will be used for reauthorized amounts already programmed in the FFY22-FFY26 Statewide Transportation Improvement Program (STIP); increased funding for existing STIP programs; and other formula programs. The remaining funds will be used for a new bridge program, a new resiliency program (PROTECT), a new carbon reduction program, a new electric vehicle (EV) infrastructure program, and ferry boats and terminals.

In FY22, an Omnibus Appropriations Bill was passed to increase BIL funding and will go into effect after short-term Continuing Resolution (CR) expires on March 15th, 2022. This Bill will provide sufficient funding for increases contained in the BIL and allow for the implementation of new programs under FHWA’s Contract Authority (i.e., new Carbon Reduction Program). In addition to this, programs funded with Supplemental Appropriations (i.e., EV Infrastructure Formula Program) do not rely on Contract Authority, are not subject to obligation limitation, and can also be implemented.

Regional Target Funding in the TIPS is based on formula funds annually apportioned to the state from the Highway Trust Fund (HTF). The BIL serves as the surface transportation reauthorization for FFY22-FFY26. Massachusetts distributes about 1/3 of these funds among the state’s Metropolitan Planning Organization’s (MPO) based on formula developed by Massachusetts Association of Regional Planning Agencies. For FFY22, the Central Massachusetts Metropolitan Planning Organization (CMMPO) regional target will increase by \$3,953,629.

Statewide Funding in the TIP is based on a combination of formula funds annually apportioned to the state from HTF and formula funds apportioned to Massachusetts from BIL's Supplemental Appropriations. Massachusetts distributes about 2/3 of HTF funds to statewide projects and programs. BILs Supplemental Appropriation formula funds include the Formula Bridge Program, the EV Infrastructure Program, and the Ferry Boat and Terminal Program.

Programs funded with the Supplemental Appropriations are not subject to obligation limitation, nor to the typical STIP "use it or lose it" requirement. Instead, each program is governed by specific statutory language. Massachusetts will be apportioned \$1.2 billion for the new Formula Bridge Program over five years (about \$225,3 million per year). Massachusetts will be apportioned \$63.5 million for the new EV Infrastructure Program over five years. Funding under the EV program is available until expended; however, an FHWA-approved State EV Infrastructure Plan is a prerequisite to obligating program funds.

For Highway Formula Funding over the five-year period FY22-FY26, BIL will increase the Massachusetts transportation formula funding by over 34%. BIL's FY22 increases can begin taking effect now that a federal appropriations bill has passed. With that, the current TIP will need to be amended to program BIL's increased FY22 funding. For BIL's Supplemental Appropriation formula funds that have been apportioned to the state, Bridge funds are available for programming. National EV Infrastructure (NEVI) funds cannot be programmed until completion of an FHWA-approved State NEVI Plan.

For Transit Formula Funding, the state will receive about \$2.8 billion over a five-year period. \$2.2 billion will be for the MBTA, and the remaining \$600 million is distributed among Regional Transit Authorities (RTA). Transit formula funds under the BIL are composed of Urbanized Area funds, State of Good Repair funds, and Bus and Bus Facility funds. BIL did not establish any new transit formula programs.

BIL includes authorizations for over 35 discretionary programs administered by the USDOT Office of the Secretary and the Operating Agencies, with total funding more than \$100 billion. There are 18 existing programs reauthorized for an aggregate amount of about \$77.3 billion, and 19 new programs reauthorized for an aggregate amount of about \$36.1 billion.

Dennis Lamarche asked what "tribal bridges" is, which is noted under the Bridge Investment Program stemming from the BIL Discretionary Programs. Mr. Krevat responded that within the BIL there are requirements for how much needs to be spent in certain areas or other designations. Therefore, at the national level a certain portion of funds is set aside for bridges on Tribes land. In the BIL, this includes \$200 million set aside for bridges on Tribes land (nationally).

There were no other comments or questions.

Agenda Item #8 – Staff Updates

There were no staff updates.

Agenda Item #9 – New Business

There was no new business.

Agenda Item #10 – Next Meetings

- CMMPO Advisory Committee meeting (virtual) – Wednesday, March 23rd at 3:00 PM

- CMMPO meeting (virtual) – Wednesday, April 20th at 4:00 PM

Agenda Item #11 – Adjournment

Bob Hassinger made a motion to adjourn and was seconded by Dennis Lamarche. The meeting concluded at 5:15 PM.

Meeting Minutes prepared by: Zachary Blais, Transportation Associate Planner