



CENTRAL MASSACHUSETTS METROPOLITAN PLANNING ORGANIZATION

The minutes of the Central Massachusetts Metropolitan Planning Organization (CMMPO) meeting held **Wednesday, April 19th, 2023**. This meeting was held virtually using Zoom.

- **CMMPO Members Present:**

1. Dave Mohler – 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. Bob Hassinger – designee to CMRPC Commission Chair
4. Todd Kirrane – designee to City Manager Eric Batista
5. Jesse Limanek – Sutton, Southeast Subregion Representative
6. Dennis Lamarche – Oxford, Southwest Subregion Representative
7. Rich Eichacker – Warren, West Subregion Alternate

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

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

- **Guests:**

1. Sarah Bradbury, MassDOT District #3
2. Daryl Amaral, MassDOT District #2
3. Jeff Bridges, Town of Spencer
4. Volk Ruediger

- **CMRPC Staff Present:**

1. Janet Pierce, Executive Director – Administration
2. Sujatha Krishnan, Deputy Director – Transportation
3. Kevin Krasnecky, Project Manager – Transportation
4. Rob Raymond, Project Manager – Transportation
5. Eric Gemperline, Associate Planner – Transportation
6. Zack Blais, Associate Planner – Transportation
7. Rich Rydant, Project Manager – Transportation
8. Ed Bromage - Transportation

The CMMPO fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. The CMMPO does not discriminate on the basis of race, color, national origin, English proficiency, income, religious creed, ancestry, disability, age, gender, sexual orientation, military service, or gender identity or expression. Any person who believes himself/herself or any specific class of persons have been subjected to discrimination prohibited by Title VI or related statutes or regulations may, himself/herself or via a representative, file a complaint with the CMMPO. A complaint must be filed no later than 180 calendar days after the date on which the person believes the discrimination occurred. Contact the CMMPO Title VI Coordinator at (508) 459-3313 or titleVIcoordinator@cmrpc.org, to obtain a copy of the CMMPO Complaint Procedure and forms, or visit <http://cmrpc.org/title-vi-policy> to review online.

Agenda Item #1 – Introductions

CMMPO Chair Dave Mohler 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 March 15, 2023, Meeting Minutes

Minutes from the March 15, 2023, 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 voted unanimously to approve the minutes.

Dave Mohler – Yes

Jesse Limanek – Yes

Ann Sullivan – Yes

Dennis Lamarche – Yes

Bob Hassinger – Yes

Rich Eichacker – Yes

Todd Kirrane – Yes

Agenda Item #3 – Opportunity for Public Comment

There were no comments from the public.

Agenda Item #4 – FFY 2023 to 2027 Transportation Improvement Program (TIP)

- **Potential Action:** Approval of Proposed Amendment #4 to the FFY 2023 to 2027 TIP Highway List

Kevin Krasnecky presented this item. CMMPO members were asked to consider the approval of the Proposed Amendment #4, which included a cost increase of FFY 2023 New Braintree TIP Project #605035 – Reconstruction and Improvements on Ravine Road and Hardwick Road, from Hardwick Townline to Route 67 (Barre Road). The cost increase is \$1,013,409 and will be funded by Statewide STBG funds. With the cost increase, the new Total Project Cost is \$5,618,343.

There were no questions regarding the proposal.

Dennis Lamarche made a motion and was seconded by Ann Sullivan to approve Proposed Amendment #4 to the FFY 2023 to 2027 TIP Highway List. All members present voted unanimously to approve Proposed Amendment #4 to the FFY 2023 to 2027 TIP Highway List.

Dave Mohler – Yes

Jesse Limanek – Yes

Ann Sullivan – Yes

Dennis Lamarche – Yes

Bob Hassinger – Yes

Rich Eichacker – Yes

Todd Kirrane – Yes

- **Potential Action:** Proposed Adjustment #5 to the FFY 2023 to 2027 TIP Transit List

Mr. Krasnecky presented this item. CMMPO members were asked to consider the approval of Proposed Adjustment #5, which included funding changes for three projects in FFY 2024:

- Decrease RTACAP funding in the amount of \$13,458 from Project #RTD0010845 – WRTA: Purchase Support Equipment for Fixed Route and Demand Response. Updated Total Project Cost is \$585,982.

- Increase RTACAP funding in the amount of \$12,771 for Project #RTD0010849 – WRTA: Purchase Fixed Route Bus Shelters. Updated Total Project Cost is \$72,771.
- Increase RTACAP funding in the amount of \$687 for Project #RTD0010850 – WRTA: Purchase Bus Stop and Electronic Signage for Fixed Route. Updated Total Project Cost is \$5,687.

Mr. Krasnecky noted that since these were only minor changes to the FFY 2023 TIP Transit project listing, it does not require a 21-day public review and comment period.

There were no questions regarding the adjustment.

Jesse Limanek made a motion and was seconded by Dennis Lamarche to approve Proposed Adjustment #5 to the 2023 to 2027 TIP Transit List. All members present voted unanimously to approve Proposed Adjustment #5 to the 2023 to 2027 TIP Transit List.

Dave Mohler – Yes

Jesse Limanek – Yes

Ann Sullivan – Yes

Dennis Lamarche – Yes

Bob Hassinger – Yes

Rich Eichacker – Yes

Todd Kirrane – Yes

- **Potential Action:** Release Proposed Amendment #6 to the FFY 2023 to 2027 TIP Highway Project Listing for 21-Day Public Review and Comment Period

Mr. Krasnecky presented this item. CMMPO members were asked to release the Proposed Amendment #6 for a 21-day public review and comment period, which included cost increases for three TIP highway projects in FFY 2023. These projects included:

- Cost increase of \$2,507,579 for Project #609219 – Holden – Pavement Rehabilitation on Main Street, Shrewsbury Street, and Doyle Road, from State Police Barracks to Brattle Street. STBG funds will be increased by \$5,164,257 from \$1,000,000 to a total of \$6,164,257. The new Total Project Cost is \$13,049,700.
- Cost increase of \$3,278,953 for Project #608873 – Spencer – Roadway Rehabilitation of Meadow Road. CMAQ funds will increase by \$13,185, STBG funds will increase by \$1,32,103, and TAP funding will be added in the amount of \$1,790,665. The updated Total Project Cost is \$12,821,789.
- Cost increase of \$1,034,249 for Project #610826 – Sturbridge – Bridge Replacement, S-30-019, Champeaux Road over Long Pond. The Statewide STBG-BR-OFF funding will go from \$2,143,668 to a new Total Project Cost of \$3,177,917.

There were no questions regarding the proposal.

Ann Sullivan made a motion and was seconded by Todd Kirrane to release Proposed Amendment #6 to the FFY 2023 to 2027 TIP Highway Project Listing for 21-day Public Review and Comment Period. All members present voted unanimously to approve Proposed Amendment #6 to the FFY 2023 to 2027 TIP Highway Project Listing for 21-day Public Review and Comment Period.

Dave Mohler – Yes

Jesse Limanek – Yes

Ann Sullivan – Yes

Dennis Lamarche – Yes

Bob Hassinger – Yes

Rich Eichacker – Yes

Todd Kirrane – Yes

Agenda Item #5 – FFY 2024 to 2028 Transportation Improvement Program (TIP)

- **Potential Action:** Release Draft FFY 2024 to 2028 TIP for 21-Day Public Review and Comment Period

Mr. Krasnecky presented this item. CMMPO members were asked to consider the release of the Draft FFY 2024 to 2028 TIP for 21-day Public Review and Comment Period.

The target projects for the Draft FFY 2024 to 2028 TIP Highway Project Listing include:

2024

- #606517 – West Brookfield – Route 9 Resurfacing (Phase 1)
- #608171 – Uxbridge – Route 122 (South Main Street) Reconstruction
- #608433 – Webster – Intersection Improvements at I-395/Route 16/Sutton Road
- S12815 – Ware – Purchase of Hybrid Minivan
- S12816 – Southbridge – Public Transportation Multi-Media Communications Campaign

2025

- #602659 – Charlton/Oxford – Route 20 Reconstruction
- #609049 – West Brookfield – Route 9 Resurfacing (Phase 2)
- #608778 – Southbridge – Intersection Improvements at Central Street/Foster Street/Hook Street/Hamilton Street
- #608961 – Worcester – Intersection Improvements at Chandler Street and May Street

2026

- #608456 – Upton – Route 140 Culvert Replacement over Unnamed Tributary to Center Brook
- #608990 – Worcester – Chandler Street Intersection Improvements from Main Street to Queen Street
- #611933 – Sturbridge – Route 20 and Route 131 Roundabout Construction
- #609411 – Northbridge – Intersection Improvements at Route 122/School Street/Sutton Street/Upton Street
- S12812 – CMMPO LRTP MicroProjects Program Reserve Funding

2027

- #610931 – Uxbridge – Route 16 (Douglas Street) Rehabilitation
- #612011 – Worcester – Chandler Street Intersection Improvements from Queen Street to Park Avenue

- #612629 – East Brookfield – Route 9 Resurfacing
- S12812 – CMMPO LRTP MicroProjects Program Reserve Funding

2028

- #611988 – Oxford – Route 12 (Main Street) Rehabilitation
- #613097 – Spencer – Intersection Improvements at Route 9 and Route 49
- S12811 – CMMPO LRTP MicroProjects Program Reserve Funding

In addition to the regional target projects, Mr. Krasnecky said the Statewide highway projects that were discussed at the March CMMPO meeting remained the same and they are included in the Draft 2024-2028 TIP Highway Project Listing. Following the highway list, Mr. Krasnecky also provided a summary of the draft Transit Project Listing. Mr. Krasnecky noted that the same projects were programmed in all five years of the TIP such as Operating Assistance, Purchasing Support Equipment, Purchasing Spare Parts, Purchasing new Bus Shelters, and improvements to the WRTA Hub and Maintenance Facility. It was also noted that the WRTA is purchasing new electric buses in 2024, 2025, 2026, and 2027, for a total number of 23 buses. Additionally, a total of 17 new paratransit vans are being purchased in 2024 and 2026.

There were no questions regarding the projects.

Ann Sullivan made a motion and was seconded by Jesse Limanek to Release the Draft FFY 2024 to 2028 TIP for 21-day Public Review and Comment Period. All members present voted unanimously to Release the Draft FFY 2024 to 2028 TIP for 21-Day Public Review and Comment Period.

Dave Mohler – Yes

Jesse Limanek – Yes

Ann Sullivan – Yes

Dennis Lamarche – Yes

Bob Hassinger – Yes

Rich Eichacker – Yes

Todd Kirrane – Yes

- **Potential Action:** Endorsement of the Self-Certification of the CMMPO Transportation Planning Process

Mr. Krasnecky presented this item. Members were asked to endorse the Self-Certification of the CMMPO Transportation Planning Process. This is a document that certifies that the CMMPO conduct complies with all applicable requirements listed on the document, including activities to support the development and implementation of the Regional LRTP and Air Quality Conformity Determination, the TIP and Air Quality Conformity Determination, and the UPWP.

There were no questions regarding the document.

Dennis Lamarche made a motion and was seconded by Todd Kirrane to Endorse the Self-Certification of the CMMPO Transportation Planning Process. All members presented voted unanimously to Endorse the Self-Certification of the CMMPO Transportation Planning Process.

Dave Mohler – Yes

Jesse Limanek – Yes

Ann Sullivan – Yes

Dennis Lamarche – Yes

Bob Hassinger – Yes

Rich Eichacker – Yes

Todd Kirrane – Yes

- **Potential Action:** Endorsement of the Certification of the CMMPO Greenhouse Gases (GHG) Requirements

Mr. Krasnecky presented this item. Members were asked to endorse the Certification of the CMMPO GHG Requirements. This document certifies that that the TIP and Air Quality Conformity Determination for the CMMPO is in compliance with all applicable requirements in the State Regulation 310 CMR 60.05: Global Warming Solutions Act Requirements for Transportation.

There were no questions regarding the document.

Dennis Lamarche made a motion and was seconded by Ann Sullivan to Endorse the Certification of the CMMPO GHG Requirements. All members presented voted unanimously to Endorse the Certification of the CMMPO GHG Requirements.

Dave Mohler – Yes

Jesse Limanek – Yes

Ann Sullivan – Yes

Dennis Lamarche – Yes

Bob Hassinger – Yes

Rich Eichacker – Yes

Todd Kirrane – Yes

Agenda Item #6 – Long Range Transportation Plan (LRTP) Scenario Planning

- Financial Plan

Sujatha Krishnan presented this item, which includes financial scenarios staff are considering as part of the development of the LRTP.

First, the presentation displayed a table shows regionally estimated target funds provided by MassDOT until 2050, which are allocated in five-year bands. As part of current TIP funding, total available funding from FY2024 to FY2025 is \$52,397,899. From FY2026 to FY2030, total available funding is \$154,432,094. From FY2031 to FY2035, total available funding is \$174,436,471. From FY2036 to FY2040, total available funding is \$194,518,660. From FY2041 to FY2045, total available funding is \$213,832,411. And from FY2046 to FY2050, total available funding is \$235,849,508. This comes to a total of \$1,025,467,044 in total available funding provided by MassDOT from 2024 to 2050 for the region. As MassDOT only provided funding up to 2044, staff used a 2% increase per year up to 2050.

Ms. Krishnan then showed a slide which included a table of the Programmatic Areas that were set in the previous LRTP, and the percentages and dollars associated with each one that were set by the CMMPO. The table also included information on the percentages and dollar amounts from the TIP (FFY2022-2028) to show what has actually been allocated within the Programmatic Areas. While some Programmatic Areas align closely between the LRTP and with how TIP funding is actually being spent (Major Infrastructure Projects, Climate Change and Resiliency), there are differences with other areas (System Maintenance and Operations, Active Transportation, and Transit Support).

Moving forward, staff have done extensive public outreach as part of the LRTP, *2050 Connections*. A pie chart was displayed showing a breakdown of public survey results of transportation priorities. These priorities included improving pedestrian infrastructure, improving public transportation, reducing traffic congestion, reducing vehicles crashes, maintaining pavement conditions, stormwater management, expanding bicycle infrastructure, EV charging infrastructure, accommodating freight needs, and

expanding trail network. Using our data management systems, staff were able to run a budgeting scenario for how much it would cost to do many of the projects in the region. For example, it would take about \$100 million to replace 100 culverts, about \$256 million for planned Complete Streets projects in approved Prioritization Plans, and \$80 million for pavement structural improvements on 74.4 miles of federal-aid roadway.

Taking all the public priorities and data, staff created two options for target funding percentages for each of the Programmatic Areas. Option 1 aligns closely with what has been traditionally spent on the TIP (FFY2022-2028). Option 2 is the staff's preferred option, and it takes the public comment and data into account to come up with a scenario that staff believes works better for the region.

The CMMPO agreed that Option 2 would be the preferred alternative for developing the LRTP. The percentage breakdown by Programmatic Area for Option 2 is:

- Major Infrastructure Projects – **15%**
- System Maintenance and Operations – **38%**
- Active Transportation – **30%**
- Climate Change and Resiliency – **12%**
- Transit Support – **5%**

There were no other comments or questions.

- Socio-Economic Plan

Rob Raymond and Ed Bromage presented this item.

Mr. Bromage started off the presentation saying the Federal regulation requires socioeconomic and population projections to guide the development of the LRTP. This includes how many people will live in the region and where they will live, as well as how many people will work in the region and where they will work. This helps inform the planning process by identifying growth areas, identifying transportation system deficiencies, and helping establish travel/commuting patterns.

MassDOT took the lead in developing the population and employment projections. Additionally, the UMass Donahue Institute and MAPC helped as well as all the RPAs. Between the UMass Donahue Institute (UMDI), MAPC, and UrbanSim Model, the projections follow a workflow using data on population, households, household characteristics, MA resident labor force, estimates of incommuters, industry projections, and employment. This whole process starts at the state, which comes up with state-level forecasts and work with the regions to come up with population, household, and employment projections for each of the planning agencies. From here, UrbanSim Model is used to allocate growth to 2020 Census Block groups. That projection data is then used for town totals, which are used for the transportation analysis zones that make up the regional travel demand forecasting model, which are different than 2020 Census Blocks.

Regarding national population trends, the U.S. population grew by only 0.1% from July 1, 2020, to July 1, 2021. This can be attributed to decreased international migration, decreased fertility, and increased mortality due in part to the COVID-19 pandemic. As for retirement trends, by 2030, more than one in

five Americans will be over age 65. This additional information is being used to come up with population and workforce projections at the state level.

Moving on, Mr. Bromage discussed four maps that showed forecasting for towns across the state for percent change for population in households, households with children, workers, and jobs from 2020 to 2050. Population in households show a mixed bag of change in the CMMPO region, households with children show mostly a loss throughout the CMMPO region, workers also show mostly a loss in the CMMPO region, and jobs show a mixed bag of change in the CMMPO region.

Next, Mr. Raymond took over to discuss the MassDOT/UMDI methodology for population forecasting out to 2050. Five-year age groupings were used with cohorts for births, deaths, and migration. CMRPC also did its own set of forecasting and a separate methodology. This is because MassDOT represents their projections as a bottom, or low forecast; the MassBuilds Database influences projections, but MassBuilds only includes active projects; MassDOT projections has a conservative view of in-migration; MassDOT projections has a conservative view of higher education and the ability of the CMRPC region to retain graduates; and historically, MassDOT projections have been conservative. To build a more optimistic set of projections for the region, CMRPC applied previously computed absolute growth rates to new 2020 census numbers. Therefore, while MassDOT population projections for the region show slight increases in population out to 2040 and then a decrease in population out to 2050, the CMRPC population projections show a steady increase in population all the way out to 2050. Similarly, while MassDOT employment projections show only slight growth for the region out to 2050, CMRPC employment projections show steady growth for the region out to 2050.

Following this, Mr. Raymond showed a set of maps for both population and employment projections to show growth in each community out to 2050. For each projection there were three sets of maps that were split into three 10-year spans (2020-2030, 2030-2040, and 2040-2050). Growth was symbolized by "Below Average Growth", "Average Growth", and "Above Average Growth". For population projections, there was "Above Average Growth" throughout the majority of the region from 2020 to 2030, however that tapers off to become majority "Average Growth" and "Below Average Growth" between 2030 and 2050. For employment projections, the region was split between "Below Average Growth" and "Above Average Growth" from 2020 to 2030. From 2030 to 2040 the region becomes a mix of all types of employment growth, and from 2040 to 2050, the region experiences a mix of mostly "Average Growth" and "Above Average Growth".

As for the next steps, staff will input both the MassDOT and CMMPO projections into the CMRPC travel demand model for scenario planning. Staff will utilize both MassDOT and CMMPO projections for scenario planning in the CMRPC regional plan. And staff will continue to monitor local, regional, and state datasets in preparation of future efforts.

Following the presentation Bob Hassinger asked about the slides showing percent changes in the state and why there were stark differences between our RPA and others on some occasions. Mr. Raymond explained the way the model worked and how the data goes into the model and explained that there were no "systemic" issues, as Mr. Hassinger also asked about. Ms. Krishnan also provided some context regarding the way data is collected. Mr. Bromage also added that the UrbanSim process is new, and it could be why some towns show stark differences with how the model takes data and projects it.

There were no other comments or questions.

Agenda Item #7 – Staff Updates

Janet Pierce announced that Arthur Frost would be receiving the Transportation Planner Award Recipient for this year, which will be given at the CMRPC Annual Meeting and Awards Dinner, on June 8, 2023. If interested, the CMMPO members are welcome to attend.

Agenda Item #8 – New Business

There was no new business.

Agenda Item #9 – Next Meetings

- CMMPO Advisory Committee meeting (virtual) – April 26, 2023, at 3:00pm
- CMMPO meeting (virtual) – May 17, 2023, at 4:00pm

Agenda Item #10 – Adjournment

Bob Hassinger made a motion to adjourn and was seconded by Jesse Limanek. The meeting concluded around 5:15 PM.

Meeting Minutes prepared by: Zachary Blais, Transportation Associate Planner