



CENTRAL MASSACHUSETTS METROPOLITAN PLANNING ORGANIZATION

The minutes of the Central Massachusetts Metropolitan Planning Organization (CMMPO) meeting held **Wednesday, April 20th, 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. Stephen Rolle, City of Worcester
6. Jesse Limanek – Southeast Subregion Representative
7. Shelby Marshall – Westborough, Northeast Subregion Representative

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

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

- **Guests:**

1. Ann Sullivan, MassDOT District #3
2. Daryl Amaral, MassDOT District #2
3. Margot Schassler
4. Jessie Davis, Worcester
5. Amanda Bazinet - VHB
6. Dave Adams – Southbridge, Southwest Subregion Alternate
7. Elise Narden
8. Andrew Wang, MassDOT

- **CMRPC Staff Present:**

1. Sujatha Krishnan, Deputy Director – Transportation
2. Rich Rydant, Project Manager – Transportation

3. Kevin Krasnecky, Principal Planner – Transportation
4. Yahaira Graxirena, Project Manager – Transportation
5. Zack Blais, Associate Planner – Transportation
6. Sarah O’Brien, Assistant Planner – RCCP

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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 March 16, 2022, Meeting Minutes

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

Robert Hassinger – Yes
Arthur Frost – Yes
Stephen Woelfel – Yes
Jesse Limanek – Yes

Shelby Marshall – Yes
Dennis Lamarche – Yes
Stephen Rolle – Yes

Agenda Item #3 – Opportunity for Public Comment

Arthur Frost (MassDOT-D3) commented on his retirement coming up following the May CMMPO Meeting.

There were no other comments from the public.

Agenda Item #4 FFY 2022-2026 Transportation Improvement Program (TIP)

- **Potential Action:** Proposed Adjustment #3 to the FFY 2022-2026 TIP Transit List

CMMPO Members were asked to consider the proposed Adjustment #3 to the FFY 2022-2026 TIP Transit List. Adjustment #3 is proposed for FFY 2022 and includes both increases and decreases in several project costs:

- **RTD0009778** – Decrease total project cost by \$125,000. New total project cost is \$169,000.
- **RTD0009781** – Decrease total project cost by \$25,000. New total project cost is \$0.
- **RTD0009779** – Increase total project cost by \$23,040. New total project cost is \$105,040.
- **RTD0009774** – Decrease total project cost by \$80,000. New total project cost is \$87,000.
- **RTD0009777** – Decrease total project cost by \$75,000. New total project cost is \$278,000.
- **RTD0009780** – Decrease total project cost by \$23,040. New total project cost is \$0.
- **RTD0009772** – Increase total project cost by \$44,040. New total project cost is \$229,405.

There were no comments or questions following these proposed adjustments.

Shelby Marshall motioned to approve the Proposed Adjustment #3 and was seconded by Jesse Limanek. All members voted unanimously to approve the Proposed Adjustment #3 to the FFY 2022-2026 TIP Transit List.

Robert Hassinger – Yes
Arthur Frost – Yes
Stephen Woelfel – Yes
Jesse Limanek – Yes

Shelby Marshall – Yes
Dennis Lamarche – Yes
Stephen Rolle – Yes

- **Potential Action:** Release Proposed Amendment #4 to the FFY 2022-2026 TIP Highway List for 21-day public review and comment period:

CMMPO 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.

Bob Hassinger motioned to approve the release of Proposed Amendment #4 and was seconded by Dennis Lamarche. All members voted unanimously to release Proposed Amendment #4 to the FFY 2022-2026 TIP Highway List for a 21-day public review and comment period.

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

- **Potential Action:** Release Draft FFY 2023-2027 TIP for 21-day Public Review and Comment Period

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 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 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 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 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

In addition to the above regional target projects, all statewide projects were also reviewed. 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.

Jesse Limanek made a motion to release the Draft FFY 2023-2027 TIP for a 21-day Public Review and Comment Period and was seconded by Arthur Frost. All members voted unanimously.

Robert Hassinger – Yes
 Arthur Frost – Yes
 Stephen Woelfel – Yes
 Jesse Limanek – Yes

Shelby Marshall – Yes
 Dennis Lamarche – Yes
 Stephen Rolle – Yes

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

CMMPO Members were asked to endorse the Self-Certification of the CMMPO Transportation Planning Process. CMRPC Staff presented the document to the group, which certifies that the conduct of the CMMPO planning process complies with all applicable requirements, and that this process includes activities to support the development and implementation of the Regional Long-Range Transportation Plan and Air Quality Conformity Determination, the Transportation Improvement Program and Air Quality Conformity Determination, and the Unified Planning Work Program.

There were no comments or questions.

Arthur Frost motioned to endorse the Self-Certification of the CMMPO Transportation Planning Process and was seconded by Stephen Rolle. All members voted unanimously to approve the endorsement of the Self-Certification of the CMMPO Transportation Planning Process.

Robert Hassinger – Yes
Arthur Frost – Yes
Stephen Woelfel – Yes
Jesse Limanek – Yes

Shelby Marshall – Yes
Dennis Lamarche – Yes
Stephen Rolle – Yes

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

CMMPO Members were asked to endorse the Certification of the CMMPO Transportation Planning Process for Greenhouse Gas (GHG) requirements. This endorsement will certify that the Transportation Improvement Program (TIP) and Air Conformity Determination for the CMMPO follows all applicable requirements in the State Regulation 310 CMR 60.05: Global Warming Solutions Act Requirements for Transportation.

There were no comments or questions.

Arthur Frost motioned to endorse the GHG Certification and was seconded by Shelby Marshall. All members voted unanimously to endorse the Certification of the CMMPO Transportation Planning Process for Greenhouse Gas (GHG) requirements.

Robert Hassinger – Yes
Arthur Frost – Yes
Stephen Woelfel – Yes
Jesse Limanek – Yes

Shelby Marshall – Yes
Dennis Lamarche – Yes
Stephen Rolle – Yes

Agenda Item #6 – Imagine2050 “On the Go” – Presentation and Discussion

CMRPC staff presented their “On-the-Go” presentation for the Commission’s developing long-range plan, Imagine2050. This presentation focused on the three main pillars of sustainable development: Economy, Environment, and Equity.

While these are three different topics, there are so many ways in which they overlap and impact each other. In this case, the “cross-cutting themes” will be infrastructure, education, quality of life, sustainability and resiliency, and community vitality. The many topics that fall under each of these themes is impacted by and impacts each pillar of sustainable development.

First, the Economy Pillar was examined. The economy does many things for the region like helping existing businesses succeed and thrive, streamline municipal processes to improve ease of doing business, and enact workforce development and employment programs, among others. Present economic trends were showcased by looking at both Central Massachusetts demographics for workforce and education (i.e., population, households, median household income, and median household income, among others), as well as the current Unemployment Rate. Current economic trends, future challenges and emerging issues were reviewed for poverty rates, racial equity in income, and emerging issues of rent burdens. For example, Massachusetts experienced an increase in the poverty rate and the number

of people in poverty in recent years. In terms of racial equity in income, future challenges would remain the same if the racial income gap was equitable. For example, the GDP in Worcester would be about \$3.4 billion higher if there was racial equity in income, despite per capita income steadily increasing. On top of this, emerging issues, like rent burden, will need to be addressed in the future. Renters are vital to the region's economic, social, and cultural vitality but are burdened by rising rents and stagnant wages. Reducing the rent burden is critical to resolving the racial inequity in GDP. For example, if renters only paid what they could afford on housing, renters would have \$306 million more disposable income.

Second, the Environmental Pillar was reviewed. The environment is the interactions of all living species, climate, and natural resources that affect human life and activity. The environment may be managed in so many ways, including land use regulations, local bylaws, open space and recreation planning, transportation programs, Municipal Vulnerability Preparedness (MVP) and Hazard Mitigation Planning (HMP), and land use priority planning. In the CMRPC region, about 75% of land is natural land, about 11% is open land, and about 15% is developed land. Current development trends show that between 2012 and 2017, the region lost about 3,700 acres to new development. In addition to this, trends show that 133,092 acres of land has been permanently conserved (up 12% from 1971), as well as another 18,741 acres of land that became newly conserved between 2012-2019. Lastly, future environmental impacts were briefly reviewed for 4 climate interactions impacting Massachusetts: Changes in Precipitation, Rising Temperatures, Extreme Weather, and Sea Level Rise.

Lastly, the Equity Pillar was reviewed. Equity means the consistent and systemic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment. With that, equity includes both fairness and access. "Responsible Regionalism" and the acknowledgement of previous irresponsible regionalism leading to past and current inequities can help lead to a more equitable region in the future. The CMRPC region is very complex and made up of a diverse range of communities, jobs, colleges, housing, and language. To this end, the Equity Pillar will focus on Environmental Justice communities, aging population communities, food insecurity areas, and commuting to work/telecommuting trends.

There were no comments or questions to note.

Agenda Item #7 – CMRPC Air Quality Module – Presentation and Discussion

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.

For procuring and installing charging infrastructure, there are many things to consider when planning for an EV charging project. 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 #8 – Staff Updates

There were no staff updates.

Agenda Item #9 – New Business

Steve Woelfel mentioned that the Innovation conference at the DCU Center will be held on May 24th and May 25th.

Agenda Item #10 – Next Meetings

- CMMPO Advisory Committee meeting (virtual) – Wednesday, April 27th at 3:00 PM
- CMMPO meeting (virtual) – Wednesday, May 18th 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 5:30 PM.

Meeting Minutes prepared by: Zachary Blais, Transportation Associate Planner