



CENTRAL MASSACHUSETTS REGIONAL PLANNING COMMISSION

The minutes of the Central Massachusetts Transportation Planning Committee virtual meeting held Thursday, February 23, 2023 using Zoom.

T-Committee Members Present:

1. Bob Hassinger, Grafton, Committee Chairperson
2. Rick Baker, Boylston
3. Dick Williams, Rutland
4. Otto Lies, Holden
5. Brian Pigeon, Worcester
6. Matt Stencel, Sutton

CMRPC Staff Present:

1. Rich Rydant
2. Kevin Krasnecky

The CMRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. The CMRPC 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 CMRPC. A complaint must be filed no later than 180 calendar days after the date on which the person believes the discrimination occurred.

Around-the-Room Introductions

Committee Chairperson Bob Hassinger opened the meeting at 6:00 PM and asked for around the room introductions.

Approval of the January 26, 2023 T-Committee Meeting Minutes

Minutes from the January 26, 2023 meeting were considered for approval. Dick Williams motioned to accept the minutes and was seconded by Rick Baker. All members voted unanimously to approve the minutes.

Opportunity for Public Comment

There were no public comments.

Remote Participation Discussion

- **Potential Action Item:** Vote to allow remote participation in accordance with the requirements of 940 CMR 29.10, with that vote applying to all subsequent meetings.

Kevin Krasnecky explained this agenda item. Mr. Krasnecky noted that the Open Meeting Law extension that allows for remote participation is expiring in March. If the extension is not continued, this action item is to continue to allow remote participation for all subsequent meetings as long as there is an in-person quorum present. Otto Lies and Brian Pigeon commented that it is a good idea to continue to do remote participation for T-Committee meetings.

On a motion from Otto Lies and a second from Brian Pigeon, the members unanimously voted to allow remote participation for all subsequent T-Committee meetings in accordance with the requirements of 940 CMR 29.10 of the Open Meeting Law.

Transportation Improvement Program (TIP)

- **Potential Action Item:** Seeking recommendation concerning CMMPO endorsement of the Proposed Amendment #4 to the 2023 – 2027 Highway project listing.

Kevin Krasnecky presented this agenda item to the members. Proposed Amendment #4 to the FFY 2023-2027 TIP Highway List includes the following changes in 2023:

- Cost Increase of **Project #605035** – New Braintree – Reconstruction & 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 STBG funds. The new Total Project Cost is \$5,380,053.

Mr. Krasnecky noted that this Proposed Amendment #4 was released for a 21-day public review and comment period at the February 15th CMMPO meeting. Also, the increase is due to the higher cost of materials since the last design submission.

Dick Williams asked when this project will begin. Mr. Krasnecky said that this project likely won't be advertised until August or September of this year.

On a motion from Dick Williams and a second from Otto Lies, the members unanimously voted to recommend endorsement of Proposed Amendment #4 to the 2023-2027 TIP Highway project listing.

➤ FFY 2024-2028 TIP Readiness Day Updates

Kevin Krasnecky presented this agenda item to the members. Mr. Krasnecky said that a few CMRPC staff attended TIP Readiness Day on February 7th to discuss the status of the currently programmed projects from FFYs 2023 to 2027 as well as the FFY 2028 candidate projects. Various MassDOT officials attended the meeting, and an overall recommended programming year was provided for each project. The following are project status updates from the meeting.

- **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 & Related work on Route 140 and Roundabout Construction at Route 140, Church Street & Grove Street:** Due to the 75% design expected to be received so late as well as 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 no ROW plans have been submitted for subsequent review. It is recommended that this bridge project be pushed back to FFY 2025.
- **Worcester #609185 – Bridge Reconstruction of Harrison Street & Laurel Street over I-290:** Currently at 25% design and this project 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 definitive project schedule. Recommended that this project be pushed back to FFY 2025.
- **Shrewsbury #607764 – Intersection & Signal Improvements at US Route 20 and Grafton Street:** The scope of the project was expanded and it has evolved into a roadway reconstruction project. There have been challenges with the needed bicycle & pedestrian accommodations, retaining walls, 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 & Brooks Street Extension:** This project is being “deactivated” by MassDOT as this work will be completed with other existing MassDOT maintenance projects.
- **Shrewsbury #610825 – Rehabilitation & Box Widening on US 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 fiscal year for programming. It was recommended that this project be pushed back to FFY 2028.
- **East Brookfield #612629 – Resurfacing & Related Work on Route 9:** This candidate project for FFY 2028 could potentially be programmed in FFY 2027 if money is available. MassDOT D-3 is leading this project on behalf of the host community.

Mr. Krasnecky noted that besides the projects discussed above, all other projects are still on track for the federal fiscal year they are currently programmed. Bob Hassinger was concerned about all the projects that are being pushed back. Mr. Krasnecky noted that with the Southbridge target project potentially moving back to FFY 2025, staff is working on a potential replacement in FFY 2024, possibly the Webster Route 16/I-395 interchange improvement project.

- **FFY 2028 TIP Potential Candidate Projects – Performance Management Scoring**
 - **Potential Action Item:** Seeking recommendation to the CMMPO concerning the ranking of projects.

Kevin Krasnecky presented this agenda item. Mr. Krasnecky told the group that the scoring was completed for four (4) FFY 2028 candidate projects which are East Brookfield/Spencer (Route 9), Oxford (Route 12), Spencer (Route 9 & Route 49), and CMMPO-solicited MicroProjects (TBD). Mr. Krasnecky said the MicroProjects candidates were not scored but should be included in the decision of which projects are programmed in FFY 2028. If the MicroProjects were to be selected, \$400,000 would be reserved in FFY 2028 for communities to use those future funds for smaller projects, yet to be determined.

Next, Mr. Krasnecky began to summarize the scoring criteria for all the candidate projects. Once finished, Mr. Krasnecky pointed out that the East Brookfield/Spencer project scored the highest with a total of 16 out of a possible 27 points and the Oxford & Spencer projects tied with a score of 15 points. Mr. Krasnecky then asked the group to provide their rankings of the candidate projects to determine which ones should be programmed in FFY 2028. Mr. Krasnecky indicated that there is likely enough money to fund all four projects, but it is a good idea to rank them should other projects need to be pushed back to FFY 2028.

On a motion from Dick Williams and a second from Matt Stencel, the members unanimously voted to recommend to the CMMPO to support the TIP projects of East Brookfield/Spencer and Spencer as the first priority, followed by the Oxford project and MicroProjects funding as the second priority.

Bridge and Pavement Condition Measures (PM2) – State Targets

- **Potential Action Item:** Seeking recommendation concerning CMMPO endorsement of Bridge and Pavement targets.

Kevin Krasnecky presented this agenda item to the group. The PM2 targets are related to bridge and pavement condition. For pavement, the measures are for percent Interstate pavement in good and poor condition and percent non-Interstate NHS pavement in good and poor condition. For bridge, the measures are percent NHS bridge area in good and poor condition. During the presentation, a review of MassDOT's first performance period was provided.

For NHS pavement in Central Massachusetts, there are 469.57 lane miles of Interstate pavement and 622.04 lane miles of non-Interstate pavement. For the next 4-year performance period, MassDOT's pavement targets are:

Interstate

- **% Good:** 2-year (2024) target is **70%**, 4-year (2026) target is **70%**
- **% Poor:** 2-year (2024) target is **2%**, 4-year (2026) target is **2%**

Non-Interstate NHS

- **% Good:** 2-year (2024) target is **30%**, 4-year (2026) target is **30%**
- **% Poor:** 2-year (2024) target is **5%**, 4-year (2026) target is **5%**

For bridges, there are 287 bridges within the Central Massachusetts planning region with only four (4) owned by municipalities. For the next 4-year performance period, the state's bridge targets are:

NHS Bridge Area

- **% Good:** 2-year (2024) target is **16%**, 4-year (2026) target is **16%**
- **% Poor:** 2-year (2024) target is **12%**, 4-year (2026) target is **12%**

On a motion from Dick Williams and a second from Rick Baker, the members unanimously voted to recommend that the CMMPO adopt MassDOT's 2024 & 2026 Bridge & Pavement (PM2) targets.

System Performance Measures (PM3) – State Targets

- **Potential Action Item:** Seeking recommendation concerning CMMPO endorsement of System Performance targets.

Kevin Krasnecky presented this agenda item to the group. The required performance measures under PM3 are Level of Travel Time Reliability (LOTTR) on both the Interstate system and non-Interstate NHS, 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 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. Reliability as defined does not necessarily mean uncongested. LOTTR is calculated by dividing the 80th percentile travel time by the 50th percentile travel time. If all four 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. This measure is only required for the Interstate system. TTTR is calculated by dividing the 95th percentile travel time by the 50th percentile travel time. 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 LOTTR

- **% Reliable:** 2-year (2024) target is **74%**, 4-year (2026) target is **76%**

Non-Interstate LOTTR

- **% Reliable:** 2-year (2024) target is **85%**, 4-year (2026) target is **87%**

Interstate TTTR

- **% Reliable:** 2-year (2024) target is **1.80**, 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 speeds limit, whichever is greater. This measure is only reported at 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:

PHED

- 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 single occupancy vehicle. This measure is only reported at 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:

Percent of Non-SOV Travel

- 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. There is only one CMAQ-funded project in Springfield, but the project design is too early to calculate emissions savings for the project.

On a motion from Dick Williams and a second from Otto Lies, the members unanimously voted to recommend that the CMMPO adopt MassDOT’s 2024 & 2026 Congestion, Reliability, and Emissions (PM3) targets.

LRTP/UPWP/TIP Guidance Summary

Rich Rydant provided the FY 2024 financial guidance for the UPWP, TIP and LRTP. The funding for the UPWP is expected to increase by 1.84% for the 2024 program year. As for the TIP, funding is relatively the same between 2023 and 2026. However, in 2027 and 2028 there is a \$5-6 million increase in funding for the CMMPO region. Lastly, the LRTP target dollars are separated into 5-year bands, with the first band starting with \$141 million within 2024-2028 and increasing up to \$205 million within the 2039-2043 band. MassDOT financial targets were only provided up to 2044. To obtain the missing/remaining funding targets up to 2050, staff will increase the 2044 amount by approximately 2% per year.

Staff Updates

Rich Rydant noted on Monday, March 6th, staff will meet with FHWA and FTA to discuss the progress/status of the CMMPO certification actions from 2020. Also, the CMRPC Quarterly meeting will be held on Thursday, March 9th. The topic at the Quarterly meeting is the Comprehensive Economic Development Strategy (CEDs).

New Business

There was no new business.

Next Meetings

- CMMPO Meeting – Wednesday, March 15, 2023 at 4:00 PM
- CMMPO Advisory Committee Meeting – March 22, 2023 at 3:00 PM
- CMTPC Meeting – Thursday, March 30, 2023 at 6:00 PM

Adjournment

Upon a motion by Dick Williams and a second from Otto Lies, the members unanimously voted to adjourn at 6:55 PM.