

CENTRAL MASSACHUSETTS
METROPOLITAN PLANNING ORGANIZATION



CMMPO Endorsed Amendment #6 2023-2027 Transportation Improvement Program (TIP)

May 17, 2023



Document Prepared by:
Staff of the Central Massachusetts Metropolitan Planning Organization
1 Mercantile Street, Suite 520, Worcester MA 01608

Prepared in cooperation with the Massachusetts Department of Transportation and the U.S. Department of Transportation – Federal Highway Administration and the Federal Transit Administration. The views and opinions of the Central Massachusetts Metropolitan Planning Organization expressed herein do not necessarily reflect those of the Massachusetts Department of Transportation or the U.S. Department of Transportation.

Notice of Nondiscrimination Rights and Protections to Beneficiaries

Federal Title VI/Nondiscrimination Protections

The Central Massachusetts Metropolitan Planning Organization (CMMPO) hereby states its policy to operate its programs, services and activities in full compliance with federal nondiscrimination laws including Title VI of the Civil Rights Act of 1964 (Title VI), the Civil Rights Restoration Act of 1987, and related federal and state statutes and regulations. Title VI prohibits discrimination in federally assisted programs and requires that no person in the United States of America shall, on the grounds of race, color, or national origin, including limited English proficiency, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving Federal assistance.

Related federal nondiscrimination laws administered by the Federal Highway Administration, the Federal Transit Administration, or both prohibit discrimination on the basis of age, sex, and disability. These protected categories are contemplated within the CMMPO's Title VI Programs consistent with federal and state interpretation and administration. Additionally, the CMMPO provides meaningful access to its programs, services, and activities to individuals with limited English proficiency, in compliance with US Department of Transportation policy and guidance on federal Executive Order 13166.

State Nondiscrimination Protections

The CMMPO also complies with the Massachusetts Public Accommodation Law, M.G.L. c272 §§ 92a, 98, 98a, prohibiting making any distinction, discrimination, or restriction in admission to or treatment in a place of public accommodation based on race, color, religious creed, national origin, sex, sexual orientation, disability or ancestry. Likewise, CMMPO complies with the Governor's Executive Order 526, section 4, requiring all programs, activities and services provided, performed, licensed, chartered, funded, regulated, or contracted for by the state shall be conducted without unlawful discrimination based on race, color, age, gender, ethnicity, sexual orientation, gender identity or expression, religion, creed, ancestry, national origin, disability, veteran's status (including Vietnam-era veterans), or background.

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Individuals who feel they have been discriminated against in violation of Title VI or related Federal nondiscrimination laws, must file a complaint within 180 days of the alleged discriminatory conduct to:

To file a complaint alleging violation of the State's Public Accommodation Law, contact the Massachusetts Commission Against Discrimination within 300 days of the alleged discriminatory conduct at:

Ms. Janet Pierce, Executive Director
Central Massachusetts Regional Planning
Commission
1 Mercantile Street
Suite 520
Worcester, MA 01608
(508) 756-7717

Massachusetts Commission Against
Discrimination (MCAD)
One Ashburton Place, 6th floor
Boston, MA 02109
(617) 994-6000
TTY: (617) 994-6196

Translation

English: If this information is needed in another language, please contact the CMRPC/CMMPO Title VI Specialist at (508) 756-7717.

Spanish: Si necesita esta información en otro lenguaje, favor contactar al especialista de Título VI de CMRPC/CMMPO al (508) 756-7717.

French: Si vous avez besoin d'obtenir une copie de la présente dans une autre langue, veuillez contacter le spécialiste du Titre VI de CMRPC/CMMPO en composant le (508) 756-7717.

Portuguese: Caso esta informação seja necessária em outro idioma, favor contatar o Especialista em Título VI do CMRPC/CMMPO pelo fone (508) 756-7717.

Vietnamese: Nếu bạn cần thông tin bằng ngôn ngữ khác, xin vui lòng liên lạc với Tiêu đề VI Chuyên CMRPC/CMMPO tại (508) 756-7717.

Chinese: 如果用另一种语言需要的信息，请联系第六章专门CMRPC/CMMPO (508) 756-7717。

Afrikaans: As jy inligting nodig het in 'n ander taal, kontak asseblief die Titel VI Spesialis CMRPC/CMMPO by (508) 756-7717.

ADA/ 504 Notice of Nondiscrimination

The CMMPO does not discriminate on the basis of disability in admission to its programs, services, or activities; in access to them; in treatment of individuals with disabilities; or in any aspect of their operations. The CMMPO also does not discriminate on the basis of disability in its hiring or employment practices.

This notice is provided as required by Title II of the American with Disabilities Act of 1990 (ADA) and Section 504 of the Rehabilitation Act of 1973. Questions, complaints, or requests for additional information regarding ADA and Section 504 may be forwarded to:

Ms. Janet Pierce, Executive Director
Central Massachusetts Regional Planning Commission
1 Mercantile Street
Suite 520
Worcester, MA 01608
(508) 756-7717

This notice and document are available from the CMMPO in large print, on audio tape, and in Braille upon request.

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Amendment #6 Highway Project Listing & Summary Materials

Proposed Amendment #6 to the 2023 to 2027 TIP Highway List

FFY 2023

- 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 reduced by \$2,656,678 for an updated total of \$2,885,443 and Statewide 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 \$163,185, STBG funds will increase by \$1,326,103, 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.

Central Mass Region Program

STIP: 2023 - 2027 (D)

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Total Programmed Funds	Federal Funds	Non-Federal Funds	Other Information
Federal Fiscal Year 2023							\$83,506,345	\$66,805,076	\$16,701,269	
Section 1A / Regionally Prioritized Projects							\$26,080,166	\$20,864,133	\$5,216,033	
Roadway Reconstruction							\$26,080,166	\$20,864,133	\$5,216,033	
2023	602659	Central Mass	Multiple	CHARLTON- OXFORD- RECONSTRUCTION ON ROUTE 20, FROM RICHARDSON'S CORNER EASTERLY TO ROUTE 12, INCLUDES REHAB OF C-06-023 & REPLACEMENT OF O-06-002	3	STBG	\$1,768,000	\$1,414,400	\$353,600	Construction, Total Project Cost = \$77,456,524, Project is AC'd between 2022 and 2025, PM Score = 22, Design Status = 25%
2023	605035	Central Mass	New Braintree	NEW BRAINTREE- RECONSTRUCTION & IMPROVEMENTS ON RAVINE ROAD AND HARDWICK ROAD FROM HARDWICK T.L. TO ROUTE 67 (BARRE RD) (2.6 MILES)	2	STBG	\$4,604,934	\$3,683,947	\$920,987	Construction, STBG + SW STBG Total Project Cost = \$5,618,343, Design Status = 100%, PM Score = 8
2023	608873	Central Mass	Spencer	SPENCER- ROADWAY REHABILITATION OF MEADOW ROAD	3	CMAQ	2500000 \$2,663,185	2000000 \$2,130,548	500000 \$532,637	Construction, CMAQ + STBG Total Project Cost = \$12,821,789, Design Status = 25%, PM Score = 16
2023	608873	Central Mass	Spencer	SPENCER- ROADWAY REHABILITATION OF MEADOW ROAD	3	STBG	7041836 \$8,367,939	5633469 \$6,694,351	1408367 \$1,673,588	Construction, CMAQ + STBG Total Project Cost = \$12,821,789, Design Status = 25%, PM Score = 16
2023	608873	Central Mass	Spencer	SPENCER- ROADWAY REHABILITATION OF MEADOW ROAD	3	TAP	\$1,790,665	\$1,432,532	\$358,133	Construction, CMAQ + STBG Total Project Cost = \$12,821,789, Design Status = 25%, PM Score = 16
2023	609219	Central Mass	Holden	HOLDEN- PAVEMENT REHABILITATION ON MAIN STREET, SHREWSBURY STREET AND DOYLE ROAD, FROM STATE POLICE BARRACKS TO BRATTLE STREET	3	CMAQ	\$4,000,000	\$3,200,000	\$800,000	Construction, CMAQ + STBG + Statewide STBG = \$13,049,700, Design Status = 25%, PM Score = 17
2023	609219	Central Mass	Holden	HOLDEN- PAVEMENT REHABILITATION ON MAIN STREET, SHREWSBURY STREET AND DOYLE ROAD, FROM STATE POLICE BARRACKS TO BRATTLE STREET	3	STBG	5542121 \$2,885,443	4433697 \$2,308,354	1108424 \$577,089	Construction, CMAQ + STBG + Statewide STBG = \$13,049,700, Design Status = 25%, PM Score = 17
CMAQ Programmed							\$6,663,185	\$5,330,548	\$1,332,637	
STBG Programmed							\$17,626,316	\$14,101,053	\$3,525,263	
TAP Programmed							\$1,790,665	\$1,432,532	\$358,133	
Total Programmed for Central Mass Region Projects							\$26,080,166	\$20,864,133	\$5,216,033	
Program Target for Central Mass Region Projects							\$26,080,166	\$20,864,133	\$5,216,033	
Target Funds Available for Central Mass Region Projects							\$0	\$0	\$0	

Central Mass Region Program

STIP: 2023 - 2027 (D)

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Total Programmed Funds	Federal Funds	Non-Federal Funds	Other Information
Federal Fiscal Year 2023							\$83,506,345	\$66,805,076	\$16,701,269	
Section 1B / Earmark or Discretionary Grant Funded Projects							\$3,570,596	\$2,856,477	\$714,119	
Bridge Systematic Maintenance NB							\$3,570,596	\$2,856,477	\$714,119	
2023	612650	Central Mass	Worcester	WORCESTER- BRIDGE PRESERVATION, W-44-111, W-44-113, W-44-114, I -290 (EB/WB) OVER LINCOLN STREET, COLBY AVENUE AND PLANTATION STREET	3	HIP-BR	\$3,570,596	\$2,856,477	\$714,119	Construction, Total Project Cost = \$3,570,596, Design Status = Approved
Section 2A / State Prioritized Reliability Projects							\$9,342,174	\$7,473,739	\$1,868,435	
Safety Improvements							\$6,164,257	\$4,931,406	\$1,232,851	
2023	609219	Central Mass	Holden	HOLDEN- PAVEMENT REHABILITATION ON MAIN STREET, SHREWSBURY STREET AND DOYLE ROAD, FROM STATE POLICE BARRACKS TO BRATTLE STREET	3	STBG	1000000- \$6,164,257	800000- \$4,931,406	200000- \$1,232,851	Construction, CMAQ + STBG + Statewide STBG = \$13,049,700 , Design Status = 25%, PM Score = 17
Bridge Off-system							\$3,177,917	\$2,542,334	\$635,583	
2023	610826	Central Mass	Sturbridge	STURBRIDGE- BRIDGE REPLACEMENT, S-30-019, CHAMPEAUX ROAD OVER LONG POND	3	STBG-BR-Off	2143668- \$3,177,917	1714934- \$2,542,334	428734- \$635,583	Construction, Total Project Cost = \$3,177,917 , Design Status = 75%
Section 2B / State Prioritized Modernization Projects							\$44,513,409	\$35,610,727	\$8,902,682	
Roadway Reconstruction							\$44,513,409	\$35,610,727	\$8,902,682	
2023	602659	Central Mass	Multiple	CHARLTON- OXFORD- RECONSTRUCTION ON ROUTE 20, FROM RICHARDSON'S CORNER EASTERLY TO ROUTE 12, INCLUDES REHAB OF C-06-023 & REPLACEMENT OF O-06-002	3	NHPP	\$43,500,000	\$34,800,000	\$8,700,000	Construction, Total Project Cost = \$77,456,524, Project is AC'd between 2022 and 2025, PM Score = 22, Design Status = 25%
2023	605035	Central Mass	New Braintree	NEW BRAINTREE- RECONSTRUCTION & IMPROVEMENTS ON RAVINE ROAD AND HARDWICK ROAD FROM HARDWICK T.L. TO ROUTE 67 (BARRE RD) (2.6 MILES)	2	STBG	\$1,013,409	\$810,727	\$202,682	Construction, STBG + SW STBG Total Project Cost = \$5,618,343, Design Status = 100%, PM Score = 8

Amendment #6 Proactive Public Outreach Summary

Central Massachusetts Metropolitan Planning Organization
Draft 2024-2028 Transportation Improvement Program (TIP) & Proposed Amendment #6 to the 2023
to 2027 TIP Available for Public Review & Comment

For information purposes and in accordance with the Central Massachusetts Metropolitan Planning Organization's (CMMPO) formal Public Participation Plan, the transportation staff of the Central Massachusetts Regional Planning Commission (CMRPC) announces the release of the Draft 2024-2028 Transportation Improvement Program (TIP) project listings & associated documentation and summary materials pertaining to proposed Amendment #6 to the CMMPO Endorsed 2023-2027 TIP highway project listing for the federally required 21-day public review and comment period, now underway.

The Worcester Regional Transit Authority (WRTA), the Federal Transit Administration (FTA) Section 5307 (c) grant applicant, a member of the CMMPO, states that the public involvement process adopted for the development of the TIP satisfies the public hearing requirements that pertain to the development of the Program of Projects for regular Section 5307, Urbanized Area Formula Program, grant applications including the provision for public notice and the time established for public review and comment.

The TIP is the listing of all transportation projects-highway, transit, intermodal-in the planning region programmed to receive federal-aid funding. Proposed TIP Amendment #6 calls for cost increases for the Holden Project #609219, Sturbridge Project #610826, and Spencer Project #608873.

All interested parties are welcome to attend a virtual public meeting to discuss the Draft 2024-2028 TIP & Proposed Amendment #6 on **Monday, May 8, 2023** at 5:00 PM using ZOOM. The details to join the public meeting can be found on the CMRPC website meeting calendar. The established deadline for public comment on the Draft TIP & Proposed Amendment #6 is 4:30 PM on **Wednesday, May 10, 2023**. Summary materials pertaining to the draft document and proposed amendments are available at www.cmrpc.org. Printed summary materials are available upon request at the CMRPC office. CMMPO meetings are conducted in accessible locations and close to public transit. Materials can be provided free of charge in accessible formats and languages other than English. If you would like special accommodations, such as an interpreter, please contact the Title VI Coordinator, (508) 459-3313, or TitleVICoordinator@cmrpc.org at least 14 days prior to the meeting.



Notice of Virtual Public Meeting

A notice is hereby given of the availability of the following documents/materials for public review and comment by decision makers, stakeholders, and the general public:

Draft 2024 – 2028 Transportation Improvement Program (TIP) Proposed 2023 – 2027 TIP Amendment #6

What is the TIP? The CMMPO TIP lists the highway and transit projects in the CMMPO region that are programmed to receive federal funds during these fiscal years. The Draft 2024-2028 TIP has been released for a 21-day public review and comment period and the Proposed Amendment #6 to the 2023-2027 TIP calls for changes to the FFY 2023 highway project listing. These changes are:

- 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.**
- Cost increase of \$3,278,953 for **Project #608873 – Spencer – Roadway Rehabilitation of Meadow Road.**
- Cost increase of \$1,034,249 for **Project #610826 – Sturbridge – Bridge Replacement, S-30-019, Champeaux Road over Long Pond.**

Summary materials pertaining to the above listed documents are available at www.cmrpc.org or by request at the CMRPC office.

There will be opportunities for the public to comment on the Draft 2024-2028 TIP and Proposed Amendment #6 to the 2023-2027 TIP during the virtual ZOOM meeting listed below:

Monday, May 8, 2023 at 5:00 PM

Join Zoom Meeting

<https://us02web.zoom.us/j/89081463089?pwd=OFZQYnRpSGhObStRNEF0ZUNVRVNzUT09>

Meeting ID: 890 8146 3089
Passcode: 570161

Dial by your location

+1 301 715 8592 US (Washington DC)

+1 312 626 6799 US (Chicago)
+1 646 558 8656 US (New York)

All written comments can be sent to Kevin Krasnecky at kkrasnecky@cmrpc.org and all comments received before Wednesday, May 10, 2023 at 4:30PM will be fully considered.

CMMPO meetings are conducted in accessible locations and materials can be provided in accessible formats free of charge upon request (including but not limited to interpreters in American Sign Language and languages other than English, open or closed captioning for videos, alternative material formats such as audio, Braille, and large print), as available. Interpreter and other translation requests must be made at least fourteen (14) business days before the meeting. Materials in alternative formats must be requested at least three (3) business days prior to the meeting. For accommodations or language assistance, or to request information or file a complaint, contact the CMMPO Title VI Coordinator by phone at (508) 756-7717, by fax at (508) 792-6818, or by email at TitleVICoordinator@cmrpc.org.

The Worcester Regional Transit Authority (WRTA), the Federal Transit Administration (FTA) Section 5307 (c) grant applicant, a member of the CMMPO, states that the public involvement process adopted for the development of the TIP satisfies the public hearing requirements that pertain to the development of the Program of Projects for regular Section 5307, Urbanized Area Formula Program, grant applications including the provision for public notice and the time established for public review and comment.

The CMMPO fully complies with all Federal and Commonwealth of Massachusetts nondiscrimination protections, including Title VI of the Civil Rights Act of 1964 and related statuses and regulations, in all of its programs and activities. The CMMPO does not discriminate on the basis of: race, color, national origin, English proficiency, or age, ancestry, background, disability, gender, gender identity or expression, income, religion, sex, sexual orientation or expression, or military status. Any person who believes himself/herself or through a representative, file a complaint with the CMMPO. A complaint must be filed no later than 180 days after the date on which the person believes the discrimination occurred.

Title VI prohibits discrimination in federally assisted programs and requires that no person in the United States of America shall, on the grounds of race, color, or national origin (including Limited English Proficiency) be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal assistance.

Related federal non-discrimination laws administered by the Federal Highway Administration, the Federal Transit Administration prohibit discrimination on the basis of age, sex and disability. These protected categories are contemplated within CMMPO's

Title VI Program, consistent with federal interpretation and administration. Additionally, CMMPO provides meaningful access to its programs, services and activities to individuals with limited English proficiency, in compliance with US Department of Transportation policy and guidance on federal Executive Order 13166. CMMPO also complies with the Massachusetts Public Accommodation Law, M.G.L. Chapter 272, Sections 92a, 98, and 98a prohibiting making any distinction, discrimination, or restriction in admission to or treatment in place of public accommodation based on race, color, religious creed, national origin, sex, sexual orientation, disability, or ancestry. Likewise, CMMPO complies with the Governor's Executive Order 526, Section 4 requiring that all of its programs, activities, and services provided, performed, licensed, chartered, funded, regulated, or contracted shall be conducted without unlawful discrimination based on race, color, age, gender, ethnicity, sexual orientation, gender identity or expression, religion, creed, ancestry, national origin, disability, veteran's status, or background.

If this information is needed in another language, please visit www.cmrpc.org and use the Google Translate feature.

Translations

English:

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Portuguese:

Se esta informação é necessária em outro idioma, por favor visite www.cmrpc.org e use o Google Translate.

Spanish:

Si necesita esta información en otro idioma, por favor visite www.cmrpc.org y utilice Google Translate.

French:

Si vous désirez ces renseignements dans une autre langue, prière de vous server de Google Translate qui se trouve à l'adresse suivante: www.cmrpc.org.

Polish:

Jeżeli informacja zawarta na stronie www.cmrpc.org jest potrzebna w innym języku, prosimy o skorzystanie z funkcji Google translate.

Vietnamese:

Nếu thông tin này là cần thiết trong một ngôn ngữ khác, vui lòng truy cập www.cmrpc.org và sử dụng các tính năng của Google Translate.

Chinese (Traditional):

如果此信息需要以另一種語言，請訪問www.cmrpc.org並使用谷歌翻譯功能。



Virtual Public Meeting to Discuss the Draft 2024-2028 Transportation Improvement Program & Proposed Amendment #6 to the 2023-2027 TIP Highway Project Listing

Date: Monday, May 8, 2023

Time: 5:00 PM

Place: This meeting will be held virtually through ZOOM.

Connection details are available at the end of this agenda and on the CMRPC website calendar at <https://www.cmrpc.org/ffy-2024-2028-tip-draft-public-meeting>

AGENDA

1. Call to Order & Around the Room Introductions
2. Proposed Amendment #6 to the 2023-2027 TIP Highway Project Listing
 - TIP Amendment #6 Overview
 - Acceptance of Public Comment & Input
3. Draft 2024-2028 TIP
 - Draft 2024-2028 TIP Overview
 - Acceptance of Public Comment & Input
4. Adjournment

Please Note: All comments on the Draft 2024-2028 TIP & Proposed Amendment #6 to the 2023-2027 TIP should be forwarded to Kevin Krasnecky at kkrasnecky@cmrpc.org prior to the CMMPO-established 4:30 PM on **Wednesday, May 10, 2023** deadline.

CMMPO meetings are conducted in accessible locations and materials can be provided in accessible formats free of charge upon request (including but not limited to interpreters in American Sign Language and languages other than English, open or closed captioning for videos, alternative material formats such as audio, Braille, and large print), as available. Interpreter and other translation requests must be made at least fourteen (14) business days before the meeting. Materials in alternative formats must be requested at least three (3) business days prior to the meeting.

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For accommodations or language assistance, or to request information or file a complaint, contact the CMMPO Title VI Coordinator by phone at (508) 756-7717, by fax at (508) 792-6818, or by email at TitleVICOordinator@cmrpc.org.

Monday, May 18, 2023 at 5:00 PM

Join Zoom Meeting

<https://us02web.zoom.us/j/89081463089?pwd=OFZQYnRpSGhObStRNEF0ZUNVRVNzUT09>

Meeting ID: 890 8146 3089

Passcode: 570161

Dial by your location

+1 301 715 8592 US (Washington DC)

+1 312 626 6799 US (Chicago)

+1 646 558 8656 US (New York)



CENTRAL MASSACHUSETTS METROPOLITAN PLANNING ORGANIZATION

The minutes of the Draft 2024-2028 TIP and 2023-2027 Proposed Amendment #6 virtual public meeting held Monday, May 8, 2023 through ZOOM.

- **Guests:**

1. Ann Sullivan, MassDOT – District #3
2. Jen Healy, Quaboag Valley CDC
3. Sheila Cuddy, Quaboag Valley CDC
4. Greg Russell, VHB
5. Peg Dean, Southbridge
6. Eric Rumsey, Southbridge

- **CMRPC Staff Present:**

1. Kevin Krasnecky

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Call to Order & Around the Room Introductions

Kevin Krasnecky, CMRPC, called the meeting to order at 5:03 PM and introduced the attendees.

Proposed Amendment #6 to the 2023-2027 TIP Highway Project Listing

Kevin Krasnecky reviewed this agenda item with the attendees. Mr. Krasnecky noted that Proposed Amendment #6 to the 2023-2027 TIP highway project listing was released for a 21-day public review and comment period by the CMMPO at their April 19th meeting. The Proposed Amendment calls for a cost increase for three projects. 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 comments or questions regarding Proposed Amendment #6.

Draft 2024-2028 TIP

Kevin Krasnecky reviewed this agenda item with the attendees. Mr. Krasnecky began by saying that the Draft 2024-2028 TIP was released for a 21-day public review and comment period by the CMMPO at their April 19th meeting. Mr. Krasnecky also noted that besides the project listings, staff compiles a TIP summary document and accompanying Technical Appendix, as required.

Next, Mr. Krasnecky briefly mentioned all the regional target and statewide projects included in the draft highway project listing. Peg Dean asked what year the downtown project in Southbridge was programmed in the TIP. Mr. Krasnecky responded by saying it was programmed in 2025.

After the highway projects, Mr. Krasnecky discussed the Draft 2024-2028 TIP transit project listing. It was noted that the same types of projects are included in all five years of the listing. The projects include the purchasing of new support equipment, spare parts, bus shelters, and electronic signage. Other projects include operating assistance for the fixed-route service, renovations to the WRTA Hub and Operations & Maintenance Facility, and ongoing Union Station rehabilitation improvements. Mr. Krasnecky also noted that the WRTA is purchasing 23

new electric buses over the next four years. Additionally, 17 new paratransit vans will be purchased over two years. The total funding for each year is \$38.6 Million in 2024, \$34.6 Million in 2025, \$33 Million in 2026, \$31.9 Million in 2027, and \$29.1 Million in 2028.

There were no questions or comments regarding the Transit TIP.

Before Mr. Krasnecky closed the public meeting, he mentioned the deadline for public comment is 4:30 PM on Wednesday, May 10th. With no additional comments or questions, the Draft 2024-2028 TIP & 2023-2027 Proposed Amendment #6 virtual public meeting closed at 5:22 PM.

CMMPO & CMMPO Advisory Committee Proceedings

- MPO April 19, 2023 – Initiate Amendment
- MPO May 17, 2023 – Endorse Amendment
- Advisory Committee April 26, 2023 – Recommend Approval of Amendment

MPO April 19, 2023 – Initiate Amendment



Meeting of the Central Massachusetts Metropolitan Planning Organization

Date: Wednesday, **April 19, 2023**

Time: **4:00 PM**

Place: This meeting will be held virtually through Zoom.

Connection details are on the bottom of this agenda and in the meeting announcement email. Additional meeting materials can be found through the CMRPC web calendar:

<https://cmrpc.org/cmm-po-meeting-116>

AGENDA

- Introductions
- Approval of March 15, 2022 Meeting Minutes
- Opportunity for Public Comment
- FFY 2023 to 2027 Transportation Improvement Program (TIP)
 - **Potential Action:** Approval of Proposed Amendment #4 to the FFY 2023 to 2027 TIP Highway List
 - Cost Increase of New Braintree Project #605035
 - **Potential Action:** Proposed Adjustment #5 to the FFY 2023 to 2027 TIP Transit List
 - **Potential Action:** Release Proposed Amendment #6 to the FFY 2023 to 2027 TIP Highway Project Listing for 21-Day Public Review and Comment Period
 - Cost Increase of Holden Project #609219 and Spencer Project #608873
- 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
 - **Potential Action:** Endorsement of the Self-Certification of the CMMPO Transportation Planning Process
 - **Potential Action:** Endorsement of the Certification of the CMMPO Greenhouse Gases (GHG) Requirements
- Long Range Transportation Plan (LRTP) Scenario Planning
 - Financial Plan
 - Socio-Economic Projections
- Staff Updates
- New Business
- Next Meetings:
 - CMMPO Advisory Committee meeting (virtual) – April 26, 2023 at 3:00pm

- CMMPO meeting (virtual) – May 17, 2023 at 4:00pm

➤ Adjournment

CMMPO meetings are conducted in accessible locations and materials can be provided in accessible formats free of charge upon request (including but not limited to interpreters in American Sign Language and languages other than English, open or closed captioning for videos, alternative material formats such as audio, Braille, and large print), as available. Interpreter and other translation requests must be made at least fourteen (14) business days before the meeting. Materials in alternative formats must be requested at least three (3) business days prior to the meeting.

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CMMPO Zoom Meeting Details

Join Zoom Meeting:

<https://us02web.zoom.us/j/85777863548?pwd=RE9Zcmh6Q3hNbFd2UnBsN3JFMGxKQT09>

Meeting ID: 857 7786 3548

Passcode: 518805

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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

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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 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 present 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

MPO May 17, 2023 – Endorse Amendment



Meeting of the Central Massachusetts Metropolitan Planning Organization

Date: Wednesday, **May 17**, 2023

Time: **4:00 PM**

Place: This meeting will be held virtually through Zoom.

Connection details are on the bottom of this agenda and in the meeting announcement email.

Additional meeting materials can be found through the CMRPC web calendar:

<http://cmrpc.org/cmm-po-meeting-117>

AGENDA

- Introductions
- Approval of April 19, 2023 Meeting Minutes
- Opportunity for Public Comment
- WRTA Public Transportation Agency Safety Plan (PTASP) Update
 - **Potential Action:** Concurrence with WRTA Safety Targets
- FFY 2023 to 2027 Transportation Improvement Program (TIP)
 - **Potential Action:** Approval of Proposed Amendment #6 to the FFY 2023 to 2027 TIP Highway Project Listing
- FFY 2024 to 2028 Transportation Improvement Program (TIP)
 - **Potential Action:** Approval of FFY 2024 to 2028 TIP
- FFY 2024 Unified Planning Work Program (UPWP)
 - **Potential Action:** Release of Draft FFY 2024 UPWP for 21-Day Public Review and Comment Period
- Long Range Transportation Plan (LRTP) Updates
 - Needs Prioritization Process Presentation
- Staff Updates
- New Business
- Next Meetings:
 - CMMPO Advisory Committee meeting (virtual) – May 24, 2023 at 3:00pm
 - CMMPO meeting (virtual) – June 21, 2023 at 4:00pm
- Adjournment

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before the meeting. Materials in alternative formats must be requested at least three (3) business days prior to the meeting.

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CMMPO Zoom Meeting Details

Join Zoom Meeting:

<https://us02web.zoom.us/j/85777863548?pwd=RE9Zcmh6Q3hNbFd2UnBsN3JFMGxKQT09>

Meeting ID: 857 7786 3548

Passcode: 518805

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CENTRAL MASSACHUSETTS METROPOLITAN PLANNING ORGANIZATION

The minutes of the Central Massachusetts Metropolitan Planning Organization (CMMPO) meeting held **Wednesday, May 17th, 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. Bob Hassinger – designee to CMRPC Commission Chair
4. Jesse Limanek – Sutton, Southeast Subregion Representative
5. Dennis Lamarche – Oxford, Southwest Subregion Representative
6. Rich Eichacker – Warren, West Subregion Alternate
7. Stephanie Mulroy – Holden, North Subregion Representative

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

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

- **Guests:**

1. Nick Burnham, WRTA
2. Sarah Bradbury, MassDOT District #3
3. Daryl Amaral, MassDOT District #2
4. Michelle Ho, MassDOT
5. Michelle Scott, MassDOT

- **CMRPC Staff Present:**

1. Sujatha Krishnan, Deputy Director – Transportation
2. Kevin Krasnecky, Project Manager – Transportation
3. Zack Blais, Associate Planner – Transportation
4. Rich Rydant, Project Manager – Transportation
5. Yahaira Graxirena, Project Manager - Transportation
6. Connie Mellis, Project Manager – Transportation
7. Matthew Deiulis, Administrative Assistant

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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 April 19, 2023, Meeting Minutes

Minutes from the April 19, 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 to approve the minutes.

Steve Woelfel – Yes

Dennis Lamarche – Yes

Ann Sullivan – Yes

Rich Eichacker – Yes

Bob Hassinger – Yes

Stephanie Mulroy – (did not vote)

Jesse Limanek – Yes

Agenda Item #3 – Opportunity for Public Comment

There were no comments from the public.

Agenda Item #4 – WRTA Public Transportation Agency Safety Plan (PTASP) Update

- **Potential Action:** Concurrence with WRTA Safety Targets

Nick Burnham from WRTA staff presented this item. Mr. Burnham announced that there is a newer FTA regulation for transit agencies to implement a comprehensive and collaborative approach to managing safety. The WRTA PTASP details safety processes and procedures for WRTA, and utilizes existing safety practices, including industry best practices. The first WRTA PTASP was endorsed by the WRTA Advisory Board in 2020.

Mr. Burnham explained that the framework of the PTASP includes the development of safety performance targets; safety management policy, which includes identifying roles and responsibilities; safety risk management process, which includes hazard identification and risk assessment and mitigation; safety performance monitoring and measurement; and safety promotion and communication.

Mr. Burnham continued to explain that for the 2022 PTASP Update, there are additional PTSAP requirements included in the Bipartisan Infrastructure Law (BIL). In addition, there is the implementation of a Safety Committee. The WRTA Employee Safety Committee was required to be established by July 31, 2022; it must have equal representation between frontline employees and management; and it is responsible for carrying out the PTASP, relevant updates, and the approval of the plan. The WRTA Employee Safety Committee approved the updated 2022 PTASP in December 2022.

Mr. Burnham then showed separate tables for the initial Safety Performance Measures (2020) and the updated Safety Performance Measures (2022). For the initial Safety Performance Measures, the metrics were based on the previous five calendar years of data (2015-2019), and for the updated Safety Performance Measures, the metrics are based on the five calendar years of data between 2018-2022. Safety targets are measured for both Fixed Route and Demand Response transit services. The measures are based on fatalities (total), fatalities (rate), injuries (total), injuries (rate), safety events (total), safety

events (rate), and system reliability (miles between failures). After showing the two tables, Mr. Burnham showed a final table that combined the two tables to show the increases and decreases between the initial and updated performance targets.

For the 2022 PTASP Update, the WRTA Advisory Board endorsed it at their April 2023 meeting. The WRTA certified that the PTASP complied with the FTA and the updated performance measures were sent to the CMMPO to integrate into regional safety planning.

There were no questions following the presentation.

All members were in consensus to concur with the updated WRTA Safety Targets that were presented.

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

- **Potential Action:** Approval of Proposed Amendment #6 to the FFY 2023 to 2027 TIP Highway Project Listing

Kevin Krasnecky presented this item. CMRPC staff were requesting members to approve the Proposed Amendment #6 to the FFY 2023 to 2027 TIP Highway Project Listing.

Amendment #6 includes the cost increase of three projects in FFY 2023:

- 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 reduced by \$2,656,678 for an updated total of \$2,885,443 and Statewide 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 \$3,278,93 for **Project #608873 – Spencer – Roadway Rehabilitation of Meadow Road**. CMAQ funds will increase by \$163,185, STBG funds will increase by \$1,326,103, 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 these updates.

Bob Hassinger made a motion and was seconded by Dennis Lamarche to approve Proposed Amendment #6 to the FFY 2023 to 2027 TIP Highway Project Listing. Members present voted to approve Proposed Amendment #6 to the FFY 2023 to 2027 TIP Highway Project Listing.

Steve Woelfel – Yes
Ann Sullivan – Yes
Bob Hassinger – Yes
Jesse Limanek – Yes

Dennis Lamarche – Yes
Rich Eichacker – Yes
Stephanie Mulroy – (did not vote)

Agenda Item #6 – FFY 2024 to 2028 Transportation Improvement Program (TIP)

- **Potential Action:** Approval of FFY 2024 to 2028 TIP

Mr. Krasnecky presented this item. Staff requested members to approve the FFY 2024 to 2028 TIP. Mr. Krasnecky noted that both the CMMPO Advisory and the CMRPC Transportation Planning Committee recommended endorsement to the FFY 2024 to 2028 TIP. In addition, a public meeting was also hosted, but no comments were received. Staff did receive comments from 495 MetroWest Partnership, in which they voiced support for the projects within their region and the programming of MicroProjects. MassDOT OTP also provided comments and some minor changes were made to the TIP document. Additionally, there were a few updates made to the highway list in the eSTIP by MassDOT during the 21-day public comments and review period (changes in red font below):

FFY 2024

- Project #612098: UPTON-**GRAFTON** – Resurfacing and Related Work on Route 140
- Project #608640: SUTTON-**GRAFTON** – Depot Street Bridge Reconstruction/Rehabilitation. Cost increased to **\$12,380,610**.
- Project #612087: AUBURN-**OXFORD** – Resurfacing and Related Work on I-290/I-395.
- Project #608814: SPENCER – Route 9 Resurfacing and Related Work. **Project moved to section 2B. Project cost decreased to \$9,350,178.**

FFY 2025

- Project #612608 – WORCESTER – Route 20 Flood Relief. **Project added as a new project.** Total Project Cost is \$3,016,000.
- Project #608491 – MENDON – Route 16 Resurfacing. **Project was moved from FFY 2024 to FFY 2025.** Cost increased to **\$25,726,097**.

FFY 2026

- Project #610825 – SHREWSBURY – Route 20 Rehabilitation and Box Widening. **Project was moved from FFY 2028 to FFY 2026.**

Those were the only changes for the highway listing and there were no changes made to the TIP transit listing during the 21-day public review and comment period.

There were no comments or questions.

Ann Sullivan made a motion and was seconded by Jesse Limanek to endorse the FFY 2024 to FFY 2028 TIP. Members present voted to endorse the FFY 2024 to FFY 2028 TIP.

Steve Woelfel – Yes

Dennis Lamarche – Yes

Ann Sullivan – Yes

Rich Eichacker – Yes

Bob Hassinger – Yes

Stephanie Mulroy – (did not vote)

Jesse Limanek – Yes

Agenda Item #7 – FFY 2024 Unified Planning Work Program (UPWP)

- **Potential Action:** Release of Draft FFY 2024 UPWP for 21-Day Public Review and Comment Period

Sujatha Krishnan presented this item. Staff are requesting members to release the Draft FFY 2024 UPWP for a 21-day public review and commend period.

Ms. Krishnan reminded the members that the budget for the major tasks was reviewed at the previous CMMPO meeting and announced that the Draft FFY 2024 UPWP document is now available on the CMRPC website. Ms. Krishnan also announced that there will be a virtual Public Meeting on June 6, 2023, to discuss the Draft FFY 2024 UPWP.

There were no comments or questions.

Dennis Lamarche made a motion and was seconded by Bob Hassinger to release the Draft FFY 2024 UPWP for a 21-day public review and comment period. Members present voted to release the Draft FFY 2024 UPWP for a 21-day public review and comment period.

Steve Woelfel – Yes

Dennis Lamarche – Yes

Ann Sullivan – Yes

Rich Eichacker – Yes

Bob Hassinger – Yes

Stephanie Mulroy – (did not vote)

Jesse Limanek – Yes

Agenda Item #8 – Long Range Transportation Plan (LRTP) Scenario Planning

- Needs Prioritization Process Presentation

Yahaira Graxirena presented this item. When coming up with priorities for the LRTP, *2050 Connections*, there are many areas to consider. They include data management systems, public outreach, environmental consultation, performance-based planning, financial constraint, land use and economic development, new policies and emphasis areas, and equity analysis and regional environmental justice “plus” (REJ+).

Priorities from these areas were also combined with priorities from the previous LRTP (*Mobility 2040*) to show progress that has been completed since that plan and then were then filtered into bins of what is completed, in-progress, being monitored, and new. These were organized by the plan’s Five Programmatic Areas.

Ms. Graxirena shared several slides showing some examples of priority projects and studies that are either completed, in-progress, being monitored, or new. These included TIP projects, bicycle pathway projects, culvert assessments, Safe Routes to School projects, and EV charging infrastructure studies.

Lastly, Ms. Graxirena shared that staff will be hosting a Public Hybrid Meeting on May 31, from 5:00PM to 6:30PM at the Paul Revere Room in Worcester (1 Mercantile Street). This meeting will review all material received from the public, data, the plan's priorities, and more dialogue with those who attend to discuss their priorities. This meeting will officially close the public outreach process of *2050 Connections*.

There were no comments or questions following the presentation.

Agenda Item #9 – Staff Updates

Ms. Krishnan announced that CMRPC transportation staff have moved to the MassDOT District 3 (Central Massachusetts Transportation Center) building on Plantation Street in Worcester.

Agenda Item #8 – New Business

There was no new business.

Agenda Item #10 – Next Meetings

- CMMPO Advisory Committee meeting (virtual) – May 24, 2023, at 3:00pm
- CMMPO meeting (virtual) – June 21, 2023, at 4:00pm

Agenda Item #10 – Adjournment

Bob Hassinger made a motion to adjourn and was seconded by Jesse Limanek. The meeting concluded at 4:45 PM.

Meeting Minutes prepared by: Zachary Blais, Transportation Associate Planner

**Advisory Committee April 26, 2023 – Recommend
Approval of Amendment**



Meeting of the Central Massachusetts Metropolitan Planning Organization Advisory Committee

Date: Wednesday, **April 26**, 2023

Time: **3:00 PM**

Place: Zoom Virtual Meeting

Connection details are on the bottom of this agenda and in the meeting announcement email. Additional meeting materials can be found through the CMRPC web calendar:

<http://cmrpc.org/cmm-po-advisory-committee-meeting-23>

AGENDA

- Around the Room Introductions
- Approval of **March 22, 2023** Meeting Minutes
- Transportation Improvement Program (TIP)
 - **ACTION ITEM:** Seeking recommendation to the CMMPO concerning endorsement of the Proposed Amendment #6 to the 2023-2027 TIP Highway Project Listing.
 - **ACTION ITEM:** Seeking recommendation to the CMMPO concerning endorsement of the Draft FFY 2024-2028 TIP.
- CMMPO Long Range Transportation Plan (LRTP)
 - Financial Plan
 - Socio-Economic Projections
- CMRPC Regional Efforts: Housing
 - Presentation
- Staff Updates
- New Business
- Next Meetings:
 - CMMPO Advisory Committee meeting (virtual) – Wednesday, **May 24**, 2023 at 3:00 PM
 - CMMPO Meeting (virtual) – Wednesday, May 17, 2022 at 4:00 PM
- Adjournment

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Zoom Meeting Details

Join Zoom Meeting

<https://us02web.zoom.us/j/87809179209>

Meeting ID: 878 0917 9209

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CENTRAL MASSACHUSETTS METROPOLITAN PLANNING ORGANIZATION ADVISORY COMMITTEE

The minutes of the CMMPO Advisory Committee held **Wednesday, April 26, 2023**. This meeting was held virtually through Zoom.

CMMPO Advisory Committee Members Present:

- Adam Menard, Chair, Town of Auburn
- Chris Payant – Vicechair, Town of Westborough
- Jeremy Thompson – 495/Metrowest Partnership
- Sandy Amoakohene, Division of Public Health, City of Worcester
- Sarah Bradbury – MassDOT District 3
- Daryl Amaral – MassDOT District 2
- Benjamin Breger – MassDOT District 2
- Nick Burnham - WRTA

Ex-Officio Members Present:

- Chris Klem – MassDOT OTP

CMRPC Staff Present:

- Sujatha Krishnan
- Yahaira Graxirena
- Kevin Krasnecky
- Eric Gemperline
- Rob Raymond
- Greer Jarvis
- Emily Glaubitz
- Rich Rydant

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Agenda Item #1 – Around the Room Introductions

Chairperson Adam Menard opened the meeting at 3:03 PM. A roll call of CMMPO Advisory members was announced, followed by the rest of the attendees.

Agenda Item #2 – Approval of March 22, 2023 meeting minutes

Minutes for March 22, 2023, CMMPO Advisory meeting were considered for approval. Mr. Menard entertains a motion to approve the March 22, 2023, meeting minutes. Vicechair Payant makes a motion to approve. The motion is seconded by Mr. Thompson. The vote was unanimous in favor of approval.

Agenda Item #3 – CMMPO FFY 2024-2028 Transportation Improvement Program (TIP)

Potential Action: Seeking endorsement to CMMPO.

- 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. Chairperson Menard entertains a motion to recommend changes to the CMMPO. Vicechair Payant makes the motion to approve the changes. The motion is seconded by Mr. Burnham

Agenda Item #4 – Review DRAFT FFY 2024-2028 Statewide Highway Project Listing

- **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.

Mr. Burnham had a question regarding the 2024 transit listing and the public transportation multimedia communications project in Southbridge. Mr. Krasnecky responds that the Town is using microproject funds to advertise the services in the Town including the fixed route bus service and the elder bus.

Ms. Amoakohene asks about pedestrian and bicycle infrastructure improvements on Pleasant Street in Worcester to see to what extent the project will take place on the street. Mr. Krasnecky states the infrastructure improvement is from Tatnuck Square to the Airport.

There were no further questions. Chairperson Menard asks for a motion to recommend the endorsement to the MPO. Vicechair Payant makes a motion to recommend the endorsement. Mr. Burnham seconds the motion. Chairperson Menard asks for a vote. The vote is unanimous in favor of recommending the endorsement.

Agenda Item #5 – FFY 2024 Unified Planning Work Program (UPWP)

Sujatha Krishnan presented this item.

First, Ms. Krishnan presented the proposed FFY 2024 UPWP budget, which included a table comparing the budget for FFY 2024 to the FFY 2023 UPWP budget for the activities under each UPWP element. Last year, increases in funding were given as a result from the Bipartisan Infrastructure Law (BIL), therefore there is an increase of about 2% in total funding for the FFY 2024 UPWP. For the most part, funding numbers have stayed relatively the same. The big changes for the FFY 2024 UPWP budget is seen in the LRTP. In this current year CMRPC staff are developing the LRTP, so for FFY 2024 the budget for the LRTP is decreasing for implementation purposes. That funding is allocated into other planning activities, like congestion, safety, and asset management. The other big change is seen in the contract with the WRTA. There were three full-time staff members helping with that contract, and after conversations with WRTA the intention is for a staff member within WRTA to help with that work. The budget will fully fund the transportation staff members and potential future employees for roles that need to be filled. This budget will be included in the upcoming draft UPWP that will be released in May by the CMMPO.

Secondly, Ms. Krishnan presented the major task listing for the FFY 2024 UPWP. This included a list of different tasks and products for the different work activities within the upcoming UPWP. Some examples are the Annual Environmental Consultation session, Annual MassDOT Title VI report, asset management data collection, drone flights, conduct/participation in Road Safety Audits (RSAs), develop

a Regional Trails Plan, Highway Trucking Accommodation Studies, implementation of 2050 Connections LRTP, a corridor study, and many more.

- Socio-Economic Plan

Rob Raymond and presented this item.

Mr. Raymond 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 commuters, industry projections, and employment. This whole process starts at the state, which comes up with state-level forecasts and works 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. Raymond 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 discussed 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.

Chairperson Menard notes that Worcester’s population decline is surprising before asking for any questions. Mr. Raymond responds that using the UrbanSIM model may not reflect the true population in Worcester as it has to do with new development in the calculation. There are no further questions.

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

- Financial Plan

Yahaira Graxirena presented this item 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. Graxirena 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 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%**

Chairperson Menard asks for questions or comments on the presentation. Chairperson Menard clarifies that MPO staff prefer Option B. Both Ms. Graxirena and Ms. Krishnan confirm that the preferred staff choice is Option B. Vicechair Payant believes the recommendation is sound and supports Option B. A consensus is reached by the committee to support Option B.

Agenda Item #7 – CMRPC Regional Efforts: Housing

This item was presented by Emily Glaubitz

Ms. Glaubitz was invited to present to the advisory committee some of the work of done by the CMRPC related to housing in the region.

Ms. Glaubitz begins with a brief background interconnectedness of housing and transportation within the context of planning. The adoption and widespread use of personal automobiles after World War II created land uses favorable to low-density zoning and a subsequent decline in the urban cores and village centers as housing moved into the suburbs. Central Massachusetts very much followed this pattern which has led to a majority low-density, single-family housing stock throughout the region.

Ms. Glaubitz's work looks at how this housing stock might not be the most appropriate for all people or sustainable and looks for better solutions. This involves planning, community engagement, and education to create more sustainable, inclusive, and healthy communities. This can be achieved through transit-oriented development, village center studies, zoning bylaws, low impact development, housing production plans, and more.

Housing in Massachusetts is expensive and is rising with slower housing production trends. There is a need for deed-restricted affordable housing as well as more diverse housing options and sustainable land use practices. Currently, Massachusetts has Chapter 40B mandates that all communities must have 10 percent of their housing stocks as deed-restricted affordable housing. At this moment, only four out of 40 communities in the CMMPO are meeting the Chapter 40B mandate: Berlin, Northborough, Westborough, and Worcester. There are barriers to housing production including regulatory constraints, market competition, environment, and infrastructure.

Housing production plans (HPP) are in place or being developed by communities to comply with Chapter 40B mandates. The following communities have approved HPPs: Boylston, Princeton, Sutton, Sturbridge, Shrewsbury, and West Boylston. The following communities are in the process of developing a HPP: Spencer, Berlin, Upton, Mendon, Oxford, and Auburn.

HPPs are important for communities. The State recognizes the need for TOD development and has designated 177 communities as MBTA communities' multi-family zoning requirements and must follow new state legislation that requires an affordable housing district with a gross density of 15 units per acre. Fourteen of these communities are located with the CMMPO. These are mandates to allow, not create housing inventory.

An additional aspect of housing planning are Designated Housing Choice Communities, of which there are five in the region: Rutland, Worcester, Millbury, Boylston, and Berlin. This designation allows for the application of various grants. Lastly, there are communities who have adopted the Community Preservation Act which allows for the funding of housing. These communities include: Berlin, Boylston, Grafton, Hopedale, Mendon, Northborough, Northbridge, Shrewsbury, Sturbridge, Upton, West Boylston, Westborough, and Worcester.

The CMRPC is prepared to assist communities if they wish to seek these designations. Beyond that, CMRPC is working on policy guidance for approaching short term rentals, a regional housing coordinator, and there long-range plan, Imagine 2050.

Agenda Item #8 – Staff Updates and New Business

There were no new staff updates.

Agenda Item #9 – Next Meetings

- CMMPO Advisory Committee Meeting – May 24, 2023, at 3:00 PM

- CMMPO Meeting – Wednesday, May 17, 2023 at 4:00 PM

Agenda Item #10 – Adjournment

At 4:15PM Chairperson Menard entertained a motion to adjourn. Vicechair Payant made the motion and was seconded by Mr. Thompson. The group voted unanimously to adjourn.

Meeting minutes prepared: Eric Gemperline, Transportation Associate Planner

Central Massachusetts Regional Planning Commission

Member Communities

Auburn
Barre
Berlin
Blackstone
Boylston
Brookfield
Charlton
Douglas
Dudley
East Brookfield
Grafton
Hardwick
Holden
Hopedale
Leicester
Mendon
Millbury
Millville
New Braintree
North Brookfield

Northborough
Northbridge
Oakham
Oxford
Paxton
Princeton
Rutland
Shrewsbury
Southbridge
Spencer
Sturbridge
Sutton
Upton
Uxbridge
Warren
Webster
West Boylston
West Brookfield
Westborough
Worcester

Central Mass Regional Planning Commission



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