

CENTRAL MASSACHUSETTS  
METROPOLITAN PLANNING ORGANIZATION



# CMMPPO Endorsed 2023 – 2027 Transportation Improvement Program (TIP) Technical Appendix

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May 18, 2022



Document Prepared by:  
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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.

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# TIP Development Partner Agencies

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The 2023 – 2027 TIP was developed as a cooperative effort with the following agencies:

Federal Highway Administration (FHWA)

Federal Transit Administration (FTA)

Massachusetts Department of Transportation (MassDOT)

Massachusetts Department of Environmental Protection (MassDEP)

Worcester Regional Transit Authority (WRTA)

Central Massachusetts Metropolitan Planning Organization (CMMPO)

## TIP Guidance & Comments

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- FHWA
- MassDOT



U.S. Department  
of Transportation

Federal Highway Administration  
MA Division  
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Cambridge, MA 02142-1093  
617-494-3675  
617-494-3355 (fax)

Federal Transit Administration  
Region I  
55 Broadway, Suite 920  
Cambridge, MA 02142-1093  
617-494-2055  
617-494-2865 (fax)

David J. Mohler  
Executive Director  
Office of Transportation Planning  
Massachusetts Department of Transportation  
10 Park Plaza  
Boston, MA 02116

January 25, 2022

***Subject: Federal Fiscal Year (FFY) 2023-2027 Statewide and Metropolitan Transportation Improvement Program and FFY 2023 Unified Planning Work Program Guidance***

Dear Mr. Mohler:

As you begin developing the Statewide and Metropolitan Transportation Improvement Programs (S/TIPs) for FFY 2023-2027 and the Unified Planning Work Programs (UPWPs) for FFY 2023, the Federal Highway Administration's Massachusetts Division Office (FHWA) and the Federal Transit Administration's Region 1 Office (FTA) want to remind you and the Metropolitan Planning Organizations (MPOs) of the federal planning requirements. Attachment A to this letter highlights specific requirements that should be followed, and Attachment B includes the most recent Planning Emphasis Areas (PEAs), which we encourage you to incorporate into statewide and metropolitan planning documents.

In addition to providing Attachment A and B, we offer the following recommendations and information:

- **Planning Findings** – The FFY 2022 Federal Planning Finding (FPF) determined the transportation planning process through which statewide and metropolitan transportation plans and programs are developed is consistent with federal requirements. The FPF included six recommendations (Financial Planning and Fiscal Constraint, Planning and Environmental Linkages, Transit Project Listings, FTA Planning Funding, Public Participation and Virtual Public Involvement, and 2020 Census and PL Funding Formula). We encourage MassDOT and the MPOs to review the FPF and to keep in mind the recommendations during the development of the S/TIPs and UPWPs for this upcoming cycle. Additionally, we encourage MassDOT and the MPOs to review and keep in mind findings from past TMA Certification Reviews during the development of the S/TIPs and UPWPs. We reemphasize the importance of the recommendations included in the FPF and in TMA Certification Reviews, as they provide opportunities to improve the transportation planning process.

- **Planning Emphasis Areas<sup>1</sup>** – On December 30, 2021, FHWA and FTA jointly issued updated Planning Emphasis Areas (PEAs) for use in the development of the metropolitan and statewide planning and research work programs. The 2021 PEAs replace the 2015 PEAs and encourage States and MPOs to focus on climate and clean energy, equity, complete streets, public involvement, Department of Defense coordination, Federal Land Management Agency coordination, planning and environmental linkages, and data sharing in the transportation planning process. The official memo issued by FHWA and FTA is included in Attachment B. We encourage MassDOT and the MPOs to incorporate and keep these PEAs in mind during the development of the S/TIPs and UPWPs.
- **UPWP Reporting** – UPWP annual performance reports and financial summaries are required to be submitted to FHWA and FTA within 90 days after the end of the reporting period (end of FFY). In Massachusetts, this is December 30 of every year. Please ensure that each annual performance report includes the following:
  - Accomplishments and progress made by task and sub-task (e.g., Task 1.1, 1.2, 1.3, etc.); and
  - Table of expenditures by task and sub-task that includes the original budget, amended budget, expenditures, and remaining balance.
 We will review and provide any necessary feedback on the UPWP annual performance reports to MassDOT and the respective MPOs.

Beginning in FFY 2023, UPWP quarterly progress and expenditure reports are no longer required. In lieu of UPWP quarterly progress reports, MassDOT should share copies of the monthly UPWP invoice progress reports with FHWA.

- **UPWP Amendments and Administrative Modifications** – Amendments are defined as significant changes to the overall UPWP that require federal approval. Administrative modifications are minor adjustments to the overall UPWP that do not require federal approval. More specifically, **Amendments** to the UPWP include the following:
  - Addition or deletion of a UPWP task or sub-task;
  - Major changes to UPWP task descriptions, activities, and other information;
  - Funding increase above the originally approved UPWP overall budget;
  - Funding transfers between tasks equal to or greater than 25% of the UPWP task budget; and
  - Funding increase or decrease equal to or greater than 25% of the UPWP task budget.**Administrative modifications** to the UPWP include the following:
  - Minor changes to UPWP task descriptions, activities, and other information;
  - Funding transfers between UPWP tasks less than 25% of the UPWP task budget; and
  - Funding increase or decrease less than 25% of the UPWP task budget.

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<sup>1</sup> Planning Emphasis Areas are not to be confused with the Planning Factors listed in 23 CFR 450.206 and 23 CFR 450.306. The Planning Factors remain the same and should be incorporated into appropriate statewide and metropolitan planning documents, as required.

- **Flexing Funds/Transfers to FTA** – FHWA and FTA strongly encourage the transfer of funds to FTA to occur as early as possible in the FFY, as this will ensure the funds will be transferred and obligated prior to FTA’s financial systems closing in September. Please note that if transfers are not initiated and received by the FHWA Division Office by May 1, there is no guarantee the transfers will be transferred to FTA and obligated by the end of the FFY.
- **Inflation Rates in the S/TIPs** – The cost estimates for the S/TIPs must use an inflation rate to reflect the “year of expenditure dollars.” As stated in previous years, MassDOT and MPOs are encouraged to use state and/or local cost data to develop cost inflation indices. As an alternative, FHWA would accept MassDOT and MPOs using an inflation rate of four percent (4%) per annum. The inflation must be added to the cost estimates for all projects from the second to the fourth year in the S/TIPs. The inflation rate applies only to “planning/programming” level cost estimates. As projects advance through project development to construction, project level estimates should be updated. The S/TIPs should include a brief description stating that the inflation rate was accounted for in the cost estimates.
- **Advance Construction (AC)** – AC should only be used if: 1) Project construction, due to engineering decisions, would be scheduled to span the years for which the funding is programmed; and 2) there is a program necessity that would make the impacts of not programming using AC significant, as compared to the financial impacts to the program considering the AC amount. AC should not be used solely as a means to fund a project.

With respect to MPO target programming, AC should generally be used for projects that exceed an MPO’s annual target. For the Boston Region MPO and MassDOT, AC may be used for projects that are \$25 million or more.

Clear information should be provided for projects that are advance constructed in order to determine the timeframe of the AC. For example, if a project is advance constructed over two years, a note should be included in the project description within the S/TIPs to indicate the AC year, such as “AC year 1/2” or “AC year 2/2.” The STIP should include a schedule of all AC funded projects and be updated based on any project changes. Any exceptions to AC guidance should be approved by the appropriate federal agency before programming occurs. Updated AC tables reflecting project changes should be submitted with each STIP amendment.

- **Sequential Project Programming in the S/TIPs** – When a FHWA project is programmed on the S/TIPs, it should be sequentially programmed until completion. If FHWA funds are to be used for design, the construction phase should be programmed within the timeframe of the S/TIPs, once design is completed. FHWA funds used for design are subject to repayment when the right-of-way or construction has not occurred by the 10<sup>th</sup> fiscal year following the year when the funds were first authorized.

We look forward to working with you throughout the development of the FY 2023-2027 STIP, TIPs, and 2023 UPWPs. Please contact Cassie Ostrander ([cassandra.ostrander@dot.gov](mailto:cassandra.ostrander@dot.gov) | 617-494-3113) or Ryan Bartlett ([ryan.bartlett@dot.gov](mailto:ryan.bartlett@dot.gov) | 617-494-3940) if you have any questions.

Sincerely,

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Cassandra Ostrander  
Program Development Team Leader  
Federal Highway Administration

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Ryan Bartlett  
Acting Director of Planning & Program Development  
Federal Transit Administration

cc: Steve Woelfel, MassDOT  
Derek Krevat, MassDOT  
Derek Shooster, MassDOT  
Christopher Klem, MassDOT  
Massachusetts Regional Planning Agencies

***Attachment A: Statewide and Metropolitan Transportation Improvement Program  
and Unified Planning Work Program Regulations***

The requirements for developing the STIP, TIPs and UPWPs reside in 23 CFR 450, 23 CFR 420 and 23 CFR 490. Some key regulations are highlighted below. However, please keep in mind this list is not inclusive of all the federal planning requirements.

**STIP**

- Amendments and Administrative Modifications: 23 CFR 450.104 and 23 CFR 450.218(n)
- Funding and Fiscal Constraint: 23 CFR 450.104 and 23 CFR 450.218(m), (n) and (o)
- Performance-based Planning and Programming: 23 CFR 450.218(q)
- Regionally Significant Projects: 23 CFR 450.218(h)
- Self-Certifications: 23 CFR 450.220
- Project Descriptions and Phases of Work: 23 CFR 450.218(i)
- TIP inclusion in STIP: 23 CFR 450.328(b)

**TIP**

- Amendments and Administrative Modifications: 23 CFR 450.104 and 23 CFR 450.328(a)
- Funding and Fiscal Constraint: 23 CFR 450.104 and 23 CFR 450.326(j) and (k)
- Performance-based Planning and Programming: 23 CFR 450.326(d)
- Regionally Significant Projects: 23 CFR 450.326(f)
- Self-Certifications: 23 CFR 450.336
- Project Descriptions and Phases of Work: 23 CFR 450.326(g)
- TIP inclusion in STIP: 23 CFR 450.328(b)
- Annual Listing of Obligated Projects: 23 CFR 450.334

**UPWP**

- Amendments and Administrative Modifications: 23 CFR 450.104
- Annual Reports and Quarterly Reports: 23 CFR 420.117(b) and (c)
- Development and Content: 23 CFR 450.104, 23 CFR 450.308(c) and CFR 420.111(b)(1)
- Eligibility: 23 CFR 420.113



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

Federal Transit  
Administration

***Attachment B: 2021 FHWA and FTA Planning Emphasis Areas***

Office of the Administrator

1200 New Jersey Ave., SE  
Washington, D.C. 20590

December 30, 2021

**Attention:** FHWA Division Administrators  
FTA Regional Administrators

**Subject:** 2021 Planning Emphasis Areas for use in the development of Metropolitan and  
Statewide Planning and Research Work programs.

With continued focus on transportation planning the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) Offices of Planning are jointly issuing updated Planning Emphasis Areas (PEAs). The PEAs are areas that FHWA and FTA field offices should emphasize when meeting with the metropolitan planning organizations, State departments of transportation, Public Transportation Agencies, and Federal Land Management Agency counterparts to identify and develop tasks associated with the Unified Planning Work Program and the Statewide Planning and Research Program. We recognize the variability of work program development and update cycles, so we encourage field offices to incorporate these PEAs as programs are updated.

Please note that this letter is intended only to provide clarity regarding existing requirements. It is not binding and does not have the force and effect of law. All relevant statutes and regulations still apply.

Sincerely,

Nuria Fernandez  
Administrator  
Federal Transit Administration

Stephanie Pollack  
Deputy Administrator  
Federal Highway Administration

Enclosure



## **2021 Planning Emphasis Areas:**

### **Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future**

Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with State departments of transportation (State DOT), metropolitan planning organizations (MPO), and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Field offices should encourage State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation ; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions. We encourage you to visit FHWA's [Sustainable Transportation](#) or FTA's [Transit and Sustainability](#) Webpages for more information.

(See [EO 14008](#) on “Tackling the Climate Crisis at Home and Abroad,” [EO 13990](#) on “Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis.” [EO 14030](#) on “Climate-Related Financial Risk,” See also [FHWA Order 5520](#) “Transportation System Preparedness and Resilience to Extreme Weather Events,” FTA’s “[Hazard Mitigation Cost Effectiveness Tool](#),” FTA’s “[Emergency Relief Manual](#),” and “[TCRP Document 70: Improving the Resilience of Transit Systems Threatened by Natural Disasters](#)”)

### **Equity and Justice<sup>40</sup> in Transportation Planning**

FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

[Executive Order 13985](#) (*Advancing Racial Equity and Support for Underserved Communities*) defines the term “equity” as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian

Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, [Executive Order 14008](#) and [M-21-28](#) provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities. FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current and new metropolitan transportation plans to advance Federal investments to disadvantaged communities.

To accomplish both initiatives, our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.

## **Complete Streets**

FHWA Division and FTA regional offices should work with State DOTs, MPOs and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.

Per the National Highway Traffic Safety Administration’s 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

## **Public Involvement**

Early, effective, and continuous public involvement brings diverse viewpoints into the decisionmaking process. FHWA Division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decisionmaking processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs. More information on VPI is available [here](#).

## **Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination**

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The [64,200-mile STRAHNET system](#) consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) [studies](#). These can be a useful resource in the State and MPO areas covered by these route analyses.

## **Federal Land Management Agency (FLMA) Coordination**

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMA's in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMA's, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands

Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

### **Planning and Environment Linkages (PEL)**

FHWA Division and FTA regional offices should encourage State DOTs, MPOs and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decisionmaking that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources. More information on PEL is available [here](#).

### **Data in Transportation Planning**

To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decisionmaking at the State, MPO, regional, and local levels for all parties.

### **FHWA Comments on Draft 2023-2027 TIP**

<b>Page # (of pdf)</b>	<b>Comment</b>
17 of 127 (3. Public Outreach)	Paragraph 2 on pg. 17 states: “The timing of the endorsement allows USDOT’s Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) over 120-days for review and approval prior to the effective target date of 10/1/22, the start of FFY ’23.” To be clear, we (FHWA and FTA) do not require TIPs to be endorsed this early in the year; we do not need over 120-days to review. FHWA and FTA are also not required to approve the TIPs; we are required to approve the STIP. My understanding is that part of the driver of the early-in-the-year TIP endorsement process is so that it can feed into MassDOT’s CIP, which is on a State FY schedule.
Pg. 33 of 127 and Pg. 35 of 127 (4. Performance Measures)	Please double check the targets for PM2 and PM3 to make sure they are consistent with the October 2020 mid-performance period progress report.
Pg. 40 of 127 (5. Regional Target Project Relationship to Regional Planning Efforts & Performance Management)	Thank you for providing this extremely helpful table. It’s also great to see that every project through 2027 is consistent with the LRTP; that’s great!
Pg. 62 of 127	In the “other information” column, spell out SW – I’m assuming that is Statewide STBG?

Metropolitan Planning Organizations' (MPOs') Transportation Improvement Programs (TIPs) are critical to the Commonwealth's project delivery cycle. The Massachusetts Department of Transportation (MassDOT) is providing the following guidance to ensure that TIPs are fiscally constrained, informed by project readiness, and are transparent to the public. As part of this cycle, please continue to make use of eSTIP for both project selection and for TIP amendments and adjustments.

### Recommendations

#### Narrative

<b>Organizational Details</b>	Ensure list of MPO members is current.
	Outline MPO organization, including the relationship of related entities (other Boards, technical committees, municipalities, etc.).
	Ensure acronyms and partner agency lists are accurate and up to date.
	Ensure all references to federal transportation funding reauthorization legislation are up to date (e.g. update Fixing America's Surface Transportation (FAST) Act references to Bipartisan Infrastructure Law (BIL)).
	Please ensure that TIP document is as concise as possible to allow for greater readability and comprehension among members of the public.
<b>Project Programming Rationale</b>	MassDOT will be developing the FY 2023 Capital Investment Plan (CIP) and STIP focused on implementing our various modal plans and tying our investments to performance-based planning identified in <a href="#">MassDOT's Performance Tracker</a> .
	As the MPOs are a crucial partner to the CIP development, please describe connections between regional target projects, the Long Range Transportation Plan (LRTP), Unified Planning Work Program (UPWP), Regional Modal Plans, performance measures, and <a href="#">Statewide Modal Plans</a> . Specifically, note if regional target projects are related to and/or referenced in these plans or if they were developed directly as a result of a UPWP-funded corridor study or technical assistance. (See attached template for assistance with this recommendation.)
	With specific regard to the 2020 regional LRTP, please include a section describing the MPO's investment framework that ties regional target projects to the goals and programs included within the LRTP.
<b>Reliability of TIP Project Delivery</b>	MassDOT's Highway Division and Office of Transportation Planning are continuing efforts to improve project delivery within the State Transportation Improvement Program (STIP). As the MPOs are a crucial partner to the development and implementation of the STIP, please ensure there is a process in place for MPO staff to play an active role in coordinating with project proponents, designers, MassDOT District staff, and other relevant stakeholders to ensure project delivery milestones are met for TIP target projects.
<b>Procedural TIP Elements</b>	Include all currently utilized Transportation Funding programs. Please see USDOT <a href="#">Fact Sheets on BIL</a> and <a href="#">Special Funding</a> for up-to-date detail of federal programs.

	Detail the TIP Amendment and Adjustment procedures for your MPO and discuss any variances from the MassDOT procedures. Include any changes made since the 2022–2026 TIP and ensure any relevant Memoranda of Understanding (MOUs) are accurate.
<b>Project Scoring</b>	<p>Include a table detailing all MPO scored projects, listed in order by project score, along with notations if the project will be programmed in the 2023–2027 TIP.</p> <p>Include a narrative outlining the processes by which projects are scored and programmed, and detail any changes made to the project scoring criteria or process since the 2022–2026 TIP.</p> <p>Consider actively engaging municipalities in your region to participate in the project scoring process. The Pioneer Valley MPO's (PVMPO) approach is a best practice in this area. Please see <a href="#">this webpage</a> as an example of how the PVMPO encourages municipalities to participate in this effort.</p> <p>Describe whether and to what extent the COVID-19 pandemic has impacted or will impact currently programmed project scores and transportation evaluation criteria more broadly, including a discussion on the extent to which regional target projects have remained regional priorities in light of changes to travel patterns resulting from the pandemic.</p> <p>Describe whether and to what extent the RITIS platform has been incorporated into the MPO's project scoring system and/or used to evaluate travel time reliability changes and changes in travel patterns.</p>
<b>General Recommendations</b>	<p>Check document for broken links.</p> <p>Ensure all charts, tables, and maps are legible and properly annotated.</p> <p>Remove all placeholder text and proofing text.</p> <p>Update TIP Signatory Sheet.</p>

### Performance Measurement

<b>Target-Setting &amp; Planning</b>	<p>Include a discussion of planning process leading up to performance measure target-setting.</p> <p>Directly reference and identify investments relevant to the Transit Asset Management (TAM) Plan and Public Transportation Agency Safety Plan (PTASP). Please coordinate with the RTA(s) in your region as necessary.</p> <p>Directly reference and identify investments from the MassDOT Transportation Asset Management Plan (TAMP).</p> <p>Discuss how adopted performance targets inform project selection.</p> <p>Directly reference MassDOT's Annual Performance Management Report, Tracker.</p> <p>Directly reference federal and regionally adopted performance measures (if applicable).</p>
<b>Current Targets</b>	Include currently adopted targets and make clear the timing of the most recent update(s) to targets.



Ensure adopted targets are clearly stated and that associated charts are legible.

Compare regional data to statewide targets where regional data is available. Discuss MPO decision to adopt separate targets or to support statewide targets.

## Project Lists

<b>Financials</b>	Ensure financial projections flow from most recent FHWA, FTA, and MassDOT guidance.
	Financial plans should include a description of how the amount of funding reasonably expected to be made available was cooperatively developed for both highway and transit revenues. Please see page 20 of the FFY 2022 – 2026 STIP for a reference.
	Confirm that project costs and Year of Expenditure (YOE) estimates are accurate.
	Include operations and maintenance (O&M) tables for both highway and transit investments. MassDOT will provide highway figures.
<b>Additional Info</b>	Include Advanced Construction (AC) nomenclature where appropriate.
	Ensure that there is a narrative describing transit projects funded within the TIP. See pages 33 – 34 of the <a href="#">FFY 2022 – 2026 Cape Cod MPO TIP</a> (“Description of Funded Transit Projects”) as a best practice.
	Ensure all relevant fields are completed in eSTIP, as applicable, including project proponent, the MassDOT PRC score, GHG entries, and CMAQ* data (*see further guidance below). Please reference <a href="#">Mobile Source Emissions Factors</a> in Regional TIP.
	Browse projects currently programmed within eSTIP for project limit accuracy, as these are the shapes that MassDOT uses for analysis as part of the CIP process.
<b>Creative Use of Regional Target Funds</b>	Consider the development of a TIP program that would assist with the implementation of the goals identified in the LRTP. The <a href="#">Boston MPO’s Community Connections Program</a> is a best practice in this area. For TIP programs and for non-traditional TIP projects, coordinate with your MPO Liaison to ensure feasibility of timeline and of any specific programmed projects.
<b>Completeness</b>	Include <b>all</b> funded transportation projects, including Federal Lands Access Program (FLAP), Federal Lands Transportation Program (FLTP), U.S. Army Corps of Engineers (USACE), Coronavirus Response and Relief Supplemental Appropriations (CRRSAA), and Tribal Transportation Program (TTP) projects. If a project that is part of one of these programs is programmed in your respective region, please ensure it is included within an appendix. If adding self-certification to TIP document, please ensure all CFR’s are consistent with federal requirements, and include signature for Secretary* Jamey Tesler. (*not acting)



### Impact Analysis

<b>Equity Analysis</b>	Analyze geographic equity of past and current TIP projects, along with a relevant table of programming information by municipality. Discuss how equity informs investment decisions for both roadway and transit projects.
	Analyze social equity of the TIP in light of Title VI considerations and your MPO's Title VI Plan.
	Analyze environmental justice impacts of the TIP and/or of major programmed projects as needed.
	Include an equity narrative to accompany geographic and social equity charts, tables, and maps.
	Discuss how equity considerations inform investment decisions.
	When developing your regional equity analysis, consult the TCRP report, " <a href="#">Equity Analysis in Regional Transportation Planning Processes, Volume 1.</a> "
<b>Greenhouse Gas (GHG) Emissions Analysis</b>	In the geographic equity narrative, consider the inclusion of other transportation-related grant program participation by municipality, and whether there are any different or reinforced trends in participation in regional target funding and participation in other transportation grant opportunities (e.g. Workforce Transportation Grant, Shared Streets and Spaces, MassWorks, etc.)
	Ensure that only funded projects have GHG analysis included.
	Quantify bicycle and pedestrian GHG impacts where relevant.
	Include highway and transit projects in GHG analysis in a template provided by MassDOT.

### Public Engagement

<b>Community Outreach Best Practices</b>	Ensure that virtual public involvement techniques are used as part of the TIP public participation strategy and described within the TIP narrative.
	To assist with engaging non-traditional stakeholders, please ensure public involvement activities are in line with your MPO Public Participation Plan standards.
	Consider how residents, particularly limited English proficiency (LEP) residents, might find and understand the TIP Document and/or know that translations are available.
	Ensure that all TIP-related materials are posted to the MPO website in a timely manner and that all information is up to date.

### Schedule

To facilitate a timely sharing of the Final STIP with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the United States Environmental Protection Agency (EPA), and the Massachusetts Department of Environmental Protection (DEP), MassDOT will follow the schedule below (Please also see attached STIP Development Milestone calendar):

- **March** – We expect that each MPO will decide on a preferred set of projects to include in their draft 2023–2027 TIPs. Both draft Highway and Transit project listings shall be presented at March MPO meetings. Please work with your RTAs and MassDOT on ensuring that these lists are prepared one week (seven days) in advance. Upon MPO concurrence of a preferred slate of projects, staff shall select a preferred projects list within two business days in the eSTIP application.

MassDOT will use the preferred set of projects preliminarily chosen by your members to help prepare the draft 2023–2027 CIP so as to reflect your MPO's priorities, understanding that regional priorities may shift between March and the final adoption of the CIP. Having your region's preferred slate of projects is a critical step in developing the CIP.

- **April** – Each MPO will release their draft TIPs at their April meeting. MassDOT will use these draft TIPs to prepare the draft STIP and in the draft CIP update released for public comment.

We will have overlapping comment periods between regional TIPs, the STIP, and CIP. This will allow us to share comments and coordinate the consideration and response to public comments received at the regional or statewide level. MassDOT expects that a full draft of the TIP document, not just project lists, will be shared with your members at least seven days in advance of the April MPO meetings when the draft TIPs will be considered for release for public comment by your membership. All appendices should be shared with MPO members as well. Within two business days of the MPO meeting, staff shall update the preferred projects list in the eSTIP to align with the released project list. \*All projects programming CMAQ funding must add the 'CMAQ Data' from consultation onto the eSTIP application—please contact MassDOT's CMAQ Coordinator for further guidance/questions.

- **May** – Each MPO will endorse their TIPs at their May meeting. MassDOT will use these endorsed TIPs to prepare the final STIP and also use the final program of projects for the CIP update that will be considered for adoption by the Joint Boards of Directors in early June.
- **June** – MassDOT will finalize and transmit the STIP, along with all final regional TIPs to FHWA, FTA, EPA and DEP for their review and approval.

### Transit Priorities & Investments

MassDOT is seeking to improve tracking and measurement of transit-related investments. This effort will aid MPOs and MassDOT in identifying and evaluating priority transit investments.

Working with the Regional Transit Authorities (RTAs) will be critical to ensure that selected projects are coordinated with RTA Comprehensive Plans and Capital Plans. RTAs should also be included in the development or adjustment of any regional project scoring criteria. MPOs should work with the RTAs to ensure project descriptions for transit projects are functionally descriptive, and are in line with achieving adopted performance targets when relevant.

### Errata

Final documents should be available in all relevant languages per your Title VI Language Assistance Plan.

Digital files should be legible to a screen reader, designed to accessible standards, and should have linked tables of contents for ease of use. The National Center on Disability and Access to Education has a series of primers for various word processing platforms available should you need guidance: [ncdae.org/resources/cheatsheets/](https://ncdae.org/resources/cheatsheets/).

### Adoption

Final TIPs must be adopted by your MPO in May at the absolute latest. Final electronic versions should be distributed to your community partners and to MassDOT within two business days of adoption. A PDF copy of the Final TIP must be posted to the MPO website within seven days of adoption.

## MPO Liaison TIP Review Checklist

### Completeness

ID	Review Item	Comments	Reference
A1	✓ * Table of Contents is accurate and internally-linked.	Link Technical Appendix to TIP	✓ -- for use in column B
A2	✓ * Document has no broken links.		✗ -- for use in column B
A3	✓ * MPO self certification statement is included.		
A4	✓ * GHG certification is included.		
A5	✓ * Air Quality Conformity statement is included.		
A6	✓ * Document has no text or image placeholders.		
A7	✓ * Charts, tables, and maps are legible and properly annotated.	Table 2 Performance Measure bullets (pg 21) can be more aligned with corresponding Transit Performance Area/Asset Category. Make sure all tables and figures are properly annotated and/or related to the narrative.	
A8	✓ * Document passes an accessible check.		
A9	✓ * Document is available in relevant languages per the MPO's Title VI Plan.		
A10	✓ * List of MPO members is current.	MPO members correct, but Advisory Committee Members list missing Maritza Cruz	<a href="http://cmrpc.org/advisory-committee?msclid=5c4fb739bc1811ec8b247054c9425">http://cmrpc.org/advisory-committee?msclid=5c4fb739bc1811ec8b247054c9425</a>
A11	✓ * Signatory sheet is included and accurate.		
A12	✓ * Acronyms and partner agency lists are up to date.	Please explicitly list partner agencies in Table of Contents or Appendix	
A13	✓ * Dates listed w/in TIP reflect FFY 2023–2027.		

### Narrative

ID	Review Item	Comments	Reference
B1	✓ * TIP outlines MPO institutional organization.		
B2	✓ * TIP links back to national planning factors.		
B3	✓ * TIP references the RTP and the UPWP.		
B4	✓ * TIP narrative is concise and reader-friendly.		
B5	✓ * TIP discusses evaluation scoring.		
B6	✓ * TIP includes project scoring table.		
B7	✓ * TIP describes public participation process.		
B8	✓ * TIP includes procedures for adjustments and amendments, including any deviations from MassDOT guidelines.		
B9	* TIP describes funding sources accurately.	No descriptions included	<a href="https://www.fhwa.dot.gov/specialfunding/">https://www.fhwa.dot.gov/specialfunding/</a>

Performance Measurement			
ID	Review Item	Comments	Reference
C1	✓ * TIP includes discussion of target-setting process.		
C2	✓ * TIP references relevant Transit Asset Management (TAM) Plans and includes all TAM Plan targets.		<a href="https://www.transit.dot.gov/TAM/TAMPlans">https://www.transit.dot.gov/TAM/TAMPlans</a>
C3	✓ * TIP references relevant Public Transportation Agency Safety Plans (PTASPs) and includes all PTASP targets		<a href="https://www.transit.dot.gov/PTASP">https://www.transit.dot.gov/PTASP</a>
C4	✓ * TIP includes current adopted performance targets.		PM1, PM2, PM3, TAM, and any regionally-derived targets
C5	✓ * TIP discusses relationship between performance targets and project selection.		
C6	✓ Discussion on performance measures compares regional data to statewide data where available.		
Project Listing			
ID	Review Item	Comments	Reference
D1	✓ * Financial projections align with MassDOT guidance.		
D2	✓ * TIP template is formatted correctly.		
D3	✓ * Projects use MassDOT ProjectInfo TFPCs.		
D4	✓ * Out year expenditures have the appropriate inflation assumptions.		2024: 4%; 2025: 8%; 2026: 12%; 2027: 16%
D5	✓ * Projects use MassDOT ProjectInfo description.		
D6	✓ * Additional comment field contains all necessary info.		Total cost, AC, Year-of-expenditure, TEC scores
D7	✓ * MassDOT projects are (accurately) included into regional template.		
D8	✓ * Regional target projects adhere to Readiness Days feedback.		
D9	✓ * List includes all projects, including FLAP, FLTP, and Tribal projects.		
D10	✓ * Transit TIP is formatted properly.	Update transit TIP list to be consistent with GrantsPlus/eSTIP	Should be unchanged from GrantsPlus

Impact Analysis			
ID		Review Item	Comments
E1	✓	* TIP includes GHG certification.	
E2	✓	* GHG analysis is available for all (and only) funded projects.	
E3	✓	* All projects are appropriately labeled as qualitative or quantitative.	
E4	✓	* Transit projects have been analyzed for GHG.	
E5	✓	* Past and current TIP projects have been analyzed for geographic equity, including a relevant table of programming by municipality.	
E6	✓	* Past and current TIP projects have been analyzed for social equity.	
E7	✓	* Social equity analysis considers Title VI / language access.	
E8	✓	* Social equity analysis considers EJ populations, including both federal and state definitions.	
E9	✓	* Equity analysis includes a narrative to accompany any figures.	

\* indicates required by state or federal regulation.

## TIP Development Meetings

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- Public
- Central Massachusetts MPO
- CMMPO Advisory Committee

## Public



**Central Massachusetts Metropolitan Planning Organization  
Draft 2023-2027 Transportation Improvement Program (TIP) & Proposed Amendment #4 to the 2022  
to 2026 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 2023-2027 Transportation Improvement Program (TIP) project listings & associated documentation and summary materials pertaining to proposed Amendment #4 to the CMMPO Endorsed 2022-2026 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 #4 calls for the following changes to the highway project listing: In FFY 2022, add Project #612133 – Oxford – Structural Steel Cleaning, Painting & Various Repairs on Overhead Bridges on I-395 with a cost of \$8,741,567.

All interested parties are welcome to attend a virtual public meeting to discuss the Draft 2023-2027 TIP & Proposed Amendment #4 on **Tuesday, May 10, 2022** 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 #4 is 4:30 PM on **Wednesday, May 11, 2022**. Summary materials pertaining to the draft document and proposed amendments are available at [www.cmrpc.org](http://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](mailto:TitleVICoordinator@cmrpc.org) at least 14 days prior to the meeting.



## Notice of Virtual Public Meeting

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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 2023 – 2027 Transportation Improvement Program (TIP)**

### **Proposed 2022 – 2026 TIP Amendment #4**

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 2023-2027 TIP has been released for a 21-day public review and comment period and the Proposed Amendment #4 to the 2022-2026 TIP calls for changes to the FFY 2022 highway project listing. These changes are:

- Add **Project #612133** – Oxford – Structural Steel Cleaning, Painting & Various Repairs of Overhead Bridges on I-395: O-06-03 (1PX), O-06-034 (1PY), O-06-035 (1Q2) & O-06-040 (1QD) to Statewide Bridge Systematic Maintenance for a total project cost of \$8,741,567.

Summary materials pertaining to the above listed documents are available at [www.cmrpc.org](http://www.cmrpc.org) or by request at the CMRPC office.

There will be opportunities for the public to comment on the Draft 2023-2027 TIP and Proposed Amendment #4 to the 2022-2026 TIP during the virtual ZOOM meeting listed below:

**Tuesday, May 10, 2022 at 5:00 PM**

Join Zoom Meeting

<https://us02web.zoom.us/j/87194835534?pwd=K0wxUkx6WHpmL3l3cnJXNU1LNmV3UT09>

Meeting ID: 871 9483 5534

Passcode: 448219

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 received before Wednesday, May 11, 2022 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@cmrhc.org](mailto:TitleVICoordinator@cmrhc.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 statutes 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](http://www.cmrpc.org) and use the Google Translate feature.*

### **Translations**

#### **English:**

If this information is needed in another language, please visit [www.cmrpc.org](http://www.cmrpc.org) and use the Google Translate feature.

#### **Portuguese:**

Se esta informação é necessária em outro idioma, por favor visite [www.cmrpc.org](http://www.cmrpc.org) e use o Google Translate.

#### **Spanish:**

Si necesita esta información en otro idioma, por favor visite [www.cmrpc.org](http://www.cmrpc.org) y utilice Google Translate.

#### **French:**

Si vous désirez ces renseignements dans une autre langue, prière de vous servir de Google Translate qui se trouve à l'adresse suivante: [www.cmrpc.org](http://www.cmrpc.org).

#### **Polish:**

Jeżeli informacja zawarta na stronie [www.cmrpc.org](http://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](http://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](http://www.cmrpc.org)並使用谷歌翻譯功能。



## Virtual Public Meeting to Discuss the Draft 2023-2027 Transportation Improvement Program & Proposed Amendment #4 to the 2022-2026 TIP Highway Project Listing

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**Date:** Tuesday, May 10, 2022

**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/cmm-po-draft-ffy-2023-2027-tip-public-meeting>

### AGENDA

1. Call to Order & Around the Room Introductions
2. Proposed Amendment #4 to the 2022-2026 TIP Highway Project Listing
  - TIP Amendment #4 Overview
  - Acceptance of Public Comment & Input
3. Draft 2023-2027 TIP
  - Draft 2023-2027 TIP Overview
  - Acceptance of Public Comment & Input
4. Adjournment

**Please Note:** All comments on the Draft 2023-2027 TIP & Proposed Amendment #4 to the 2022-2026 TIP should be forwarded to the CMRPC transportation staff prior to the CMMPO-established 4:30 PM on **Wednesday, May 11, 2022** 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](mailto:TitleVICOordinator@cmrpc.org).

**Tuesday, May 10, 2022 at 5:00 PM**

Join Zoom Meeting

<https://us02web.zoom.us/j/87194835534?pwd=K0wxUkx6WHpmL3l3cnJXNU1LNmV3UT09>

Meeting ID: 871 9483 5534

Passcode: 448219

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 2023-2027 TIP and 2022-2026 Proposed Amendment #4 virtual public meeting held Tuesday, May 10, 2022 through ZOOM.

- **Guests:**

1. Ann Sullivan, MassDOT – District #3
2. Sarah Bradbury, MassDOT – District #3
3. Jeff Bridges, Town of Spencer
4. Daryl Amaral, MassDOT – District #2
5. Jeremy Thompson, 495/MetroWest Partnership

- **CMRPC Staff Present:**

1. Kevin Krasnecky
2. Rich Rydant

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### **Call to Order & Around the Room Introductions**

Kevin Krasnecky, CMRPC, called the meeting to order at 5:04 PM and introduced the attendees.

### **Proposed Amendment #4 to the 2022-2026 TIP Highway Project Listing**

Kevin Krasnecky reviewed this agenda item with the attendees. Mr. Krasnecky noted that the Proposed Amendment #4 to the 2022-2026 TIP highway project listing was released for a 21-day public review and comment period by the CMMPO at their April 20<sup>th</sup> meeting. The Proposed Amendment calls for an addition of a statewide project to FFY 2022. The project is being added to the Bridge Systematic Maintenance program with a total cost of \$8,741,567. The new project is:

- OXFORD – STRUCTURAL STEEL CLEANING, PAINTING & VARIOUS REPAIRS OF OVERHEAD BRIDGES ON I-395: O-06-033 (1PX), O-06-034 (1PY), O-06-035 (1Q2) & O-06-040 (1QD)

There were no comments or questions regarding the Proposed Amendment #4.

### **Draft 2023-2027 TIP**

Kevin Krasnecky reviewed this agenda item with the attendees. Mr. Krasnecky began by saying that the Draft 2023-2027 TIP was released for a 21-day public review and comment period by the CMMPO at their April 20<sup>th</sup> 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 of the regional target and statewide projects included in the draft highway project listing.

Jeremy Thompson asked if the Year of Expenditure (YOE) was just applied to projects this year because of the rise in inflation and for project increases in future years. Mr. Krasnecky noted that staff has also used the YOE for projects as required by MassDOT and FHWA. Mr. Thompson also asked if it is normal to see a high amount of target funds still available in the outer years of the TIP. Rich Rydant said this year is a rarity due to an increase in funding from the new Bipartisan Infrastructure Law (BIL) which recently increased the target funding available to the region. As projects move forward, costs will likely increase as designs progress, which will ultimately use some of those remaining funds. New future projects will also be reviewed and discussed to utilize the presently unencumbered remaining target funds. Mr. Thompson also asked where he could find the scoring for all target projects considered for programming. Mr. Krasnecky noted that this information and much more TIP information can be found within the TIP summary document, which is posted on the CMRPC website.

Next, Mr. Krasnecky discussed the Draft 2023-2027 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 purchasing numerous new buses as well as some new vans and support vehicles. Other projects include the purchasing of new support equipment, spare parts, bus shelters, and electronic signage. The remaining projects are for operating assistance for the fixed-route



service, renovations to the WRTA Hub and Operations & Maintenance Facility, and ongoing Union Station rehabilitation improvements. Total funding for each year is \$23.9 Million in 2023, \$24.4 Million in 2024, \$26.4 Million in 2025, \$24.7 Million in 2026, and \$25.5 Million in 2027.

Jeremy Thompson noticed that most of the funding in each year of the Transit TIP project listing is for the fixed-route operating assistance. In response, Mr. Krasnecky noted because of the fluctuations in services - potential route additions and eliminations throughout the years - the programmed amounts will be used for operations and likely would not be used for other capital purchases. Mr. Rydant also mentioned the COVID-19 instituted ongoing fare-free service and the challenges associated with loss of farebox revenue to the WRTA due to the free service. Mr. Thompson also asked if there will be a similar Micro-Projects program for the Transit TIP. Mr. Krasnecky said there would not be a program for the Transit TIP, but transit projects could potentially be funded through the Micro-Projects program within the Highway TIP, much like the "Community Connections" program in the Boston region.

Before Mr. Krasnecky closed the public meeting, he mentioned the deadline for public comment is 4:30 PM on Wednesday, May 11<sup>th</sup>. With no additional comments or questions, the Draft 2023-2027 TIP & 2022-2026 Proposed Amendment #4 virtual public meeting closed at 5:30 PM.

## Central Massachusetts MPO



## Meeting of the Central Massachusetts Metropolitan Planning Organization

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**Date:** Wednesday, **December 15**, 2021

**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-99>

### AGENDA

- Introductions
- Approval of November 17, 2021 Meeting Minutes
- Opportunity for Public Comment
- FFY 2022-2026 Transportation Improvement Program (TIP)
  - **Potential Action:** Approval of Amendment #2 to the FFY 2022-2026 TIP Transit Project Listing
- FFY 2023-2027 Transportation Improvement Program (TIP)
  - Update on FFY 2027 Candidate Projects
- Public Participation Plan (PPP)
  - **Potential Action:** Approval of the FFY 2021 CMMPO Public Participation Plan (PPP)
- CMMPO Transportation Planning Items – Update and Presentation
- Staff Updates
- New Business
- Next Meetings:
  - CMMPO meeting (virtual) – Wednesday, January 19<sup>th</sup> at 4:00 PM
  - CMMPO Advisory Committee meeting (virtual) – Wednesday, January 26<sup>th</sup> at 3:00 PM
- Adjournment

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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.

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 Ext. 113, by fax at (508) 792-6818, or by email at [TitleVICoordinator@cmrpc.org](mailto:TitleVICoordinator@cmrpc.org).

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### **CMMPO Zoom Meeting Details**

Join Zoom Meeting

<https://us02web.zoom.us/j/87264693884?pwd=a2syYTVTcDd0TExOemZRRzJENEtmdz09>

**Meeting ID:** 872 6469 3884

**Passcode:** 967577

Dial by your location

+1 646 558 8656 US (New York)

+1 301 715 8592 US

+1 312 626 6799 US



## Meeting of the Central Massachusetts Metropolitan Planning Organization

---

**Date:** Wednesday, **January 19, 2022**

**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-102>

### AGENDA

- Introductions
- Approval of December 15, 2021 Meeting Minutes
- Opportunity for Public Comment
- FFY 2023-2027 Transportation Improvement Program (TIP)
  - FFY 2027 Presentations by Project Proponents
    - Shrewsbury #610825 – Rehabilitation & Box Widening on Route 20, from Route 9 to South Street
    - Uxbridge #610931 – Rehabilitation of Route 16 (Douglas Street), from Taft Hill Road to 200ft West of Main Street
    - Worcester #612011 – Chandler Street Resurfacing & Intersection Improvements, from Queen Street to Park Avenue
- CMMPO Alternates Update
- Presentation on CY 2022 Safety Performance Measures (PM1)
- Staff Updates
- New Business
- Next Meetings:
  - CMMPO Advisory Committee meeting (virtual) – Wednesday, January 26<sup>th</sup> at 3:00 PM
  - CMMPO meeting (virtual) – Wednesday, February 16<sup>th</sup> at 4:00 PM
- Adjournment

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### **CMMPO Zoom Meeting Details**

Join Zoom Meeting

<https://us02web.zoom.us/j/87264693884?pwd=a2syYTVTcDd0TEpOemZRRzJENEtmZ09>

**Meeting ID:** 872 6469 3884

**Passcode:** 967577

Dial by your location

+1 646 558 8656 US (New York)

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+1 312 626 6799 US



## Meeting of the Central Massachusetts Metropolitan Planning Organization

---

**Date:** Wednesday, **February 16**, 2022

**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-103>

### AGENDA

- Introductions
- Approval of January 19, 2022 Meeting Minutes
- Opportunity for Public Comment
- Transportation Improvement Program (TIP)
  - TIP/UPWP Updates from MassDOT MARPA Meeting
  - 2023-2027 TIP Readiness Day Updates
  - 2027 TIP Project Candidates PM Scoring Review
  - TIP Micro-Projects Program Update
- CY 2022 Safety Performance Measures (PM1)
  - **Potential Action:** Adopt State Safety Targets
- Staff Updates
- New Business
- Next Meetings:
  - CMMPO Advisory Committee meeting (virtual) – Wednesday, February 23<sup>rd</sup> at 3:00 PM
  - CMMPO meeting (virtual) – Wednesday, March 16<sup>th</sup> at 4:00 PM
- Adjournment

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### **CMMPO Zoom Meeting Details**

Join Zoom Meeting

<https://us02web.zoom.us/j/87264693884?pwd=a2syYTVTcDd0TExOemZRRzJENEtmZ09>

**Meeting ID:** 872 6469 3884

**Passcode:** 967577

Dial by your location

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+1 312 626 6799 US





## Meeting of the Central Massachusetts Metropolitan Planning Organization

---

**Date:** Wednesday, **March 16**, 2022

**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-104>

### AGENDA

- Introductions
- Approval of February 16, 2022 Meeting Minutes
- Opportunity for Public Comment
- CMMPO Alternates Update
- FFY 2023-2027 Transportation Improvement Program (TIP)
  - TIP Workshop:
    - Review & Consensus of Preferred Option for FFY 2023-2027 TIP Highway Project Listing
  - Review of FFY 2023-2027 Statewide Highway Project Listing
  - Review of Draft FFY 2023-2027 Transit Project Listing
- FFY 2023 Unified Planning Work Program
  - Budget & Major Task Listing
- Bipartisan Infrastructure Law (BIL) Presentation
- Staff Updates
- New Business
- Next Meetings:
  - CMMPO Advisory Committee meeting (virtual) – Wednesday, March 23<sup>rd</sup> at 3:00 PM
  - CMMPO meeting (virtual) – Wednesday, April 20<sup>th</sup> at 4:00 PM
- Adjournment

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### **CMMPO Zoom Meeting Details**

Join Zoom Meeting:

<https://us02web.zoom.us/j/87264693884?pwd=a2syYTVTcDd0TEpOemZRRzJENEtmdz09>

**Meeting ID:** 872 6469 3884

**Passcode:** 967577

Dial by your location

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## Meeting of the Central Massachusetts Metropolitan Planning Organization

---

**Date:** Wednesday, **April 20**, 2022

**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-105>

### AGENDA

- Introductions
- Approval of March 16, 2022 Meeting Minutes
- Opportunity for Public Comment
- FFY 2022-2026 Transportation Improvement Program (TIP)
  - **Potential Action:** Proposed Adjustment #3 to the FFY 2022-2026 TIP Transit List
  - **Potential Action:** Release Proposed Amendment #4 to the FFY 2022-2026 TIP Highway List for 21-day public review & comment period:
    - Add Project #612133 – Oxford – Structural Steel Cleaning, Painting & Various Repairs of Overhead Bridges on I-395 to FFY 2022 for a cost of \$8,741,567.
- FFY 2023-2027 Transportation Improvement Program (TIP)
  - **Potential Action:** Release draft FFY 2023-2027 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
- Imagine2050 On the Go – Presentation and Discussion
- CMRPC Air Quality Module – Presentation and Discussion
- Staff Updates
- New Business
- Next Meetings:
  - CMMPO Advisory Committee meeting (virtual) – Wednesday, April 27<sup>th</sup> at 3:00 PM
  - CMMPO meeting (virtual) – Wednesday, May 18<sup>th</sup> at 4:00 PM
- Adjournment

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### **CMMPO Zoom Meeting Details**

Join Zoom Meeting:

<https://us02web.zoom.us/j/87264693884?pwd=a2syYTVtTcDd0TEhOemZRRzJENEtmdz09>

**Meeting ID:** 872 6469 3884

**Passcode:** 967577

Dial by your location

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## Meeting of the Central Massachusetts Metropolitan Planning Organization

---

**Date:** Wednesday, **May 18**, 2022

**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-106>

### AGENDA

- Introductions
- Approval of April 20, 2022 Meeting Minutes
- Opportunity for Public Comment
- FFY 2022-2026 Transportation Improvement Program (TIP)
  - **Potential Action:** Approval of Amendment #4 to the FFY 2022-2026 TIP Highway Project Listing
  - **Potential Action:** Release Proposed Amendment #5 to the FFY 2022-2026 TIP for 21-day Public Review and Comment Period
- FFY 2023-2027 Transportation Improvement Program (TIP)
  - **Potential Action:** Approval of FFY 2023-2027 TIP
- FFY 2023 Unified Planning Work Program (UPWP)
  - **Potential Action:** Release of Draft FFY 2023 UPWP for 21-day Public Review and Comment Period.
- Worcester E-Bike Project – Presentation and Discussion
- MassDOT Statewide Long Range Transportation Plan – Presentation and Discussion
- Staff Updates
- New Business
- Next Meetings:
  - CMMPO Advisory Committee meeting (virtual) – Wednesday, May 25<sup>th</sup> at 3:00 PM
  - CMMPO meeting (virtual) – Wednesday, June 15<sup>th</sup> at 4:00 PM
- Adjournment

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### **CMMPO Zoom Meeting Details**

Join Zoom Meeting:

<https://us02web.zoom.us/j/88922509906?pwd=R2ZFRmsrTGhvU0lQNkxFTVA1VUxDUT09>

**Meeting ID:** 889 2250 9906

**Passcode:** 853051

Dial by your location

+1 646 558 8656 US (New York)

+1 301 715 8592 US

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## **CMMPO Advisory Committee**



## Meeting of the Central Massachusetts Metropolitan Planning Organization Advisory Committee

---

**Date:** Wednesday, **January 26**, 2022

**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-11>

### AGENDA

- Around the Room Introductions
- Approval of December 1, 2021 Meeting Minutes
- Presentation on CY 2022 Safety Performance Measures (PM1)
  - **Action Item:** Seeking recommendation concerning CMMPO adoption of State's targets
- FFY 2023-2027 Transportation Improvement Program (TIP)
  - FFY 2027 Project Presentations
    - Shrewsbury #610825 – Rehabilitation & Box Widening on Route 20, from Route 9 to South Street
    - Uxbridge #610931 – Rehabilitation of Route 16 (Douglas Street), from Taft Hill Road to 200ft West of Main Street
    - Worcester #612011 – Chandler Street Resurfacing & Intersection Improvements, from Queen Street to Park Avenue
- CMRPC Regional Plan “Imagine 2050”
  - Presentation and Discussion
- Staff Updates
- New Business
- Next Meetings:
  - CMMPO Advisory Committee meeting (virtual) – Wednesday, **February 23**, 2022 at 3:00 PM
  - CMMPO Meeting (virtual) – Wednesday, February 16, 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

## **Dial by your location**

+1 301 715 8592 US (Washington DC)

+1 312 626 6799 US (Chicago)

+1 646 558 8656 US (New York)

+1 253 215 8782 US (Tacoma)

+1 346 248 7799 US (Houston)

+1 669 900 9128 US (San Jose)

Find your local number: <https://us02web.zoom.us/j/87809179209>



## Meeting of the Central Massachusetts Metropolitan Planning Organization Advisory Committee

---

**Date:** Wednesday, **February 23**, 2022

**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-12>

### AGENDA

- Around the Room Introductions
- Approval of January 26, 2021 Meeting Minutes
- FFY 2023-2027 Transportation Improvement Program (TIP)
  - TIP/UPWP Updates from MassDOT MARPA Meeting
  - 2023-2027 TIP Readiness Day Updates
  - TIP MicroProjects Program Update
- 2027 TIP Project Candidates PM Scoring Discussion
  - **ACTION ITEM:** Recommendation to the CMMPO concerning Tiers of Projects
- Staff Updates
- New Business
- Next Meetings:
  - CMMPO Advisory Committee meeting (virtual) – Wednesday, **March 23**, 2022 at 3:00 PM
  - CMMPO Meeting (virtual) – Wednesday, March 16, 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

## **Dial by your location**

+1 301 715 8592 US (Washington DC)  
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+1 346 248 7799 US (Houston)  
+1 669 900 9128 US (San Jose)

Find your local number: <https://us02web.zoom.us/u/kb9WizGTcn>



## Meeting of the Central Massachusetts Metropolitan Planning Organization Advisory Committee

---

**Date:** Wednesday, **March 23**, 2022

**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-13>

### AGENDA

- Around the Room Introductions
- Approval of **January 26, 2022** and **February 23, 2022** Meeting Minutes
- FFY 2023-2027 Transportation Improvement Program (TIP) Workshop Options
  - **ACTION ITEM:** Seeking recommendation to the CMMPO
- Review of Draft FFY 2023-2027 Statewide Highway Project Listing
- Review of Draft FFY 2023-2027 Transit Project Listing
- FFY 2023 Unified Planning Work Program (UPWP)
  - Budget and Major Task Listing
- IMAGINE 2050 – Equity
  - Presentation and Discussion
- Staff Updates
  - Annual Environmental Consultation
- New Business
- Next Meetings:
  - CMMPO Advisory Committee meeting (virtual) – Wednesday, **April 27**, 2022 at 3:00 PM
  - CMMPO Meeting (virtual) – Wednesday, April 20, 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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+1 346 248 7799 US (Houston)  
+1 669 900 9128 US (San Jose)

Find your local number: <https://us02web.zoom.us/j/87809179209>



## Meeting of the Central Massachusetts Metropolitan Planning Organization Advisory Committee

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**Date:** Wednesday, **April 27**, 2022

**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-14>

### AGENDA

- Around the Room Introductions
- Approval of **March 23, 2022** Meeting Minutes
- FFY 2022-2026 Transportation Improvement Program (TIP) Highway List: **Amendment #4**
  - **ACTION ITEM:** Seeking recommendation to the CMMPO
- **DRAFT** FFY 2023-2027 Transportation Improvement Program (TIP)
  - **ACTION ITEM:** Seeking recommendation to the CMMPO
- MassDOT Bipartisan Infrastructure Law (BIL)
  - Presentation and Discussion
- CMRPC Air Quality Module
  - Presentation and Discussion
- Staff Updates
- New Business
- Next Meetings:
  - CMMPO Advisory Committee meeting (virtual) – Wednesday, **May 25**, 2022 at 3:00 PM
  - CMMPO Meeting (virtual) – Wednesday, May 18, 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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Find your local number: <https://us02web.zoom.us/u/kb9WizGTcn>

# TIP Consultation & Outreach Efforts

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## Scheduled Meetings

**CMMPO Advisory Committee:** monthly meetings on a wide range of CMMPO topics. Membership includes a number of diverse groups including Central Mass Agency on Aging, Worcester Division of Public Health, the WRTA and the 495/MetroWest Partnership.

**Host Community Project Presentations to CMMPO,** January 19, 2022

**Annual TIP Community Outreach Correspondence,** January 31, 2022

**MassDOT “TIP Readiness Days”,** February 8, 2022

**Congestion Mitigation & Air Quality Conformity Consultation Meetings,** April 27, 2022

**Environmental Consultation Overview Public Meeting,** April 7, 2022 (held virtually)

**Draft TIP Public Meeting,** May 10, 2022 (held virtually)

## Ongoing Interactions

**Worcester Division of Public Health (DPH), Central Mass Regional Public Health Alliance:** Healthy and active living for Worcester and surrounding towns.

**MassDOT Office of Transportation Planning (OTP):** Ongoing TIP development guidance.

**Highway Safety Improvement Program (HSIP):** Staff attendance, participation and leadership.

**Statewide Rail & Freight Plan Updates:** Staff attendance and participation statewide meetings.

**MassDOT Highway Division Districts #2 & #3:** Ongoing TIP development meetings.

**495/MetroWest Partnership:** Ongoing meetings with staff participation.

**Mass in Motion:** Healthy Communities Grant.

**John H. Chafee Blackstone River Valley National Heritage Corridor Commission (JHCBRVNHCC):** Proposed Blackstone River Valley Bikeway.

**The Food & Active Living Policy Council, WalkBike Worcester Transportation Subcommittee:** Local alternative mode advocacy group.



# 2023 – 2027 TIP Development Summary of Correspondence from Regional Communities and Other Active Participants

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- Town of New Braintree
- Town of Northbridge
- Town of Shrewsbury (MassDOT)
- Town of Southbridge
- Town of Spencer
- Town of Sturbridge (MassDOT)
- Town of Upton (MassDOT)
- Town of Uxbridge
- Town of Webster (MassDOT)
- Town of West Brookfield
- City of Worcester
- 495/MetroWest Partnership

# CENTRAL MASS REGIONAL PLANNING COMMISSION—MPO & AC

## T.I.P. PROJECT REVIEW

		Date : <span style="border: 1px solid black; padding: 2px;">January 14, 2022</span>	
Project Number:	<span style="border: 1px solid black; padding: 2px;">605035</span>	Town/City :	<span style="border: 1px solid black; padding: 2px;">NEW BRAINTREE</span>
		MDOT DISTRICT :	<span style="border: 1px solid black; padding: 2px;">2</span>
Project Name :	<span style="border: 1px solid black; padding: 5px;">RAVINE ROAD AND HARDWICK ROAD RECONSTRUCTION</span>		

<b><u>STATUS</u></b>	Design Level :	<span style="border: 1px solid black; padding: 2px;">100%</span>	Engineers Estimate :	<span style="border: 1px solid black; padding: 2px;">\$4.5m</span>
	PRC Approved ?	<span style="border: 1px solid black; padding: 2px;">Yes</span>	TIP Schedule :	<span style="border: 1px solid black; padding: 2px;">2023</span>
Is the Project eligible for "HSIP" ?	<span style="border: 1px solid black; padding: 2px;">NO</span>		Is the Project eligible for "CMAQ" ?	<span style="border: 1px solid black; padding: 2px;">NO</span>
Has an RSA been held/scheduled :	<span style="border: 1px solid black; padding: 2px;">N/A</span>		Does the Project comply with Healthy Transportation Policy ?	<span style="border: 1px solid black; padding: 2px;">Yes</span>

### Project Overview :

This 3R project is needed to address deteriorating infrastructure and is being designed as a "Book Job". The project includes much needed pavement rehabilitation with reclamation of the existing pavement and subbase proposed. Minor widening to provide consistent cross sections is proposed in some locations. Safety improvements at the relatively high crash intersection of Ravine Road and Barre Road are also proposed. 100% Design for roadway work was submitted in October 2019. Replacement of two deteriorating culverts is also planned as part of the project. In Fall 2017 one of the culverts failed and underwent emergency repairs including a temporary block headwall. A 75%/100% Design submission for the culverts is planned for 1/14/22.

### Regional Significance :

Hardwick Road and Ravine Road provide a link between the towns of Hardwick, New Braintree, Barre and Oakham. They also provide a connection between Route 32 and Route 67.

What Permits and/or ROW are anticipated :	The roadway work will require filing of a NOI. The culvert work will require a 401 WQC and ACOE PGP. A total of one permanent and five temporary easements will be required for culvert and roadway work.
Are there EJ Concerns :	<span style="border: 1px solid black; padding: 2px;">No.</span>
Are there ED Benefits :	<span style="border: 1px solid black; padding: 2px;">No</span>
Can the Project be PHASED :	<span style="border: 1px solid black; padding: 2px;">Yes. The project could be phased, but would result in a loss of efficiency.</span>
What is Next in the Schedule :	<span style="border: 1px solid black; padding: 2px;">75%/100% Submission for Culverts on 1/14/22. Environmental permits to be filed March 2022. PS&amp;E Design expected Spring 2022.</span>

# CENTRAL MASS REGIONAL PLANNING COMMISSION—MPO & AC

## T.I.P. PROJECT STATUS UPDATE

Date :		1/13/2022	
Project Number:	609441	Town/City :	Northbridge
		MDOT DISTRICT:	3
Project Name :	Northbridge – Intersection Improvements at Route 122 (Providence Rd) / School St / Sutton Street / Upton St		

<b><u>STATUS</u></b>	Design Level :	Concept	Engineers Estimate :	\$3,350,000
	PRC Approved ?	Yes	TIP Schedule :	2026
Is the Project eligible for "HSIP" ?	Yes		Is the Project eligible for "CMAQ" ?	Yes
Has an RSA been held/scheduled :	Completed		Does the Project comply with Healthy Transportation Policy ?	Yes

### Project Overview :

The goals for this project include enhancing traffic, pedestrian, and bicyclist safety while also providing operational improvements for motorists using the intersection. The town had previously completed a Road Safety Audit (RSA) for this project. The final RSA report and participants strongly supported the need for a "full-traffic signalized" intersection due to crash data and conflicts with vehicles, pedestrians, and bicyclists. At this point, concept plans have been developed for various options for a signalized intersection. MassDOT requested in September 2021 that the feasibility of an elliptical roundabout also be considered for this location. The elliptical roundabout concept is currently being developed to determine conflicts and feasibility, with respect to geometry and operations. The project will also look to fill in existing sidewalk gaps and provide for safe pedestrian access to and from the Rockdale Village commercial district, as well as safe crossing of the project intersection in all directions for the existing and future residents from a new rental unit housing project to be built, just north of the intersection. The proposed sidewalk and pedestrian improvements are also consistent with the Town's Complete Streets Prioritization Plan.

### Regional Significance :

The intersection consists of multiple streets convening on the edge of a highly traveled downtown area with significant community cut-through commuter volumes entering onto Route 122 which travels north to Grafton/Worcester and south to Uxbridge/RI and also provides frequently travelled through-community commuter connections to I-495 to the east and Route 146 to the west. The intersection also accommodates significant pedestrian traffic within a downtown (Rockdale Village) commercial center, and high-density mill village activity that includes multi-family housing, industrial mill uses, and commercial storefronts.

What Permits and/or ROW are anticipated :	Low-level environmental permitting includes NEPA CE Checklist and M.G.L. Ch. 131 RDA for wetland buffer zone work. Anticipated ROW takings are minimal.
Are there EJ Concerns	No EJ concerns anticipated. The nearest defined EJ block group is located approximately one half-mile north of the project limits in Grafton, which Route 122 runs through.
Are there ED Benefits :	The proposed traffic safety and pedestrian improvements are expected to increase commercial activity in the Rockdale Village community by improving access, walkability, and bikeability.
Can the Project be PHASED :	No.
What is Next in the Schedule :	2nd concept design review with Town and MassDOT February 2022. Local community on meeting June 2022. 25% Design Submission September 2022.

## CENTRAL MASS REGIONAL PLANNING COMMISSION—MPO &amp; AC

**T.I.P. PROJECT STATUS UPDATE**

		Date :	January 2022
Project Number:	610825	Town/City :	Shrewsbury
		MDOT DISTRICT:	3
Project Name :	SHREWSBURY- REHABILITATION & BOX WIDENING ON ROUTE 20, FROM ROUTE 9 TO SOUTH STREET		
<b>STATUS</b>			
Design Level :	Pre-25%	Engineers Estimate :	\$15,401,05
PRC Approved ?	4/30/2020	TIP Schedule :	n/a
Is the Project eligible for "HSIP" ?	no	Is the Project eligible for "CMAQ" ?	partial
Has an RSA been held/scheduled :	no	Does the Project comply with Healthy Transportation Policy ?	yes

Project Overview :

The proposed improvements include pavement rehabilitation and box widening, reconstruction of the existing signal at South Street, construction of a new signal at Walnut Street, construction of shared use path on both sides of Route 20 and related work.

Regional Significance :

Route 9 and Route 20 are two major corridors in the region, this project will improve a link between them and improve access to a major employment center in the region, UMASS Medical South St. campus.

What Permits and/or ROW are anticipated :	Permitting will likely required WPA, 401 , 404, MEPA and NEPA.
Are there EJ Concerns	Yes, the EJ area is identified as Minority and English isolation.
Are there ED Benefits :	The project area is with in a target growth district and adjacent to a 43D district.
Can the Project be PHASED :	Yes, the project could be phased.
What is Next in the Schedule :	25%

# CENTRAL MASS REGIONAL PLANNING COMMISSION—MPO & AC

## T.I.P. PROJECT STATUS UPDATE

Date :		January 12, 2022	
Project Number:	608778	Town/City:	Southbridge
		MDOT DISTRICT:	3
Project Name:	Intersection Improvements at Central Street, Foster Street, Hook Street and Hamilton Street.		

<b><u>STATUS</u></b>	Design Level:	75%	Engineers Estimate :	\$6m
	PRC Approved ?	Yes	TIP Schedule :	FY 2024
Is the Project eligible for "HSIP" ?	Yes		Is the Project eligible for "CMAQ" ?	Yes
Has an RSA been held/scheduled :	Yes, Oct 2016		Does the Project comply with Healthy Transportation Policy ?	DJW approved

Project Overview : The project is in the heart of downtown Southbridge and realigns LaRochelle Way to intersect with Hamilton Street and Central Street; approximately 800-linear feet not including side streets. A mini-roundabout is proposed at the Hamilton Street intersection and a signalized intersection is proposed at the Central Street intersection. Hook Street at Central Street would become a one-way street from Central Street, and Foster Street would be discontinued at North Street. This intersection was subject of a RSA in October 2016 and the proposed improvements were included in the medium and long term mitigation. A new roadway connection will be provided between Foster Street and Central Street at the proposed signalized intersection, extending LaRochelle Way to Foster Street. The proposed traffic signal at Central Street would include protected pedestrian phasing and a separate crossing for the future proposed Quinebaug Valley Rail Trail.

The Town is also proposing to contribute funds to replace the existing water mains on Hamilton, Central and Foster Streets.

### Regional Significance:

These improvements have been a subject in Town for numerous years and are part of the Redevelopment Authority's vision for the downtown area to promote economic development. Hamilton Street and Central Street are both spurs from Main Street/ Route 131 that provide access through downtown and to the numerous businesses and residences that line these streets. A portion of the proposed Quinebaug Valley Rail Trail is within the project limits.

What Permits and/or ROW are anticipated:	Permits: NOI, work in Quinebaug River Buffer, and Relocation of Hiker Monument (Local Historic). ROW: PUE, Takings, and Temporary Easements. Commonwealth owns old rail bed where LaRochelle Way proposes to extend to Foster St.
Are there EJ Concerns	The entire project area is located within a Minority/Low Income population area. The project is not expected to negatively impact this population.
Are there ED Benefits:	The Town sees this as an opportunity to revitalize this section of Downtown and is identified in the Town's Redevelopment Plan.
Can the Project be PHASED:	No.
What is Next in the Schedule:	75% design was submitted on December 21, 2021. The 100% is scheduled to be submitted in June 2022.

# CENTRAL MASS REGIONAL PLANNING COMMISSION—MPO & AC

## T.I.P. PROJECT STATUS UPDATE

Date:		<b>1/4/2022</b>	
Project Number:	<b>608873</b>	Town/City :	<b>SPENCER</b>
		MDOT DISTRICT:	<b>3</b>
Project Name: <b>Reconstruction of Meadow Road from W. Main St. (Route 9) to N. Spencer Road/Pleasant Street (Route 31) – 1.54 miles in total length</b>			
<b>STATUS</b>			
Design Level:	<b>25%</b>	Engineers Estimate :	<b>\$9.2 mil.</b>
PRC Approved ?	<b>Yes/2017</b>	TIP Schedule :	<b>2023</b>
Is the Project eligible for "HSIP" ?	<b>no</b>	Is the Project eligible for "CMAQ" ?	<b>Yes</b>
Has an RSA been held/scheduled :	<b>no</b>	Does the Project comply with Healthy Transportation Policy ?	<b>Yes</b>

Project Overview : **The existing roadway is in poor condition, heavily cracked and numerous potholes / patches. There are not any existing pedestrian or bicycle facilities. Stormwater quality, flood resiliency and related drainage improvements are also needed. The proposed reconstruction will be comprised of intermodal roadway enhancements including the addition of a new shared use path along the entire length of Meadow Road; MAAB/ADA accessibility; transit; and safety improvements. The proposed improvements are highly ranked in the Town's Complete Streets Prioritization Plan and will complete much needed connections to other proposed roadways sidewalk additions/improvements completing an important urban network of sidewalks within the urbanized area boundaries of Spencer. In addition, the project will include flood resiliency and stormwater quality improvements. The Town's primary drinking water source and Zone II Aquifer Protection District is located along the westerly side on Meadow Road.**

Regional Significance : **Refer to 2/28/2017 PNF and 6/27/2017 PIF for further information. The project will address all of the above noted concerns as well as all recommendations set forth in the 2014 Route 31 Corridor Profile by CMRPC. Meadow Road links communities from south and west regions to communities in north and east regions and provides direct access to the Town's commercial and retail facilities on Route 9. Meadow Road services high commercial volumes including E. Brookfield/Spencer railroad facility. Each end of project has been identified as a critical evacuation control intersection in the regional emergency preparedness plan by CMRPC. Meadow Road is serviced by WRTA Route 33. Meadow Road is the primary access to the Spencer Fairgrounds. This project will greatly enhance access to public transit and other intermodal services, tourism and other recreational and commercial connections. The project will promote "Smart Growth" within Spencer's urban center.**

What Permits and/or ROW are anticipated :	Permitting will include local Conservation Commission (MGL Ch. 131) and MDFW/NHESP review. In addition, a MEPA ENF filing will be required due to the widening for shoulders and new shared use path, and more than 5 public trees are being removed. Temporary easements are necessary for grading and construction access, permanent easements are necessary for drainage, sidewalk, and utility relocations.
Are there EJ Concerns	<b>The project abuts a minority EJ block group on Olde Main St, and an income EJ block group is within a mile radius.</b>
Are there ED Benefits :	<b>Yes. EJ areas in close proximity to or within the project area will benefit from the improved access to transit, commercial, retail and environmental resources offered by this project.</b>
Can the Project be PHASED :	<b>Yes, the project can be phased. However, the entire roadway segment is in such poor condition that it all needs to be reconstructed in the near future.</b>
What is Next in the Schedule :	<b>Design Public Hearing February 2022, 75% Submission April 2022.</b>

## CENTRAL MASS REGIONAL PLANNING COMMISSION—MPO &amp; AC

**T.I.P. PROJECT STATUS UPDATE**

		Date :	January 13, 2022
Project Number:	611933	Town/City :	Sturbridge
		MDOT DISTRICT:	3
Project Name :	STURBRIDGE- ROUNDABOUT CONSTRUCTION AT THE INTERSECTION OF ROUTE 20 AND ROUTE 131		
<b>STATUS</b>			
Design Level :	0	Engineers Estimate :	\$6,004,100
PRC Approved ?	9/24/2020	TIP Schedule :	2026
Is the Project eligible for "HSIP" ?	no	Is the Project eligible for "CMAQ" ?	partial
Has an RSA been held/scheduled :	no	Does the Project comply with Healthy Transportation Policy ?	yes

Project Overview :

Sturbridge - Route 20 Corridor improvements including a proposed roundabout at Rt. 131 intersection and a shared use path.

Regional Significance :

This project will provide roadway improvements near the regionally significant I-84 and Rt. 20 interchange and therefore have a regional benefit. Providing bicycle and pedestrian accommodations in this area will also provide a regional benefit.

What Permits and/or ROW are anticipated :	The project is expected to be within the existing highway layout but some minor easements and takings may be required.
Are there EJ Concerns	The project is not in or near an EJ area.
Are there ED Benefits :	The corridor improvements were developed as part of the Town of Sturbridge's Commercial Tourist District plan which envisioned improvements to the corridor for improving the entire corridor and enhancing the economic benefits of the corridor.
Can the Project be PHASED :	no
What is Next in the Schedule :	25% design submission

CENTRAL MASS REGIONAL PLANNING COMMISSION—MPO & AC

**T.I.P. PROJECT STATUS UPDATE**

		Date :	January 13, 2022
Project Number:	608456	Town/City :	Upton
		MDOT DISTRICT:	3
Project Name :	UPTON- CULVERT REPLACEMENT, MILFORD STREET (ROUTE 140) OVER UNNAMED TRIBUTARY TO CENTER BROOK		
<b>STATUS</b>			
Design Level :	Pre 25%	Engineers Estimate :	\$400,000
PRC Approved ?	2/11/2016	TIP Schedule :	2026
Is the Project eligible for "HSIP" ?	no	Is the Project eligible for "CMAQ" ?	no
Has an RSA been held/scheduled :	no	Does the Project comply with Healthy Transportation Policy ?	N/A

Project Overview :

Existing dual culvert crossing (30" and 48" diameters), to be replaced with a 6'wx5'hx64'l box culvert. Associated drainage improvements and utility relocations.

Regional Significance :

Route 140 is the primary North/South route through the region and keeping it open at this location will benefit the region.

What Permits and/or ROW are anticipated :	Limited ROW anticipated, permitting will likely be WPA, 401,404 and NEPA (if we get FA funding).
Are there EJ Concerns	The project is not in or near an EJ area.
Are there ED Benefits :	N/A
Can the Project be PHASED :	No
What is Next in the Schedule :	25% design



## CENTRAL MASS REGIONAL PLANNING COMMISSION—MPO &amp; AC

**T.I.P. PROJECT STATUS UPDATE**

		Date :	1/11/22
Project Number:	610931	Town/City :	Uxbridge
		MDOT DISTRICT:	3
Project Name :	REHABILITATION OF ROUTE 16 (DOUGLAS STREET)		
<b><u>STATUS</u></b>			
Design Level :	Preliminary	Engineers Estimate :	\$6.25M
PRC Approved ?	Yes	TIP Schedule :	
Is the Project eligible for "HSIP" ?	No	Is the Project eligible for "CMAQ" ?	Potentially (SUP)
Has an RSA been held/scheduled :	No	Does the Project comply with Healthy Transportation Policy ?	Yes

Project Overview :

The Town of Uxbridge is proposing an infrastructure project on Douglas Street that includes addressing the lack of bicycle accommodations and bringing the pavement and other roadway assets up to a state of good repair in an effort to support private business investment along the Route 16 corridor. Douglas Street (Rt 16) is a principal arterial serving as a major roadway in both a local and regional functional capacity, identified as a National Highway System (NHS) roadway.

Regional Significance :

Douglas Street (Rt 16) connects Uxbridge to the communities of Douglas & Mendon. Route 16 also serves as a connector to other major routes and highways such as Route 146 near the start of this project and I-495 to Northeast of Uxbridge in the Town of Milford.

What Permits and/or ROW are anticipated :	Temporary Easements, Perm. Utility Easements, NOI (Potentially RDA only)
Are there EJ Concerns	No
Are there ED Benefits :	Yes, will connect proposed Amazon Dist. Facility to downtown
Can the Project be PHASED :	Yes
What is Next in the Schedule :	MassDOT 25% Submission

## CENTRAL MASS REGIONAL PLANNING COMMISSION—MPO &amp; AC

**T.I.P. PROJECT STATUS UPDATE**

Date :		January 18, 2022	
Project Number:	608171	Town/City :	Uxbridge
		MDOT DISTRICT:	3
Project Name :	Reconstruction of Route 122 (South Main Street) from Susan Parkway to Route 16		
<b>STATUS</b>	Design Level :	100%	Engineers Estimate :
			\$8,500,000
	PRC Approved ?	Yes. 3/03/15	TIP Schedule :
			2023
Is the Project eligible for "HSIP" ?	No		Is the Project eligible for "CMAQ" ?
			No
Has an RSA been held/scheduled :	Not required		Does the Project comply with Healthy Transportation Policy ?
			Yes

Project Overview :

This project will complement improvements to the Route 122 corridor undertaken on North Main Street under MassDOT project 604948. That project includes roadway, sidewalk and drainage improvements on North Main Street from Route 16 to East Hartford Avenue. The objective of the South Main Street project is to improve roadway conditions and safety by providing a more efficient and consistent roadway cross section, providing ADA compliant sidewalks/curb ramps and adding bicycle lanes. Storm drainage improvements will also be incorporated.

The South Main Street project consists of pavement rehabilitation including milling/overlay and reclamation, minor widening, installation of new sidewalks on both sides of the road, installation of new curb ramps, installation of granite curbing, modification of the storm drain system, construction and/or rebuilding of retaining walls and associated signs and pavement markings. The proposed cross section consists of an 11 foot travel and 5 foot shoulder in each direction with sidewalks on both sides. The design will provide accommodations for bicycles. The project is programmed in the 2023 TIP.

Regional Significance :

The South Main Street (Route 122) corridor provides a regional connection between the Blackstone Valley and Rhode Island to the south and Central Massachusetts to the north. It also provides a connection to Route 146, a major highway serving Rhode Island and Central Massachusetts. It serves both local and regional traffic. This project will complete improvements to Route 122 (North Main Street) which are programmed in the 2018 TIP (MassDOT project 604948).

What Permits and/or ROW are anticipated :	Order of Conditions - Town of Uxbridge Conservation Commission, Self Verification Form with ACOE. Temporary & permanent easements required.
Are there EJ Concerns	No. The corridor does not serve an EJ community
Are there ED Benefits :	Yes. The corridor provides a regional connection between the communities of the Blackstone Valley and Rhode Island and Central Massachusetts. Future development in the region will benefit from the improved safety, mobility and operations provided by the project.
Can the Project be PHASED :	Project 608171 is the second phase of overall improvements to Route 122. The first phase is (project 604948 which is under construction, scheduled to be complete in 2022.
What is Next in the Schedule :	100% submission received January 12, 2022.

## CENTRAL MASS REGIONAL PLANNING COMMISSION—MPO &amp; AC

**T.I.P. PROJECT STATUS UPDATE**

		Date :	January 13, 2022
Project Number:	608433	Town/City :	Webster
		MDOT DISTRICT:	3
Project Name :	INTERSECTION IMPROVEMENTS AT I-395 RAMPS (EXIT 2) AT ROUTE 16 (EAST MAIN STREET) AND SUTTON ROAD		
<b>STATUS</b>	Design Level :	25%	Engineers Estimate :
			\$7,031,168
	PRC Approved ?	2/11/2016	TIP Schedule :
			FY 2025
Is the Project eligible for "HSIP" ?	Yes		Is the Project eligible for "CMAQ" ?
			Yes-portions of project
Has an RSA been held/scheduled :	Yes –October 2015		Does the Project comply with Healthy Transportation Policy ?
			Yes

Project Overview :

The proposed project involves installation of traffic signals or roundabouts at the I-395 NB and SB ramps at Route 16, including resurfacing and geometric improvements. Additional work includes widening for bicycle and pedestrian accommodations, specifically reconstructing existing sidewalk and construction of new sidewalk sections. The widening and sidewalk construction may require replacement of the Mill Brook sluiceway. Additionally, there may be modifications to the bridge slope paving. Related work includes minor drainage modifications and upgrades, as well as updated signage and pavement markings.

Regional Significance :

Route 395 in the vicinity of the project serves as an interstate highway that connects the northern Connecticut area with Worcester area. Route 16 in the vicinity of the project is an east-west numbered roadway that serves as a connection from areas east, Milford and Mendon through Douglas to its terminus at the Route 193/Route 12 intersection 2.5 miles north of the Connecticut border. Project has been identified in CMRPC regional plan.

What Permits and/or ROW are anticipated :

Project will require land takings and environmental permits

Are there EJ Concerns

Only a small segment of Webster meets the EJ criteria for income. The first area is north of East Main Street, between Stoughton St., Upland Street, North Main Street, the rail road tracks, and Mill Brook. The second section is bordered by East Main Street south and extends a few blocks south to Negus St. and then a narrow swath along French River to Hill Street. Project will have little impact on this area

Are there ED Benefits :

The improvements have been driven by the local business community and the area is part of a redevelopment overlay district.

The improvements have been

driven by the local business community and are expected to

provide a moderate improvement

to the business district.

What is Next in the Schedule :

Can the Project be PHASED : NO. This is not a project that can be phased as it involves improvements at one interchange.

The DE has completed 25% design for the roadway and is working to complete the bridge design. The borings and hydraulic analysis are being completed. The design public hearing was held on 10/6/21 and moving toward the 75% design submission in early summer 2022.

**T.I.P. PROJECT STATUS UPDATE**

Date : January 14, 2022

Project Number: 606517

Town/City : WEST BROOKFIELD

MDOT DISTRICT: 2

Project Name :

RECONSTRUCTION OF ROUTE 9 FROM WARE TOWN LINE TO 850' WEST OF WELCOME ROAD (Phase 1)

**STATUS**

Design Level : 75%

Engineers Estimate : \$6,600,000

PRC Approved ? Yes

TIP Schedule : 2024

Is the Project eligible for "HSIP" ? NO

Is the Project eligible for "CMAQ" ? NO

Has an RSA been held/scheduled : YES

Does the Project comply with Healthy Transportation Policy ? YES

**Project Overview :**

Phase 1 of the West Main Street (Route 9) resurfacing and related work project is a 1.1 mile pavement rehabilitation and widening project. The project will address safety concerns for all roadway users identified in a Road Safety Audit related primarily to the narrow width of the existing pavement, visibility, drainage deficiencies, signage etc. The project also consists of related items of work; including new signing, striping, guardrail replacement where necessary, and slope stabilization. A combination of cement concrete retaining walls and rockfill is proposed for slope stabilization in order to accommodate roadway widening. A design public hearing was held in April 2019. 100% Design submission is planned for January 2022.

**Regional Significance :**

Route 9 is a Principal Arterial providing access to surrounding communities within the region. Route 9 is part of the National Highway System.

What Permits and/or ROW are anticipated :

NOI and ENF are required. Permanent easements are planned for rock slopes, walls, and drainage. Temp easements will be required.

Are there EJ Concerns

No

Are there ED Benefits :

No

Can the Project be PHASED :

Yes, the original 2.1 mile project is now phased as two separate projects. Further phasing would not be practicable.

What is Next in the Schedule :

100% design submission expected January 2022 followed by environmental permitting Spring 2022.

**T.I.P. PROJECT STATUS UPDATE**

Date : January 14, 2022

Project Number: 609049

Town/City : WEST BROOKFIELD

MDOT DISTRICT: 2

Project Name :

RESURFACING AND RELATED WORK ON ROUTE 9 FROM 850' WEST OF  
WELCOME ROAD TO PIERCE ROAD (Phase 2)**STATUS**

Design Level : 75%

Engineers Estimate : \$5,900,000

PRC Approved ? Yes

TIP Schedule : 2025

Is the Project eligible for "HSIP" ? NO

Is the Project eligible for "CMAQ" ? NO

Has an RSA been held/scheduled : YES

Does the Project comply with Healthy Transportation Policy ? YES

Project Overview :

Phase 2 of the West Main Street (Route 9) resurfacing and related work project is a 1.0 mile pavement rehabilitation and widening project. The project will address safety concerns for all roadway users identified in a Road Safety Audit related primarily to the narrow width of the existing pavement, visibility, drainage deficiencies, signage etc. The project also consists of related items of work; including new signing, striping, guardrail replacement where necessary, and slope stabilization. A combination of cement concrete retaining walls, gabion walls, and rockfill is proposed for slope stabilization in order to accommodate roadway widening. Borings have been completed for use in slope stability analysis and retaining wall design. A design public hearing was conducted in December 2020. MassDOT issued 75% comments in December 2021. The project is now entering the 100% Design stage.

Regional Significance :

Route 9 is a Principal Arterial providing access to surrounding communities within the region. Route 9 is part of the National Highway System.

What Permits and/or ROW are anticipated :

NOI and ENF will be required. Permanent easements are planned for rock slopes, walls, and drainage. Temporary easements will be required.

Are there EJ Concerns

No

Are there ED Benefits :

No

Can the Project be PHASED :

Yes, the original 2.1 mile project is now phased as two separate projects. No further phasing of the project would be practicable.

What is Next in the Schedule :

Environmental permitting and 100% design submittal planned for Spring 2022.

## CENTRAL MASS REGIONAL PLANNING COMMISSION—MPO &amp; AC

**T.I.P. PROJECT STATUS UPDATE**

		Date :	January 4, 2022
Project Number:	608961	Town/City :	City of Worcester
		MDOT DISTRICT:	3
Project Name :	Chandler Street & May Street Intersection Improvements		
<b>STATUS</b>			
Design Level :	25%	Engineers Estimate :	\$6.2 Million
PRC Approved ?	Yes	TIP Schedule :	2025
Is the Project eligible for "HSIP" ?	Yes	Is the Project eligible for "CMAQ" ?	Yes
Has an RSA been held/scheduled :	Yes	Does the Project comply with Healthy Transportation Policy ?	Yes

Project Overview :

The project is in the Tatnuck Neighborhood of the City Worcester. Chandler Street is designated as Route 122 and it is a NHS Principal Arterial route with an ADT of over 17,000 per 2017 MassDOT counts. May Street is classified as a collector roadway. Both streets are under City jurisdiction. The 1,462 foot section of Route 122 abuts Worcester State University, Chandler Elementary Charter School, and the May Street Elementary School. The heavy volume of through traffic is creating concerns with the neighborhood and adjoining schools. WSU depends on the on-street parking which creates a significant number of pedestrian crossings. This project seeks to calm traffic in an effort to increase safety and pedestrian connectivity. Roundabouts are proposed for both the northern and southern intersections. A shared use path is proposed for pedestrian and bicycle accommodations. On-street parking is maintained where possible.

Regional Significance :

This corridor serves the Worcester Airport, the west side of the city, and has become a major commuter route from Paxton and surrounding towns. Project directly abuts Worcester State university which serves surrounding communities since many students are commuters.

What Permits and/or ROW are anticipated :	Permits: NOI. ROW: PUE, Takings, and Temporary Easements. UMass owns WSU property – City cannot take state property by eminent domain.
Are there EJ Concerns	The project is not located in EJ block group, but it is within a mile of an EJ population. The abutting schools likely serve the nearby EJ populations, who would benefit from increasing pedestrian safety.
Are there ED Benefits :	Yes. WSU is largest employer on West Side of city. WSU has 6,434 students and 567 employees.
Can the Project be PHASED :	No.
What is Next in the Schedule :	25% Design Review has been completed and reviewed. Design Public Hearing anticipated late spring/early summer 2022. 75% Design Submission anticipated December 2022.

## CENTRAL MASS REGIONAL PLANNING COMMISSION—MPO &amp; AC

**T.I.P. PROJECT STATUS UPDATE**

		Date :	1/6/2022
Project Number:	608990	Town/City :	City of Worcester
		MDOT DISTRICT:	3
Project Name :	Intersection Improvements and Resurfacing on Chandler Street, from Main Street to Queen Street (Phase 1)		
<b>STATUS</b>	Design Level :	Preliminary	Engineers Estimate :
			\$5.5 Million
	PRC Approved ?	Yes	TIP Schedule :
			2026
Is the Project eligible for "HSIP" ?	Yes		Is the Project eligible for "CMAQ" ?
			Yes
Has an RSA been held/scheduled :	Yes		Does the Project comply with Healthy Transportation Policy ?
			Yes

Project Overview :

The project is in a densely developed commercial and residential neighborhood in the City of Worcester. Chandler Street is designated as Route 122. It is designated as an NHS Principal Arterial route with an ADT of over 22,000 per 2018 MassDOT counts and is under City jurisdiction. The 3000-foot section of Route 122 abuts Chandler Elementary Community School, numerous small businesses, single family residences and apartment style residences. There are HSIP crash clusters for intersections, vehicles, cyclists, and pedestrians throughout this stretch of Route 122. This project seeks to improve corridor safety by implementing a road diet on Route 122, reducing the number of through vehicle lanes to one in each direction (from two) and introducing a center turn lanes. Geometric and operational conflicts will be addressed at several intersections, including Murray Avenue, which will be converted to one-way (north) operation approaching the corridor. Murray Avenue is classified as a local roadway and is under City jurisdiction. Traffic operations will be improved by upgrading signal equipment and controllers and adding interconnect. Pedestrian crossing locations will be improved by adding curb extensions, ADA ramps, refuge islands and flashing beacons, where applicable. The project will also improve bus stop locations and streetscape amenities. On-street parking will necessarily be reduced to accommodate these changes, but will generally be provided on one side of the street. The number of curb cuts will be reduced where possible.

Regional Significance :

This segment of Chandler Street is an arterial roadway that is used by residents and commuters alike traveling to the Worcester Central Business District, Union Station/WRTA Hub, Polar Park, I-290, and points east and west of Worcester. Also, there are many small businesses located along this stretch of the corridor.

What Permits and/or ROW are anticipated :	ROW: Minor Takings and Temporary Easements at isolated locations along Route 122.
Are there EJ Concerns	The project is located within or adjacent to a 2020 Census EJ population for minority, income and English isolation. The project will improve accessibility, mobility and safety for these communities.
Are there ED Benefits :	The neighborhood will benefit from improvements to the streetscape, and pedestrian and bike accommodations. Adverse impacts associated with traffic and safety will be reduced.
Can the Project be PHASED :	This project is the first phase of larger project for improvements to Chandler Street between Main Street and Park Avenue.
What is Next in the Schedule :	25% Design Submission anticipated by April 2022.

## CENTRAL MASS REGIONAL PLANNING COMMISSION—MPO &amp; AC

**T.I.P. PROJECT STATUS UPDATE**

		Date :	1/14/2022
Project Number:	612011	Town/City :	City of Worcester
		MDOT DISTRICT:	3
Project Name :	Chandler Street Resurfacing & Intersection Improvements, from Queen Street to Park Avenue (Phase 2)		
<b>STATUS</b>	Design Level :	Preliminary	Engineers Estimate :
			\$4.0 Million
	PRC Approved ?	Yes	TIP Schedule :
			2027
Is the Project eligible for "HSIP" ?	Yes		Is the Project eligible for "CMAQ" ?
			Yes
Has an RSA been held/scheduled :	Yes		Does the Project comply with Healthy Transportation Policy ?
			Yes

Project Overview :

The project is located in a densely developed commercial and residential neighborhood in the City of Worcester. Chandler Street is designated as Route 122, is a NHS Principal Arterial route with an ADT of over 22,000 per 2018 MassDOT counts, and is under City jurisdiction. The existing corridor generally consists of a 4-lane cross section with on-street parking. There are HSIP crash clusters for intersections, vehicles, cyclists, and pedestrians throughout the corridor. This phase 2 project, a westward extension of phase 1 (TIP project 608990), seeks to improve corridor safety by implementing a road diet on Route 122, reducing the number of through vehicle lanes to one in each direction (from two) and introducing center turn lanes. Geometric and operational conflicts will be addressed at several intersections, notably at the busy intersection of Park Avenue. Traffic operations will be improved by upgrading the existing outdated signal equipment and controllers and adding interconnect. Pedestrian crossing locations will be improved by virtue of reducing the cross section width, as well as by adding curb extensions, ADA ramps, and median refuge islands where applicable. Protected bicycle accommodations will be added throughout the corridor. The project will also improve bus stop locations and streetscape amenities. On-street parking will necessarily be reduced to accommodate these changes, but generally provided on one side of the street. The number of curb cuts will be reduced where possible.

Regional Significance :

This segment of Chandler Street is an arterial roadway that is used by residents and commuters alike traveling to the Worcester Central Business District, Union Station/WRTA Hub, Polar Park, I-290, and points east and west of Worcester. Also, there are many small businesses located along the corridor.

What Permits and/or ROW are anticipated :	ROW: Minor Takings and Temporary Easements at isolated locations along Route 122.
Are there EJ Concerns	The project is located within or adjacent to a 2020 Census EJ population for minority, income and English isolation. The project will improve accessibility, mobility and safety for these communities.
Are there ED Benefits :	The neighborhood will benefit from improvements to the streetscape, and pedestrian and bike accommodations. Adverse impacts associated with traffic and safety will be reduced.
Can the Project be PHASED :	This project is the second phase of larger project for improvements to Chandler Street between Main Street and Park Avenue.
What is Next in the Schedule :	25% Design Submission anticipated by April 2022.





200 FRIBERG PARKWAY  
WESTBOROUGH, MA 01581  
774-760-0495  
495PARTNERSHIP.ORG

May 11, 2022

Mr. Arthur Frost  
MassDOT Representative to CMMPO  
Central Massachusetts Regional Planning Commission  
1 Mercantile Street, Suite 520  
Worcester, MA 01608

RE: Central Massachusetts Metropolitan Planning Organization's Draft FY2023-2027 Transportation Improvement Program

Dear Mr. Frost,

On behalf of the 495/MetroWest Partnership, please accept the following as our letter of comment to the Central Massachusetts Metropolitan Planning Organization (CMMPO) regarding the draft Transportation Improvement Program (TIP) for FFY 2023 through FFY 2027.

The 495/MetroWest Partnership is a unique public-private collaboration among businesses, municipalities, and other stakeholders focused on creating an environment that prepares for and cultivates sustainable growth across our 36-community region. The Partnership accomplishes this by providing coordination, education, and advocacy for solutions to regional constraints. The key priorities that the Partnership addresses within the 495/MetroWest region are separate and unique, but operate as part of an interrelated network of regional needs. These areas of focus include economic development, transportation, housing, energy and sustainable development, and water resources, among others.

As traffic volumes continue to climb statewide, and as workforce commuting patterns continue to take shape as a result of large employers continuing to return employees to work sites, we anticipate that transportation challenges such as congestion, interchange capacity issues, and gaps in public transit coverage will reemerge as a threat to the economic vitality of the region. Several indicators suggest the 495/MetroWest region would benefit from enhanced transportation infrastructure and transit investment, including the region's population growth rate, which also represents an increasing proportion of the Commonwealth's total population; the sharp rise in both the cost and sales volume of single family homes and condominiums; the low rate of housing churn; and an increased emphasis on transit oriented development alongside fixed transit routes in downtown settings reflected both in municipal planning efforts and recently enacted changes to statute regarding the inclusion of by-right multifamily zoning in MBTA communities.

Census figures indicate the population of the 495/MetroWest region grew by 9.1% between 2010 and 2020, surpassing the state's 7.4% rate of growth. While the CMMPO region includes only seven of the Partnership's thirty-six communities, each of these municipalities experienced population growth. The communities of Berlin, Grafton, Westborough, and Northborough have all grown by 10% or more;

Westborough has grown at a rate of 18%. Shrewsbury, the largest community in the Partnership and CMMPO's overlapping boundaries, grew at a rate of 7.6%.

Programmed capital improvements along the Framingham/Worcester Line in the MBTA's Capital Investment Plan, such as capacity and infrastructure improvements to Worcester Union Station, and the construction of a ten-mile express track which would allow for a greater mix of services and more expedient travel between Boston and Worcester, could accommodate future ridership growth and necessitate enhanced first/last mile transit investment in the region.

The Partnership greatly appreciates investments in roadway infrastructure projects throughout the 495/MetroWest region in prior TIP cycles. **In the current Draft TIP, the Partnership strongly supports the inclusion of the following projects:**

**FY: 2024**

608490 Upton - Resurfacing and Related Work on Route 140

**FY: 2025**

609528 Grafton - Grafton-Millbury Street Improvements (SRTS)

607764 Shrewsbury - Intersection & Signal Improvement at US 20 (Hartford Turnpike) at Grafton Street

**FY: 2026**

608456 Upton - Culvert Replacement, Milford Street (Route 140) Over Unnamed Tributary to Center Brook

610825 Shrewsbury - Rehabilitation & Box Widening on Route 20, From Route 9 to South Street

612510 Grafton – Bridge Replacement, G-08-020, (SR 140) Shrewsbury Street Over MBTA/CSX Railroad

Additionally, the Partnership supports the inclusion of funding for the Micro-Projects program in FY26 and FY27, which will spur necessary investment in services and light infrastructure that enhance the livability and resiliency of communities.

In addition to the highway projects mentioned above, the Partnership appreciates MPO funding for the Worcester Regional Transit Authority (WRTA), which is a critical resource for the region. The WRTA has several projects listed in the TIP, and fulfilling these items would aid the RTA considerably in providing needed services to support the region's workforce. In partnering with VIA to support an innovative demand-response service, the WRTA has provided cross-boundary transit service in the Partnership communities of Westborough and Shrewsbury, along with portions of Grafton and Southborough.

The Partnership would also like to highlight the I-495/Route 9 Interchange, which shares a boundary with the Boston MPO, as a longstanding priority of the region that deserves a renewed focus given its proximity to the I-495/I-90 interchange and I-495/I-290 interchange, both of which are slated for construction efforts this year. CMRPC has long played a crucial role in the design and visioning process for a revamp of the interchange, which currently consists of complex weaving patterns and vehicular queuing during peak AM and PM travel hours due to substandard off-ramps. The interchange itself has been featured as a MassDOT Top 60 Crash Location site several times within the last fifteen years, and the nearby intersection of Connector Road and Research Drive, servicing several business parks, was in the Top 5% of crash sites in Westborough in 2017. Growth along the corridor remains steadfast. Olympus recently built a 150,000 square foot facility for over 400 employees that abuts the Route 9 Eastbound – I-/495 Southbound ramp. Westborough received a MassWorks grant in 2020 to extend nearby West Park Drive and construct a segment of the Boston-Worcester Airline Trail to accommodate future bicycle and pedestrian access. The project will also increase the developable acreage of the surrounding area to 1.73 million square feet.

Westborough is a significant job center with a larger employment base than population, and Southborough's employment base has grown by over 2,000 jobs since the Interstate 495 & Route 9 Interchange Improvement Study was conducted by MassDOT in 2013.

Finally, the 495/MetroWest Partnership would like to note that the municipalities of Northborough and Berlin in the CMMPO's Northeast sub-region have not received any advertised projects or funding considerations in the last five successive TIP cycles.

Given our role on the CMMPO Advisory Committee as well as our advocacy on transportation and transit needs in the 495/MetroWest region, the Partnership recognizes that transportation will continue to play a central role in reintegrating society into public spaces and settings as the Commonwealth continues to navigate complex economic and public health challenges stemming from the pandemic.

We thank you for your consideration of our comment letter. Should there be questions regarding our commentary, please contact our Manager of Policy & Planning, Jeremy Thompson at (774)-760-0495 x 101 or by email at [jeremy@495partnership.org](mailto:jeremy@495partnership.org).

Sincerely,

A handwritten signature in blue ink, appearing to read 'JP', with a large, sweeping loop at the end.

Jason Palitsch  
Executive Director  
The 495/MetroWest Partnership

## Supplemental Project Listing

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**THE CENTRAL MASSACHUSETTS METROPOLITAN PLANNING ORGANIZATION (CMMPO)**  
**CMMPO ENDORSED 2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROJECT LISTING**  
*\* LISTED COSTS INCLUDE ALL NECESSARY CONTINGENCIES AS PER FHWA*

					COST IN MILLIONS \$*					
FFY	MHD PRC#	MUNICIPALITY	FACILITY	DESCRIPTION	PM SCORE	TOTAL COST	FEDERAL COST	STATE COST	LOCAL COST	FUND
SUPPLEMENTARY PROJECT LISTING										
UNPROGRAMMED PROJECTS RECOGNIZED BY THE CMMPO (INFORMATION ONLY, SUBJECT TO FUNDING AVAILABILITY)										
POTENTIAL PROJECT PROPOSALS FOR FURTHER EVALUATION										POTENTIAL SOURCE
TBD	605086	AUBURN	I-290 BRIDGE, A-17-036	MAINTENANCE OVER ROUTE 12		4.469	3.575	0.894		BRIDGE
TBD	609091	BLACKSTONE	BLACKSTONE RIVER BIKEWAY	RAILTRAIL CONSTRUCTION (PHASE 1, SEG 2)		10.164	8.131	2.033		
TBD	607701	WESTBOROUGH-SOUTHBOROUGH	ROUTE 9 IMPROVEMENTS AT I-495 & BRIDGE	BTWN COMPUTER DR TO CRYSTAL POND RD		40.250	32.200	8.050		RTP MAJOR

## Highway Operations & Maintenance Chart

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Operating and Maintenance Expenditures as of March 2022						
Statewide and District Contracts plus Expenditures within MPO boundaries						
Program Group/Sub Group	Est SFY 2022 Spending	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	
<b>Part 1: Non-Federal Aid</b>						
<b>Section I - Non Federal Aid Maintenance Projects - State Bondfunds</b>						
<b>01 - ADA Retrofits</b>						
Sidewalk Construction and Repairs	\$ 78,719	\$ 114,000	\$ 52,000	\$ -	\$ -	
<b>02 - Bicycles and pedestrians program</b>						
Bikeway/Bike Path Construction	\$ -	\$ -	\$ -	\$ -	\$ -	
<b>03 - Bridge</b>						
Bridge Maintenance	\$ 47,360,434	\$ 22,008,112	\$ 7,019,328	\$ 345,318	\$ -	
Bridge Maintenance - Deck Repairs	\$ 13,072,586	\$ 8,334,358	\$ 5,311,045	\$ 443,585	\$ -	
Bridge Maintenance - Joints	\$ 3,793,035	\$ 2,804,206	\$ 1,208,481	\$ 68,432	\$ -	
Bridge Preservation	\$ 2,882,033	\$ 11,816,698	\$ 4,974,667	\$ 317,981	\$ -	
Drawbridge Maintenance	\$ 5,575,223	\$ 2,560,174	\$ -	\$ -	\$ -	
Painting - Structural	\$ 6,162,363	\$ 1,605,861	\$ -	\$ -	\$ -	
Structures Maintenance	\$ 284,948	\$ 142,680	\$ -	\$ -	\$ -	
<b>04 - Capacity</b>						
Highway Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
Hwy Reconstr - Added Capacity	\$ -	\$ -	\$ -	\$ -	\$ -	
Hwy Reconstr - Major Widening	\$ -	\$ -	\$ -	\$ -	\$ -	
<b>05 - Facilities</b>						
Vertical Construction (Ch 149)	\$ 6,669,216	\$ 5,718,204	\$ 1,651,487	\$ 114,754	\$ -	
<b>07 - Intersection Improvements</b>						
Traffic Signals	\$ 3,488,759	\$ 2,224,126	\$ 1,914,764	\$ 94,957	\$ -	
<b>08 - Interstate Pavement</b>						
Resurfacing Interstate	\$ -	\$ -	\$ -	\$ -	\$ -	
<b>09 - Intelligent Transportation Systems Program</b>						
Intelligent Transportation System	\$ -	\$ -	\$ -	\$ -	\$ -	
<b>10 - Non-interstate DOT Pavement Program</b>						
Milling and Cold Planing	\$ 625,000	\$ 695,000	\$ 65,316	\$ -	\$ -	
Resurfacing	\$ 6,415,673	\$ 4,437,466	\$ 3,658,730	\$ 956,730	\$ -	
Resurfacing DOT Owned Non-Interstate	\$ 5,222,136	\$ 3,704,756	\$ 1,345,715	\$ 178,272	\$ -	
<b>11 - Roadway Improvements</b>						
Asbestos Removal	\$ -	\$ -	\$ -	\$ -	\$ -	
Catch Basin Cleaning	\$ 1,966,347	\$ 1,455,089	\$ 310,866	\$ -	\$ -	
Contract Highway Maintenance	\$ 3,190,450	\$ 3,000,531	\$ 1,668,618	\$ 100,901	\$ -	
Crack Sealing	\$ 1,672,864	\$ 1,194,760	\$ 706,377	\$ 109,600	\$ -	
Culvert Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	
Culvert Reconstruction/Rehab	\$ -	\$ -	\$ -	\$ -	\$ -	
Drainage	\$ 7,341,532	\$ 6,292,153	\$ 1,154,896	\$ 103,925	\$ -	
Dredging	\$ -	\$ -	\$ -	\$ -	\$ -	
Guard Rail & Fencing	\$ 3,429,456	\$ 4,146,615	\$ 1,845,428	\$ 278,197	\$ -	
Highway Sweeping	\$ 963,234	\$ 1,007,278	\$ 141,245	\$ -	\$ -	
Landscaping	\$ 233,427	\$ 600,000	\$ 244,014	\$ -	\$ -	
Mowing and Spraying	\$ 2,002,002	\$ 1,038,229	\$ 357,576	\$ 29,565	\$ -	
Sewer and Water	\$ 3,904	\$ 20,843	\$ 10,580	\$ -	\$ -	
Tree Trimming	\$ 3,939,855	\$ 2,625,059	\$ 722,777	\$ -	\$ -	
<b>12 - Roadway Reconstruction</b>						
Hwy Reconstr - No Added Capacity	\$ 6,001	\$ -	\$ -	\$ -	\$ -	
Hwy Reconstr - Restr and Rehab	\$ 646,014	\$ 109,047	\$ 265,670	\$ 177,113	\$ -	
Roadway - Reconstr - Sidewalks and Curbing	\$ 1,879,857	\$ 748,676	\$ -	\$ -	\$ -	
<b>13 - Safety Improvements</b>						
Electrical	\$ 398,549	\$ -	\$ -	\$ -	\$ -	
Impact Attenuators	\$ 1,068,681	\$ 911,141	\$ 346,248	\$ 129,196	\$ -	
Lighting	\$ 3,735,830	\$ 2,267,423	\$ 1,281,166	\$ 116,870	\$ -	
Pavement Marking	\$ 3,332,465	\$ 3,166,821	\$ 1,623,975	\$ 343,891	\$ -	
Safety Improvements	\$ 227,620	\$ 33,595	\$ -	\$ -	\$ -	
Sign Installation/Upgrading	\$ 545,832	\$ 833,711	\$ 827,507	\$ 65,739	\$ -	
Structural Signing	\$ 359,312	\$ 129,607	\$ -	\$ -	\$ -	
<b>Section I Total:</b>	<b>\$ 138,573,354</b>	<b>\$ 95,746,219</b>	<b>\$ 38,708,474</b>	<b>\$ 3,975,025</b>	<b>\$ -</b>	
<b>Section II - Non Federal Aid Highway Operations - State Operating Budget Funding</b>						
<b>Snow and Ice Operations &amp; Materials</b>						
	\$ 83,800,000	\$ 95,000,000	\$ 95,000,000	\$ 95,000,000	\$ 95,000,000	
<b>District Maintenance Payroll</b>						
Mowing, Litter Mgmt, Sight Distance Clearing, Etc.	\$ 34,400,000	\$ 35,440,000	\$ 36,510,000	\$ 37,610,000	\$ 38,740,000	
<b>Section II Total:</b>	<b>\$ 118,200,000</b>	<b>\$ 130,440,000</b>	<b>\$ 131,510,000</b>	<b>\$ 132,610,000</b>	<b>\$ 133,740,000</b>	
<b>Grand Total NFA:</b>	<b>\$ 256,773,354</b>	<b>\$ 226,186,219</b>	<b>\$ 170,218,474</b>	<b>\$ 136,585,025</b>	<b>\$ 133,740,000</b>	

Operating and Maintenance Expenditures as of March 2022						
Statewide and District Contracts plus Expenditures within MPO boundaries						
Program Group/Sub Group	Est SFY 2022 Spending	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	
Part 2: Federal Aid						
Section I - Federal Aid Maintenance Projects						
01 - ADA Retrofits						
Sidewalk Construction and Repairs	\$ -	\$ -	\$ -	\$ -	\$ -	-
02 - Bicycles and pedestrians program						
Bikeway/Bike Path Construction	\$ -	\$ -	\$ -	\$ -	\$ -	-
03 - Bridge						
Bridge Maintenance	\$ 3,805,564	\$ 502,504	\$ 2,357,142	\$ -	\$ -	-
Bridge Maintenance - Deck Repairs	\$ -	\$ -	\$ 1,038,762	\$ 952,198	\$ -	-
Bridge Maintenance - Joints	\$ -	\$ -	\$ -	\$ -	\$ -	-
Bridge Preservation	\$ -	\$ -	\$ -	\$ -	\$ -	-
Bridge Reconstruction/Rehab	\$ -	\$ -	\$ -	\$ -	\$ -	-
Drawbridge Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	-
Painting - Structural	\$ 3,401,816	\$ 378,207	\$ -	\$ -	\$ -	-
Structures Maintenance	\$ 238,348	\$ 2,860,181	\$ 1,430,090	\$ -	\$ -	-
04 - Capacity						
Hwy Reconstr - Added Capacity	\$ -	\$ -	\$ -	\$ -	\$ -	-
05 - Facilities						
Vertical Construction (Ch 149)	\$ -	\$ -	\$ -	\$ -	\$ -	-
07 - Intersection Improvements						
Traffic Signals	\$ -	\$ -	\$ -	\$ -	\$ -	-
08 - Interstate Pavement						
Resurfacing Interstate	\$ -	\$ -	\$ -	\$ -	\$ -	-
09 - Intelligent Transportation Systems Program						
Intelligent Transportation System	\$ -	\$ -	\$ -	\$ -	\$ -	-
10 - Non-interstate DOT Pavement Program						
Milling and Cold Planing	\$ -	\$ -	\$ -	\$ -	\$ -	-
Resurfacing	\$ -	\$ -	\$ -	\$ -	\$ -	-
Resurfacing DOT Owned Non-Interstate	\$ -	\$ -	\$ -	\$ -	\$ -	-
11 - Roadway Improvements						
Asbestos Removal	\$ -	\$ -	\$ -	\$ -	\$ -	-
Catch Basin Cleaning	\$ -	\$ -	\$ -	\$ -	\$ -	-
Contract Highway Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	-
Crack Sealing	\$ -	\$ -	\$ -	\$ -	\$ -	-
Culvert Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	-
Culvert Reconstruction/Rehab	\$ -	\$ -	\$ -	\$ -	\$ -	-
Drainage	\$ -	\$ -	\$ -	\$ -	\$ -	-
Guard Rail & Fencing	\$ -	\$ -	\$ -	\$ -	\$ -	-
Highway Sweeping	\$ -	\$ -	\$ -	\$ -	\$ -	-
Landscaping	\$ -	\$ -	\$ -	\$ -	\$ -	-
Mowing and Spraying	\$ -	\$ -	\$ -	\$ -	\$ -	-
Sewer and Water	\$ -	\$ -	\$ -	\$ -	\$ -	-
Tree Trimming	\$ -	\$ -	\$ -	\$ -	\$ -	-
12 - Roadway Reconstruction						
Hwy Reconstr - Restr and Rehab	\$ -	\$ -	\$ -	\$ -	\$ -	-
13 - Safety Improvements						
Electrical	\$ -	\$ -	\$ -	\$ -	\$ -	-
Impact Attenuators	\$ -	\$ -	\$ -	\$ -	\$ -	-
Lighting	\$ 5,557,056	\$ 9,931	\$ 978,483	\$ -	\$ -	-
Pavement Marking	\$ -	\$ -	\$ -	\$ -	\$ -	-
Safety Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	-
Sign Installation/Upgrading	\$ -	\$ -	\$ -	\$ -	\$ -	-
Structural Signing	\$ 583,693	\$ 99,450	\$ -	\$ -	\$ -	-
Section I Total:	\$ 13,586,477	\$ 3,850,272	\$ 5,804,478	\$ 952,198	\$ -	-
Grand Total Federal Aid:						
	\$ 13,586,477	\$ 3,850,272	\$ 5,804,478	\$ 952,198	\$ -	-



## Operating and Maintenance Expenditures as of March 2022

## Statewide and District Contracts

Program Group/Sub Group	Est SFY 2022 Spending	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending
Part 1: Non-Federal Aid					
Section I - Non Federal Aid Maintenance Projects - State Bondfunds					
01 - ADA Retrofits					
Sidewalk Construction and Repairs	\$ 78,719	\$ 114,000	\$ 52,000	\$ -	\$ -
02 - Bicycles and pedestrians program					
Bikeway/Bike Path Construction	\$ -	\$ -	\$ -	\$ -	\$ -
03 - Bridge					
Bridge Maintenance	\$ 36,405,775	\$ 18,815,892	\$ 6,183,863	\$ 345,318	\$ -
Bridge Maintenance - Deck Repairs	\$ 13,072,586	\$ 8,334,358	\$ 5,311,045	\$ 443,585	\$ -
Bridge Maintenance - Joints	\$ 3,793,035	\$ 2,804,206	\$ 1,208,481	\$ 68,432	\$ -
Bridge Preservation	\$ 722,817	\$ 1,510,000	\$ 635,000	\$ -	\$ -
Drawbridge Maintenance	\$ 5,575,223	\$ 2,560,174	\$ -	\$ -	\$ -
Painting - Structural	\$ 4,516,054	\$ 1,605,861	\$ -	\$ -	\$ -
Structures Maintenance	\$ 284,948	\$ 142,680	\$ -	\$ -	\$ -
04 - Capacity					
Highway Relocation	\$ -	\$ -	\$ -	\$ -	\$ -
Hwy Reconstr - Added Capacity	\$ -	\$ -	\$ -	\$ -	\$ -
Hwy Reconstr - Major Widening	\$ -	\$ -	\$ -	\$ -	\$ -
05 - Facilities					
Vertical Construction (Ch 149)	\$ 4,429,468	\$ 2,368,944	\$ 929,429	\$ 114,754	\$ -
07 - Intersection Improvements					
Traffic Signals	\$ 3,488,759	\$ 2,224,126	\$ 1,914,764	\$ 94,957	\$ -
08 - Interstate Pavement					
Resurfacing Interstate	\$ -	\$ -	\$ -	\$ -	\$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation System	\$ -	\$ -	\$ -	\$ -	\$ -
10 - Non-Interstate DOT Pavement Program					
Milling and Cold Planning	\$ 625,000	\$ 695,000	\$ 65,316	\$ -	\$ -
Resurfacing	\$ 6,415,673	\$ 4,437,466	\$ 3,658,730	\$ 956,730	\$ -
Resurfacing DOT Owned Non-Interstate	\$ 5,203,927	\$ 3,704,756	\$ 1,345,715	\$ 178,272	\$ -
11 - Roadway Improvements					
Asbestos Removal	\$ -	\$ -	\$ -	\$ -	\$ -
Catch Basin Cleaning	\$ 1,966,347	\$ 1,455,089	\$ 310,866	\$ -	\$ -
Contract Highway Maintenance	\$ 3,055,450	\$ 2,387,018	\$ 1,154,312	\$ 72,342	\$ -
Crack Sealing	\$ 1,672,864	\$ 1,194,760	\$ 706,377	\$ 109,600	\$ -
Culvert Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Culvert Reconstruction/Rehab	\$ -	\$ -	\$ -	\$ -	\$ -
Drainage	\$ 6,789,520	\$ 5,478,547	\$ 1,040,684	\$ 103,925	\$ -
Dredging	\$ -	\$ -	\$ -	\$ -	\$ -
Guard Rail & Fencing	\$ 3,429,456	\$ 4,146,615	\$ 1,845,428	\$ 278,197	\$ -
Highway Sweeping	\$ 963,234	\$ 1,007,278	\$ 141,245	\$ -	\$ -
Landscaping	\$ 233,427	\$ 600,000	\$ 244,014	\$ -	\$ -
Mowing and Spraying	\$ 1,984,043	\$ 822,728	\$ 177,992	\$ 29,565	\$ -
Sewer and Water	\$ 3,904	\$ 20,843	\$ 10,580	\$ -	\$ -
Tree Trimming	\$ 3,939,855	\$ 2,625,059	\$ 722,777	\$ -	\$ -
12 - Roadway Reconstruction					
Hwy Reconstr - No Added Capacity	\$ 6,001	\$ -	\$ -	\$ -	\$ -
Hwy Reconstr - Restr and Rehab	\$ 646,014	\$ 109,047	\$ 265,670	\$ 177,113	\$ -
Roadway - Reconstr - Sidewalks and Curbing	\$ 1,879,857	\$ 748,676	\$ -	\$ -	\$ -
13 - Safety Improvements					
Electrical	\$ 398,549	\$ -	\$ -	\$ -	\$ -
Impact Attenuators	\$ 1,068,681	\$ 842,686	\$ 181,956	\$ 47,050	\$ -
Lighting	\$ 3,735,830	\$ 2,267,423	\$ 1,281,166	\$ 116,870	\$ -
Pavement Marking	\$ 3,332,465	\$ 3,166,821	\$ 1,623,975	\$ 343,891	\$ -
Safety Improvements	\$ 227,620	\$ 33,595	\$ -	\$ -	\$ -
Sign Installation/Upgrading	\$ 467,832	\$ 573,711	\$ 646,592	\$ 65,739	\$ -
Structural Signing	\$ 359,312	\$ 129,607	\$ -	\$ -	\$ -
Section I Total:	\$ 120,772,243	\$ 76,926,966	\$ 31,657,976	\$ 3,546,339	\$ -
Section II - Non Federal Aid Highway Operations - State Operating Budget Funding					
Snow and Ice Operations & Materials					
District Maintenance Payroll	\$ 83,800,000	\$ 95,000,000	\$ 95,000,000	\$ 95,000,000	\$ 95,000,000
Mowing, Litter Mgmt, Sight Distance Clearing, Etc.	\$ 34,400,000	\$ 35,440,000	\$ 36,510,000	\$ 37,610,000	\$ 38,740,000
Section II Total:	\$ 118,200,000	\$ 130,440,000	\$ 131,510,000	\$ 132,610,000	\$ 133,740,000
Grand Total NFA:	\$ 238,972,243	\$ 207,366,966	\$ 163,167,976	\$ 136,156,339	\$ 133,740,000

## Operating and Maintenance Expenditures as of March 2022

## Statewide and District Contracts

Program Group/Sub Group	Est SFY 2022 Spending	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending
<b>Part 2: Federal Aid</b>					
<b>Section I - Federal Aid Maintenance Projects</b>					
<b>01 - ADA Retrofits</b>					
Sidewalk Construction and Repairs	\$ -	\$ -	\$ -	\$ -	\$ -
<b>02 - Bicycles and pedestrians program</b>					
Bikeway/Bike Path Construction	\$ -	\$ -	\$ -	\$ -	\$ -
<b>03 - Bridge</b>					
Bridge Maintenance	\$ 2,557,469	\$ 502,504	\$ -	\$ -	\$ -
Bridge Maintenance - Deck Repairs	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Maintenance - Joints	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Preservation	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Reconstruction/Rehab	\$ -	\$ -	\$ -	\$ -	\$ -
Drawbridge Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Painting - Structural	\$ 3,401,816	\$ 378,207	\$ -	\$ -	\$ -
Structures Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
<b>04 - Capacity</b>					
Hwy Reconstr - Added Capacity	\$ -	\$ -	\$ -	\$ -	\$ -
<b>05 - Facilities</b>					
Vertical Construction (Ch 149)	\$ -	\$ -	\$ -	\$ -	\$ -
<b>07 - Intersection Improvements</b>					
Traffic Signals	\$ -	\$ -	\$ -	\$ -	\$ -
<b>08 - Interstate Pavement</b>					
Resurfacing Interstate	\$ -	\$ -	\$ -	\$ -	\$ -
<b>09 - Intelligent Transportation Systems Program</b>					
Intelligent Transportation System	\$ -	\$ -	\$ -	\$ -	\$ -
<b>10 - Non-interstate DOT Pavement Program</b>					
Milling and Cold Planing	\$ -	\$ -	\$ -	\$ -	\$ -
Resurfacing	\$ -	\$ -	\$ -	\$ -	\$ -
Resurfacing DOT Owned Non-Interstate	\$ -	\$ -	\$ -	\$ -	\$ -
<b>11 - Roadway Improvements</b>					
Asbestos Removal	\$ -	\$ -	\$ -	\$ -	\$ -
Catch Basin Cleaning	\$ -	\$ -	\$ -	\$ -	\$ -
Contract Highway Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Crack Sealing	\$ -	\$ -	\$ -	\$ -	\$ -
Culvert Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Culvert Reconstruction/Rehab	\$ -	\$ -	\$ -	\$ -	\$ -
Drainage	\$ -	\$ -	\$ -	\$ -	\$ -
Guard Rail & Fencing	\$ -	\$ -	\$ -	\$ -	\$ -
Highway Sweeping	\$ -	\$ -	\$ -	\$ -	\$ -
Landscaping	\$ -	\$ -	\$ -	\$ -	\$ -
Mowing and Spraying	\$ -	\$ -	\$ -	\$ -	\$ -
Sewer and Water	\$ -	\$ -	\$ -	\$ -	\$ -
Tree Trimming	\$ -	\$ -	\$ -	\$ -	\$ -
<b>12 - Roadway Reconstruction</b>					
Hwy Reconstr - Restr and Rehab	\$ -	\$ -	\$ -	\$ -	\$ -
<b>13 - Safety Improvements</b>					
Electrical	\$ -	\$ -	\$ -	\$ -	\$ -
Impact Attenuators	\$ -	\$ -	\$ -	\$ -	\$ -
Lighting	\$ -	\$ -	\$ -	\$ -	\$ -
Pavement Marking	\$ -	\$ -	\$ -	\$ -	\$ -
Safety Improvements	\$ -	\$ -	\$ -	\$ -	\$ -
Sign Installation/Upgrading	\$ -	\$ -	\$ -	\$ -	\$ -
Structural Signing	\$ 583,693	\$ 99,450	\$ -	\$ -	\$ -
<b>Section I Total:</b>	<b>\$ 6,542,978</b>	<b>\$ 980,161</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Grand Total Federal Aid:</b>					
	<b>\$ 6,542,978</b>	<b>\$ 980,161</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Operating and Maintenance Expenditures as of March 2022						
Central Mass						
Program Group/Sub Group	Est SFY 2022 Spending	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	
<b>Part 1: Non-Federal Aid</b>						
<b>Section I - Non Federal Aid Maintenance Projects - State Bondfunds</b>						
<b>01 - ADA Retrofits</b>						
Sidewalk Construction and Repairs	\$ -	\$ -	\$ -	\$ -	\$ -	-
<b>02 - Bicycles and pedestrians program</b>						
Bikeway/Bike Path Construction	\$ -	\$ -	\$ -	\$ -	\$ -	-
<b>03 - Bridge</b>						
Bridge Maintenance	\$ 2,951,687	\$ 1,289,474	\$ 438,553	\$ -	\$ -	-
Bridge Maintenance - Deck Repairs	\$ -	\$ -	\$ -	\$ -	\$ -	-
Bridge Maintenance - Joints	\$ -	\$ -	\$ -	\$ -	\$ -	-
Bridge Preservation	\$ 989,378	\$ 5,757,647	\$ -	\$ -	\$ -	-
Drawbridge Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	-
Painting - Structural	\$ 1,646,310	\$ -	\$ -	\$ -	\$ -	-
Structures Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	-
<b>04 - Capacity</b>						
Highway Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	-
Hwy Reconstr - Added Capacity	\$ -	\$ -	\$ -	\$ -	\$ -	-
Hwy Reconstr - Major Widening	\$ -	\$ -	\$ -	\$ -	\$ -	-
<b>05 - Facilities</b>						
Vertical Construction (Ch 149)	\$ 2,239,748	\$ 100,000	\$ -	\$ -	\$ -	-
<b>07 - Intersection Improvements</b>						
Traffic Signals	\$ -	\$ -	\$ -	\$ -	\$ -	-
<b>08 - Interstate Pavement</b>						
Resurfacing Interstate	\$ -	\$ -	\$ -	\$ -	\$ -	-
<b>09 - Intelligent Transportation Systems Program</b>						
Intelligent Transportation System	\$ -	\$ -	\$ -	\$ -	\$ -	-
<b>10 - Non-interstate DOT Pavement Program</b>						
Milling and Cold Planing	\$ -	\$ -	\$ -	\$ -	\$ -	-
Resurfacing	\$ -	\$ -	\$ -	\$ -	\$ -	-
Resurfacing DOT Owned Non-Interstate	\$ -	\$ -	\$ -	\$ -	\$ -	-
<b>11 - Roadway Improvements</b>						
Asbestos Removal	\$ -	\$ -	\$ -	\$ -	\$ -	-
Catch Basin Cleaning	\$ -	\$ -	\$ -	\$ -	\$ -	-
Contract Highway Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	-
Crack Sealing	\$ -	\$ -	\$ -	\$ -	\$ -	-
Culvert Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	-
Culvert Reconstruction/Rehab	\$ -	\$ -	\$ -	\$ -	\$ -	-
Drainage	\$ -	\$ -	\$ -	\$ -	\$ -	-
Dredging	\$ -	\$ -	\$ -	\$ -	\$ -	-
Guard Rail & Fencing	\$ -	\$ -	\$ -	\$ -	\$ -	-
Highway Sweeping	\$ -	\$ -	\$ -	\$ -	\$ -	-
Landscaping	\$ -	\$ -	\$ -	\$ -	\$ -	-
Mowing and Spraying	\$ -	\$ -	\$ -	\$ -	\$ -	-
Sewer and Water	\$ -	\$ -	\$ -	\$ -	\$ -	-
Tree Trimming	\$ -	\$ -	\$ -	\$ -	\$ -	-
<b>12 - Roadway Reconstruction</b>						
Hwy Reconstr - No Added Capacity	\$ -	\$ -	\$ -	\$ -	\$ -	-
Hwy Reconstr - Restr and Rehab	\$ -	\$ -	\$ -	\$ -	\$ -	-
Roadway - Reconstr - Sidewalks and Curbing	\$ -	\$ -	\$ -	\$ -	\$ -	-
<b>13 - Safety Improvements</b>						
Electrical	\$ -	\$ -	\$ -	\$ -	\$ -	-
Impact Attenuators	\$ -	\$ -	\$ -	\$ -	\$ -	-
Lighting	\$ -	\$ -	\$ -	\$ -	\$ -	-
Pavement Marking	\$ -	\$ -	\$ -	\$ -	\$ -	-
Safety Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	-
Sign Installation/Upgrading	\$ -	\$ -	\$ -	\$ -	\$ -	-
Structural Signing	\$ -	\$ -	\$ -	\$ -	\$ -	-
<b>Section I Total:</b>	<b>\$ 7,827,123</b>	<b>\$ 7,147,121</b>	<b>\$ 438,553</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Section II - Non Federal Aid Highway Operations - State Operating Budget Funding</b>						
<b>Snow and Ice Operations &amp; Materials</b>						
	\$ -	\$ -	\$ -	\$ -	\$ -	-
<b>District Maintenance Payroll</b>						
Mowing, Litter Mgmt, Sight Distance Clearing, Etc.	\$ -	\$ -	\$ -	\$ -	\$ -	-
<b>Section II Total:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Grand Total NFA:</b>	<b>\$ 7,827,123</b>	<b>\$ 7,147,121</b>	<b>\$ 438,553</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>

## Operating and Maintenance Expenditures as of March 2022

Central Mass						
Program Group/Sub Group	Est SFY 2022 Spending	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	
Part 2: Federal Aid						
Section I - Federal Aid Maintenance Projects						
01 - ADA Retrofits						
Sidewalk Construction and Repairs	\$ -	\$ -	\$ -	\$ -	\$ -	-
02 - Bicycles and pedestrians program						
Bikeway/Bike Path Construction	\$ -	\$ -	\$ -	\$ -	\$ -	-
03 - Bridge						
Bridge Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	-
Bridge Maintenance - Deck Repairs	\$ -	\$ -	\$ -	\$ -	\$ -	-
Bridge Maintenance - Joints	\$ -	\$ -	\$ -	\$ -	\$ -	-
Bridge Preservation	\$ -	\$ -	\$ -	\$ -	\$ -	-
Bridge Reconstruction/Rehab	\$ -	\$ -	\$ -	\$ -	\$ -	-
Drawbridge Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	-
Painting - Structural	\$ -	\$ -	\$ -	\$ -	\$ -	-
Structures Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	-
04 - Capacity						
Hwy Reconstr - Added Capacity	\$ -	\$ -	\$ -	\$ -	\$ -	-
05 - Facilities						
Vertical Construction (Ch 149)	\$ -	\$ -	\$ -	\$ -	\$ -	-
07 - Intersection Improvements						
Traffic Signals	\$ -	\$ -	\$ -	\$ -	\$ -	-
08 - Interstate Pavement						
Resurfacing Interstate	\$ -	\$ -	\$ -	\$ -	\$ -	-
09 - Intelligent Transportation Systems Program						
Intelligent Transportation System	\$ -	\$ -	\$ -	\$ -	\$ -	-
10 - Non-interstate DOT Pavement Program						
Milling and Cold Planing	\$ -	\$ -	\$ -	\$ -	\$ -	-
Resurfacing	\$ -	\$ -	\$ -	\$ -	\$ -	-
Resurfacing DOT Owned Non-Interstate	\$ -	\$ -	\$ -	\$ -	\$ -	-
11 - Roadway Improvements						
Asbestos Removal	\$ -	\$ -	\$ -	\$ -	\$ -	-
Catch Basin Cleaning	\$ -	\$ -	\$ -	\$ -	\$ -	-
Contract Highway Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	-
Crack Sealing	\$ -	\$ -	\$ -	\$ -	\$ -	-
Culvert Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	-
Culvert Reconstruction/Rehab	\$ -	\$ -	\$ -	\$ -	\$ -	-
Drainage	\$ -	\$ -	\$ -	\$ -	\$ -	-
Guard Rail & Fencing	\$ -	\$ -	\$ -	\$ -	\$ -	-
Highway Sweeping	\$ -	\$ -	\$ -	\$ -	\$ -	-
Landscaping	\$ -	\$ -	\$ -	\$ -	\$ -	-
Mowing and Spraying	\$ -	\$ -	\$ -	\$ -	\$ -	-
Sewer and Water	\$ -	\$ -	\$ -	\$ -	\$ -	-
Tree Trimming	\$ -	\$ -	\$ -	\$ -	\$ -	-
12 - Roadway Reconstruction						
Hwy Reconstr - Restr and Rehab	\$ -	\$ -	\$ -	\$ -	\$ -	-
13 - Safety Improvements						
Electrical	\$ -	\$ -	\$ -	\$ -	\$ -	-
Impact Attenuators	\$ -	\$ -	\$ -	\$ -	\$ -	-
Lighting	\$ -	\$ -	\$ -	\$ -	\$ -	-
Pavement Marking	\$ -	\$ -	\$ -	\$ -	\$ -	-
Safety Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	-
Sign Installation/Upgrading	\$ -	\$ -	\$ -	\$ -	\$ -	-
Structural Signing	\$ -	\$ -	\$ -	\$ -	\$ -	-
Section I Total:	\$ -	\$ -	\$ -	\$ -	\$ -	-
Grand Total NFA:						
	\$ -	\$ -	\$ -	\$ -	\$ -	-

## Transit Operations & Maintenance Chart

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**Central Massachusetts Metropolitan Planning Organization  
Operations & Maintenance Summary Table  
Worcester Regional Transit Authority**

The numbers below represent **draft budget numbers for 2023** and projections for the out-years. The figures provided are estimates and a forecast of projected funds necessary to meet the operating needs of the WRTA.

<i><b>Operating Revenue</b></i>	<b>Fiscal Year 2023</b>	<b>Fiscal Year 2024</b>	<b>Fiscal Year 2025</b>	<b>Fiscal Year 2026</b>	<b>Fiscal Year 2027</b>
Passenger Revenues	1,397,913	2,795,826	2,851,743	2,908,777	2,966,953
Section 5307	6,492,031	6,079,098	6,566,296	7,078,439	7,616,649
Advertising & Interest Income	241,700	246,534	251,465	256,494	261,624
State Contract Assistance	12,980,392	13,304,902	13,637,524	13,978,462	14,327,924
Local Assessment	5,778,169	5,922,623	6,070,689	6,222,456	6,378,017
CARES Act	3,422,956	3,559,874	3,702,269	3,850,360	4,004,374
Other	1,382,936	945,295	975,499	1,006,755	1,039,094
<b>Total Operating Revenue</b>	<b>\$ 31,696,097</b>	<b>\$ 32,854,152</b>	<b>\$ 34,055,485</b>	<b>\$ 35,301,743</b>	<b>\$ 36,594,635</b>
<b>Total Operating Expenses</b>	<b>\$ 31,696,097</b>	<b>\$ 32,854,152</b>	<b>\$ 34,055,485</b>	<b>\$ 35,301,743</b>	<b>\$ 36,594,635</b>

## STIP Investment Report

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# STIP Investments Report Central Mass Region

STIP: 2023 - 2027 (D)

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	MPO Project Score	Entity Receiving Transfer	PSAC Score	Earmark Details	Proponent	Other Information
Federal Fiscal Year 2023								\$63,971,155	\$51,176,924	\$12,794,231						
Section 1A / Regionally Prioritized Projects								\$25,456,891	\$20,365,513	\$5,091,378						
Roadway Reconstruction								\$25,456,891	\$20,365,513	\$5,091,378						
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	\$77,456,524	\$1,768,000	\$1,414,400	\$353,600	22		50.3		MassDOT	Construction, Total Project Cost = \$77,456,524, CMAQ + NHPP + STBG 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 ROAD) (2.6 MILES)	2	STBG	\$4,604,934	\$4,604,934	\$3,683,947	\$920,987	8		28.5		New Braintree	Construction, Total Project Cost = \$4,604,934, Design Status = 100%, PM Score = 8
2023	608873	Central Mass	Spencer	SPENCER- ROADWAY REHABILITATION OF MEADOW ROAD	3	CMAQ	\$9,541,836	\$2,500,000	\$2,000,000	\$500,000	16		45.5		Spencer	Construction, CMAQ + STBG Total Project Cost = \$9,541,836, Design Status = 25%, PM Score = 16
2023	608873	Central Mass	Spencer	SPENCER- ROADWAY REHABILITATION OF MEADOW ROAD	3	STBG	\$9,541,836	\$7,041,836	\$5,633,469	\$1,408,367	16		45.5		Spencer	Construction, CMAQ + STBG Total Project Cost = \$9,541,836, 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	\$10,542,121	\$4,000,000	\$3,200,000	\$800,000	17		52		Holden	Construction, CMAQ + STBG + Statewide STBG = \$10,542,121, 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	\$10,542,121	\$5,542,121	\$4,433,697	\$1,108,424	17		52		Holden	Construction, CMAQ + STBG + Statewide STBG = \$10,542,121, Design Status = 25%, PM Score = 17
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	\$3,570,596	\$2,856,477	\$714,119					MassDOT	Construction, Total Project Cost = \$3,570,596, Design Status = Approved
Section 2A / State Prioritized Reliability Projects								\$3,143,668	\$2,514,934	\$628,734						
Safety Improvements								\$1,000,000	\$800,000	\$200,000						
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	\$10,542,121	\$1,000,000	\$800,000	\$200,000	17		52		Holden	Construction, CMAQ + STBG + Statewide STBG = \$10,542,121, Design Status = 25%, PM Score = 17
Bridge Off-system								\$2,143,668	\$1,714,934	\$428,734						
2023	610826	Central Mass	Sturbridge	STURBRIDGE- BRIDGE REPLACEMENT, S-30-019, CHAMPEAUX ROAD OVER LONG POND	3	STBG-BR-Off	\$2,143,668	\$2,143,668	\$1,714,934	\$428,734					MassDOT	Construction, Total Project Cost = \$2,143,668, Design Status = 75%
Section 2B / State Prioritized Modernization Projects								\$31,800,000	\$25,440,000	\$6,360,000						
Roadway Reconstruction								\$31,800,000	\$25,440,000	\$6,360,000						
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	\$77,456,524	\$31,800,000	\$25,440,000	\$6,360,000	22		50.3		MassDOT	Construction, Total Project Cost = \$77,456,524, CMAQ + NHPP + STBG Project is AC'd between 2022 and 2025, PM Score = 22, Design Status = 25%





# STIP Investments Report Central Mass Region

STIP: 2023 - 2027 (D)

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	MPO Project Score	Entity Receiving Transfer	PSAC Score	Earmark Details	Proponent	Other Information
Federal Fiscal Year 2024								\$126,055,916	\$102,038,840	\$24,017,076						
Section 1A / Regionally Prioritized Projects								\$21,014,678	\$16,900,118	\$4,114,560						
Roadway Reconstruction								\$15,597,165	\$12,477,732	\$3,119,433						
2024	606517	Central Mass	West Brookfield	WEST BROOKFIELD- RESURFACING & RELATED WORK ON ROUTE 9, FROM WARE T.L. TO 850' WEST OF WELCOME ROAD (1.1 MILES - PHASE I)	2	STBG	\$7,194,307	\$7,194,307	\$5,755,446	\$1,438,861	10		32		West Brookfield	Construction, Total Project Cost = \$7,194,307, Design Status = 100%, PM Score = 10, YOE = 4%
2024	608171	Central Mass	Uxbridge	UXBRIDGE- RECONSTRUCTION OF ROUTE 122 (SOUTH MAIN STREET), FROM SUSAN PARKWAY TO ROUTE 16	3	STBG	\$8,402,858	\$7,914,472	\$6,331,578	\$1,582,894	11		37.5		Uxbridge	Construction, STBG + TAP Total Project Cost = \$8,402,858, Design Status = 100%, PM Score = 11, YOE = 4%
2024	608171	Central Mass	Uxbridge	UXBRIDGE- RECONSTRUCTION OF ROUTE 122 (SOUTH MAIN STREET), FROM SUSAN PARKWAY TO ROUTE 16	3	TAP	\$8,402,858	\$488,386	\$390,709	\$97,677	11		37.5		Uxbridge	Construction, STBG + TAP Total Project Cost = \$8,402,858, Design Status = 100%, PM Score = 11, YOE = 4%
Intersection Improvements								\$5,417,513	\$4,422,386	\$995,127						
2024	608778	Central Mass	Southbridge	SOUTHBRIDGE- INTERSECTION IMPROVEMENTS AT CENTRAL STREET, FOSTER STREET, HOOK STREET AND HAMILTON STREET	3	CMAQ	\$5,417,513	\$2,000,000	\$1,600,000	\$400,000	14		62.5		Southbridge	Construction, CMAQ + HSIP + STBG Total Project Cost = \$5,417,513, Design Status = 75%, PM Score = 14, YOE = 4%
2024	608778	Central Mass	Southbridge	SOUTHBRIDGE- INTERSECTION IMPROVEMENTS AT CENTRAL STREET, FOSTER STREET, HOOK STREET AND HAMILTON STREET	3	HSIP	\$5,417,513	\$883,756	\$795,380	\$88,376	14		62.5		Southbridge	Construction, CMAQ + HSIP + STBG Total Project Cost = \$5,417,513, Design Status = 75%, PM Score = 14, YOE = 4%
2024	608778	Central Mass	Southbridge	SOUTHBRIDGE- INTERSECTION IMPROVEMENTS AT CENTRAL STREET, FOSTER STREET, HOOK STREET AND HAMILTON STREET	3	STBG	\$5,417,513	\$2,533,757	\$2,027,006	\$506,751	14		62.5		Southbridge	Construction, CMAQ + HSIP + STBG Total Project Cost = \$5,417,513, Design Status = 75%, PM Score = 14, YOE = 4%
Section 1B / Earmark or Discretionary Grant Funded Projects								\$4,952,272	\$4,355,674	\$596,598						
Bridge On-system Non-NHS NB								\$2,982,990	\$2,386,392	\$596,598						
2024	609179	Central Mass	Spencer	SPENCER- BRIDGE REPLACEMENT, S-23-012, NORTH SPENCER ROAD (ROUTE 31) OVER THE SEVEN MILE RIVER	3	HIP-BR	\$3,110,701	\$2,982,990	\$2,386,392	\$596,598					MassDOT	Construction, Total Project Cost = \$2,982,990, Design Status = Approved, YOE = 4%
Earmark Discretionary								\$1,969,282	\$1,969,282	\$0						
2024	610535	Central Mass	Worcester	WORCESTER- PEDESTRIAN AND BICYCLE IMPROVEMENTS ON PLEASANT STREET	3	CRRSAA	\$1,969,282	\$1,969,282	\$1,969,282	\$0					MassDOT	Construction, Total Project Cost = \$1,969,282, Design Status = Approved, YOE = 4%
Section 2A / State Prioritized Reliability Projects								\$75,426,955	\$60,341,564	\$15,085,391						
Non-Interstate Pavement								\$35,059,482	\$28,047,586	\$7,011,896						
2024	608490	Central Mass	Upton	UPTON- RESURFACING AND RELATED WORK ON ROUTE 140 AND ROUNDABOUT CONSTRUCTION AT ROUTE 140, CHURCH STREET AND GROVE STREET	3	NHPP	\$8,050,057	\$8,050,057	\$6,440,046	\$1,610,011					MassDOT	Construction, Total Project Cost = \$8,050,057, Design Status = 25%, YOE = 4%
2024	608491	Central Mass	Mendon	MENDON- RESURFACING AND RELATED WORK ON ROUTE 16	3	NHPP	\$11,747,253	\$11,747,253	\$9,397,802	\$2,349,451					MassDOT	Construction, Total Project Cost = \$11,747,253, Design Status = 25%, YOE = 4%
2024	608814	Central Mass	Spencer	SPENCER- RESURFACING AND RELATED WORK ON ROUTE 9	3	NHPP	\$9,958,172	\$9,958,172	\$7,966,538	\$1,991,634					MassDOT	Construction, Total Project Cost = \$9,958,172, Design Status = 25%, YOE = 4%
2024	612098	Central Mass	Multiple	UPTON- HOPEDALE- RESURFACING AND RELATED WORK ON ROUTE 140	3	NHPP	\$5,304,000	\$5,304,000	\$4,243,200	\$1,060,800					MassDOT	Construction, Total Project Cost = \$5,304,000, Design Status = Approved, YOE = 4%
Bridge Off-system								\$23,085,294	\$18,468,235	\$4,617,059						
2024	608640	Central Mass	Sutton	SUTTON-GRAFTON- BRIDGE RECONSTRUCTION/REHABILITATION, S-33-004, CARRYING DEPOT STREET OVER THE BLACKSTONE RIVER	3	STBG-BR-Off	\$4,482,936	\$4,482,936	\$3,586,349	\$896,587					MassDOT	Construction, Total Project Cost = \$4,482,936, Design Status = 25%, YOE = 4%



## STIP Investments Report Central Mass Region

STIP: 2023 - 2027 (D)

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	MPO Project Score	Entity Receiving Transfer	PSAC Score	Earmark Details	Proponent	Other Information
<b>Federal Fiscal Year 2024</b>								<b>\$126,055,916</b>	<b>\$102,038,840</b>	<b>\$24,017,076</b>						
2024	608862	Central Mass	Southbridge	SOUTHBRIDGE- BRIDGE REPLACEMENT, S-21-009, MILL STREET OVER MCKINSTY BROOK & S-21-003, MILL STREET OVER THE QUINEBAUG RIVER	3	STBG-BR-Off	\$4,528,755	\$4,528,755	\$3,623,004	\$905,751					MassDOT	Construction, Total Project Cost = \$4,528,755, Design Status = Approved, YOE = 4%
2024	609185	Central Mass	Worcester	WORCESTER- BRIDGE RECONSTRUCTION OF W-44-083, HARRISON STREET OVER I-290 & W-44-093, LAUREL STREET OVER I-290	3	STBG-BR-Off	\$14,073,603	\$14,073,603	\$11,258,882	\$2,814,721					MassDOT	Construction, Total Project Cost = \$14,073,603, Design Status = Approved, YOE = 4%
<b>Bridge On-system NHS</b>								<b>\$11,302,179</b>	<b>\$9,041,743</b>	<b>\$2,260,436</b>						
2024	609186	Central Mass	Dudley	DUDLEY - BRIDGE REPLACEMENT, D-12-026, STATE ROUTE 131 OVER THE QUINEBAUG RIVER	3	NHPP	\$11,302,179	\$11,302,179	\$9,041,743	\$2,260,436					MassDOT	Construction, Total Project Cost = \$11,302,179, Design Status = Approved, YOE = 4%
<b>Interstate Pavement</b>								<b>\$5,980,000</b>	<b>\$4,784,000</b>	<b>\$1,196,000</b>						
2024	612087	Central Mass	Auburn	AUBURN- RESURFACING AND RELATED WORK ON I-290 AND I-395	3	NHPP	\$5,980,000	\$5,980,000	\$4,784,000	\$1,196,000					MassDOT	Construction, Total Project Cost = \$5,980,000, Design Status = Approved, YOE = 4%
<b>Section 2B / State Prioritized Modernization Projects</b>								<b>\$24,662,011</b>	<b>\$20,441,484</b>	<b>\$4,220,527</b>						
<b>Roadway Reconstruction</b>								<b>\$17,543,259</b>	<b>\$14,034,607</b>	<b>\$3,508,652</b>						
2024	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	\$77,456,524	\$15,000,000	\$12,000,000	\$3,000,000	22		50.3		MassDOT	Construction, Total Project Cost = \$77,456,524, CMAQ + NHPP + STBG Project is AC'd between 2022 and 2025, PM Score = 22, Design Status = 25%
2024	609528	Central Mass	Grafton	GRAFTON- MILLBURY STREET IMPROVEMENTS (SRTS)	3	TAP	\$2,543,259	\$2,543,259	\$2,034,607	\$508,652					MassDOT	Construction, Total Project Cost = \$2,543,259, Design Status = 25%, YOE = 4%
<b>Intersection Improvements</b>								<b>\$7,118,752</b>	<b>\$6,406,877</b>	<b>\$711,875</b>						
2024	607764	Central Mass	Shrewsbury	SHREWSBURY- INTERSECTION & SIGNAL IMPROVEMENT AT US 20 (HARTFORD TURNPIKE) AT GRAFTON STREET	3	HSIP	\$4,952,937	\$4,952,937	\$4,457,643	\$495,294			53.5		MassDOT	Construction, Total Project Cost = \$4,952,937, Design Status = 25%, YOE = 4%
2024	608757	Central Mass	Worcester	WORCESTER- INTERSECTION IMPROVEMENTS AT WEST MOUNTAIN STREET AT I-190 FRONTAGE ROAD & BROOKS STREET EXTENSION	3	HSIP	\$2,165,815	\$2,165,815	\$1,949,234	\$216,582			48		MassDOT	Construction, Total Project Cost = \$2,165,815, Design Status = 25%, YOE = 4%



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Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	MPO Project Score	Entity Receiving Transfer	PSAC Score	Earmark Details	Proponent	Other Information
Federal Fiscal Year 2025								\$83,845,908	\$31,767,351	\$52,078,557						
Section 1A / Regionally Prioritized Projects								\$18,547,473	\$14,937,978	\$3,609,495						
Roadway Reconstruction								\$8,793,242	\$7,034,594	\$1,758,648						
2025	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	CMAQ	\$77,456,524	\$2,776,050	\$2,220,840	\$555,210	22		50.3		MassDOT	Construction, Total Project Cost = \$77,456,524, CMAQ + NHPP + STBG Project is AC'd between 2022 and 2025, PM Score = 22, Design Status = 25%
2025	609049	Central Mass	West Brookfield	WEST BROOKFIELD- RESURFACING & RELATED WORK ON ROUTE 9, FROM 850' WEST OF WELCOME ROAD TO PIERCE ROAD (1 MILE - PHASE II)	2	STBG	\$6,017,192	\$6,017,192	\$4,813,754	\$1,203,438	11		30		West Brookfield	Construction, Total Project Cost = \$6,017,192, Design Status = 75%, PM Score = 11, YOE = 8%
Intersection Improvements								\$9,754,231	\$7,903,385	\$1,850,846						
2025	608433	Central Mass	Webster	WEBSTER- INTERSECTION IMPROVEMENTS AT I-395 RAMP (EXIT 2) AT ROUTE 16 (EAST MAIN STREET) AND SUTTON ROAD	3	STBG	\$7,593,663	\$3,273,663	\$2,618,930	\$654,733	17		63		MassDOT	Construction, STBG + Statewide HSIP Total Project Cost = \$7,593,663, Design Status = 25%, PM Score = 17, YOE = 8%
2025	608961	Central Mass	Worcester	WORCESTER- INTERSECTION IMPROVEMENTS ON CHANDLER STREET AND MAY STREET	3	HSIP	\$6,480,568	\$1,000,000	\$900,000	\$100,000	14		47		Worcester	Construction, HSIP + STBG Total Project Cost = \$6,480,568, Design Status = 25%, PM Score = 14, YOE = 8%
2025	608961	Central Mass	Worcester	WORCESTER- INTERSECTION IMPROVEMENTS ON CHANDLER STREET AND MAY STREET	3	STBG	\$6,480,568	\$5,480,568	\$4,384,454	\$1,096,114	14		47		Worcester	Construction, HSIP + STBG Total Project Cost = \$6,480,568, Design Status = 25%, PM Score = 14, YOE = 8%
Section 2A / State Prioritized Reliability Projects								\$11,456,491	\$9,741,373	\$1,715,118						
Bridge Off-system								\$5,694,691	\$4,555,753	\$1,138,938						
2025	608851	Central Mass	Multiple	HARDWICK- NEW BRAINTREE- BRIDGE REPLACEMENT, H-08-003=N-07-002, CREAMERY ROAD OVER WARE RIVER	2	STBG-BR-Off	\$2,402,969	\$2,402,969	\$1,922,375	\$480,594					MassDOT	Construction, Total Project Cost = \$2,402,969, Design Status = 75%, YOE = 8%
2025	610769	Central Mass	Sutton	SUTTON- BRIDGE REPLACEMENT, S-33-002, MANCHAUG ROAD OVER MUMFORD RIVER	3	STBG-BR-Off	\$3,291,722	\$3,291,722	\$2,633,378	\$658,344					MassDOT	Construction, Total Project Cost = \$3,291,722, Design Status = Approved, YOE = 8%
Safety Improvements								\$5,761,800	\$5,185,620	\$576,180						
2025	610717	Central Mass	Multiple	UXBRIDGE TO WORCESTER- GUIDE AND TRAFFIC SIGN REPLACEMENT ON A SECTION OF ROUTE 146	3	HSIP	\$5,761,800	\$5,761,800	\$5,185,620	\$576,180					MassDOT	Construction, Total Project Cost = \$5,761,800, Design Status = Approved, YOE = 8%
Section 2B / State Prioritized Modernization Projects								\$8,320,000	\$7,088,000	\$1,232,000						
Roadway Reconstruction								\$4,000,000	\$3,200,000	\$800,000						
2025	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	\$77,456,524	\$4,000,000	\$3,200,000	\$800,000	22		50.3		MassDOT	Construction, Total Project Cost = \$77,456,524, CMAQ + NHPP + STBG Project is AC'd between 2022 and 2025, PM Score = 22, Design Status = 25%
Intersection Improvements								\$4,320,000	\$3,888,000	\$432,000						
2025	608433	Central Mass	Webster	WEBSTER- INTERSECTION IMPROVEMENTS AT I-395 RAMP (EXIT 2) AT ROUTE 16 (EAST MAIN STREET) AND SUTTON ROAD	3	HSIP	\$7,593,663	\$4,320,000	\$3,888,000	\$432,000	17		63		MassDOT	Construction, STBG + Statewide HSIP Total Project Cost = \$7,593,663, Design Status = 25%, PM Score = 17, YOE = 8%
Section 3B / Non-Federal Aid Funded								\$45,521,944	\$0	\$45,521,944						
Bridge On-system Non-NHS								\$4,316,485	\$0	\$4,316,485						
2025	612190	Central Mass	Holden	HOLDEN- BRIDGE REPLACEMENT, H-18-004, SALISBURY STREET OVER PW RAILROAD	3	NGBP	\$4,316,485	\$4,316,485	\$0	\$4,316,485					MassDOT	Construction, Total Project Cost = \$4,316,485, Design Status = Approved, YOE = 8%
Bridge On-system NHS								\$41,205,459	\$0	\$41,205,459						
2025	612192	Central Mass	Auburn	AUBURN- BRIDGE REPLACEMENT, A-17-038, US 20 (WB) WASHINGTON STREET OVER I-395	3	NGBP	\$13,529,400	\$13,529,400	\$0	\$13,529,400					MassDOT	Construction, Total Project Cost = \$13,529,400, Design Status = Approved, YOE = 8%



**STIP Investments Report  
Central Mass Region**

STIP: 2023 - 2027 (D)

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	MPO Project Score	Entity Receiving Transfer	PSAC Score	Earmark Details	Proponent	Other Information
Federal Fiscal Year 2025								\$83,845,908	\$31,767,351	\$52,078,557						
2025	612195	Central Mass	Worcester	WORCESTER- SUPERSTRUCTURE REPLACEMENT, W-44-091, I-290 OVER EAST CENTRAL STREET	3	NGBP	\$27,676,059	\$27,676,059	\$0	\$27,676,059					MassDOT	Construction, Total Project Cost = \$27,676,059, Design Status = Approved, YOE = 8%



## STIP Investments Report Central Mass Region

STIP: 2023 - 2027 (D)																
Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	MPO Project Score	Entity Receiving Transfer	PSAC Score	Earmark Details	Proponent	Other Information
Federal Fiscal Year 2026								\$82,252,738	\$48,881,034	\$33,371,704						
Section 1A / Regionally Prioritized Projects								\$17,830,672	\$14,989,966	\$2,840,706						
Roadway Improvements								\$1,003,800	\$803,040	\$200,760						
2026	608456	Central Mass	Upton	UPTON- CULVERT REPLACEMENT, MILFORD STREET (ROUTE 140) OVER UNNAMED TRIBUTARY TO CENTER BROOK	3	STBG	\$1,003,800	\$1,003,800	\$803,040	\$200,760	9				MassDOT	Construction, Total Project Cost = \$1,003,800, Design Status = Approved, PM Score = 9, YOE = 12%
Roadway Reconstruction								\$13,335,672	\$11,084,846	\$2,250,826						
2026	608990	Central Mass	Worcester	WORCESTER- INTERSECTION IMPROVEMENTS AND RESURFACING ON CHANDLER STREET, FROM MAIN STREET TO QUEEN STREET	3	HSIP	\$6,163,080	\$4,163,080	\$3,746,772	\$416,308	18		56		Worcester	Construction, HSIP + STBG = \$6,163,080, Design Status = Approved, PM Score = 18, YOE = 12%
2026	608990	Central Mass	Worcester	WORCESTER- INTERSECTION IMPROVEMENTS AND RESURFACING ON CHANDLER STREET, FROM MAIN STREET TO QUEEN STREET	3	STBG	\$6,163,080	\$2,000,000	\$1,600,000	\$400,000	18		56		Worcester	Construction, HSIP + STBG = \$6,163,080, Design Status = Approved, PM Score = 18, YOE = 12%
2026	611933	Central Mass	Sturbridge	STURBRIDGE- ROUNDAOBOUT CONSTRUCTION AT THE INTERSECTION OF ROUTE 20 AND ROUTE 131	3	STBG	\$7,172,592	\$7,172,592	\$5,738,074	\$1,434,518	15		54.5		MassDOT	Construction, Total Project Cost = \$7,172,592, Design Status = Approved, PM Score = 15, YOE = 12%
Intersection Improvements								\$3,091,200	\$2,782,080	\$309,120						
2026	609441	Central Mass	Northbridge	NORTHBRIDGE- INTERSECTION IMPROVEMENTS AT ROUTE 122 (PROVIDENCE ROAD), SCHOOL STREET, SUTTON STREET, AND UPTON STREET	3	HSIP	\$3,091,200	\$3,091,200	\$2,782,080	\$309,120	16		37		Northbridge	Construction, Total Project Cost = \$3,091,200, Design Status = Approved, PM Score = 16, YOE = 12%
Transit Grant Program								\$400,000	\$320,000	\$80,000						
2026	S12688	Central		CMMPO LRTP MICRO-PROJECTS PROGRAM		TAP	\$400,000	\$400,000	\$320,000	\$80,000						Set aside for LRTP Micro-Projects Program
Section 2A / State Prioritized Reliability Projects								\$38,193,189	\$33,348,509	\$4,844,680						
Safety Improvements								\$17,249,176	\$15,524,258	\$1,724,918						
2026	610825	Central Mass	Shrewsbury	SHREWSBURY- REHABILITATION & BOX WIDENING ON ROUTE 20, FROM ROUTE 9 TO SOUTH STREET	3	HSIP	\$17,249,176	\$17,249,176	\$15,524,258	\$1,724,918	17				MassDOT	Construction, Total Project Cost = \$17,249,176, Design Status = Approved, YOE = 12%
Bridge Off-system								\$6,005,619	\$4,804,495	\$1,201,124						
2026	612084	Central Mass	Barre	BARRE- BRIDGE REPLACEMENT, B-02-004, OLD COLDBROOK ROAD OVER PRINCE RIVER	2	STBG-BR-Off	\$1,339,632	\$1,339,632	\$1,071,706	\$267,926					MassDOT	Construction, Total Project Cost = \$1,339,632, Design Status = Approved, YOE = 12%
2026	612092	Central Mass	Uxbridge	UXBRIDGE- BRIDGE REPLACEMENT, U-02-051, HOMEWARD AVENUE OVER PROVIDENCE WORCESTER RAILROAD	3	STBG-BR-Off	\$4,665,987	\$4,665,987	\$3,732,790	\$933,197					MassDOT	Construction, Total Project Cost = \$4,665,987, Design Status = Approved, YOE = 12%
Interstate Pavement								\$10,690,400	\$9,621,360	\$1,069,040						
2026	612095	Central Mass	Oxford	OXFORD- INTERSTATE MAINTENANCE AND RELATED WORK ON I-395	3	NHPP-I	\$10,690,400	\$10,690,400	\$9,621,360	\$1,069,040					MassDOT	Construction, Total Project Cost = \$10,690,400, Design Status = Approved, YOE = 12%
Bridge On-system NHS								\$4,247,994	\$3,398,395	\$849,599						
2026	612181	Central Mass	Charlton	CHARLTON- BRIDGE REPLACEMENT, C-06-019, US 20 STURBRIDGE ROAD OVER CADY BROOK	3	NHPP	\$4,247,994	\$4,247,994	\$3,398,395	\$849,599					MassDOT	Construction, Total Project Cost = \$4,247,994, Design Status = Approved, YOE = 12%
Section 2B / State Prioritized Modernization Projects								\$678,199	\$542,559	\$135,640						
Roadway Reconstruction								\$678,199	\$542,559	\$135,640						
2026	S12206	Central Mass	Sturbridge	STURBRIDGE - IMPROVEMENTS AT BURGESS ELEMENTARY SCHOOL (SRTS)	3	TAP	\$605,535	\$678,199	\$542,559	\$135,640					MassDOT	SRTS infrastructure project awarded in 2022. To be updated with project ID once approved by PRC. 12% inflation applied for FFY 2026.
Section 3B / Non-Federal Aid Funded								\$25,550,678	\$0	\$25,550,678						
Bridge On-system Non-NHS								\$25,550,678	\$0	\$25,550,678						
2026	612191	Central Mass	Auburn	AUBURN- BRIDGE REPLACEMENT, A-17-003, OXFORD STREET OVER KETTLE BROOK	3	NGBP	\$16,496,137	\$16,496,137	\$0	\$16,496,137					MassDOT	Construction, Total Project Cost = \$16,496,137, Design Status = Approved, YOE = 12%



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STIP: 2023 - 2027 (D)

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	MPO Project Score	Entity Receiving Transfer	PSAC Score	Earmark Details	Proponent	Other Information
Federal Fiscal Year 2026								\$82,252,738	\$48,881,034	\$33,371,704						
2026	612510	Central Mass	Grafton	GRAFTON- BRIDGE REPLACEMENT, G-08-020, (SR 140) SHREWSBURY STREET OVER MBTA/CSX RAILROAD	3	NGBP	\$9,054,541	\$9,054,541	\$0	\$9,054,541					MassDOT	Construction, Total Project Cost = \$9,054,541, YOE = 12%



# STIP Investments Report Central Mass Region

STIP: 2023 - 2027 (D)

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	MPO Project Score	Entity Receiving Transfer	PSAC Score	Earmark Details	Proponent	Other Information
Federal Fiscal Year 2027								\$24,041,496	\$18,749,477	\$5,292,019						
Section 1A / Regionally Prioritized Projects								\$12,528,496	\$10,510,577	\$2,017,919						
Roadway Reconstruction								\$12,128,496	\$10,190,577	\$1,937,919						
2027	610931	Central Mass	Uxbridge	UXBRIDGE- REHABILITATION OF ROUTE 16 (DOUGLAS STREET), FROM TAFT HILL ROAD TO 200 FT WEST ON MAIN STREET	3	STBG	\$7,250,696	\$7,250,696	\$5,800,557	\$1,450,139	13				Uxbridge	Construction, Total Project Cost = \$7,250,696, Design Status = Approved, PM Score = 13, YOE = 16%
2027	612011	Central Mass	Worcester	WORCESTER- INTERSECTION IMPROVEMENTS AND RESURFACING ON CHANDLER STREET, FROM QUEEN STREET TO PARK AVENUE	3	HSIP	\$4,877,800	\$4,877,800	\$4,390,020	\$487,780	17				Worcester	Construction, Total Project Cost = \$4,877,800, Design Status = Approved, PM Score = 17, YOE = 16%
Transit Grant Program								\$400,000	\$320,000	\$80,000						
2027	S12689	Central		CMMPO LRTP MICRO-PROJECTS PROGRAM		TAP	\$400,000	\$400,000	\$320,000	\$80,000						Set aside for LRTP Micro-Projects Program
Section 2A / State Prioritized Reliability Projects								\$9,773,000	\$8,238,900	\$1,534,100						
Safety Improvements								\$4,205,000	\$3,784,500	\$420,500						
2027	611967	Central Mass	Multiple	STURBRIDGE- CHARLTON- INTERSECTION IMPROVEMENTS ON ROUTE 49 AT PUTNAM ROAD, WALKER POND ROAD & ROUTE 20	3	HSIP	\$4,205,000	\$4,205,000	\$3,784,500	\$420,500					MassDOT	Construction, Total Project Cost = \$4,205,000, Design Status = Approved, YOE = 16%
Non-Interstate Pavement								\$5,568,000	\$4,454,400	\$1,113,600						
2027	612089	Central Mass	Southbridge	SOUTHBRIDGE- DUDLEY- RESURFACING AND RELATED WORK ON ROUTE 131	3	NHPP	\$5,568,000	\$5,568,000	\$4,454,400	\$1,113,600					MassDOT	Construction, Total Project Cost = \$5,568,000, Design Status = Approved, YOE = 16%
Section 3B / Non-Federal Aid Funded								\$1,740,000	\$0	\$1,740,000						
Bridge On-system Non-NHS								\$1,740,000	\$0	\$1,740,000						
2027	605323	Central Mass	Oxford	OXFORD- BRIDGE REPLACEMENT, O-06-030, (ST 56) LEICESTER ROAD OVER THE FRENCH RIVER	3	NGBP	\$1,740,000	\$1,740,000	\$0	\$1,740,000					MassDOT	Construction, Total Project Cost = \$1,740,000, Design Status = Approved, YOE = 16%

## List of Completed Highway & Transit Projects (FFY 2015-Present), Including Associated GHG Emissions Analysis

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# Central Mass Region Transportation Improvement Program

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼	Fiscal Year of Contract Award (2015 and forward) ▼
608018	WORCESTER - BLACKSTONE VISITOR CENTER AND BIKEWAY EARLY ACTION SITE WORK	\$4,368,638	Quantified	912	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure		2015
605964	MILLBURY - BRIDGE REPLACEMENT, M-22-020, ROUTE 146 (NB & SB) OVER WEST MAIN STREET AND IMPROVEMENTS ON ROUTE 146 @ ELM STREET, ELMWOOD STREET AND WEST MAIN STREET (ROTARY)	\$13,647,354	Quantified	34,117	Quantified Decrease in Emissions from Other Improvements		2015
604892	WORCESTER - BIKE PATH CONSTRUCTION, FROM TAINTER STREET TO KILBY STREET AND ROAD RESURFACING OF GARDNER AND KILBY STREET	\$2,918,510	Quantified	2,378	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure		2015
604739	WEST BROOKFIELD - RECONSTRUCTION ON ROUTE 9, ROUTE 67 INTERSECTIONS AT SCHOOL STREET	\$2,100,000	Quantified	100	Quantified Decrease in Emissions from Other Improvements		2016
604864	WESTBOROUGH - INTERSECTION & SIGNAL IMPROVEMENTS AT ROUTE 9 & LYMAN STREET	\$8,057,763	Quantified	165,649	Quantified Decrease in Emissions from Traffic Operational Improvement		2016
606207	SPENCER - REHABILITATION OF ROUTE 9 (MAIN STREET), FROM HIGH STREET TO GROVE STREET	\$3,207,000	Quantified	16,053	Quantified Decrease in Emissions from Traffic Operational Improvement		2016
606629	WORCESTER - BLACKSTONE VISITOR CENTER, INCLUDING PEDESTRIAN BRIDGE W-44-144 OVER MIDDLE RIVER (PHASE II)	\$14,957,599	Quantified	1,000	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure		2016
606346	LEICESTER - RESURFACING & RELATED WORK ON ROUTE 56 (PAXTON STREET), FROM MAIN STREET TO HYLAND AVENUE	\$2,959,267	Quantified	270	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure		2017
602740	SHREWSBURY - RESURFACING & RELATED WORK ON MAIN STREET, FROM I-290 RAMPS EASTERLY TO MAPLE AVENUE	\$6,278,484	Quantified	12,500	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure		2017
606206	OXFORD - RECONSTRUCTION ON CHARLTON STREET, BETWEEN MAIN STREET AND DUDLEY ROAD	\$5,722,150	Quantified	535	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure		2017
606888	WORCESTER - BLACKSTONE CANAL STREETScape IMPROVEMENTS ON HARDING STREET	\$1,915,100	Quantified	1,800	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure		2018
606440	PRINCETON - RECONSTRUCTION OF ROUTE 140, FROM STERLING T.L. THROUGH EAST PRINCETON VILLAGE TO ROUTE 31, INCLUDING REHAB OF P-16-017	\$7,984,000	Quantified	4,175	Quantified Decrease in Emissions from Traffic Operational Improvement		2018

# Central Mass Region Transportation Improvement Program

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼	Fiscal Year of Contract Award (2015 and forward) ▼
607250	PAXTON - RECLAMATION ON ROUTE 31 (HOLDEN ROAD)	\$4,283,676	Quantified	100	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure		2018
605740	WORCESTER - INTERSECTION IMPROVEMENTS AT WINTHROP STREET & PROVIDENCE STREET, VERNON STREET & GRANITE STREET	\$3,853,939	Quantified	69,250	Quantified Decrease in Emissions from Traffic Operational Improvement		2018
604893	WORCESTER - STREETScape IMPROVEMENTS AT MAIN STREET & MAYWOOD STREET	\$2,104,176	Quantified	9,600	Quantified Decrease in Emissions from Traffic Operational Improvement		2018
605820	WORCESTER - BLACKSTONE RIVER BIKEWAY (SEGMENT 7), INCLUDING BRIDGE REHAB, W-44-041, MCGRATH BOULEVARD OVER MADISON STREET	\$7,060,000	Quantified	401,949	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure		2018
604948	UXBRIDGE - RECONSTRUCTION OF ROUTE 122 (NORTH MAIN STREET), FROM HARTFORD AVENUE TO ROUTE 16	\$5,293,760	Quantified	14,400	Quantified Decrease in Emissions from Traffic Operational Improvement		2019
606125	UPTON - RECONSTRUCTION OF HIGH STREET AND HOPKINTON ROAD (PHASE I)	\$6,386,655	Quantified	287,226	Quantified Decrease in Emissions from Traffic Operational Improvement		2019
601368	WORCESTER - RESURFACING & RELATED WORK ON ROUTE 122 (GRAFTON STREET), FROM WASHINGTON SQUARE TO RICE SQUARE (1.4 MILES)	\$7,600,000	Quantified	59,950	Quantified Decrease in Emissions from Traffic Operational Improvement		2019
603251	WORCESTER - SIGNAL & INTERSECTION IMPROVEMENTS @ HOLDEN STREET, DRUMMOND AVENUE & SHORE DRIVE, INCLUDES CULVERT EXTENSION OF W-44-122, SHORE DRIVE OVER (UNNAMED) STREAM	\$2,705,655	Quantified	1,014,814	Quantified Decrease in Emissions from Traffic Operational Improvement		2019
608038	WEBSTER - RESURFACING & RELATED WORK OF KLEBART AVENUE & LAKE PARKWAY	\$5,855,558	Quantified	3,184	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure		2020
608764	UPTON - RECONSTRUCTION OF HARTFORD AVENUE NORTH AND HIGH STREET (PHASE II)	\$5,717,250	Quantified	393	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure		2020
607733	AUBURN - REHABILITATION OF AUBURN STREET, FROM WALSH AVENUE TO MILLBURY STREET	\$4,765,372	Quantified	75	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure		2020
606220	HARDWICK - RESURFACING & RELATED WORK ON THE GILBERTVILLE SECTIONS OF ROUTES 32 AND 32A	\$5,031,718	Quantified	161	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure		2021

# Central Mass Region Transportation Improvement Program

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼	Fiscal Year of Contract Award (2015 and forward) ▼
607903	GRAFTON - RECLAMATION ON ROUTE 122A (MAIN STREET), FROM PROVIDENCE ROAD TO SUTTON TL	\$10,241,603	Quantified	2,200	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure		2021
S10779	WORCESTER REGIONAL TRANSIT AUTHORITY - WESTBOROUGH DEMAND RESPONSE RIDESHARE SERVICE PILOT	\$432,032	Quantified	2,666	Quantified Decrease in Emissions from New/Additional Transit Service		2021

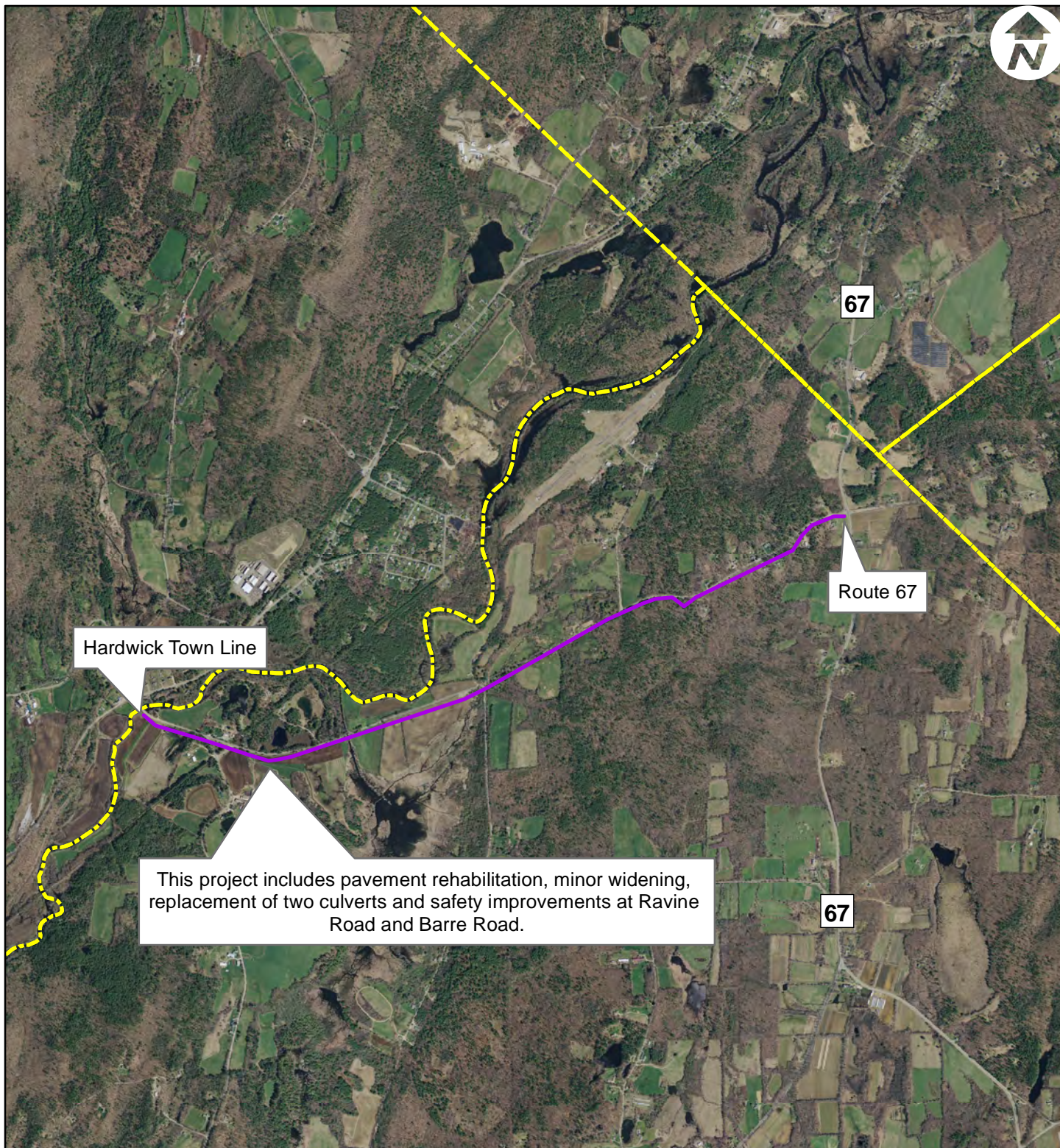
## Central Mass Region Transportation Improvement Program

FTA Activity Line Item ▼	Transit Agency ▼	Project Description ▼	Total Cost ▼	GHG Analysis Type ▼	GHG CO <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼	Fiscal Year Programmed (2015 and forward) ▼
RTD0006341	WORCESTER REGIONAL TRANSIT AUTHORITY	BUY REPLACEMENT 35-FT BUS	\$1,000,000	Quantified	105,530	Quantified Decrease in Emissions from Bus Replacement		2017
RTD0007807	WORCESTER REGIONAL TRANSIT AUTHORITY	BUY REPLACEMENT 35-FT BUS (4)	\$2,099,508	Quantified	44,289	Quantified Decrease in Emissions from Bus Replacement		2020
RTD0007808	WORCESTER REGIONAL TRANSIT AUTHORITY	BUY REPLACEMENT 35-FT BUS (1)	\$562,567	Quantified	14,763	Quantified Decrease in Emissions from Bus Replacement		2020
RTD0008684	WORCESTER REGIONAL TRANSIT AUTHORITY	BUY REPLACEMENT 40-FT BUS	\$3,150,000	Quantified	12,685	Quantified Decrease in Emissions from Bus Replacement		2021

## Regionally Prioritized 2023 – 2027 TIP Project Locus Maps

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**New Braintree- Reconstruction of Ravine Road and Hardwick Road**  
**2023 - 2027 TIP, FFY 23**  
**Project #605035**  
**Programmed Cost: \$4,604,934**

0.1 0.0750 0.15 0.3 0.45 0.6  
 Miles



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The proposed improvements include roadway reconstruction, new shared-use path for pedestrian and bicycle accommodations, safety improvements, and drainage improvements.

Route 31

31

9

Route 9

## Spencer - Roadway Rehabilitation of Meadow Road

2023 - 2027 TIP, FY 23

Project #608873

Programmed Cost: \$9,541,836

0.00 0.0325 0.065 0.13 0.195 0.26  
Miles

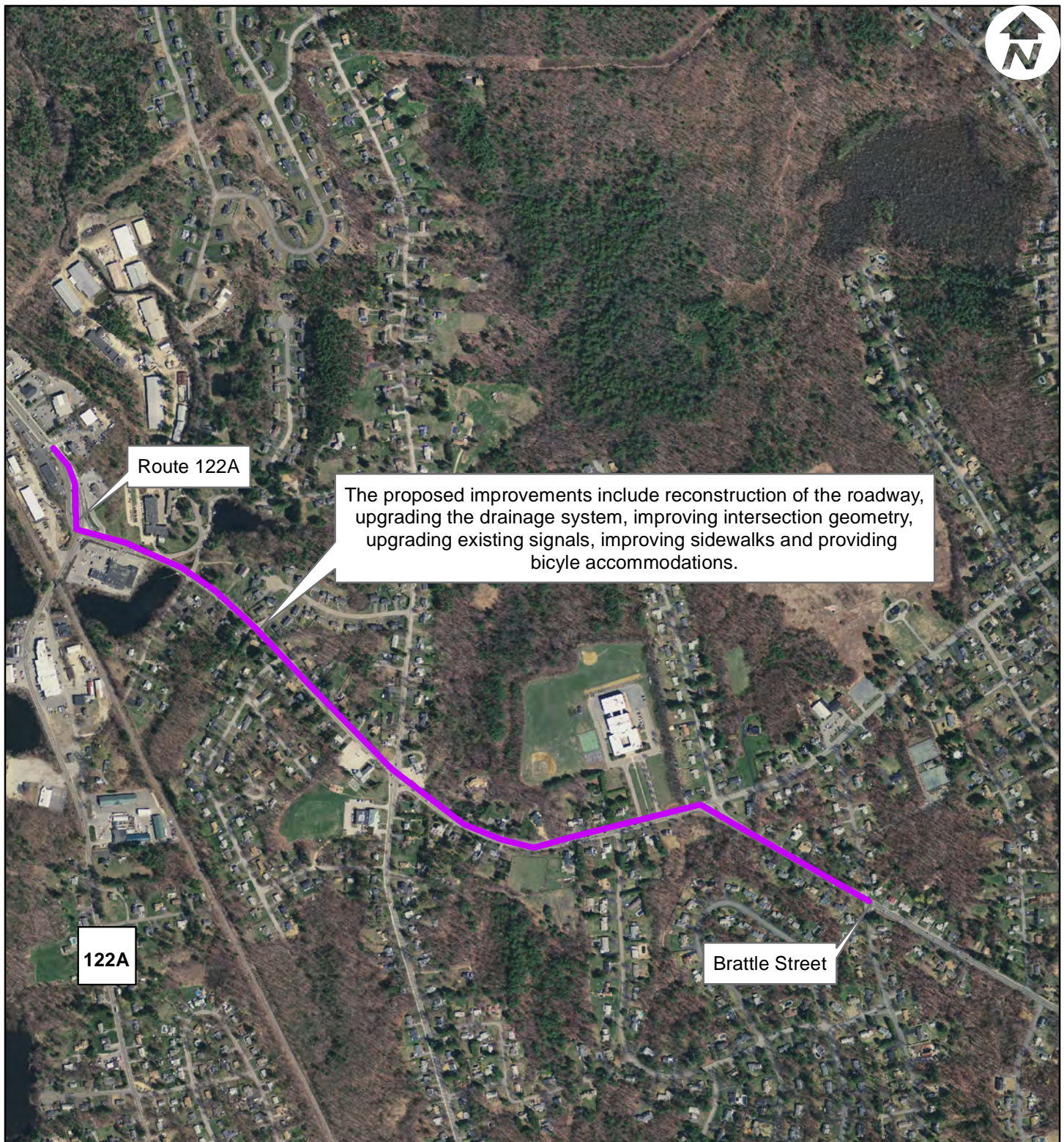


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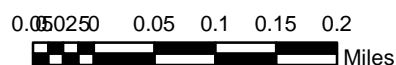


## Holden - Pavement Rehabilitation on Shrewsbury St & Doyle Rd

2023 - 2027 TIP, FFY 23

Project #609219

Programmed Cost: \$10,542,121



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16

16

122

The proposed improvements include reconstruction and resurfacing of the roadway, sidewalk construction and upgrade of drainage structures.

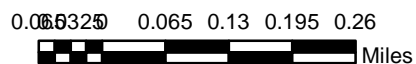
Susan Parkway

## Uxbridge - Reconstruction of Route 122 (South Main Street)

2023 - 2027 TIP, FFY 24

Project #608171

Programmed Cost: \$8,402,858

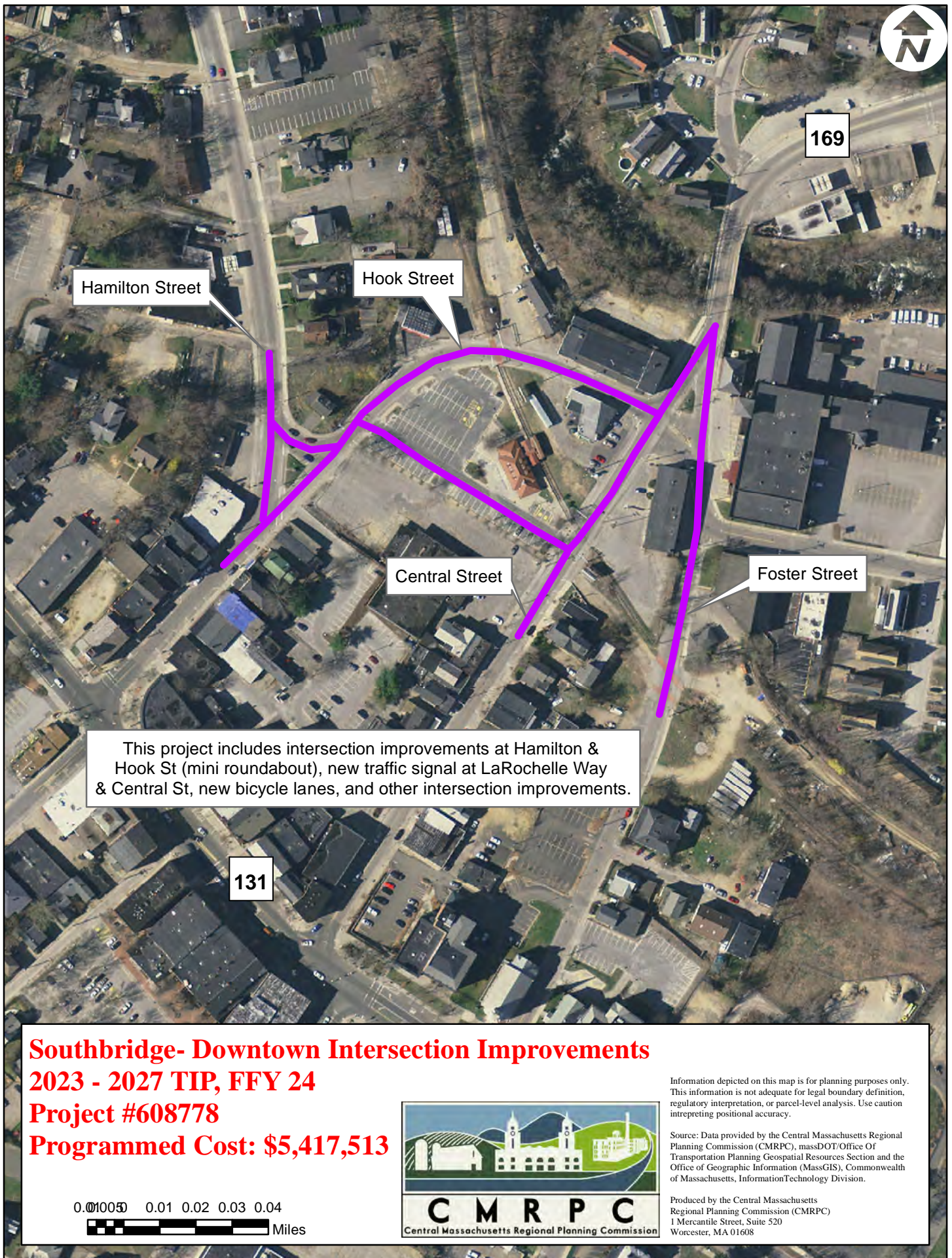


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Source: Data provided by the Central Massachusetts Regional Planning Commission (CMRPC), massDOT/Office Of Transportation Planning Geospatial Resources Section and the Office of Geographic Information (MassGIS), Commonwealth of Massachusetts, InformationTechnology Division.

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The proposed project involves installation of traffic signals or roundabouts at the I-395 NB and SB ramps at Route 16, including resurfacing and geometric improvements. Additional work includes widening for bicycle and pedestrian accommodation, extension of the Mill Brook sluiceway, minor drainage modifications and upgrades, as well as updated signage and pavement markings.



Sutton Road

I-395 SB Exit 2  
Off Ramp

16

I-395 NB Exit 2  
Off Ramp

I-395 NB Exit 2  
On Ramp

I-395 SB Exit 2  
On Ramp

## Webster - Intersection Improvements at I-395 Ramps (Exit 2) at Route 16 (East Main Street) and Sutton Road

2023 - 2027 TIP, FFY 25

Project #608433

Programmed Cost: \$7,593,663

0.01005 0.01 0.02 0.03 0.04  
Miles

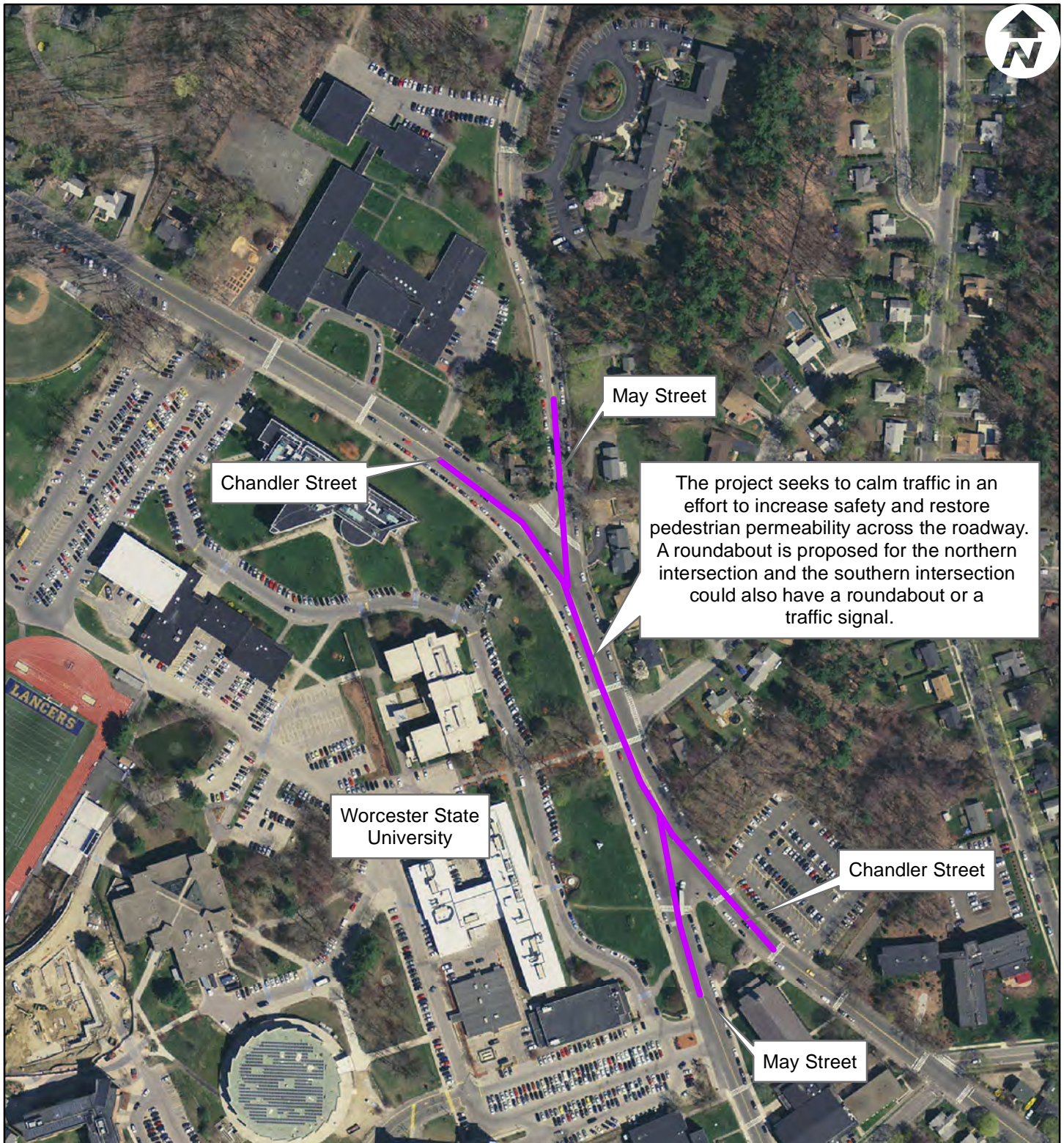


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## Worcester - Intersection Improvements at Chandler St & May St

2023 - 2027 TIP, FFY 25

Project #608961

Programmed Cost: \$6,480,568

0.016075 0.015 0.03 0.045 0.06  
Miles



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Source: Data provided by the Central Massachusetts Regional Planning Commission (CMRPC), massDOT/Office Of Transportation Planning Geospatial Resources Section and the Office of Geographic Information (MassGIS), Commonwealth of Massachusetts, Information Technology Division.

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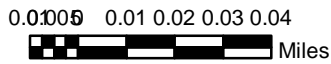




This project is replacing an existing duel culvert and includes other drainage improvements.

Prospect Street

**Upton - Route 140 Culvert Replacement**  
**2023 - 2027 TIP, FFY 26**  
**Project #608456**  
**Programmed Cost: \$1,003,800**



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9

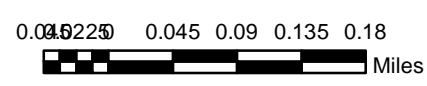
122

The proposed improvements include replacing all sidewalks and curbing, improving on-street parking, upgrade existing traffic signals, and provide ADA compliant crossing locations.

Queen Street

Main Street

**Worcester - Int Improvements & Resurfacing on Chandler St (ph1)**  
**2023 - 2027 TIP, FFY 26**  
**Project #608990**  
**Programmed Cost: \$6,163,080**

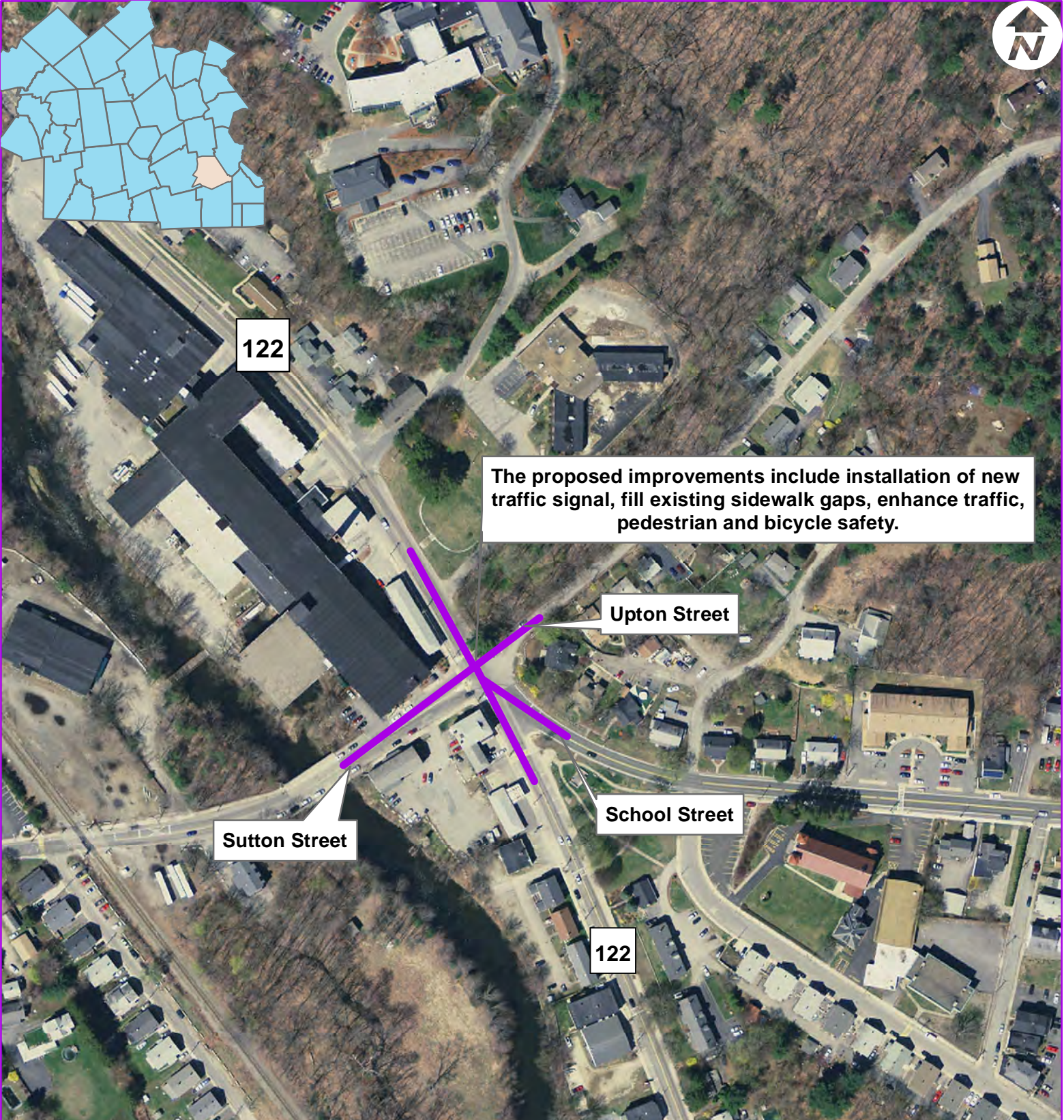
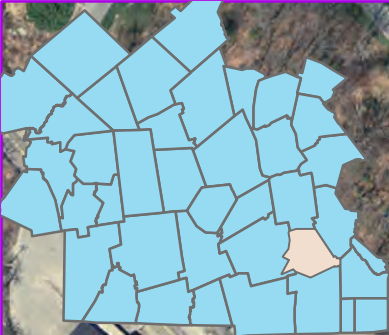


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The proposed improvements include installation of new traffic signal, fill existing sidewalk gaps, enhance traffic, pedestrian and bicycle safety.

Upton Street

Sutton Street

School Street

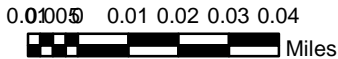
122

## Northbridge - Rt 122/School St/Sutton St/Upton St Improvements

2023 - 2027 TIP, FFY 26

Project #609441

Programmed Cost: \$3,091,200

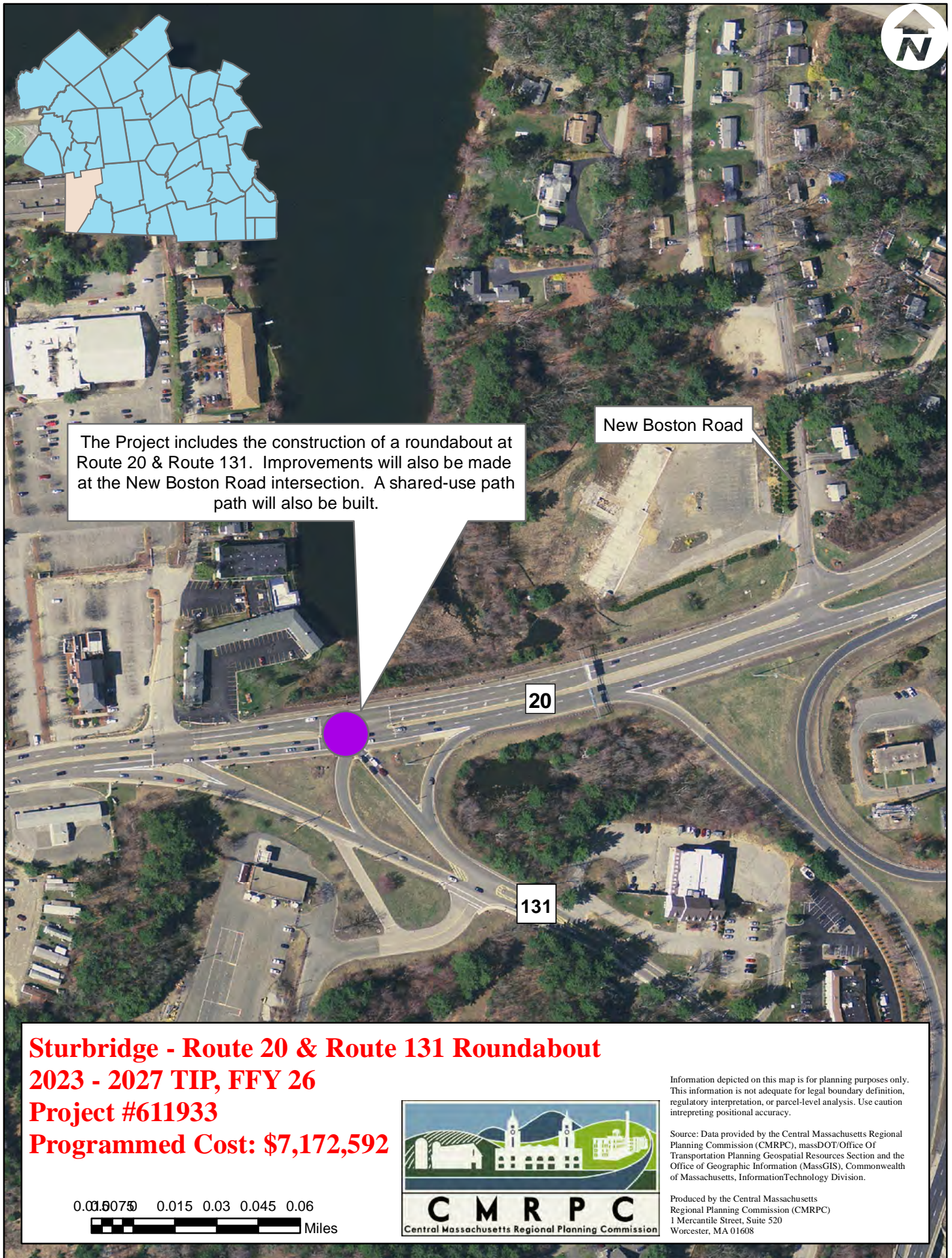


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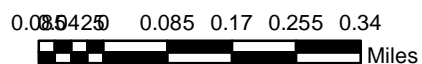


## Uxbridge - Rehabilitation of Route 16 (Douglas Street)

**2023 - 2027 TIP, FFY 27**

**Project #610931**

**Programmed Cost: \$7,250,696**



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## **Worcester - Int Improvements & Resurfacing on Chandler St (Ph-2)**

**2023 - 2027 TIP, FFY 27**

**Project #608990**

**Programmed Cost: \$4,877,800**



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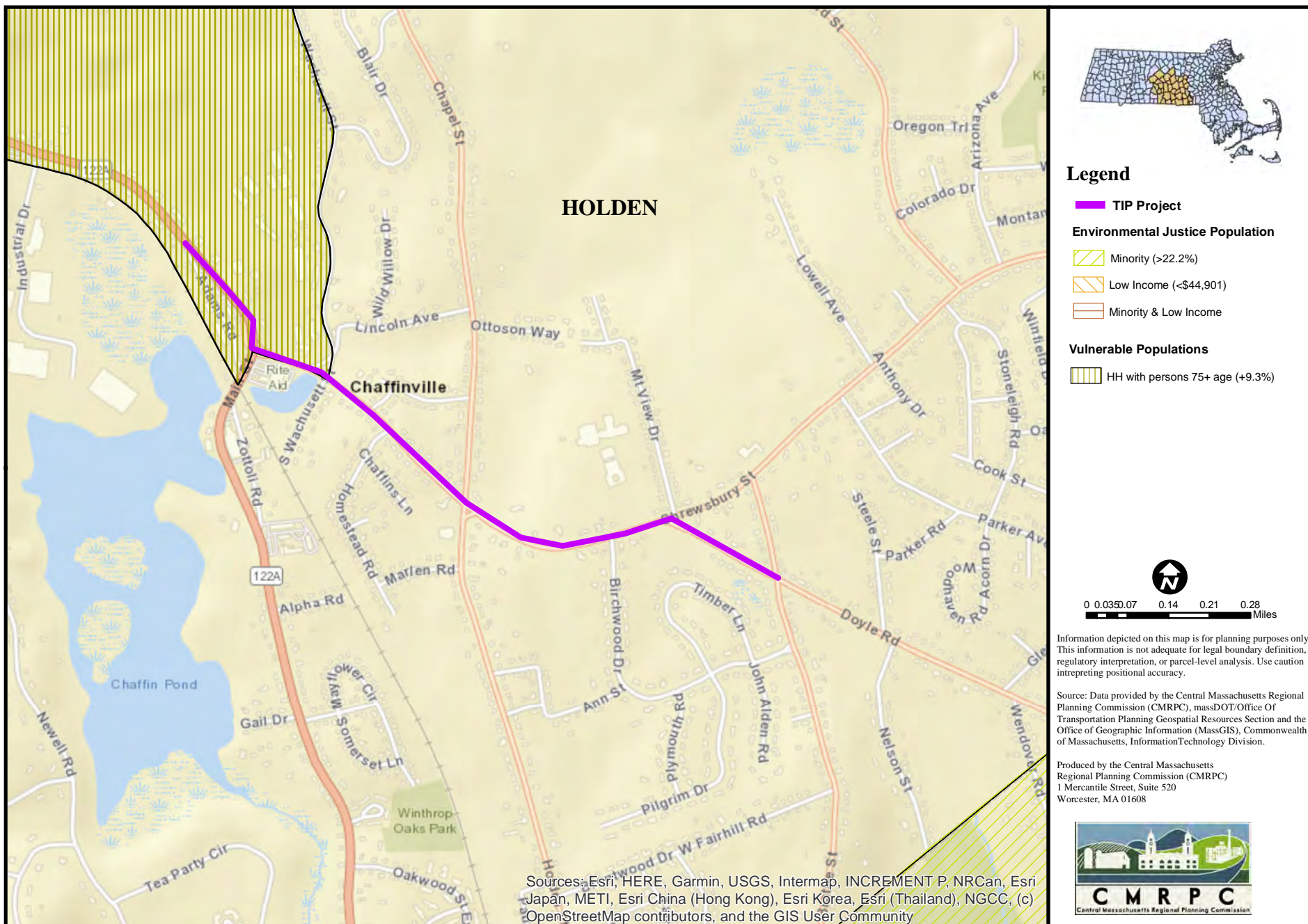
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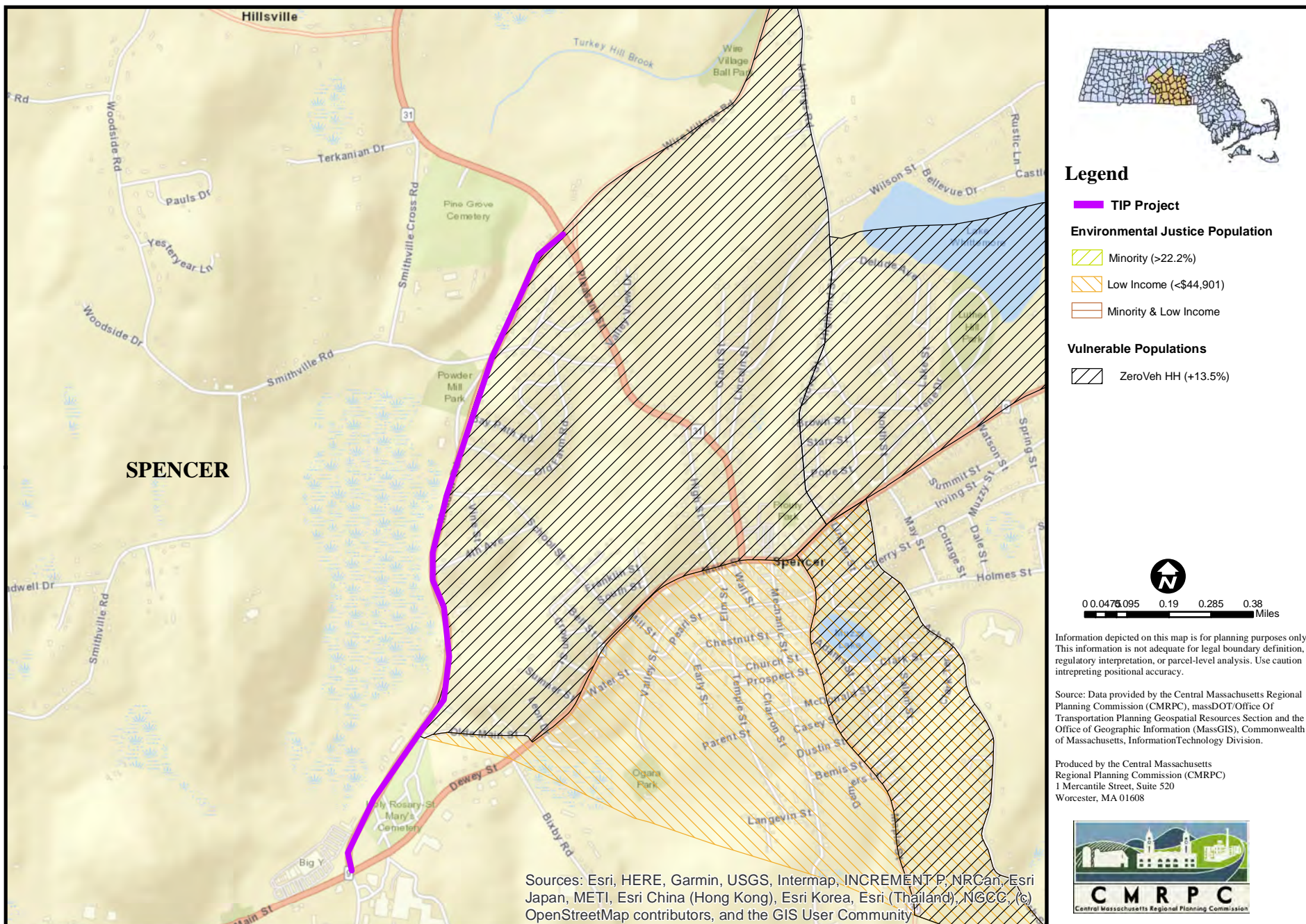
## Environmental Justice Project Maps

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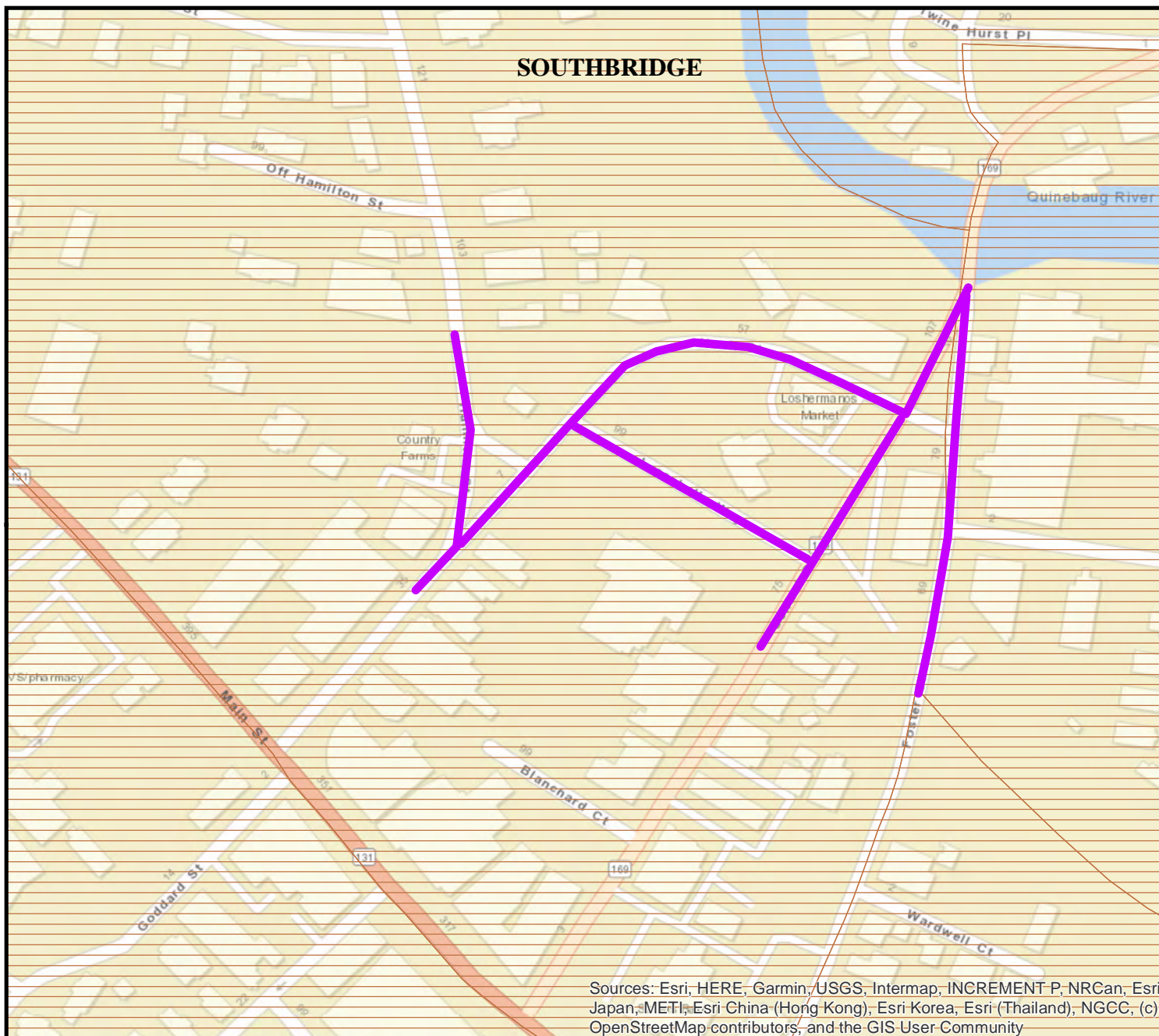
## Project #609219: Holden, Shrewsbury Street & Doyle Road





## Project #608873: Spencer, Meadow Road





## Legend

**TIP Project**

### Environmental Justice Population

Minority (>22.2%)

Low Income (<\$44,901)

Minority & Low Income

### Vulnerable Populations

ZeroVeh HH (+13.5%)

Lang\_Isolated HH (+9.45%)

HH with persons 75+ age (+9.3%)



0 0.005 0.01 0.02 0.03 0.04 Miles

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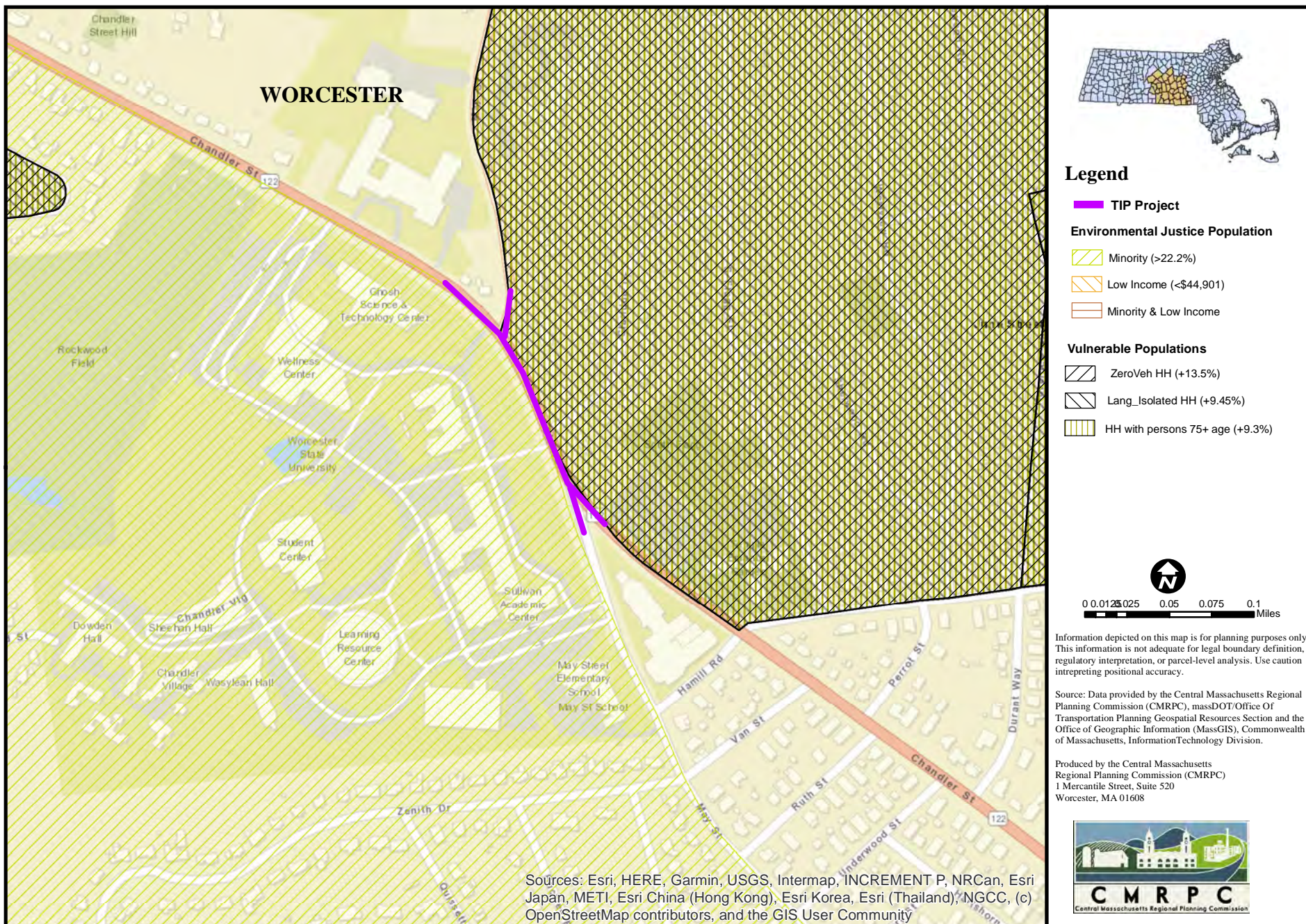
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Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

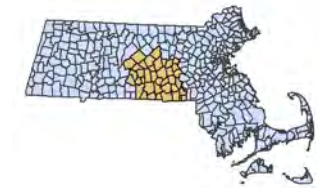
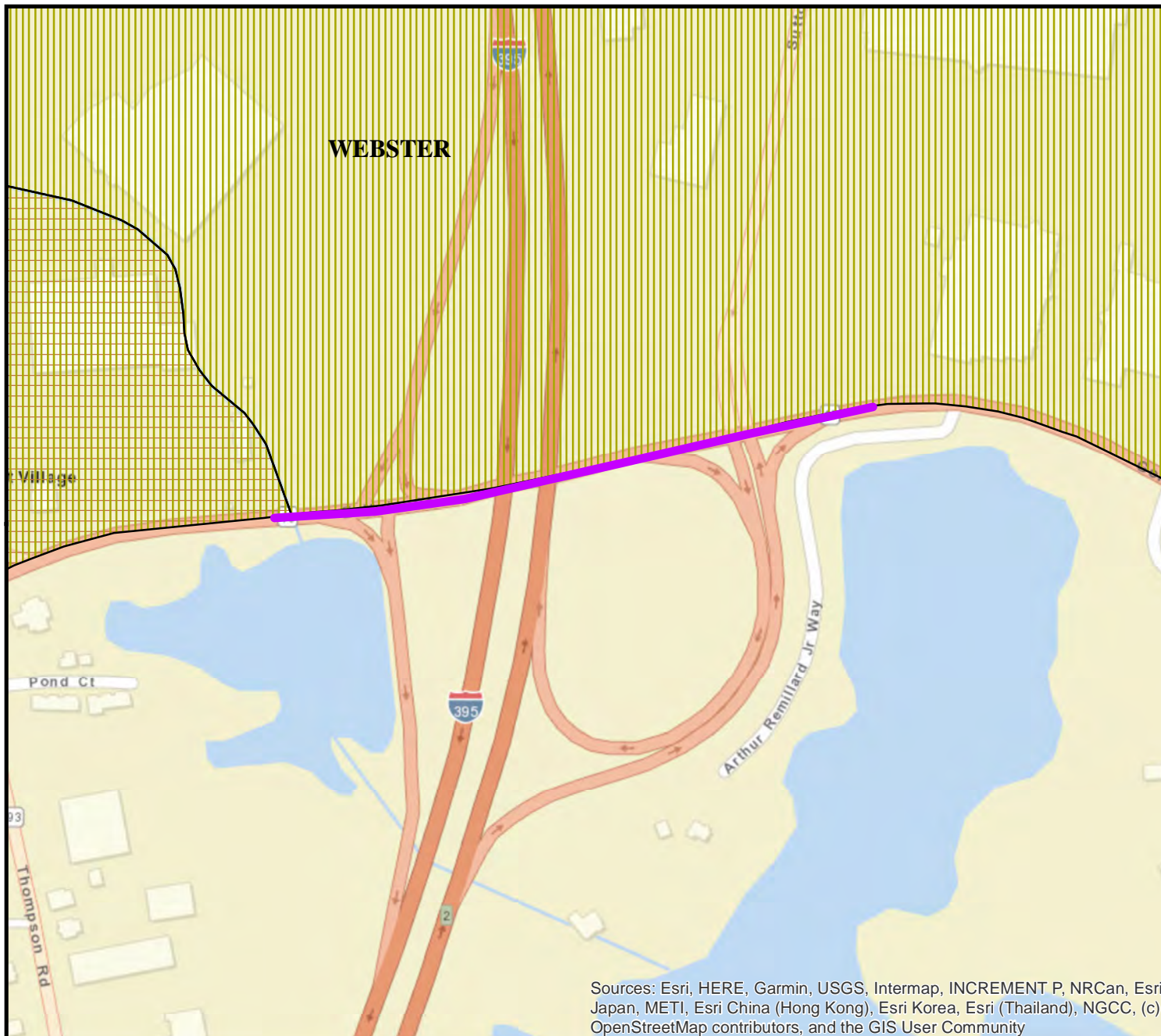
## Project #608778: Southbridge, Downtown Intersection Improvements





## Project #608961: Worcester, Chandler Street & May Street





## Legend

**TIP Project**

### Environmental Justice Population

Minority (>22.2%)

Low Income (<\$44,901)

Minority & Low Income

### Vulnerable Populations

HH with persons 75+ age (+9.3%)



0 0.01 0.02 0.04 0.06 0.08 Miles

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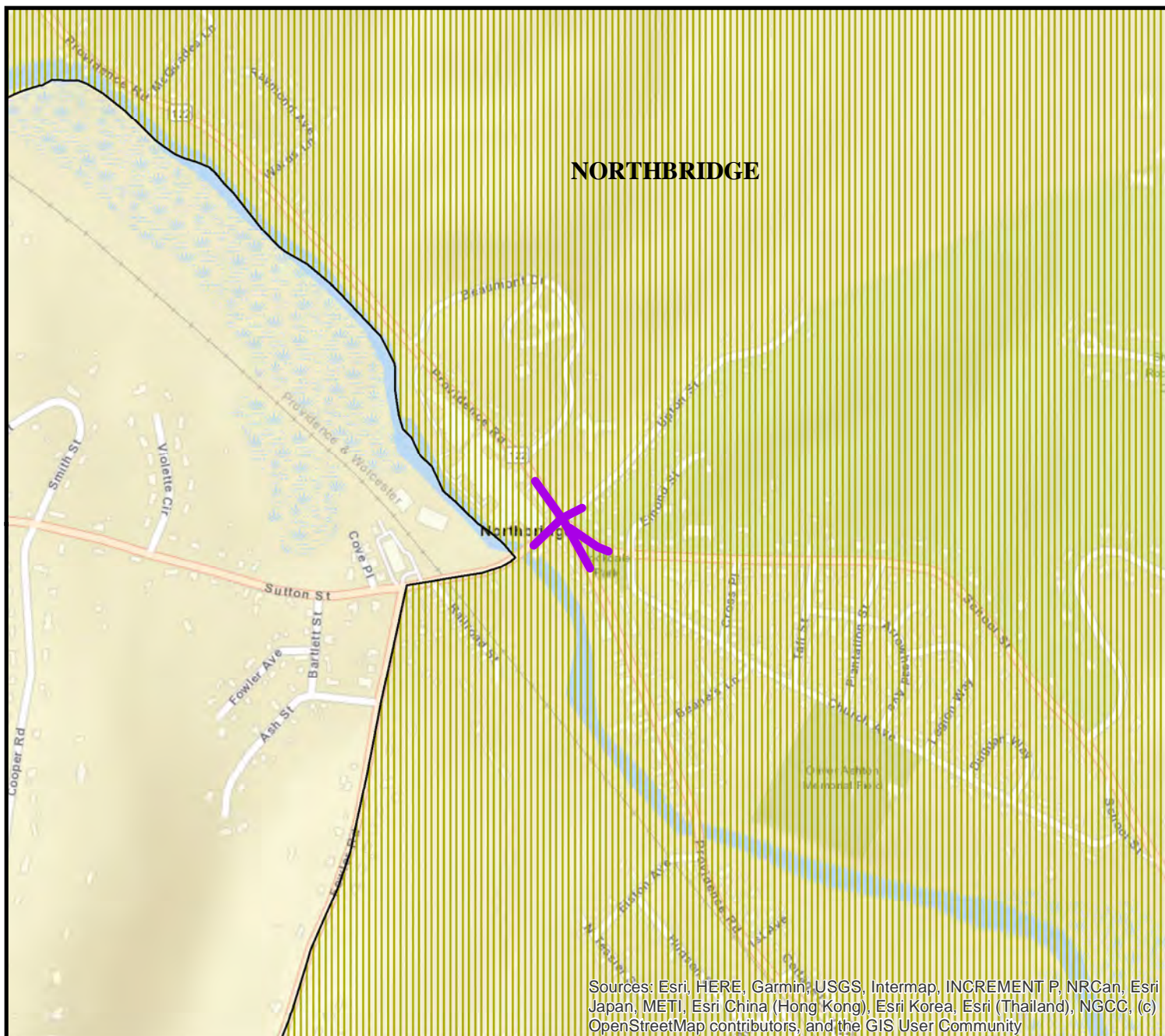
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Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

## Project #608433: Webster, Route 16/I-395 Ramps/Sutton Road





## Legend

X TIP Project

### Environmental Justice Population

  Minority (>22.2%)

  Low Income (<\$44,901)

  Minority & Low Income

### Vulnerable Populations

  HH with persons 75+ age (+9.3%)



0 0.0225 0.045 0.09 0.135 0.18 Miles

Information depicted on this map is for planning purposes only. This information is not adequate for legal boundary definition, regulatory interpretation, or parcel-level analysis. Use caution interpreting positional accuracy.

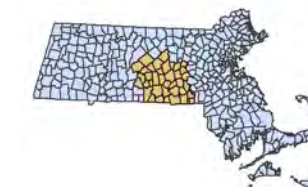
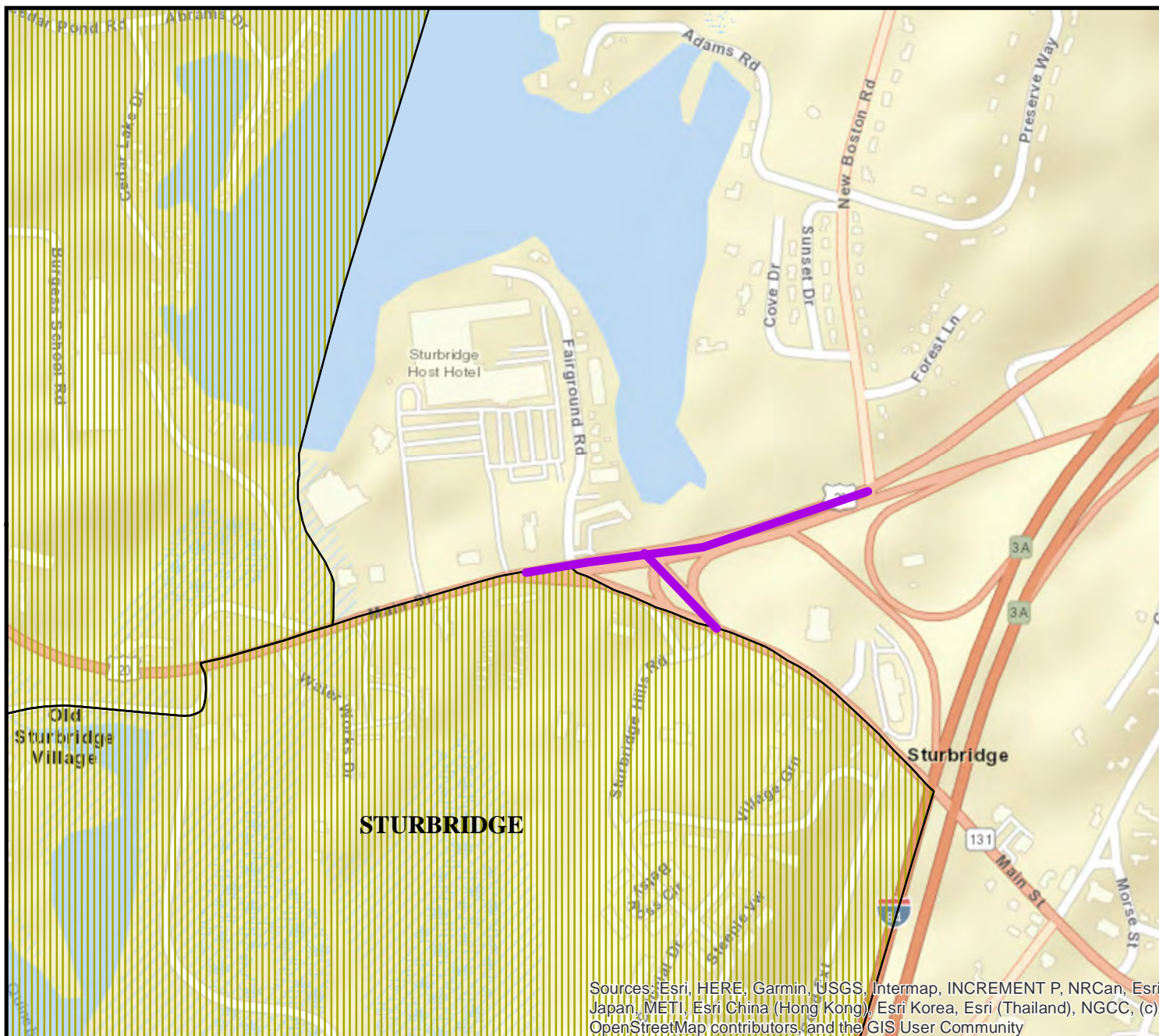
Source: Data provided by the Central Massachusetts Regional Planning Commission (CMRPC), massDOT/Office Of Transportation Planning Geospatial Resources Section and the Office of Geographic Information (MassGIS), Commonwealth of Massachusetts, InformationTechnology Division.

Produced by the Central Massachusetts Regional Planning Commission (CMRPC)  
1 Mercantile Street, Suite 520  
Worcester, MA 01608



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

## Project #609441: Northbridge, Route 122/Sutton St/School St/Upton St



## Legend

**TIP Project**

### Environmental Justice Population

Minority (>22.2%)

Low Income (<\$44,901)

Minority & Low Income

### Vulnerable Populations

HH with persons 75+ age (+9.3%)



0.01 0.035 0.07 0.105 0.14 Miles

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Source: Data provided by the Central Massachusetts Regional Planning Commission (CMRPC), massDOT/Office Of Transportation Planning Geospatial Resources Section and the Office of Geographic Information (MassGIS), Commonwealth of Massachusetts, InformationTechnology Division.

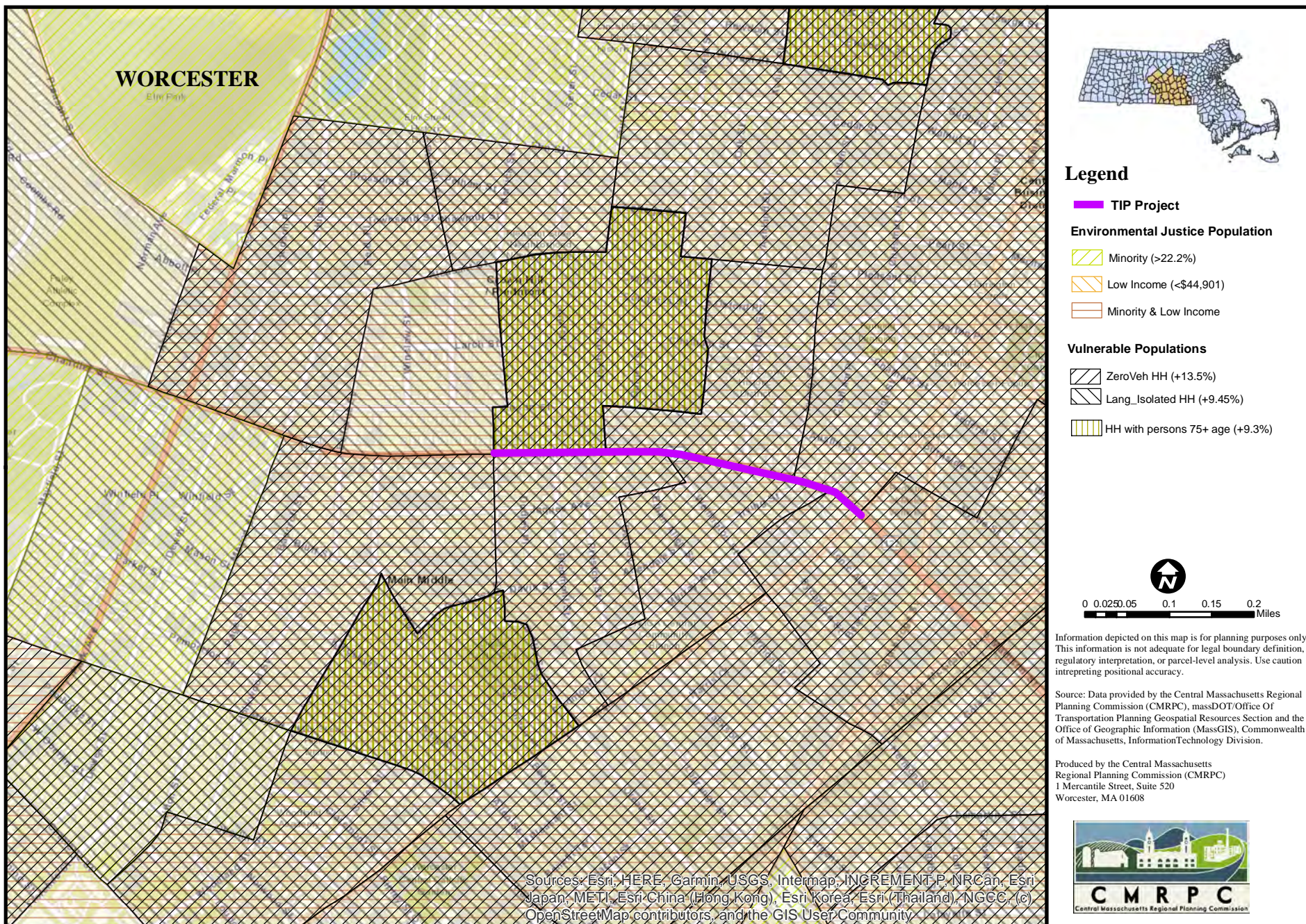
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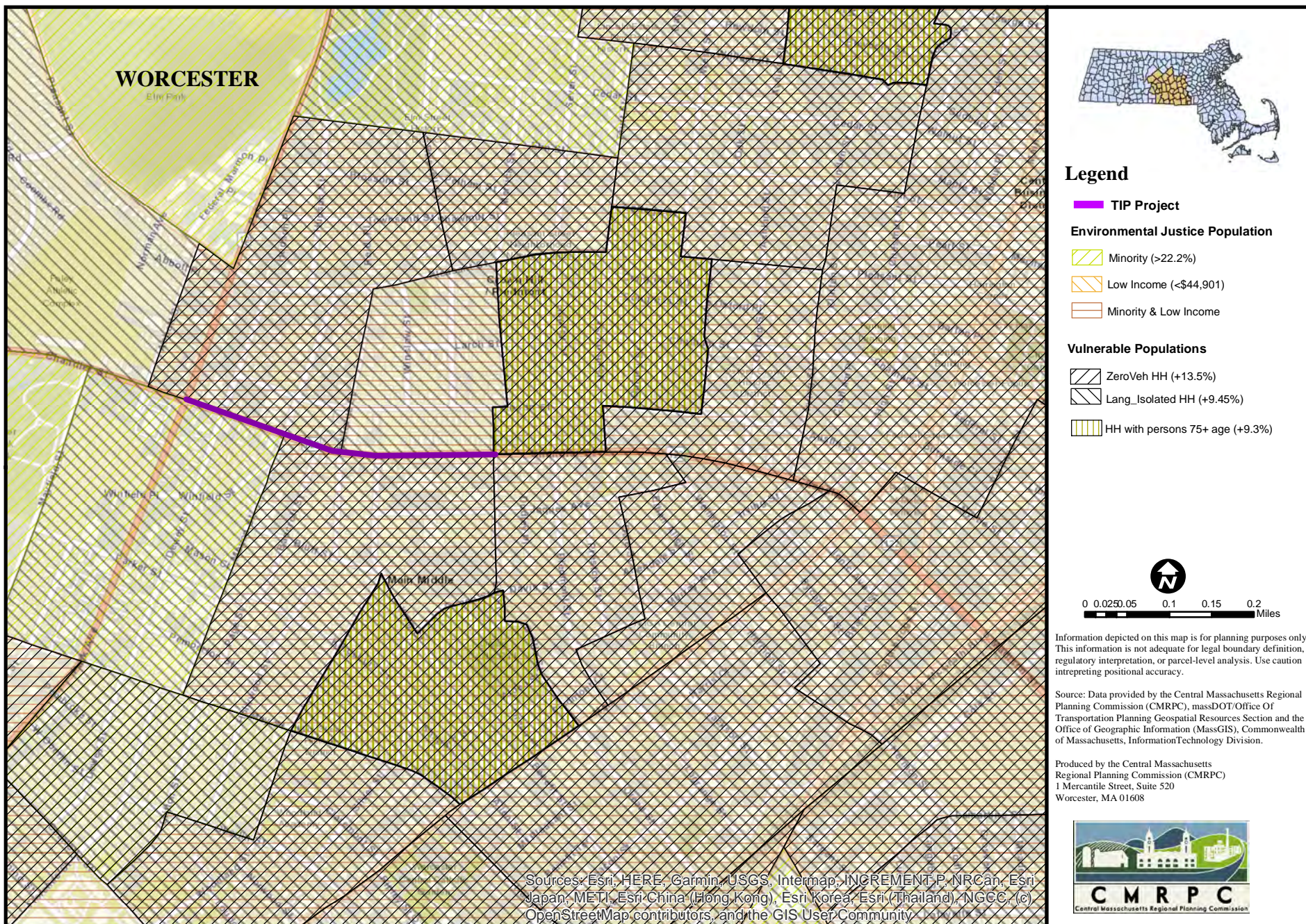
## Project #611933: Sturbridge, Route 20/131 Roundabout Construction





## Project #608990: Worcester, Chandler Street (Phase 1)





## Project #6012011: Worcester, Chandler Street (Ph-2)



## Listing of Projects Advertised in the Region, FY '97 to Present

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## CMMPO Advertised Projects

<u>Calendar Yr</u>	<u>Adv Date</u>	<u>Community</u>	<u>Subregion</u>	<u>Description</u>	<u>Adv Amount</u>	<u>Category</u>	<u>PROJIS #</u>
1997	7/19/97	Brookfield	W	Rte 9 wall	\$96,322	NFA	602183
	11/2/96	Grafton	SE	Rte 122 safety	\$340,853	NFA	601373
	1/25/97	Hardwick	W	Rte 32 bridge	\$130,461	NFA	600949
	8/9/97	Holden	N	Shrewsbury St recon	\$1,005,777	STP	600338
	4/5/97	Leicester	W	Rte 9 resurfacing	\$1,792,256	NFA	600857
	9/20/97	Millbury	SE	Rte 146/122A interchange	\$34,575,999	STP	600903
	3/15/97	Northbridge	SE	Rte 122 bridge rehab	\$1,718,289	NFA	84963
	8/9/97	Northbridge	SE	Memorial Sq signals	\$301,408	STP	601372
	3/22/97	Shrewsbury	NE	Rte 20/Flint bridge	\$1,260,757	NFA	600770
	11/30/96	Worcester	C	Walpole St railings	\$588,550	NFA	601664
	12/7/96	Worcester	C	Madison St safety imps	\$225,478	NFA	160036
	3/22/97	Worcester	C	Rte 20/Greenwood	\$1,020,962	NFA	600628
	4/26/97	Worcester/Millbury	C	Rte 146 structure demo	\$154,289	NFA	602152
	8/23/97	Worcester/Millbury	C	Rte 146 plate bridges	\$15,017,859	STP	601778
	6/14/97	Worcester/Millbury	C	drainage systems	\$212,210	NFA	602020
	8/16/97	Worcester/Millbury	C	Rte 146/bldg demolition	\$266,902	NFA	602168
<b>TOTAL</b>					\$58,708,372		
1998	2/28/98	Auburn	SW	traffic improvements	\$610,880	NFA	602122
	9/12/98	Auburn	SW	I-90 lighting	\$6,014,049	NFA	600592
	10/11/97	Charlton	SW	Rte 20 water well	\$9,500	NFA	
	5/2/98	Charlton	SW	Rte 20 improvements	\$13,034,138	NFA	601817
	9/19/98	Dudley	SW	Oxford Ave bridge	\$718,426	Br	601289
	12/20/97	Millbury	SE	landsc' 146/122A	\$2,162,326	STP	601452
	6/27/98	Southbridge	SW	Rte 131	\$3,380,419	NFA	600689
	9/19/98	Upton	SE	Pleasant St etc	\$1,520,237	STP	601009
	12/20/97	Worcester	C	landsc' 146/Ballard	\$1,476,552	STP	601453
	12/6/97	Worcester	C	Kane Sq landscape	\$1,376,460	STP	601454
	1/17/98	Worcester	C	Rte 146 demolition	\$508,525	STP	602169
	3/28/98	Worcester	C	Rte 146/Ballard/Kane	\$24,910,961	STP	85305
	10/25/97	Worcester	C	guide signs	\$1,909,500	IM	602036
	10/11/97	Worcester/Millbury	C	Rte 20 signals/safety	\$577,097	STP	600180
<b>TOTAL</b>					\$58,209,070		
1999	12/12/98	Berlin	NE	Jones rd bridge	\$322,649	NFA	601927
	9/30/99	Princeton	N	Hubbardston St	\$3,531,267	NFA	600223
	1/25/99	Worcester/Millbury	C	Rte 146 bldg demolitions	\$456,329	STP	602170
	9/4/99	Worcester/Millbury	C	Shrewsbury St signals	\$721,820	FRS	602290R
<b>TOTAL</b>					\$5,032,065		
2000	9/9/00	Brookfield	W	Rte 9 resurface	\$140,713	STP	602847
	9/1/00	Brookfield/E Brookfield	W	Rte 9/Dunn bridge	\$790,574	STP	601267
	9/9/00	Millbury	SE	bridge demo/Rt 20	\$1,550,461	STP	602873
	1/22/00	Millville	SE	Central St br	\$1,132,398	NFA	602824
	12/4/99	Webster	SW	Rte 193 safety	\$303,771	NFA	601740
	9/9/00	Worcester	C	Rte 12 / 122A	\$696,370	STP	601367
	7/29/00	Worcester	C	Millbrook/Burncoat	\$839,468	CMAQ	601349
<b>TOTAL</b>					\$5,453,755		

## CMMPO Advertised Projects

<u>Calendar Yr</u>	<u>Adv Date</u>	<u>Community</u>	<u>Subregion</u>	<u>Description</u>	<u>Adv Amount</u>	<u>Category</u>	<u>PROJIS #</u>
2001	3/17/01	Auburn	SW	Rte 20	\$1,737,977	STP	601224
	8/25/01	Auburn	SW	Rte 12	\$2,607,337	CMAQ	601976
	4/7/01	Boylston	NE	Rte 70	\$572,440	RCA	602743
	6/16/01	Boylston	NE	Rte 140 intersection	\$386,250	CMAQ	601525
	2/24/01	Holden	N	Rte 122 A	\$4,029,654	NFA	600337
	9/29/01	Holden	N	River St br	\$493,807	NFA	601655
	4/28/01	Millbury	SE	Water St bridge	\$1,025,129	NFA	602236
	9/1/01	Millbury	SE	Riverlin St br	\$771,441	NFA	600340
	6/30/01	Paxton	N	Grove St	\$1,540,230	STP	602267
	2/24/01	Southbridge	SW	Pleasant St bridge	\$903,927	NFA	601784
	10/07/00	Worcester	C	I-290/9 bridge joints	\$1,517,214	BR / IM	602876
	1/13/01	Worcester/Millbury	C	Rte 146 interchange	\$2,304,464	STP	603132
<b>TOTAL</b>					\$17,889,870		
2002	8/3/02	Auburn	SW	I-290 bridge/Auburn/Sword	\$3,945,027	IM	603404
	10/6/01	Grafton	SE	Rt 122, Rt 140, Bridge St	\$848,627	CMAQ	601921
	9/28/02	Hardwick	W	Rte 32A	\$3,473,581	NFA	602357
	8/3/02	Leicester	W	McCarthy Brk bridge	\$451,163	Br	601478
	9/14/02	Leicester	W	Rte 99 reconstruction	\$5,500,544	STP	600858
	12/22/01	Millbury	SE	Rte 146/20 interchange	\$35,821,425	STP/HPP	600905
	6/8/02	Northboro	NE	water well	\$10,700	NFA	603680
	9/21/02	Northboro	NE	Rte 20/W Main/Davis	\$1,801,009	CMAQ	602072
	5/18/02	Oxford	SW	Rte 56/Comins Rd	\$521,004	CMAQ	115251
	2/2/02	Worcester	C	I-290 bridge/RR/streets	\$16,608,597	IM	603275
	3/30/02	Worcester	C	Burncoat St/I-290	\$559,825	IM	603408
	7/27/02	Worcester	C	Shrewsbury	\$2,795,507	NFA	603484
	7/27/02	Worcester	C	Hurley Sq	\$39,138,722	STP	600906
<b>TOTAL</b>					\$111,475,731		
2003	9/13/03	Grafton	SE	Depot St bridge construction	\$1,562,699	NFA	602474
	3/29/03	Leicester	W	Rte 56/Stafford	\$253,894	CMAQ	602953
	9/13/03	Millbury	SE	McCracken Rd bridge replmt	\$1,109,714	NFA	85500
	9/20/03	Millville	SE	Central St/Rte 122 bridges	\$5,448,505	NFA	12650
	3/15/03	Northboro	NE	water agreement	\$10,700	NFA	033003
	8/8/03	Princeton	N	Town Common Enhancements	\$356,406	STP	603679
	8/23/03	Princeton	N	Mountain Rd - reconstruction	\$3,067,034	STP	602363
	10/5/02	Shrewsbury	NE	Rte 140/Main	\$1,714,959	CM/STP	601798
	9/20/03	Shrewsbury/Worcester	NE	I-290 resurfacing & related	\$5,245,254	IM	
	8/1/03	Sturbridge	SW	I-84 resurfacing	\$6,823,456	IM	603534
	9/6/03	Sturbridge	SW	I-84/Rt 20 - replace lights	\$942,798	IM	600598
	8/30/03	Sturbridge/Holland	SW	I-84 traffic signs	\$1,399,731	IM	603435
	9/13/03	Uxbridge	SE	Rte 16 - resurfacing	\$996,815		
	7/26/03	Warren	W	Glibert Rd bridge	\$405,907	FA	600548
	9/13/03	West Boylston	NE	Maple St reconstruction	\$1,090,543	STP	601979
	5/24/03	Westborough	NE	School St	\$701,362	STP	602516
	6/28/03	Worcester	C	I-290 deck repl - PV Change	\$1,043,049	IM	603275
	9/13/03	Worcester/W Boylston	C	I-190 highway lighting	\$1,039,013	IM	603351
<b>TOTAL</b>					\$33,211,839		

## CMMPO Advertised Projects

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<b>2004</b>	8/28/04	Barre	N	Rte 122 resurfacing	\$1,730,939	STP	601949
	4/17/04	Charlton	SW	Rte 31 reclamation & related	\$1,088,544	STP	601378
	8/28/04	Douglas	SE	Davis St reconstruction	\$916,569	STP	601377
	6/19/04	Grafton	SE	Pleasant St bridge	\$1,064,755	STP	603510
	6/12/04	Leicester	W	Parker St bridge	\$382,085	STP	603381
	10/11/03	Mendon	SE	Providence/Hartford Sts	\$378,830	STP	603357
	3/20/04	Northborough/(Mboro)	NE	I-290 resurfacing & related	\$5,920,260	IM	604121
	9/25/04	Northbridge	SE	Rte 146 bridge over Main St	\$962,043	Br	604163
	6/19/04	Shrewsbury	NE	water agreement	\$12,700	NFA	43006
	9/18/04	Shrewsbury	NE	Rte 9 / Quinsigamond Ave	\$1,305,559	STP	601729
	9/4/04	Southbridge	SW	Route 198	\$2,911,876	STP	601964
	9/25/04	Spencer	W	Brooks Pond Rd bridge	\$427,162	Br	603008
	2/7/04	Uxbridge	SE	Mendon St bridge	\$381,008	NFA	603413
	9/25/04	Uxbridge	SE	Route 146	\$3,630,427	STP	603868
	4/3/04	W Boylston/Holden/(Strlg)	NE/NW	I-190 resurfacing	\$7,087,000	STP	602472
	9/11/04	Webster	SW	School St	\$1,144,714	STP	602378
	9/4/04	Worcester	C	Airport Drive	\$1,714,989	STP	602491
	5/29/04	Worcester	C	Rte 146 / I-290 Bros Sq Yr1	\$52,292,456	NHS	600904
<b>TOTAL</b>					\$83,351,916		
<b>2005</b>	9/10/05	Barre	N	Route 32 bridge	\$1,285,054	Br	
	7/9/05	Charlton/Sturbridge	SW	Route 20 resurfacing	\$3,250,000		
	8/6/05	Millbury/Uxbridge	SE	Route 146	\$1,177,760	GHSB	603434
	8/6/05	Northborough	NE	Allen St bridge	\$662,720	Br	603651
	2/5/05	Oxford	SW	I-395	\$5,375,085	IM	604235
	9/17/05	Oxford	SW	Route 12 @ Depot Rd	\$739,590	STP	603535
	9/17/05	Princeton	N	Brooks Station Rd	\$2,992,210	STP	603482
	8/20/05	W Brookfield	W	Route 9 resurfacing	\$1,702,720	STP	602662
	1/15/05	West Boylston	NE	Route 12	\$471,625	STP	604113
	5/28/05	Westborough	NE	Route 30 @ Lyman	\$578,115	CMAQ	602490
	9/3/05	Worcester	C	Washington Square	\$5,952,830	HPP	602952
	9/17/05	Worcester	C	Goddard Memorial Dr	\$5,224,020	STP	603481
<b>TOTAL</b>					\$29,411,729		
<b>2006</b>	7/1/06	Dudley	SW	Lower Perryville Rd bridge	\$2,170,951	Br	39886
	1/7/06	Hardwick	W	Route 32 bridge / Ware R	\$929,294	NFA	604657
		Holden	N	Princeton St bridge	\$849,230	Br	604617
		Hopedale	SE	Mill St bridge	\$1,278,989	Br	603960
	6/24/06	Millbury	SE	Route 122A bridge	\$1,892,400	Br	85500
	7/29/06	Princeton	N	Route 62 bridge / Ware R	\$1,534,735	NFA	603721
		Shrewsbury	NE	Route 9 signals	\$6,864,040	CMAQ	603568
<b>TOTAL</b>					\$15,519,639		
<b>2007</b>	9/22/07	Auburn	SW	I-395 signs	\$2,236,700	STP	604611
	9/8/07	Barre	N	Vernon Ave bridge	\$4,732,910	Br	603566
	10/7/07	Blackstone	SE	Route 122 bridge / Blackstone	\$2,892,213	NFA	604140
	9/15/07	Grafton	SE	Route 122 @ Millbury Street	\$964,940	STP	603712
	9/22/07	Hopedale	SE	Route 140 @ Hartford Ave	\$1,452,090	CMAQ	603359
	8/4/07	Leicester	W	Route 56 reconstruction	\$2,545,030	STP	603480
	8/4/07	Rutland	N	Route 68 resurfacing	\$4,599,270	STP	603485
	9/1/07	Sutton	SE	Tricentennial Park	\$524,920	STP	604484
	9/15/07	Worcester	C	City Hall enhancement	\$534,930	STP	604556
<b>TOTAL</b>					\$20,483,003		
<b>2008</b>	6/21/08	Dudley	SW	Route 31	\$2,334,110	STP	604374
	9/13/08	Dudley/Webster	SW	Perryville Road bridge	\$2,137,024	Br	603469
	6/21/08	Holden	N	Mill Street bridge	\$1,612,227	Br	603421
	6/28/08	Holden	N	Mill Street bridge	\$288,457	Br	603421
	6/21/08	Princeton	N	Ball Hill Rd	\$996,260	Br	603640
	7/19/08	Shrewsbury	NE	Route 140 (Grafton Street)	\$7,066,041	STP	600690



## CMMPO Advertised Projects

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	9/6/08	Spencer	W	Route 31 (Maple Street)	\$2,292,380	STP	604485
	9/13/08	Webster	SW	Route 12 @ Routes 16&193	\$2,290,601	CMAQ	602846
	7/19/08	Westborough	NE	Lyons Street bridge	\$786,921	NFA	605074
	6/28/08	Worcester	C	Cambridge / Southbridge	\$2,193,510	HSIP	600575
	7/5/08	Worcester	C	I-190 and I-290	\$11,991,858	IM	604949
	7/19/08	Worcester	C	Blackstone River Rd	\$2,920,860	STP	601812
<b>TOTAL</b>					\$36,910,249		
<b>2009</b>	3/28/09	Barre	N	Route 122	\$2,795,740	ARRA	604373
	12/27/08	Hardwick	W	Bridge Street bridge	\$2,934,610	Br	604020
	3/28/09	Hardwick/NewBraintree	W	Route 32 (Main Street)	\$622,600	ARRA	604376
	6/13/09	Shrewsbury/Worcester	NE	Route 20	\$3,453,780	ARRA	603533
	9/19/09	Southbridge	SW	Route 169 (N Woodstock Rd)	\$5,786,983	STP/ARRA	602961
	9/19/09	Sturbridge/Southbridge	SW	Route 131 (Southbridge Rd)	\$4,897,848	STP	601223
	9/12/09	Worcester	C	Route 70 (Lincoln St) PH I	\$2,789,121	HSIP	602620
	9/19/09	Worcester/Shrewsbury	C	Route 20	\$2,950,690	ARRA	603533
<b>TOTAL</b>					\$26,231,372		
<b>2010</b>	6/5/10	Auburn	SW	I-290 & I-395	\$11,136,190	IM	605585
	7/10/10	Auburn	SW	Millbury St	\$1,208,510	STP	603191
	8/28/10	Auburn	SW	Route 20	\$3,033,600	STP	605580
	1/23/10	Douglas/Nbr/Sutton/Ux	SE	Rte 146 (SB)	\$9,980,780	ARRA	604474
	6/26/10	Douglas/Nbr/Sutton/Ux	SE	Rte 146 (NB)	\$9,371,670	STP	606035
	1/16/10	Hardwick	W	Route 32	\$2,264,320	ARRA	605710
	7/3/10	Millbury	SE	Route 122A bridge	\$215,441	Br	85500
	12/5/09	Oakham	N	Route 122 bridge	\$1,567,490	ARRA	605068
	6/26/10	Oxford	SW	Rte 12 / Cudworth Rd	\$758,120	STP	603356
	1/2/10	Southbridge	SW	Alpine Dr bridge	\$1,995,660	Br	603992
	9/11/10	Spencer	W	Brooks Pond Rd	\$49,450	Br	603006
	8/31/10	Sturbridge	SW	Grand Trunk Trail	\$41,440	Design	605674
	6/12/10	Sutton	SW	Main St bridge	\$1,411,400	Br	604252
	7/24/10	Uxbridge	SE	River Rd bridge	\$2,534,465	Br	604788
	9/18/10	W Brookfield	W	Long Hill Rd	\$3,648,878	Br	601796
	4/6/10	Worcester	C	Bikeway Qvillage McKeon Rd	\$160,000	Design	605780
	9/11/10	Worcester	C	Canal district streetscape	\$6,991,470	ARRA	605750
	9/11/10	Worcester	C	Belmont St E	\$6,269,600	HSIP/STP	601920
	9/11/10	Worcester	C	N Main St gateway	\$2,102,290	HPP	604473
	11/16/10	Worcester	C	Bike Path Tainter to Kilby	\$104,082	Design	604892
	1/20/10	WRTA	C	Vehicles, ITS, Equip, Facility	\$1,241,857	ARRA trans	
<b>TOTAL</b>					\$66,086,713		
<b>2011</b>	7/16/2011	Barre	N	Route 122 bridge	\$2,127,332	Br	605084
	7/23/2011	Boylston	NE	Route 70 drainage improve	\$2,826,624	STP	606041
	8/6/2011	Dudley	SW	West Dudley Rd over Quinebaug	\$4,393,165	Br	604032
	9/24/2011	E Brookfield	W	Shore Rd over Ebrook R	\$1,273,777	Br	603003
	3/12/2011	Holden/West Boylston	N	I-190 over Quinapoxet	\$1,167,391	Br	605772
	1/22/2011	Millbury	SE	Greenwood St bridge	\$1,291,360	Br	605691
	8/27/2011	Northborough	NE	Church/South/Hudson	\$3,937,597	CMAQ	604115
	7/2/2011	Northborough/Shrewsbury	NE	Route 20	\$2,638,506	STP	606151
	7/16/2011	Oxford	SW	I-395	\$10,356,822	IM	605759
	7/30/2011	Worcester	C	Qvillage Bikeway	\$1,388,398	STP	605780
	9/24/2011	Worcester	C	Rt 12 over Middle R	\$3,873,500	Br	604690
	9/3/2011	Worcester	C	Belmont St	\$5,290,047	STP	604955
	9/3/2011	Worcester	C	I-290	\$23,569,131	IM	604409
<b>TOTAL</b>					\$64,133,650		
<b>2012</b>	12/13/2011	Auburn	SW	Swanson Rd over I-290	\$2,948,872	Br	605561
	12/10/2011	Auburn & west	SW	I-90 resurfacing, to I-84	\$11,130,400	IM	606288
	9/15/2012	Auburn/Oxford	SW	Route 12/20 overlap	\$7,239,589	CMAQ/STP	604234
	12/10/2011	E Brookfield/Spen/Stur	W	Route 49 resurfacing	\$2,744,732	STP	606451
	12/10/2011	Northbridge	SE	Doug Rd over Mumford R	\$4,657,069	Br	604161

## CMMPO Advertised Projects

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	12/3/2011	Shrewsbury/Worcester	NE/C	Lake Q bridge	\$144,613,752	Br	604729
	1/14/2012	Southbridge	SW	Rt 169 over P&W	\$2,779,726	Br	605338
	12/24/2011	Warren/W Brookfield	W	Route 67 resurfacing	\$2,270,249	STP	606487
<b>TOTAL</b>					\$178,384,389		
<b>2013</b>	7/13/2013	Northbridge	SE	Sutton St reconstruction	\$6,268,133	STP	606493
	11/9/2013	Northborough	NE	Route 20 resurfacing	\$3,843,668	STP	605610
	8/3/2013	Oakham/Rutland	N	Route 20 resurfacing	\$2,523,158	STP	606562
	6/22/2013	Oxford	SW	Culvert replacement	\$1,068,904	NHPP	604507
	5/24/2013	Sturbridge	SW	I-84 maintenance	\$4,003,000	IM	607384
	4/13/2013	Sutton	SE	Rt 146 at Boston Rd	\$8,040,631	NFA	606110
	5/25/2013	Warren/Brim/Palmer	W	I-90 resurfacing & related	\$2,806,967	IM	606704
	6/29/2013	Worcester	C	Int Imprv Linc/High/Pleas Corr	\$2,761,665	HSIP/CMAQ	602037
	12/28/2013	Worcester	C	Sidewalk Construction	\$1,269,343	Sect129	605649
	12/28/2013	Worcester	C	Quinsig Village Bikeway	\$1,589,213	HPP	605780
	6/29/2013	Worcester	C	SRTS Const Elm Park School	\$570,521	SRTS	607243
	9/21/2013	Worcester/Marlborough	C/NE	I-290 guide sign replacement	\$3,091,149	HSIP	606212
<b>TOTAL</b>					\$37,836,352		
<b>2014</b>	9/13/2014	Auburn	SW	I-290 Pavement Repairs	\$2,658,080		608032
	8/16/2014	Barre	N	Town Common Improvements	\$4,346,981	STP/TE	604227
	9/20/2014	Charlton/Southbridge	SW	Route 169 Resurfacing	\$4,726,891	STP	606662
	9/13/2014	Dudley	SW	Center Rd Resurfacing	\$3,295,918	STP/TAP	605390
	9/20/2014	Millbury/Worcester	C/SE	Route 146 Resurfacing	\$6,763,821	STP	607569
	9/13/2014	Paxton	N	Route 122 Resurfacing	\$1,643,502	STP	606559
	3/22/2014	Westborough	NE	Route 9 Resurfacing	\$7,779,502	NHS	607172
	9/20/2014	Westborough	NE	I-495 Highway Lighting	\$1,892,343		603939
	5/10/2014	Worcester	C	Belmont Bridge Reconstruct	\$14,251,955	NFA	604065
	12/20/2014	Worcester	C	Bike Path Construction	\$2,918,510	HPP	604892
	9/6/2014	Worcester	C	Lincoln St Phase II	\$7,510,843	CMAQ/HSIP	605055
<b>TOTAL</b>					\$57,788,346		
<b>2015</b>	3/14/2015	Auburn	SW	I-90 Maint Facility Roof Replace	\$556,250		607642
	11/21/2015	Brookfield	W	Route 148 Reconstruction	\$2,253,000	STP	603486
	9/5/2015	District #3		CCTV Cameras & VMS on 290	\$6,540,000	SW ITS	607484
	12/26/2015	Gardner/Shrewsbury	NE	Rt 70 Stormwater Improv	\$561,800	STP-TE	608060
	8/22/2015	Holden	N	Bridge Replacement	\$2,301,270	Bridge	604675
	2/28/2015	Millbury	SE	Route 146 Bridge/Roundabout	\$13,647,354	CMAQ/NFA	605964
	8/29/2015	Millbury/Sutton	SE	Route 146 Median Barrier	\$6,047,950	HSIP/STP	606485
	2/28/2015	Northboro/Marlboro	NE	I-290 Maintenance	\$12,055,380	NHPP/STP-E	607181
	7/25/2015	Southbridge	SW	Bridge Preservation	\$4,168,395	NHPP	605972
	9/5/2015	Sturbridge	SW	Route 20 Resurfacing	\$3,193,904	HSIP/STP	606347
	2/21/2015	Uxbridge	SE	Bridge Replacement	\$1,788,548	Bridge	607890
	9/19/2015	Warren	W	Rts 67/19 Improvements	\$1,922,995	STP	605559
	7/4/2015	Worcester	C	Visitor Center Early Site Work	\$4,368,638	CMAQ/TAP/HPP	608018
	3/7/2015	Worcester/West Boylston	C/N	I-190 Maintenance	\$19,053,780	NHPP/STP-E	605588
<b>TOTAL</b>					\$78,459,264		
<b>2016</b>	9/3/2016	Boylston/W Boylston	N/NE	Rt 140 Stormwater Improve	\$4,508,748	STP-TE	608043
	8/20/2016	Douglas	SE	Route 16 Resurfacing	\$3,016,834	HSIPR	608168
	9/3/2016	Dudley	SW	Carpenter Rd Bridge Demo	\$500,000	Bridge-Off	607113
	8/6/2016	Dudley	SW	Route 31 Upgrades	\$1,000,000	HSIP	608169
	7/30/2016	Hopedale/Uxbridge	SE	Rts 140&146 Stormwater Imp	\$715,000	STP-TE	608133
	12/17/2016	Leicester	W	Route 56 Resurfacing	\$2,959,267	STP	606346
	8/6/2016	Rutland	NE	Intervale Rd Bridge Replace	\$2,174,958	Bridge-Off	606303
	8/27/2016	Shrews/Boylston/Nboro	NE	I-290 Maintenance	\$15,168,800	NHPP	607479
	8/27/2016	Shrewsbury/Westborough	NE	Route 9 Resurfacing	\$16,164,678	STP/HSIP/TE	607176
	8/6/2016	Spencer	W	Route 9 Rehab (Town Ctr)	\$3,207,000	HSIP/CMAQ/TAP	606207
	11/12/2016	Spencer	W	Route 31 Resurfacing	\$4,874,060	STP	602991
	6/11/2016	Sturbridge-Holland	SW	I-84 Maintenance	\$16,633,500	IM + Stormwater	605592
	9/3/2016	Sturbridge	SW	Route 148 Roadway Imprv	\$740,350	HSIPR	608170

## CMMPO Advertised Projects

<u>Calendar Yr</u>	<u>Adv Date</u>	<u>Community</u>	<u>Subregion</u>	<u>Description</u>	<u>Adv Amount</u>	<u>Category</u>	<u>PROJIS #</u>
	9/3/2016	Warren	W	Route 67 Resurfacing	\$1,200,000	STP	606686
	5/28/2016	West Brookfield	W	Rt 9/Rt 67/School St Reconst	\$2,100,000	STP	604739
	8/27/2016	West Brookfield	W	Wickaboag Rd Bridge Replace	\$2,179,161	Bridge-Off	604468
	9/10/2016	Westborough	NE	Route 9/Lyman St	\$8,057,763	HSIP/CMAQ	604864
	Complete	Worcester	C	WRTA Stormwater Mitigation	\$156,000	TAP	TAP03
	9/3/2016	Worcester	C	Blackstone Visitor Ctr	\$14,957,599	HPP/STP/CMAQ	606629
<b>TOTAL</b>					\$100,313,718		
<b>2017</b>	11/25/2017	Auburn/Worcester	C/SW	I-290 Guide Sign Replacement	\$5,323,510	HSIP	607917
	12/23/2017	Auburn/Worcester	C/SW	I-290 Pavement Preservation	\$5,022,080	NHPP	608822
	12/16/2017	Millville/Uxbridge	SE	Rt 146 Pavement Preservation	\$4,715,280	NHPP	608808
	4/15/2017	Northborough/Shrews	NE	Rt 9 & Rt 20 Ramp Imp	\$2,265,358	STP	607442
	1/28/2017	Oxford	SW	I-395 Bridge Maintenance	\$2,906,969	NHPP	606075
	5/27/2017	Oxford	SW	Charlton St Reconstruction	\$5,722,150	CMAQ/STP	606206
	2/4/2017	Oxford/Webster	SW	I-395 Maintenance	\$2,131,000	NHPP	607562
	9/2/2017	Shrewsbury	NE	Main St Reconstruction	\$6,278,484	HSIP/TAP/CMAQ	602740
	11/11/2017	Sturbridge	SW	Rt20/I-84 Stormwater Improve	\$700,000	STP-TE	608394
	7/22/2017	Sutton	SE	Bridge Replacement S-33-005	\$4,280,685	Bridge-Off	606638
	12/2/2017	Worcester	C	Main & Maywood St Improve	\$2,104,176	TI	604893
	12/23/2017	Worcester	C	Blackstone Canal Improvements	\$1,915,100	STP/TAP/Sec120	606888
	8/26/2017	Worcester	C	CBD Streetscape Improvements	\$6,977,015	HPP/SW STP	606434
<b>TOTAL</b>					\$50,341,807		
<b>2018</b>	12/29/2018	Holden	N	I-190 Bridge Maintenance	\$466,076	NHPP-On	607908
	7/28/2018	Paxton	N	Route 31 Reclamation	\$4,283,676	STP/TAP	607250
	7/21/2018	Princeton	N	Route 140 Reconstruction	\$7,987,000	STP	606440
	9/8/2018	Worcester	C	Blackstone River Bikeway (Seg 7	\$7,861,573	CMAQ/HPP	605820
	9/8/2018	Worcester	C	Winthrop/Granite/Vernon/Prov	\$3,853,939	STP/CMQ/HSIP	605740
<b>TOTAL</b>					\$24,452,264		
<b>2019</b>	9/14/2019	Brookfield/E. Brookfield	W	S Pond Rd Bridge Replace	\$3,421,582	BR-Off	608190
	12/21/2019	Holden/West Boylston	N	I-190 Resurfacing	\$7,929,600	NHPP	609401
	9/7/2019	Southbridge	SW	Quinebaug River Bank Stabilizati	\$1,000,000	HPP	608892
	8/3/2019	Upton	SE	High St/Hopkinton Rd Imp(Ph I)	\$7,250,000	CMAQ/HSIP	606125
	9/14/2019	Uxbridge	SE	Rt 122 (Nmain st) Reconstruct	\$4,612,400	STP	604948
	12/28/2019	Webster	SW	Klebart Ave Resurfacing	\$5,855,558	STBG	608038
	11/30/2019	West Brookfield	W	Foster Hill Rd Bridge Replace	\$1,837,034	Bridge-Off	608633
	8/24/2019	Worcester	C	Holden/Shore/Drummond Imp	\$2,320,914	CMAQ	603251
	7/13/2019	Worcester	C	Grafton St Reconstruction	\$7,600,000	CMAQ/STP/HSIP	601368
	11/2/2019	Worcester	C	I-290 Bridge Painting & Cleaning	\$13,154,029	HIP/NHPP	609476
	4/12/2019	Worcester	C	Rt122/Millbury St/McKeon Rd	\$1,100,000	NFP	607757
	7/20/2019	Worcester	C	Kelley Square Improvements	\$17,030,797	STP/HSIP	609226
<b>TOTAL</b>					\$73,111,914		
<b>2020</b>	7/25/2020	Auburn	SW	Auburn St Rehabilitation	\$4,765,372	HSIP/STBG/TAP	607733
	5/9/2020	Sturbridge	SW	Culvert Replacement	\$4,189,910	STBG	606701
	8/29/2020	Upton	SE	Hartford Ave/High St Phase II	\$4,487,158	STBG/TAP	608764
	7/25/2020	West Brookfield	W	Sidewalk&Wheelchair Const	\$924,995	TAP	608191
	3/14/2020	Worcester	C	I-290 Resurfacing	\$10,631,800	NHPP	609400
	6/13/2020	Worcester	C	I-290 & Route 122A StormH2O	\$2,257,816	STBG	608057
<b>TOTAL</b>					\$27,257,051		
<b>2021</b>	4/3/2021	Grafton	SE	Route 122A Reclamation	\$10,241,603	STBG	607903
	7/17/2021	Hardwick	W	Rts 32 & 32A Resurfacing	\$5,031,718	STBG	606220
	6/26/2021	Westborough	NE	Fisher St Bridge Replacement	\$1,770,817	STBG	607434
<b>TOTAL</b>					\$17,044,138		

## Listing of Transportation-Related Acronyms

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AASHTO:	American Assoc. of State Highway & Transportation Officials
ABP:	Accelerated Bridge Program
AC	Advanced Construction
ADA:	Americans with Disabilities Act of 1990
ADT:	Average Daily Traffic
AFC:	Automated Fare Collection
AICP:	American Institute of Certified Planners
APC:	Automatic Passenger Counter
APTA:	American Public Transit Association
ARRA:	American Recovery and Reinvestment Act
ATJ:	Access To Jobs
ATR:	Automatic Traffic Recorder
BIL:	Bipartisan Infrastructure Law
BMS:	Bridge Management System
BRT:	Bus Rapid Transit
BVCC:	Blackstone Valley Chamber of Commerce
CAAA:	Clean Air Act Amendments
CBD:	Central Business District
CDAG:	Community Development Action Grant
CDBG:	Community Development Block Grant
CFR:	Code of Federal Regulations
CIP:	Capital Investment Plan
CMAA:	Central Massachusetts Agency on Aging
CMAQ:	Congestion Mitigation Air Quality
CMMPO:	Central Massachusetts Metropolitan Planning Organization
CMP:	Congestion Management Process
CMRPC:	Central Massachusetts Regional Planning Commission
CMRPD:	Central Massachusetts Regional Planning District
CO:	Carbon Monoxide
COA:	Council On Aging
COG:	Council of Governments
CP:	Corridor Profile
CTPS:	Central Transportation Planning Staff
CY:	Calendar Year
DCR:	Department of Conservation and Recreation
DEP:	Department of Environmental Protection
DET:	Department of Education & Training
DHCD:	Department of Housing & Community Development
DLTA:	District Local Technical Assistance
DOT:	Department of Transportation
DPH:	Department of Public Health

DTA:	Division of Transitional Assistance
EDA:	Economic Development Administration
EIR:	Environmental Impact Report
EIS:	Environmental Impact Statement
EJ:	Environmental Justice
ENF:	Environmental Notification Form
EOEEA:	Executive Office of Energy and Environmental Affairs
EOT:	Executive Office of Transportation
EPA:	Environmental Protection Agency
EPDO:	Equivalent Property Damage Only
eSTIP:	Electronic STIP
FAA:	Federal Aviation Administration
FAPRO:	Federal Aid Programming Reimbursement Office
FAST ACT	Fixing America's Surface Transportation Act
FFY	Federal Fiscal Year
FHWA:	Federal Highway Administration
FRA:	Federal Railroad Administration
FTA:	Federal Transit Administration
FY:	Fiscal Year
GANs:	Grant Anticipation Notes
GHG	Greenhouse Gas
GIS:	Geographic Information System
GPS:	Global Positioning System
GWSA:	Global Warming Solutions Act
HCM:	Highway Capacity Manual
HIP:	Highway Infrastructure Program
HOV:	High Occupancy Vehicle
HPMS:	Highway Performance Monitoring System
HPP:	High Priority Project
HSIP:	Highway Safety Improvement Program
I&M:	Inspection & Maintenance
IIJA:	Infrastructure Investment and Jobs Act
IM:	Interstate Maintenance
IRI:	International Roughness Index
ITE:	Institute of Transportation Engineers
ITS:	Intelligent Transportation Systems
ISTEA:	Intermodal Surface Transportation Efficiency Act of 1991
JARC:	Job Access Reverse Commute
JHCBRVNHCC:	John H. Chafee Blackstone River Valley National Heritage Corridor Commission
LEP:	Limited English Proficiency
LOS:	Level of Service
LOTTR:	Level of Travel Time Reliability
LPA:	Local Planning Assistance

LPMS:	Local Pavement Management System
MAC:	Massachusetts Aeronautics Commission
MAP:	Mobility Assistance Program
MAP-21:	Moving Ahead for Progress in the 21 <sup>st</sup> Century Act
MARPA:	Massachusetts Association of Regional Planning Agencies
MARTA:	Massachusetts Association of Regional Transit Authorities
MassDOT:	Massachusetts Department of Transportation
MassGIS:	Massachusetts Geographic Information System
MassPort:	Massachusetts Port Authority
MBTA:	Massachusetts Bay Transportation Authority
MCAD:	Massachusetts Commission Against Discrimination
MEMA:	Massachusetts Emergency Management Agency
MEPA:	Massachusetts Environmental Policy Act
MHC:	Massachusetts Historical Commission
MISER:	Massachusetts Institute for Social and Environmental Research
MOU:	Memorandum of Understanding
MPO:	Metropolitan Planning Organization
MTA:	Massachusetts Turnpike Authority
MUTCD:	Manual on Uniform Traffic Control Devices
MWRA:	Massachusetts Water Resources Authority
NAAQS:	National Ambient Air Quality Standards
NBIS:	National Bridge Inventory Standards
NEPA:	National Environmental Policy Act
NFA:	Non Federal-Aid
NHFP	National Highway Freight Program
NHFN:	National Highway Freight Network
NHPP:	National Highway Performance Program
NHS:	National Highway System
NOx:	Any of the Oxides of Nitrogen
NPMRDS:	National Performance Management Research Dataset
NSP:	National Public Transportation Safety Plan
NTD:	National Transit Database
NTS:	National Transportation System
NTSB:	National Transportation Safety Board
OA:	Obligation Authority
OCI:	Overall Condition Index (used with pavement)
ODCR:	Office of Diversity and Civil Rights
O <sub>3</sub> :	Ozone
OTP	Office of Transportation Planning
PCI:	Pavement Condition Index
PHED:	Peak Hour Excessive Delay
PL:	Metropolitan Planning funds (federal)
PM:	Performance Measures
PMS:	Pavement Management System

PMUG:	Pavement Management User's Group
PPP:	Public Participation Program
PRC:	Project Review Committee
PRWORA:	Personal Responsibility & Work Opportunity Reconciliation Act
PSAC:	Project Selection Advisory Council
PTASP:	Public Transportation Agency Safety Plan
RIF:	Roadway Inventory Files
RFP:	Request For Proposal
RFQ:	Request For Qualifications
ROW:	Right Of Way
RPA:	Regional Planning Agency
RSA:	Roadway Safety Audit
RTA:	Regional Transit Authority
RTACAP	Regional Transit Authority Capitol Assistance
RTP:	Regional Transportation Plan
SAFETEA-LU:	Safe, Accountable, Flexible and Efficient Transportation Equity Act
SCA:	State Contract Assistance
SD:	Structurally Deficient
SGR:	State of Good Repair
SHSP	Strategic Highway Safety Plan
SIP:	State Implementation Plan (for Air Quality)
SMS:	Safety Management System
SOV:	Single Occupancy Vehicle
SPR:	Statewide Planning & Research
SRTS	Safe Routes to School
STIP:	State Transportation Improvement Program
STBG:	Surface Transportation Block Grant Program
TAM:	Transit Asset Management Plan
TAMP:	Transportation Asset Management Plan (Highway)
TAP:	Transportation Alternative Program
TAZ:	Transportation Analysis Zone
TDC:	Transportation Development Credits
TDM:	Travel Demand Management
TEA-21:	Transportation Equity Act for the 21st Century
TEC:	Transportation Evaluation Criteria
TERM:	Transit Economic Requirements Model
TFPCC	Total Federal Participating Construction Cost
TI:	Transportation Improvement (in SAFETEA-LU)
TIP:	Transportation Improvement Program
Title VI	Title VI of the Civil Rights Act of 1964
TMA:	Transportation Management Association
TMC:	Turning Movement Count
TRB:	Transportation Research Board
TSM:	Transportation Systems Management

TTTR:	Truck Travel Time Reliability
ULB:	Useful Life Benchmark
UPWP:	Unified Planning Work Program
USDOT:	US Department of Transportation
UZA:	Urbanized Area
VMT:	Vehicle Miles of Travel
VOC:	Volatile Organic Compounds
WBDC:	Worcester Business Development Corporation
WEOEA:	Worcester Executive Office of Elder Affairs
WRA:	Worcester Redevelopment Authority
WRCC:	Worcester Regional Chamber of Commerce
WRTA:	Worcester Regional Transit Authority
YOE:	Year of Expenditure
3C:	Continuing, Comprehensive & Cooperative (planning process)



## Central Massachusetts Regional Planning Commission

### Member Communities

Auburn	Northborough
Barre	Northbridge
Berlin	Oakham
Blackstone	Oxford
Boylston	Paxton
Brookfield	Princeton
Charlton	Rutland
Douglas	Shrewsbury
Dudley	Southbridge
East Brookfield	Spencer
Grafton	Sturbridge
Hardwick	Sutton
Holden	Upton
Hopedale	Uxbridge
Leicester	Warren
Mendon	Webster
Millbury	West Boylston
Millville	West Brookfield
New Braintree	Westborough
North Brookfield	Worcester

### Central Mass Regional Planning Commission



2 Washington Square, Worcester, MA 01604-4016