



## **CENTRAL MASSACHUSETTS METROPOLITAN PLANNING ORGANIZATION ADVISORY COMMITTEE**

The minutes of the CMMPO Advisory Committee meeting held **January 7th, 2026**. The meeting was held virtually through Zoom.

### **CMMPO Advisory Committee Members Present:**

- Chris Payant – Town of Westborough
- Erin Quael – Worcester Department of Public Health
- Claudia Oliviera De Paiva - Edward M. Kennedy Community Health Center
- Anya Wilczynski - Blackstone Heritage Corridor
- Liz Myska – Visions Consulting L3C
- Alysha Irisari Malo – Town of Douglas
- Sarah Bradbury – MassDOT District 3
- Daryl Amaral – MassDOT District 2

### **Ex-Officio Members Present:**

- N/A

### **CMRPC Staff Present:**

- Nathan Lewis
- Constance Mellis
- Kevin Krasnecky
- Rich Rydant
- Robert Raymond
- Yahaira Graxirena
- Adam Wriggins
- Ryan Hurley
- Jordan Hollinger

**Guest:**

- N/A

**Agenda Item #1 – Around the Room Introductions**

Co-chair Chris Payant opened the meeting at 3:10 PM. A roll-call of the CMMPO Advisory members was announced, followed by the rest of the attendees.

**Agenda Item #2 – Approval of October 22nd, 2025, Meeting Minutes**

Minutes for October 22nd, 2025, CMMPO Advisory meeting were considered for approval. Co-chair Payant entertains a motion to approve October 22nd, 2025, meeting minutes. Sarah Bradbury makes a motion to approve. The motion is seconded by Erin Quael. The vote was unanimous in favor of approval.

**Agenda Item #3 – Transportation Improvement Program (TIP)**

- **Potential Action:** Seeking recommendation to the CMMPO concerning endorsement of the Proposed Amendment #2 to the 2026-2030 TIP Highway Project Listing.

CMRPC staff, Kevin Krasnecky, presented this item. The presentation provided a brief review of the proposed amendment number 2 to the 2026-2030 TIP Highway Project Listing which was released for public comments. There were seven changes to this TIP highway listing.

- **#610535 – Worcester – Pedestrian and Bicycle Improvements on Pleasant Street**
  - STBG target funding reduced by \$3,466,213 in FFY 2026
  - Earmark funding (HPP) will be added under Section 1B (Earmark or Discretionary Grant Funded Projects) in the amount of \$1,615,550
  - Updated Total Project Cost: \$4,158,179
- **S13376 – Southbridge – Hamilton Street Reconstruction Project (FY 2024 BUILD Grant) – Design Only**
  - Added to FFY 2026 with earmark funding (HPP) in the amount of \$1,120,384 under section 1B (Earmark or Discretionary Grant Funded Projects)
- **#608862 – Southbridge – Bridge Replacement, S-21-009, Mill Street over McKinstry Brook and S-21-003, Mill Street over the Quinebaug River**
  - Cost increase of \$1,239,170 in FFY 2026
  - Updated Total Project Cost: \$11,232,073

- **#612195 – Worcester – Superstructure Replacement, W-44-0091, I-290 over East Central Street**
  - Funding in FFY 2027 is being removed and additional funding will be added to FFY 2026
  - Funding source for this project is now NHPP (\$12,696,662) and NHPP-PEN (\$23,041,525)
  - Project cost increase: \$4,808,426
  - Updated Total Project Cost: \$35,738,187
- **#612092 – Uxbridge – Bridge Replacement, U-02-051, Homeward Avenue over Providence Railroad**
  - Project added to FFY 2027 in Section 2A (Federal Aid Funded State Prioritized Reliability Projects)
  - Funded with STBG-BR-OFF in the amount of \$3,741,988
- **#612191 – Auburn – Bridge Replacement, A-17-003, Oxford Street over Kettle Brook**
  - Project is being moved from FFY 2027 to FFY 2029
  - Updated Total Project Cost: \$19,577,600
- **#613367 – Westborough – Fisher Street Improvements (SRTS)**
  - Project is being moved from FFY 2028 to FFY 2029
  - Updated Total Project Cost: \$3,278,903

Following the presentation, Mr. Payant asked where the proposed changes stem from. Mr. Krasnecky replied by explaining that it depends on who's designing the projects. If it is MassDOT it's based on scheduling as further along in the project they have a better idea of the cost estimates.

There were no further questions or comments.

Sarah Bradbury made a motion and was seconded by Liz Myska to recommend to the CMMPO concerning endorsement of the Proposed Amendment #2 to the 2026-2030 TIP Highway Project Listing. All members voted unanimously to recommend to the CMMPO concerning endorsement of the Proposed Amendment #2 to the 2026-2030 TIP Highway Project Listing.

- Potential FFY 2031 TIP Candidate Projects

CMRPC staff, Kevin Krasnecky, presented this item. The potential FFY 2031 TIP Candidate Projects will be presented at the January CMMPO meeting. These projects include:

- **#613875:** Auburn/Worcester – Improvements on Route 20 (Washington Street), from 1,000’ east of Commerce Drive to the Auburn/Worcester TL, \$6,527,690
- **#613873:** Sturbridge – Improvements on Route 20 (Charlton Road) from 1,000’ east of Hall Road to east of the I-84 Ramps, \$6,530,299
- **#613261:** Worcester – Lincoln Street Transit Infrastructure Improvements, \$3,335,000
- **#613311:** Worcester – Bicycle and Pedestrian Improvements on Millbury Street, \$3,322,634

There were no further questions or comments.

## **Agenda Item #4 – Critical Rural and Urban Freight Corridors**

### **Update**

**Potential Action:** Seeking recommendation to the CMMPO concerning the endorsement of the new Proposed Critical Rural and Urban Freight Corridors.

CMRPC staff, Richard Rydant, presented this item. Several new rural and urban freight corridors were proposed, including:

Rural:

- Route 122 (Rutland/Paxton) – from Route 122A (Rutland) to Brooks Road (Paxton)
  - Justification – major state numbered route serving broad rural area trucking needs
- Route 32A (Hardwick) – from Petersham TL to Mechanic Street
  - Justification – State numbered route serving broad rural area trucking needs. Provides vital connectivity to Route 2 Corridor and Franklin Region, southwest New Hampshire and southeast Vermont. It is a Rural Area Vital Link.
- Route 32 (Hardwick/Barre) – from just east of Upper Church Street (Hardwick) to Route 67 (Barre)
  - Justification – Intermodal Transloading Facility, includes major salt shed. Served by Mass Central Railroad (MC RR). Also includes Pheonix Plaza.
- Route 68 (Rutland) – from Hubbardston TL to Wachusett Street
  - Justification – State numbered route serving broad rural area trucking needs. Provides connectivity with Montachusett Region and Route 2 Corridor.

Urban:

- Southbridge Street (Worcester) – from Cambridge Street to just south of Glade Street
  - Justification – Railroad classification yard with truck scale. Includes locomotive maintenance building and salt stock piling. Worcester G&W yard at Southbridge Street.
- Route 49 (Spencer) – from Route 9 to Railroad Bridge
  - Justification – New England Automotive Gateway (NEAG) is a Rail to Truck Transload Facility for automotive distribution throughout Southern New England. Served by switching railroad East Brookfield and Spencer (EB&S RR).
- Route 49 (Sturbridge) – from Route 20 to MassPike
  - Justification – New England Automotive Gateway (NEAG) is a Rail to Truck Transload Facility for automotive distribution throughout Southern New England. Served by switching railroad East Brookfield and Spencer (EB&S RR).
- Route 122 (Paxton/Worcester) – from Brooks Road (Paxton) to Chandler Street (Worcester)
  - Justification – Major state numbered route serving broad urban area trucking needs.

There were no further comments or questions.

Sarah Bradbury made a motion and was seconded by Daryl Amaral to recommend to the CMMPO concerning the endorsement of the new Proposed Critical Rural and Urban Freight Corridors. All members voted unanimously to recommend to the CMMPO concerning the endorsement of the new Proposed Critical Rural and Urban Freight Corridors.

## **Agenda Item #5 – Vernon Connected Transportation Study Update Presentation**

CMRPC staff, Yahaira Graxirena, presented this item. The presentation provided an update on the project overview, a summary of what is currently known and what has been heard throughout the public outreach process, a range of solutions, and imagining the future corridor by each area.

The project overview included a summary of project consulting team, committee members, and the importance of the project; an explanation of the three pillars of the

project (unity, community, mobility); a brief overview of the goals of the project; and a glance at the project timeline and key tasks.

Regarding what is known, a summary of the history of the project area was given. For example, before there was a highway (I-290), there was a neighborhood there. The dynamic and experience of the Kelley Square area was very different before the development of the highway system.

Since the public outreach effort has begun, there have been 8 community pop-ups, over 250 survey responses, 1 public workshop, 5 steering committee meetings, several targeted discussions, and 3 advisory committee meetings. From these, many common themes and key takeaways have extrapolated, including that most visitors are using a car; key destinations are much denser on the west side of I-290; there are a high number of severe crashes on Vernon Street; and there are higher poverty levels for those who live nearer to I-290 or the bridge. Common challenges have included that biking, walking, or using transit is often unsafe, inconvenient, or uncomfortable; the bridge is not aesthetically pleasing or inspiring; and there are few public places to meet and connect. Strengths and opportunities have included culturally diverse neighborhoods; features and destinations (i.e. WooSox); and other good things that are happening.

A range of solutions can be developed to improve this project area according to what's needed and what the public wants. This can include green space, active space, programming, buildings, transportation, and connections. This question was asked of the community, in which the top solutions for these categories included trees, public restrooms, playgrounds, bike lanes, public art, and a pedestrian bridge.

Next steps for the project will include finalizing the public survey, broadening the project's message through new formats, developing focus groups and key stakeholder discussions, and beginning the ideation of potential solutions across different contexts.

There were no further comments or questions.

## **Agenda Item #6 – Staff Updates**

- Housing and Transportation Study
  - CMRPC staff, Jordan Hollinger, updated members that the Housing and Transportation Study has completed its subregional meetings. Next steps include the consultant working with the data and public input to complete a suitability analysis.
- Safe Streets for All Project

- CMRPC staff, Robert Raymond, provided members with several project updates, including the Regional Action Plan and Demonstration Project, Vision Zero Advisory Committee, public outreach and initial data findings.
- Advisory Committee Updates
  - CMRPC staff, Yahaira Graxirena, updated members on the membership with Connor McCormick and Rob Billotta leaving the committee and introducing a new member, Alisha Malo.

There were no comments or questions.

### **Agenda Item #7 New Business**

- Complete Streets Applications for Tier 3 are due within the week.
- MassTrails grant is due early February.

### **Agenda Item #8 Next Meetings**

Co-chair Payant announced the schedule for the next meeting:

- CMMPO Advisory Committee meeting (virtual) – January 28<sup>th</sup>, 2026, at 3:00 PM
- CMMPO Meeting (virtual) – Wednesday, January 21<sup>st</sup>, 2026, at 4:00 PM

### **Agenda Item #9 – Adjournment**

At 4:10 PM Co-chair Payant called for a motion to adjourn. Ms. Oliviera De Paiva made the motion, which Ms. Myska seconded. The group voted unanimously to adjourn.

Meeting minutes prepared: Nathan Lewis, Public Outreach Coordinator

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