

MPO Meeting Minutes

Draft Memorandum for the Record

Boston Region Metropolitan Planning Organization Meeting

March 25, 2021, and April 1, 2021, Meeting

10:00 AM–1:35 PM and 10:00 AM–11:25 AM, Zoom Video Conferencing Platform

David Mohler, Chair, representing Jamey Tesler, Acting Secretary of Transportation and Chief Executive Officer of the Massachusetts Department of Transportation (MassDOT)

Decisions

The Boston Region Metropolitan Planning Organization (MPO) agreed to the following:

- Approve the minutes of the meeting of February 18, 2021
- Release Amendment Four to the federal fiscal years (FFY) 2021–25 Transportation Improvement Program (TIP) for a 21-day public review period
- Recess the meeting until 10:00 AM on April 1, 2021
- Approve the staff recommended list of Community Connection projects for funding in the FFYs 2022–26 TIP
- Release Amendment Five to the FFY 2021–25 TIP for a 21-day public review period
- Approve a draft programming scenario for inclusion in the FFYs 2022–26 TIP document

Meeting Agenda

1. Introductions

See attendance beginning page 15.

2. Chair's Report—*David Mohler, MassDOT*

There was none.

3. Executive Director's Report—*Tegin Teich, Executive Director, Central Transportation Planning Staff*

T. Teich shared that MPO staff had received 266 written public comments on 14 different proposed and programmed TIP projects, including Community Connections program projects.

T. Teich noted that MPO staff hosted a Pilot Transit Working Group meeting on March 19, 2021, where participants discussed Massachusetts Bay Transportation Authority (MBTA) Regional Rail Transformation and the MPO's Park-and-Ride Dashboard.

T. Teich stated that MPO staff would host the next Inner Core Committee Transportation meeting on April 7, 2021.

T. Teich asked board members to indicate whether they would like to participate in an ad hoc committee to discuss the longer-term policy question of how to address TIP project cost increases.

4. Public Comments

State Senator Will Brownsberger (Watertown, Brighton, Allston, Fenway, and Back Bay) advocated for TIP project #609204 (Community Path, Belmont Component of the Mass Central Rail Trail [Phase 1]). W. Brownsberger stated that he was joined by Dave Rogers, his successor as state representative, Anne Paulsen, his predecessor, the town engineer, and the head of the Community Path Committee.

State Representative D. Rogers (Belmont) advocated for TIP project #609204.

Meryl Rose (Swampscott resident) expressed opposition to TIP project #610666 (Rail Trail Construction, Swampscott).

Laura Wiener (Senior Transportation Planner, Town of Watertown) was joined by Sophia Galimore (Director, Watertown Transportation Management Association) to advocate for the Watertown Shuttle Service project under consideration for Community Connections funding.

Andrew Hall (Department of Public Works Commissioner, City of Lynn), representing Mayor Tom McGee, advocated for TIP programming scenario 5 (posted to the MPO calendar), which keeps TIP project #602077 (Reconstruction on Route 129, Lynnfield Street, Lynn) in FFY 2022.

Suzanne Wright (Swampscott School Committee and School Building Committee) advocated for TIP project #610666.

Russ Leino (Belmont Community Path Project Committee) advocated for the inclusion of project #609204 on the FFYs 2022–26 TIP.

Jarrod Goentzel (Friends of the Belmont Community Path) advocated for the inclusion of project #609204 on the FFYs 2022–26 TIP.

Alexis Runstadler (Swampscott resident) voiced support for TIP project #610666.

Kim Nasser (Swampscott resident) representing property owners who reside between Bradley Avenue and Humphrey Street, voiced opposition to project #610666.

Lisa DiRocco (Medford Bicycle Advisory Commission) expressed support for the Medford Malden Blue Bike Expansion project under consideration in the Community Connections program.

Maura Carroll (Swampscott resident) voiced opposition to project #610666.

A. Paulsen (former State Representative) advocated for project #609204.

John McQueen (Walk Boston, MPO Advisory Council, Friends of the Bruce Freeman Rail Trail) advocated for project #608164 (Bruce Freeman Rail Trail, Phase 2D in Sudbury and Concord).

David Kucharsky (City of Salem) advocated for the Salem Skipper microtransit service, currently proposed for Community Connections funding.

Stephen Winslow (Malden City Council) advocated for proposed Community Connections projects Main Street Transit Signal Priority in Everett and Malden and BlueBikes Expansion in Medford and Malden.

Barbara Pike (Friends of the Bruce Freeman Rail Trail) advocated for project #608164.

Ben Cares (City of Chelsea) advocated for project #608078 (Reconstruction of Broadway, from City Hall to the Revere City Line in Chelsea) and #611983 (Park Street and Pearl Street Reconstruction in Chelsea).

Eva Patalas (Belmont resident) advocated for project #609204.

S. Galimore (Watertown Transportation Management Association [TMA]) advocated for the Pleasant Street Shuttle Service proposed for Community Connections funding.

Len Simon (Former Sudbury Select Board Member) advocated for project #608164.

Marzie Galazka (Director, Swampscott Office of Community and Economic Development) advocated for project #610666 (Swampscott Rail Trail).

Cosmo Caterino (Belmont resident) expressed opposition to project #609204.

Eric Batcho (Belmont resident) advocated for project #609204.

Emily Teller (Friends of the Bruce Freeman Rail Trail) advocated for project #608164.

Bruno Fisher (Deputy Administrator, Montachusett Regional Transit Authority) advocated for a proposed on-demand microtransit project in Bolton, Boxborough, Lincoln, and Stow.

Todd Blake (City of Medford) advocated for the Medford Malden BlueBikes Community Connections project.

Nicole Freedman (Director of Transportation Planning, City of Newton) spoke on behalf of the Newton microtransit project, which received Community Connections funding during the last TIP cycle.

Charlie Russo (Sudbury Select Board) advocated for project #608164.

Franny Osman advocated for all proposed walking path and rail trail projects, highlighting their advantages for creating connections across Regional Transportation Authority (RTA) boundaries.

5. Committee Chairs' Reports—*Benjamin Muller, MassDOT, Chair, Unified Planning Work Program (UPWP) Committee and Brian Kane, MBTA Advisory Board, Co-Chair, Administration and Finance (A&F) Committee*

B. Muller stated that the UPWP Committee discussed the Universe of Proposed Studies for FFY 2022 at the committee meeting prior to this board meeting. B. Muller stated that there would be additional meetings in April to continue discussion.

B. Kane stated that there would be an A&F Committee meeting at 9:00 AM on Thursday, April 8, 2021, prior to the MPO.

6. Regional Transportation Advisory Council Report—*Lenard Diggins, Chair, Regional Transportation Advisory Council (Advisory Council)*

L. Diggins stated that the next Advisory Council meeting would be on April 14, 2021.

7. Action Item: Approval of February 18, 2021, MPO Meeting Minutes—*Barbara Rutman, MPO Staff*

1. [MPO Meeting Minutes February 18, 2021](#)

Vote

A motion to approve the minutes of the meeting of February 18, 2021, was made by the MBTA Advisory Board (B. Kane) and seconded by the Metropolitan Area Planning Council (MAPC) (Eric Bourassa). The motion carried.

8. Action Item: FFYs 2021–25 TIP Amendment Four—*Matt Genova, MPO Staff*

1. [FFYs 2021–25 TIP Amendment Four Simplified](#)

M. Genova stated that Amendment Four makes one change to highway programming in FFY 2021, adding project #608836 (Drainage Improvements on Route 9 at the Route 126 Interchange in Framingham). The amendment is needed to allow the project to move forward with a May 2021 advertisement date.

Vote

A motion to release Amendment Four to the FFYs 2021–25 TIP for a 21-day public review period was made by the Inner Core Committee (City of Somerville) (Tom Bent) and seconded by the MetroWest Regional Collaborative (City of Framingham) (Thatcher Kezer III). The motion carried.

9. FFYs 2022–26 TIP Development: State Capital Investment Plan (CIP) Update—*Michelle Ho, MassDOT Staff, and Jillian Linnell, MBTA Staff*

M. Ho reviewed the process for developing MassDOT’s CIP, which programs \$4 billion annually for transportation investments across the Commonwealth. M. Ho stated that MassDOT has focused on three strategic priorities since 2017: reliability, modernization, and expansion, with the majority of the focus on reliability and modernization. M. Ho stated that for FFY 2022, MassDOT is focusing on a “maintenance of effort” plan that continues investments underway or planned for FFY 2022. M. Ho stated that the \$16 billion Transportation Bond Bill (TBB) signed by Governor Baker on January 15, 2021, authorized several new programs intended to address asset condition and congestion at the local level, improve travel access, and provide new funding for the Commonwealth’s extensive National Highway System (NHS) bridges. M. Ho highlighted some of the programs authorized in the TBB, including the Next Generation Bridge Program. M. Ho noted that the State Transportation Improvement Plan (STIP) is a major subset of the CIP, governing all of the federally funded roadway and transit projects across the Commonwealth. The CIP reflects the federally funded projects in the STIP and all other funds, including the state bond cap, toll revenues, and MBTA revenue bonds. The CIP includes investments programmed by other MassDOT divisions such as Aeronautics and the Registry of Motor Vehicles. M. Ho stated that MassDOT has worked since 2018

to align STIP and CIP development. M. Ho stated that MassDOT has launched an interactive online comment tool that will go live when the document is release for public comment in May.

J. Linnell provided an update on the MBTA's CIP, stating that the one-year update will be similar to last year's because of the impact of COVID. J. Linnell stated that the focus is on continuing projects already underway, with targeted investments for the future.

J. Linnell stated that the update reflects some improvements from earlier cycles, including targeted improvements to project scoring and a cross-departmental capital funding working group.

J. Linnell reviewed funding sources and overall assumptions for the upcoming CIP, stating that the federal formula funds reflect FFY 2021 apportionment levels and a 1.7 annual increase. This does not include any discretionary or stimulus funds that have not yet been awarded to the MBTA. State funding assumptions reflect current funding for the Green Line Extension, Red Line and Orange Line transformation, and South Coast Rail. Under the state sources, there is also the continued annual deposit of \$60 million in bond cap each year. MBTA debt includes revenue bond issuances of \$590 million a year. Current assumptions reflect the allocation of \$281 million in preventative maintenance funds to support the operating budget that was planned under the Forging Ahead effort prior to the passage of additional stimulus funds by congress. Since then, with the addition of the stimulus, the MBTA plans to return \$179 million of the original target to the capital program. The MBTA is discussing the possibility of returning additional preventative maintenance funds to the capital program.

J. Linnell spoke about the FFY 2022–26 federal sources, a subset of the larger overall MBTA Capital Program. The MBTA is currently planning to program approximately \$1.75 billion across the five years of the TIP and is actively preparing to capitalize on the prospect of additional federal investment.

J. Linnell stated that additional engagement with the MPO and MassDOT/MBTA Boards would happen in April and May.

Discussion

B. Kane asked how a possible federal infrastructure bill would fit into this process. M. Ho stated that as funds become available, they would be incorporated into a future CIP.

Ken Miller (Federal Highway Administration) stated that there is approximately \$150 million in federal funds available over the next five years that have not yet been programmed. K. Miller asked when MassDOT would begin obligating projects under the

Next Generation Bridge program. M. Ho replied that staff anticipate beginning to obligate these funds in 2022.

Jennifer Constable (South Shore Coalition) (Town of Rockland) asked M. Ho to speak about the items that are not included in the CIP, particularly \$30 million in water transportation included in the transportation bond bill. M. Ho replied that staff are developing a program to implement the authorizations included in the transportation bond bill internally and will consider these authorizations and programs in building the 2023 CIP.

B. Kane stated that the \$590 million borrowed annually from the MBTA operating budget to fund the capital program is a huge issue that needs to be addressed.

10. FFYs 2022–26 TIP Development: Regional Transit Authority (RTA) Capital Planning Process—Joy Glynn, MetroWest Regional Transit Authority (MWRTA)

Documents posted to the MPO meeting calendar

1. [FFYs 2022–26 TIP CATA Preliminary Project List](#)
2. [FFYs 2022–26 TIP MWRTA Preliminary Project List](#)

J. Glynn reviewed the RTA capital planning process, stating that the RTAs assess their needs over the next five years and develop a CIP, which is a list of transit projects eligible for federal, state, and local funding. The MWRTA CIP is submitted to MassDOT for project approval to align with MassDOT priorities. These projects are then added to the MPO's TIP. Once the regional TIPs are compiled and approved via the STIP, the projects become eligible for the obligation of Federal Transportation Administration funds. J. Glynn highlighted MWRTA's Front Entrance Blandin (FEB) Project in Framingham is currently underway.

11. Action Item: FFYs 2022-26 TIP Development: Draft Programming Scenario Approval—Matt Genova and Sandy Johnston, MPO Staff

Documents posted to the MPO meeting calendar

1. [FFYs 2022–26 TIP Public Comments as of 0323](#)
2. [FFYs 2022–26 TIP Supplemental Public Comments as of 0324](#)
3. [FFYs 2022–26 TIP Programming Scenario Presentation](#)

M. Genova stated that the goal of this presentation was to agree on a draft program for the FFYs 2022–26 TIP. The draft program would be incorporated into a draft TIP document to be released for public review in April and endorsed by the board in May. M. Genova reviewed the public comments received regarding TIP projects since the meeting on March 18, 2021.

M. Genova stated that Draft Programming Scenario 5 built upon the MPO's conversation on March 18, 2021, seeks to maintain all current funding commitments, including cost increases and schedule changes. No projects were added or removed from Scenario 5, leaving \$35.2 million available over three years of the TIP. Scenario 5 does not allocate any funding to the 31 new projects scored this year. The board will need to decide (1) which Community Connections projects to fund in FFY 2022, (2) how to address the remaining funding surplus in FFY 2022, (3) how to address the remaining funding surplus in FFY 2023, and (4) whether or not to allocate any remaining funding in FFY 2026 to new projects.

M. Genova reviewed the options for deciding which Community Connections projects to fund in FFY 2022. The board could continue funding for all pilot round projects and fund only new capital projects in FFY 2022, up to the program's \$2 million allocation. This would minimize the number of multi-year funding commitments within the program, allowing more funding availability for the consideration of new projects in FFYs 2023 and 2024. Alternatively, the board could use the funding surplus in FFY 2022 to fund all existing pilot projects and all new capital projects, and then consider whether or not to fund any additional operating projects that would involve commitments in FFYs 2023 and 2024. Finally, the board could decide to fully fund all pilot and new projects. This would maximize the spending in 2022, allowing for the allocation of roughly \$3.7 million in new funding, but would also leave the MPO on the hook for more than \$1.3 million in 2023 and \$920 thousand in 2024, placing limitations on the ability of the board to fund other new projects in the coming years.

M. Genova reviewed the options for addressing the remaining funding surplus in FFY 2022. Even after allocating \$2 million to Community Connections, \$14.8 million remained available for funding in 2022. These funds are in the first year of the forthcoming TIP, which only gives the board until September 30, 2022, to find a use for them. M. Genova noted that there was time between the meeting and when the new TIP would be endorsed to consider further options for these funds, as well as the option to amend a project into the TIP after October 1, 2021, when the new TIP formally goes into effect.

M. Genova reviewed the options for determining what, if anything, to do with the remaining funding in FFY 2026. There are 14 projects vying for \$13.8 million in remaining funding in FFY 2026. The board could elect to leave these funds unprogrammed. Alternatively, the board could elect to add funding to an existing Long-Range Transportation Plan (LRTP) project. Lastly, the board could opt to program a different high-scoring project or projects that were considered for funding this year. M.

Genova noted that Scenario 5 shows \$40 million for Rutherford Avenue in FFY 2026, which could be adjusted slightly.

M. Genova reviewed the distribution of funds in Scenario 5 relative to the goals set for each investment program in the LRTP, as well as the current geographic funding distribution.

Discussion

B. Kane asked whether the MPO has received any official comment from the Town of Swampscott regarding the Swampscott Rail Trail project. M. Genova replied that the MPO has received letters of support in the past and M. Galazka, the Chair of the Swampscott Select Board, and the Town Administrator attended the March 18, 2021, meeting to express support for the project. M. Genova stated that Swampscott Town Meeting voted to allocate \$850 thousand for project design.

M. Rose stated that when the town voted to allocate the \$850 thousand, it was under the assumption that abutters did not own the property. In addition, the project has been divided into portions and the town is pursuing some portions without knowing the cost of future sections.

Jay Monty (At-Large City) (City of Everett) asked whether funding all the Community Connections projects in FFY 2022 would create an additional need in FFYs 2023 and 2024. M. Genova replied that the \$1.3 million and \$920 thousand needed for multi-year projects would be taken out of the \$2 million already set aside for Community Connections in FFYs 2023 and 2024. The board would then have \$640 thousand to allocate to new projects in FFY 2023. There are also some additional funds available in FFY 2023 beyond those allocated to the Community Connections Program. The MPO could decide to increase funding for Community Connections or any other project in FFY 2023 with these funds. M. Genova noted that there are two projects funded over multiple years that have their first year of funding in 2023: Mount Auburn Street in Watertown and Rutherford Avenue in Boston. Either project could be a candidate for additional funding in FFY 2023, which would decrease the obligation in later years. The board could leave this funding unallocated for now, opt to allocate it to specific existing projects, or increase funding for the Community Connections.

D. Mohler asked members to state their availability for a meeting on April 1, 2021, to continue discussion.

L. Diggins expressed support for another meeting and suggested that this meeting be without public comment in order to preserve time for deliberation.

J. Linnell noted that there had been request for MBTA projects that could use available funding in FFY 2022. J. Linnell described several projects that could be ready in FFY 2022.

Daniel Amstutz (At-Large Town) (Town of Arlington) stated that the MPO should fund all Community Connections projects in FFY 2022 if money is available, and stated that a meeting on April 1 would be useful.

B. Kane agreed that the MPO should recess the meeting and reconvene on April 1.

T. Teich stated that there is concern among MPO staff regarding the ability to release the draft TIP for public review on the current schedule with a week delay.

T. Kezer agreed it would be better to recess.

E. Bourassa asked J. Linnell to bring additional information on the MBTA projects she mentioned.

D. Mohler noted that there has also been an update in the cash flows for the Green Line Extension project that could create additional funding availability.

K. Miller stated that he could not make an April 1 meeting, and suggested that the MPO fill the gap in FFY 2022 by giving the funds to MassDOT for a project in FFY 2021 and in effect changing the total target funding from \$90 million in one year and \$110 million the next.

12. Recess

A motion to recess the meeting until 10:00 AM on April 1, 2021, was made by the MBTA Advisory Board (B. Kane) and seconded by the At-Large City (City of Everett) (J. Monty). The motion carried.

13. Action Item: FFYs 2022-26 TIP Development: Draft Programming Scenario Approval—Matt Genova, MPO Staff

Documents posted to the MPO Meeting Calendar

1. [FFYs 2022–26 TIP Programming Scenario 5 Revised 0401](#)
2. [FFYs 2022–26 TIP Programming Scenario Presentation](#)
3. [FFYs 2022–26 TIP Newly Evaluated Project Descriptions Revised](#)
4. [FFYs 2022–26 TIP Project Scoring Results](#)
5. [FFYs 2022–26 TIP Community Connections Program Scoring and Project Information](#)
6. [FFYs 2022–26 TIP Statewide Highway Programming](#)

7. [FFYs 2022–26 TIP CATA Preliminary Project List](#)
8. [FFYs 2022–26 TIP MWRTA Preliminary Project List](#)
9. [FFYs 2022–26 TIP Public Comments as of 0330](#)

M. Genova stated that the main goal of the meeting was to continue the conversation to build board consensus on a programming scenario for the draft FFYs 2022–26 TIP. M. Genova reviewed the written public comments received by MPO staff since the meeting was recessed on March 25, 2021. M. Genova stated that the MPO must decide how to address funding surpluses in FFYs 2022 and 2023 and whether to allocate any remaining funding in FFY 2026 to new projects. The board would also need to decide which Community Connections projects to select for funding.

D. Mohler said all of this discussion was based on Scenario 5, which allocated \$2 million to Community Connections program. The MPO will need to discuss if there is a desire to fund more than \$2 million of projects in this program in FFY 2022. D. Mohler stated that the MPO has not yet made any decisions about how many projects to fund within this program in FFY 2022, and that in considering this question, the board would need to be mindful of the multi-year cash flows for certain projects.

Discussion

D. Mohler stated that the new programming scenario posted to the MPO meeting calendar was proposed by MassDOT. This scenario would shift \$27.1 million for the Green Line Extension from FFY 2021 to FFY 2022, opening up a gap in 2021. To use that available funding in 2021, the MPO would shift \$12.6 million for Ferry Street from 2022 to 2021 and move some funding for Sumner Tunnel to 2021. This scenario would also fund the continuation of the Columbus Avenue bus lane in Boston with the remaining \$14.8 million. Finally, an adjustment to the Rutherford Avenue cash flows would maximize the funding available in FFY 2026. This would leave the MPO with \$20.3 million to program new projects in FFY 2026.

B. Kane expressed support for this scenario.

L. Diggins asked whether the recent federal stimulus money that is being allocated to the MBTA would all be used for operating costs or if it could be used for a capital project like the Columbus Avenue bus lane. D. Mohler stated that there are several pots of money available to transit systems, including the MBTA. One funding stream is \$103 million specifically dedicated to the Green Line Extension. This cannot be spent on anything else. Another funding stream is available for operating or capital costs, and the MBTA is currently considering using these funds to return some bus routes that were taken away during the Forging Ahead process. The \$14.8 million for the Columbus

Avenue project would be MPO Regional Target highway funding. L. Diggins asked if the MBTA would have the financial resources to do this project with funds other than the MPO's. D. Mohler stated that if there was a highway project ready to fill the \$14.8 million gap in 2021, MassDOT would have brought it to the MPO and proposed it, but that in the absence of a suitable highway project these funds can be used for the MBTA.

J. Linnell stated that the MBTA has not yet received guidance on what exactly stimulus funds can be used for.

D. Amstutz said he would like to know more about the Columbus Avenue bus lane and asked if stimulus funds for the Green Line Extension project could potentially result in the return of some of the MPO's funding for that project. D. Mohler replied that this is a possibility.

David Koses (At-Large City) (City of Newton) expressed support for the Columbus Avenue bus lane project.

J. Linnell provided some background on the scope, location, benefits, and budget of the Columbus Avenue bus lane project, stating that the MBTA is prepared to advertise this project for construction in the fall of 2021.

Tom Kadzis (City of Boston) (Boston Transportation Department), Jim Fitzgerald (City of Boston) (Boston Planning & Development Agency), and E. Bourassa expressed support for the Columbus Avenue bus lane project.

T. Bent asked whether this project had been scored with the TIP evaluation criteria. M. Genova replied that it had not.

L. Diggins stated that it might be good to score the project in order to have a basis for comparing it to other similar potential projects.

D. Mohler noted that the MPO would also need to decide which Community Connections to fund.

M. Genova described staff's recommendation for which Community Connections projects to fund.

E. Bourassa expressed support for the staff-recommended list of Community Connections projects and for keeping the remaining MPO funding in FFY 2026 unprogrammed while the MPO considers policy changes related to project costs.

J. Monty asked for clarification on what types of projects would be good selections for capital projects under Community Connections. D. Mohler stated that the decision was made last year not to fund small capital projects that would have to go through the MassDOT project management system due to the administrative burden of funding these kinds of projects with MPO funds.

S. Johnston stated that MPO staff are still working to understand what is feasible under this program and does not create an undue administrative burden on MassDOT or the MBTA.

J. Monty expressed a desire to fund more Community Connection projects.

D. Amstutz agreed and suggested a subcommittee to consider Community Connections projects more closely and advance recommendations to the board.

L. Diggins expressed hesitation about funding operating projects and asked whether they could be funded through the Transit Modernization program. D. Mohler stated that if the MPO chose to classify these projects as Transit Modernization, the MPO could fund them in the Transit Modernization program.

J. Linnell expressed support for advancing the MBTA Community Connections projects sooner rather than later.

E. Bourassa expressed support for leaving funds in FFY 2026 unprogrammed.

T. Bent and T. Kezer agreed the MPO should wait for a future TIP cycle to program new projects in FFY 2026.

D. Mohler noted that the MPO would also need to release an Amendment to the FFYs 2021–25 TIP to align the changes made in FFYs 2021–25 (including the addition of the Columbus Avenue bus lane) with the draft programming scenario for FFYs 2022–26.

Votes

A motion to accept the staff-recommended list of Community Connections projects was made by the Advisory Council (L. Diggins) and seconded by the MBTA Advisory Board (B. Kane). The motion carried.

A motion to release Amendment Five to the FFYs 2021–25 TIP was made by the MBTA Advisory Board (B. Kane) and seconded by MAPC (E. Bourassa). The motion carried.

A motion to approve a programming scenario for inclusion in the draft TIP document reflecting all scenario adjustments, the staff recommended list of Community

Connections projects, and no new projects in FFY 2026 was made by MAPC (E. Bourassa) and seconded by the Inner Core Committee (City of Somerville) (T. Bent). The motion carried.

14.Members' Items

D. Mohler reminded members to let T. Teich or himself know if they were interested in serving on the ad hoc committee to discuss TIP project costs.

15.Adjourn

A motion to adjourn was made by MAPC (E. Bourassa) and seconded by the Advisory Council (L. Diggins). The motion carried.

DRAFT

March 25, 2021 Attendance

Members

Representatives and Alternates

At-Large City (City of Everett)	Jay Monty
At-Large City (City of Newton)	David Koses
At-Large Town (Town of Arlington)	Daniel Amstutz
At-Large Town (Town of Brookline)	Heather Hamilton
City of Boston (Boston Planning & Development Agency)	Joe Blankenship
City of Boston (Boston Transportation Department)	Tom Kadzis
Federal Highway Administration	Ken Miller
Federal Transit Administration	
Inner Core Committee (City of Somerville)	Tom Bent
Massachusetts Department of Transportation	David Mohler
	John Bechard
MassDOT Highway Division	John Romano
Massachusetts Bay Transportation Authority (MBTA)	Jillian Linnell
Massachusetts Port Authority	
MBTA Advisory Board	Brian Kane
Metropolitan Area Planning Council	Eric Bourassa
MetroWest Regional Collaborative (City of Framingham)	Thatcher Kezer III
Minuteman Advisory Group on Interlocal Coordination (Town of Acton)	Austin Cyganiewicz
North Shore Task Force (City of Beverly)	Darlene Wynne
North Suburban Planning Council (City of Woburn)	Tina Cassidy
Regional Transportation Advisory Council	Lenard Diggins
South Shore Coalition (Town of Rockland)	Jennifer Constable
South West Advisory Planning Committee (Town of Medway)	
Three Rivers Interlocal Council (Town of Norwood/Neponset Valley Chamber of Commerce)	Tom O'Rourke

Other Attendees	Affiliation
Michelle Ho	MassDOT
Wes Edwards	Assistant General Manager MBTA
Andrew J. Hall	City of Lynn
Bruno Fisher	MRTA
Sheila Page	Town of Lexington
Meryl Rose	Swampscott resident
Maura Carroll	Swampscott resident
State Senator Will Brownsberger	
Glenn Pransky	Sudbury Rail Trail Advisory Task Force
Valerie Gingrich	
Nicole Freedman	City of Newton
Todd Kirrane	Town of Brookline
JR Frey	
Ben Cares	City of Chelsea
Kevin Coughlin	
Eric Batcho	Belmont resident
Joy Glynn	MWRTA
Anne Paulsen	Former State Representative
Len Simon	Former Sudbury Select Board
Suzanne Wright	Swampscott School Building Committee
Marzie Galazka	Town of Swampscott
Matthew Petersen	TransitMatters
Christian MilNeil	StreetsblogMASS
Paula Doucette	
Councilor Stephen Winslow	Malden City Council
Steven Olanoff	TRIC Alternate
Benjamin N.W. Muller	MassDOT
Paul Cobuzzi	
Raymond Hayhurst	AECOM
Cosmo Caterino	Belmont resident
Sarah Bradbury	MassDOT
Eva Patalas	Belmont resident
John McQueen	WalkBoston
Aleida Leza	Belmont resident
Eric Johnson	City of Framingham
Matthew Petersen	TransitMatters

Other Attendees	Affiliation
Janie Dretler	
Lisa DiRocco	Medford Bicycle Advisory Commission
Glenn Clancy	Town of Belmont
Mital Parikh	QRyde
Barbara Pike	Friends of the Bruce Freeman Rail Trail
David Kucharsky	City of Salem
Maria Foster	
Laura Wiener	Town of Watertown
Russ Leino	Belmont Community Path Project Committee
Todd Blake	City of Medford
Alexis C. Runstadler	Swampscott resident
Charlie Russo	Sudbury Select Board
Jarrold Goentzel	Friends of the Belmont Community Path
Sophia Galimore	Watertown TMA
Peter Falk	MBTA
Jeanette Rebecchi	Town of Bedford
Rich Benevento	WorldTech Engineering
State Representative Dave Rogers	Belmont
Zoe Rivas	
Jane Gould	
Laura VanderHart	
Franny Osman	
Pat Brown	
Emily Teller	Friends of the Bruce Freeman Rail Trail
Ali Kleyman	City of Somerville
Josh Klingenstein	MBTA
Kristina Johnson	
Terry Snyder	
James Doyle	
Phil Lemnios	
Frank Tramontozzi	City of Quincy
Joseph Blankenship	BPDA
Beth Parent	

Other Attendees	Affiliation
Constance Raphael	MassDOT
Angela Servello	
Bryan Pounds	MassDOT
Ryan O'Malley	Malden City Council
Zachary Agush	
Jesse Steadman	Town of Stow
Allison Simmons	NorthEase Consulting
Robert Penfield	
Jon Rockwell	TEC Inc.

MPO Staff/Central Transportation Planning Staff

Tegin Teich, Executive Director
Mark Abbott
Matt Archer
Jonathan Church
Annette Demchur
Róisín Foley
Hiral Gandhi
Matt Genova
Betsy Harvey
Sandy Johnston
Anne McGahan
Ariel Patterson
Gina Perille
Barbara Rutman
Michelle Scott
Kate White

April 1, 2021 Attendance

Members

Representatives and Alternates

At-Large City (City of Everett)	Jay Monty
At-Large City (City of Newton)	David Koses
At-Large Town (Town of Arlington)	Daniel Amstutz
At-Large Town (Town of Brookline)	Todd Kirrane
City of Boston (Boston Planning & Development Agency)	Jim Fitzgerald
City of Boston (Boston Transportation Department)	Tom Kadzis
Federal Highway Administration	
Federal Transit Administration	
Inner Core Committee (City of Somerville)	Tom Bent
Massachusetts Department of Transportation	David Mohler
	John Bechard
MassDOT Highway Division	John Romano
Massachusetts Bay Transportation Authority (MBTA)	Jillian Linnell
Massachusetts Port Authority	
MBTA Advisory Board	Brian Kane
Metropolitan Area Planning Council	Eric Bourassa
MetroWest Regional Collaborative (City of Framingham)	Thatcher Kezer III
Minuteman Advisory Group on Interlocal Coordination (Town of Acton)	Austin Cyganiewicz
North Shore Task Force (City of Beverly)	Darlene Wynne
North Suburban Planning Council (City of Woburn)	Tina Cassidy
Regional Transportation Advisory Council	Lenard Diggins
South Shore Coalition (Town of Rockland)	Jennifer Constable
South West Advisory Planning Committee (Town of Medway)	Peter Pelletier
Three Rivers Interlocal Council (Town of Norwood/Neponset Valley Chamber of Commerce)	Tom O'Rourke

Other Attendees	Affiliation
JR Frey	
Benjamin N.W. Muller	MassDOT
Len Simon	
Paul Cobuzzi	
Maura Carroll	Swampscott resident
Joy Glynn	MWRTA
Nick Downing	City of Salem
Sarah Bradbury	MassDOT
Beth Suedmeyer	Sudbury Planning and Community Development
Valerie Gingrich	Town of Wilmington
Christian MilNeil	StreetsblogMASS
Colette Aufranc	Wellesley Select Board
Aleida Leza	Belmont resident
Sarah Lee	MAPC
Steven Olanoff	TRIC Alternate
Marzie Galazka	Town of Swampscott
Michael McClung	
C Senior	MassDOT
Jeremy Marsette	Natick
Joseph Blankenship	BPDA
Bruno Fisher	MRTA
Ben Cares	City of Chelsea
Todd Blake	City of Medford
Paula Doucette	
Bryan Pounds	MassDOT
Josh Klingenstein	MBTA
Constance Raphael	MassDOT
Jeanette Rebecchi	Town of Bedford
Laura Wiener	Town of Watertown
Jesse Steadman	Town of Stow
Eric Johnson	City of Framingham
Charlie Russo	Sudbury Select Board
Michelle Ho	MassDOT
Emily Teller	Friends of the Bruce Freeman Rail Trail
Rich Benevento	
Sophia Galimore	Watertown TMA
Jon Seward	
Pat Brown	

Other Attendees	Affiliation
Frank Tramontozzi	City of Quincy
Owen MacDonald	Town of Weymouth
Allison Simmons	NorthEase Consulting
Ali Kleyman	City of Somerville
Matt Moran	City of Boston
Schuyler Larrabee	
Felicia Webb	CATA
P Vakharia	
Janie Dretler	
Derek Shooster	MassDOT
Cassie Ostrander	FHWA
Alexis C. Runstadler	
Steven Correnti	
William Conroy	City of Boston

MPO Staff/Central Transportation Planning Staff

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Barbara Rutman

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