

MPO Meeting Minutes

Draft Memorandum for the Record

Boston Region Metropolitan Planning Organization Meeting

February 2, 2023, Meeting

10:00 AM–12:24 PM, Zoom Video Conferencing Platform

David Mohler, Chair, representing Gina Fiandaca, 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 January 5, 2023
- Approve the calendar year (CY) 2023 Road Safety Performance Targets

Meeting Agenda

1. Introductions

See attendance on page 10.

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, Executive Director, shared that the Safe Streets and Roads for All grant awards were announced by the United States Department of Transportation (USDOT). The Boston Region MPO has been awarded \$2.238 million in federal funding for the development of a Safety Action Plan for the Boston Region with the goal of eliminating traffic fatalities and serious injuries. The Metropolitan Area Planning Council (MAPC), as the fiduciary agent to the staff of the MPO, was the applicant on behalf of the MPO and worked closely on the application. MassDOT committed to provide the matching funding, bringing the total of the grant to \$2.7 million. The Boston Region MPO has been told that it could take up to a year to receive the funding.

Two project locations have been selected for the Federal Fiscal Year (FFY) 2023 Multimodal Mobility Infrastructure Program corridor and intersection studies: Route 37 (Franklin and Washington Street) in Braintree and the Washington/Hanover intersection in Lynn.

Under the Community Transportation Technical Assistance Program, the Boston Region MPO will be working with the Town of Concord to develop short-term recommendations for safe crossings for the Route 2 crossings from Main Street and Old Road to Nine Acre Corner.

4. Public Comments

There were none.

5. Committee Chairs' Reports

Derek Krevat, MassDOT Office of Transportation Planning (OTP), announced that the next Unified Planning Work Program (UPWP) meeting is scheduled for Thursday, February 16, 2023, at 1:00 PM.

Brian Kane, Massachusetts Bay Transportation Authority (MBTA) Advisory Board, shared that the Administration and Finance Committee met on January 19, 2023, to discuss finances through the end of 2022. The committee met on February 2, 2023, to continue developing the Operations Plan.

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

Lenard Diggins stated that the upcoming Wednesday, February 8, 2023, Regional Transportation Advisory Council meeting will feature discussions about the Title VI Report and a brainstorming session about potential UPWP study ideas.

7. Action Item: Approval of January 5, 2023, MPO Meeting Minutes Documents posted to the MPO meeting calendar

1. [January 5, 2023, MPO Meeting Minutes \(PDF\)](#)
2. [January 5, 2023, MPO Meeting Minutes \(html\)](#)

Vote

A motion to approve the minutes of the meeting of January 5, 2023, was made by the MBTA Advisory Board (Brian Kane) and seconded by the MAPC (Eric Bourassa). The motion carried through a roll call vote. The following member abstained: Minuteman Advisory Group on Interlocal Coordination, Town of Acton (Austin Cyganiewicz)

8. Action Item: Roadway Safety Performance Targets—*Sam Taylor, MPO Staff*

Documents posted to the MPO meeting calendar

3. [Roadway Safety Performance Targets Memo \(PDF\)](#)
4. [Roadway Safety Performance Targets Memo \(html\)](#)

5. [Roadway Safety Performance Targets Appendix \(PDF\)](#)
6. [Roadway Safety Performance Targets Appendix \(html\)](#)

S. Taylor presented CY 2023 roadway safety performance targets. The USDOT requires states and MPOs to establish annual targets pertaining to fatalities and serious injuries from motor vehicle crashes. Since 2018, the Boston Region MPO has voted to adopt the Commonwealth’s roadway safety performance targets. S. Taylor proposed for the Boston Region MPO to adopt the Commonwealth’s CY 2023 roadway safety performance targets, found in Table 1. S. Taylor discussed the trends related to each performance target.

Table 1
Proposed Roadway Safety Targets (CY 2023)

Performance Measure	Target*	Long-Term Target
Number of Fatalities	355	0.00
Rate of Fatalities per 100 Million VMT	0.59	0.00
Number of Serious Injuries	2,569	0.00
Rate of Serious Injuries per 100 Million VMT	4.25	0.00
Number of Nonmotorized Fatalities and Nonmotorized Serious Injuries	437	0.00

*This target value is expressed as a five-year rolling annual average.

CY = Calendar Year. VMT = Vehicle-Miles Traveled.

Sources: Federal Highway Administration, Commonwealth of Massachusetts, and Boston Region MPO Staff.

Discussion

B. Kane stated that the overarching goal of the MPO should be a reduction in vehicle-miles traveled (VMT), achieved by investing in and improving public transportation and nonmotorized forms of transportation. B. Kane suggested MPO staff calculate performance targets specific to the Boston region.

L. Diggins asked how MassDOT sets its performance targets. D. Krevat, MassDOT OTP, responded that the Traffic Safety department sets performance targets in coordination with the Executive Office of Public Safety and Security.

David Koses, City of Newton, stated that driver behavior is an unpredictable factor and the proposed performance targets are reasonable because they indicate an ongoing trend of reducing serious injuries and fatalities on roadways. B. Kane responded that roadway design can be used to regulate and influence driver behavior.

E. Bourassa asked what the consequence is if an MPO fails to meet its roadway safety performance targets. D. Krevat stated that MassDOT is required to spend the full apportionment of its highway safety improvement funds and submit a report describing steps to be taken to meet the targets. D. Mohler stated that it is unclear what occurs if an MPO is unable to meet targets that they would have set themselves (as opposed to the state targets), as an MPO in the Commonwealth has never set targets separate from MassDOT before.

Vote

A motion to adopt calendar year 2023 Roadway Safety Performance Targets was made by the Regional Transportation Advisory Council (L. Diggins) and seconded by the MAPC (E. Bourassa). The motion carried through a roll call vote. The following member voted no: MBTA Advisory Council (B. Kane).

9. Revisions to Draft *Destination 2050* Planning Framework—Michelle Scott, MPO Staff

Documents posted to the MPO meeting calendar

7. [Revisions to the Draft Destination 2050 Planning Framework \(PDF\)](#)
8. [Revisions to the Draft Destination 2050 Planning Framework \(html\)](#)

Michelle Scott presented and clarified changes to the draft Long-Range Transportation Plan (LRTP) *Destination 2050* Planning Framework. The *Destination 2050* Planning Framework, which is made up of a vision, goals, and objectives, was originally presented to the MPO Board at the December 15, 2022, meeting. The six goal areas of equity, safety, mobility and reliability, access and connectivity, resiliency, and clean air and healthy communities remain the same. The revisions primarily appear at the goal and objective level. Revisions occurred to clarify language and concepts, expand on ideas, and respond to public feedback.

Revisions are as follows:

- Vision
 - “The Boston Region envisions an equitable, pollution-free, and modern transportation system that gets people to their destinations safely, easily, and reliably, and that supports an inclusive, resilient, healthy, and economically vibrant Boston region.”
- Equity
 - Emphasize facilitating, rather than maintaining, inclusive and transparent planning processes

- Expand on objectives to allow transparent access to the planning process and provide meaningful opportunities to express needs and priorities
- Strengthen definition of disadvantaged communities
- Safety
 - Add “improve safety for all users” to the goal statement
 - “Eliminate” rather than “reduce” fatalities, injuries, and safety incidents
 - Define and emphasize the priority of vulnerable roadway users and eliminate disparities for disadvantaged communities
 - Incorporate accessibility into objectives
- Mobility and Reliability
 - Clarify definition of mobility in goal statement
 - Simplify objectives related to improving reliability and reducing delay
 - Add objective about reducing delay on the transit system
 - Emphasize electric vehicles as technology that supports the MPO’s goals
- Access and Connectivity
 - Emphasize economic vitality themes
 - Prioritize investments that support housing, land use, and economic growth goals
 - Indicate that options should provide travelers with choices and opportunities
 - Address network gaps through interorganizational coordination
 - Incorporate accessibility into objectives
- Resiliency
 - Move references to addressing negative environmental impacts to this goal area
 - Provide examples of negative environmental impacts and nature-based solutions
- Clean Air and Healthy Communities
 - Move references to addressing negative environmental impacts to resiliency
 - Combine mode shift, VMT reduction, and air pollutant reduction themes into one objective focused on reducing VMT growth
 - Add new objective related to supporting electrification, emphasizing transit electrification

Discussion

Bill Conroy, Boston Transportation Department, stated that additional work will need to be done to examine the relationship between roadways and natural barriers, specifically

in coastal communities. M. Scott stated that the purpose of the resiliency goal is to encourage the use of natural solutions such as storm water drainage in corridor studies.

10. Financial Outlook for Transportation Improvement Program (TIP) and LRTP—Ethan Lapointe and Michelle Scott, MPO Staff

M. Scott and Ethan Lapointe, MPO Staff, presented the expected funding available to program in future TIP and LRTP cycles. MPO staff receive financial assumptions annually for the TIP and every four years for the LRTP from the MassDOT OTP. Assumptions reflect expected future federal highway funding for Massachusetts with planned debt repayments, known as Grant Award Notifications (GAN), subtracted. The state then matches the remaining federal highway funds. The Boston Region MPO receives approximately 43 percent of the discretionary funds for regional planning agencies.

Funding assumptions for the *Destination 2050* LRTP can be found in Table 2.

Table 2
***Destination 2050* Funding**

<i>Destination 2050</i> Time Band	Years	Funding	<i>Destination 2050</i> Increase from <i>Destination 2040</i>
1	FFYs 2024–28	\$697,545,145	\$164,379,295
2	FFYs 2029–33	\$833,039,179	\$221,758,903
3	FFYs 2034–38	\$920,869,097	\$170,116,092
4	FFYs 2039–43	\$1,017,823,098	\$8,981,807
5	FFYs 2044–50	\$1,597,196,673	\$1,597,196,673
All	All	\$5,066,293,193	\$2,162,432,771

FFY = Federal Fiscal Years

Funding assumptions for the FFYs 2024–28 TIP regional target funding can be found in Table 3.

Table 3
FFYs 2024–28 Regional Target Funding

	2024–27 Current Projections	2024–28 Funding Anticipated	2024–27 Funding Programmed	Expected Balance of Funding
FFY 2024	\$130,647,095	\$130,647,095	\$117,059,590	\$13,587,505
FFY 2025	\$128,427,689	\$128,427,689	\$124,612,902	\$3,814,787
FFY 2026	\$125,285,687	\$125,285,687	\$123,179,070	\$2,106,617
FFY 2027	\$138,246,315	\$155,132,142	\$128,586,581	\$26,545,561
FFY 2028	n/a	\$158,052,175	\$0	\$158,052,175
Total	\$522,606,786	\$697,544,788	\$493,438,143	\$204,106,645

FFY = Federal Fiscal Years.

Discussion

L. Diggins asked for additional details related to the GANs due to be repaid in FFYs 2025 and 2026. D. Mohler responded that the GANs were issued for a program during the Patrick Administration to spend nonfederal aid on bridge projects, committing to repayment using future federal aid.

B. Kane asked what project the GANs reflected in FFYs 2029 and 2030 are connected to. D. Mohler responded that the GANs are for the Next Generation Bridge Program.

**11. Federal Fiscal Years (FFYs) 2024–28 TIP Project Scoring Process—
Ethan Lapointe, MPO Staff**

E. Lapointe presented an overview of the FFYs 2024–28 TIP project scoring process. TIP project scoring evaluates proposed projects against a set of criteria, creating internal scores. Once MPO and MAPC staff complete the internal scoring process, score verification begins, involving reviews by external stakeholders, such as MassDOT and municipalities, and providing additional time for applicants to gather letters of support and other nuances that may arise. Final scores will be presented to the full MPO board on Thursday, March 2, 2023.

The FFYs 2024–28 TIP received and scored 19 projects, containing 16 new projects, one returning project, and two other new projects pending further information.

Scoring criteria is as follows:

- Safety (18 points)
 - Improved safety for all users, Vision Zero
- System Preservation (20 points)

- Maintain, modernize, and make resilient
- Capacity (18 points)
 - Increase options and efficiently use existing capacity
- Clean Air (12 points)
 - Create an environmentally friendly system
- Equity (20 points)
 - All receive comparable benefits, no disproportionate burden
- Economic Vitality (12 points)
 - Provide a strong foundation for economic vitality

Community Connections Scoring Criteria is as follows:

- Connectivity (18 points)
 - Improve first- and last-mile connections to key destinations
- Coordination (18 points)
 - Cooperation across sectors and organizations
- Plan Implementation (15 points)
 - Support local, regional, and statewide planning efforts
- Transportation Equity (15 points)
 - All receive comparable benefits, none face disproportionate burdens
- Mode Shift (24 points)
 - Meaningful shift from single-occupancy vehicles to other means
- Fiscal Sustainability (10 points)
 - Financial vitality after conclusion of MPO funding support

12. TIP Process, Engagement, and Readiness Committee Proposal— *Tegin Teich, MPO Staff*

Documents posted to the MPO meeting calendar

9. [TIP Process, Engagement, and Readiness Committee Proposal \(PDF\)](#)
10. [TIP Process, Engagement, and Readiness Committee Proposal \(html\)](#)

T. Teich presented the concept of a TIP Process, Engagement, and Readiness Committee. The proposed committee has developed through conversations during the Administration and Finance Committee about the MPO's Operations Plan. The committee's purpose is to increase participation in the TIP process, act as a forum for more detailed discussions, and act as a forum to identify additional opportunities for board members to engage stakeholders in their subregion. The committee will not duplicate work done at the policy board level, nor will it be making decisions and recommending outcomes. The draft committee charge states that it will review the TIP development process to seek improvement and increase collaboration and engagement

among staff, board members, MassDOT, MBTA, regional transit associations, and project proponents. T. Teich provided sample activities that the committee would engage in.

Discussion

B. Kane compared the proposed TIP Process, Engagement, and Readiness Committee to a technical committee, examining in detail why a project would be ready or not ready to proceed in the TIP process.

L. Diggins suggested adding TIP Process, Engagement, and Readiness Committee meeting prior to the publication of the finalized TIP to process public comments.

D. Koses suggested conducting a trial to evaluate the effectiveness of the proposed committee.

13.Members' Items

There were none.

14. Adjourn

A motion to adjourn was made by the MBTA Advisory Board (B. Kane) and seconded by the MAPC (E. Bourassa). The motion carried.

Attendance

Members	Representatives and Alternates
At-Large City (City of Everett)	Eric Molinari
At-Large City (City of Newton)	David Koses
At-Large Town (Town of Arlington)	Claire Ricker
At-Large Town (Town of Brookline)	Robert King
City of Boston (Boston Planning & Development Agency)	Jim Fitzgerald
City of Boston (Boston Transportation Department)	Bill Conroy
Federal Highway Administration	Kenneth Miller
	Joi Singh
Federal Transit Administration	
Inner Core Committee (City of Somerville)	Tom Bent
Massachusetts Department of Transportation	David Mohler
	Lyris Bauduy-
	Liataud
MassDOT Highway Division	John Romano
Massachusetts Bay Transportation Authority (MBTA)	Ali Kleyman
Massachusetts Port Authority	Sarah Lee
MBTA Advisory Board	Brian Kane
Metropolitan Area Planning Council	Eric Bourassa
MetroWest Regional Collaborative (City of Framingham)	Dennis Giombetti
Minuteman Advisory Group on Interlocal Coordination (Town of Acton)	Austin Cyganiewicz
North Shore Task Force (City of Beverly)	Darlene Wynne
North Suburban Planning Council (Town of Burlington)	
Regional Transportation Advisory Council	Lenard Diggins
South Shore Coalition (Town of Hull)	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 Steve Olanoff

Other Attendees	Affiliation
Sarah Bradbury	MassDOT District 3
Miranda Briseño	MassDOT
Paul Cobuzzi	
JR Frey	Town of Hingham
Valerie Gingrich	
Joy Glynn	MWRTA
Sandy Johnson	MBTA
Chris Klem	MassDOT
Joshua Klingenstein	MBTA
Raissah Kouame	MassDOT
Derek Krevat	MassDOT Office of Transportation Planning (OTP)
Owen MacDonald	Town of Weymouth
Holly MacMullen	Conservation Law Foundation
Shona Norman	CATA
Sheila Page	Town of Lexington
Jon Rockwell	TEC, Inc.
Cheryll-Ann Senior	MassDOT District 5
Jon Seward	
Derek Shooster	MassDOT
Patrick Snyder	MassDOT
Tyler Terrasi	MWRTA
Andrew Wang	MassDOT OTP

MPO Staff/Central Transportation Planning Staff

Tegin Teich, Executive Director

Jonathan Church

Seth Asante

Logan Casey

Betsy Harvey

Stella Jordan

Ethan Lapointe

Erin Maguire

Marty Milkovits

Rebecca Morgan

Srilekha Murthy

Gina Perille

Sean Rourke

Michelle Scott

Judy Taylor

Sam Taylor

The Boston Region Metropolitan Planning Organization (MPO) operates its programs, services, and activities in compliance with federal nondiscrimination laws including Title VI of the Civil Rights Act of 1964 (Title VI), the Civil Rights Restoration Act of 1987, and related statutes and regulations. Title VI prohibits discrimination in federally assisted programs and requires that no person in the United States of America shall, on the grounds of race, color, or national origin (including limited English proficiency), be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination under any program or activity that receives federal assistance. Related federal nondiscrimination laws administered by the Federal Highway Administration, Federal Transit Administration, or both, prohibit discrimination on the basis of age, sex, and disability. The Boston Region MPO considers these protected populations in its Title VI Programs, consistent with federal interpretation and administration. In addition, the Boston Region MPO provides meaningful access to its programs, services, and activities to individuals with limited English proficiency, in compliance with U.S. Department of Transportation policy and guidance on federal Executive Order 13166.

The Boston Region MPO also complies with the Massachusetts Public Accommodation Law, M.G.L. c 272 sections 92a, 98, 98a, which prohibits making any distinction, discrimination, or restriction in admission to, or treatment in a place of public accommodation based on race, color, religious creed, national origin, sex, sexual orientation, disability, or ancestry. Likewise, the Boston Region MPO complies with the Governor's Executive Order 526, section 4, which requires that all programs, activities, and services provided, performed, licensed, chartered, funded, regulated, or contracted for by the state shall be conducted without unlawful discrimination based on race, color, age, gender, ethnicity, sexual orientation, gender identity or expression, religion, creed, ancestry, national origin, disability, veteran's status (including Vietnam-era veterans), or background.

A complaint form and additional information can be obtained by contacting the MPO or at http://www.bostonmpo.org/mpo_non_discrimination. To request this information in a different language or in an accessible format, please contact

Title VI Specialist

Boston Region MPO
10 Park Plaza, Suite 2150
Boston, MA 02116
civilrights@ctps.org

By Telephone:

857.702.3700 (voice)

For people with hearing or speaking difficulties, connect through the state MassRelay service:

- **Relay Using TTY or Hearing Carry-over:** 800.439.2370
- **Relay Using Voice Carry-over:** 866.887.6619
- **Relay Using Text to Speech:** 866.645.9870

For more information, including numbers for Spanish speakers, visit <https://www.mass.gov/massrelay>.