



MPO Meeting Minutes
Memorandum for the Record
Boston Region Metropolitan Planning Organization Meeting

April 13, 2023, Meeting

10:00 AM–12:50 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 March 9, 2023
- Approve the work program for the Massachusetts Bay Transportation Authority (MBTA) State Fiscal Year (SFY) 2024 National Transit Database
- Release the Federal Fiscal Years (FFYs) 2023–27 Transportation Improvement Program (TIP) Amendment Four for a 21-day public review period
- Adopt modifications to the draft FFYs 2024–28 TIP programming scenario
- Increase funding for Project #605743, Ipswich—Resurfacing and Related Work on Central and South Main Streets, in the FFYs 2024–28 TIP and remove contributions to Project #606728, Boston—Bridge Replacement B-16-365, Storrow Drive over Bowker Ramps

Meeting Agenda

1. Introductions

See attendance on 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 (CTPS)*

T. Teich stated that there will be a workshop for the Coordinated Human Services Transportation Plan on April 27, 2023, from 9:30–11:30 AM. Staff have distributed a

survey to determine human services transportation needs and priorities for the Coordinated Human Services Transportation Plan.

Staff have distributed a survey to gather feedback on the utility of the Bicycle/Pedestrian Count Database.

4. Public Comments

Eric Johnson, City of Framingham, spoke in support of the inclusion of Project #606109, Intersection Improvements at Route 126/135/MBTA & CSX Railroad, in the *Destination 2050* Long-Range Transportation Plan (LRTP). E. Johnson spoke about the regional significance of the project and challenges at the intersection.

Miguel Perez-Luna, City of Cambridge, spoke in support of the proposed Bikeshare Support program to be included in the *Destination 2050* LRTP. M. Perez-Luna spoke about the success of the Bluebikes bikeshare network and the benefits that the additional program would have for the region.

Jim Malloy, Town of Lexington, spoke in support of the inclusion of Lexington's Route 4/225 (Bedford Street) and Hartwell Avenue project in the *Destination 2050* LRTP. J. Malloy stated that the project will make Complete Streets improvements, addressing traffic flow, safety, and bicycle and pedestrian needs. J. Malloy spoke of the regional and municipal benefits of the project.

5. Committee Chairs' Reports

Derek Krevat, MassDOT, stated that a meeting of the Unified Planning Work Program (UPWP) Committee will be held on Thursday, April 20, 2023, at 1:00 PM to discuss discrete study scenarios.

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

L. Diggins stated that the Regional Transportation Advisory Council met on April 12, 2023, to discuss UPWP discrete study priorities and received an update on the final FFYs 2024–28 TIP scenario.

7. Action Item: Approval of March 9, 2023, MPO Meeting Minutes

Documents posted to the MPO meeting calendar

1. [March 9, 2023, MPO Meeting Minutes \(pdf\)](#)
2. [March 9, 2023, MPO Meeting Minutes \(html\)](#)

A motion to approve the minutes of the meeting of March 9, 2023, was made by the Metropolitan Area Planning Council (MAPC) (Eric Bourassa) and seconded by the MBTA Advisory Board (Amira Patterson). The motion carried through roll call vote.

8. Action Item: Work Scope: MBTA SFY 2024 National Transit Database—Bradley Putnam, CTPS

Documents posted to the MPO meeting calendar

3. [Work Scope: MBTA SFY 2024 National Transit Database \(pdf\)](#)
4. [Work Scope: MBTA SFY 2024 National Transit Database \(html\)](#)

B. Putnam stated that the work scope for the MBTA SFY 2024 National Transit Database (NTD) is a continuation of work that CTPS has been doing to support the MBTA's annual submissions to the NTD. The work program will be funded in full by the MBTA and will cost \$205,000. The work will span from July 1, 2023, to December 31, 2024.

CTPS will collect and analyze data for the MBTA on transit ridership. The project will develop estimates for passenger-miles traveled and unlinked trips for various MBTA modes.

Vote

A motion to approve the work program for the MBTA SFY 2024 National Transit Database was made by the Regional Transportation Advisory Council (L. Diggins) and seconded by the MAPC (E. Bourassa). The motion carried through roll call vote.

9. Action Item: FFYs 2023–27 TIP Amendment Four—Ethan Lapointe, MPO Staff

Documents posted to the MPO meeting calendar

5. [FFYs 2023–27 TIP Amendment Four \(pdf\)](#)
6. [FFYs 2023–27 TIP Amendment Four \(html\)](#)
7. [FFYs 2023–27 TIP Amendment Four—MBTA Tables \(pdf\)](#)
8. [FFYs 2023–27 TIP Amendment Four—MBTA Tables \(html\)](#)

E. Lapointe stated that the FFYs 2023–27 TIP Amendment Four proposed the programming of a SMART Grant Award for the MetroWest Regional Transit Authority (MWRTA), two cost increases for highway projects, MBTA Capital Investment Plan updates, and MBTA grant awards.

The MWRTA was awarded a SMART Grant from the United States Department of Transportation, created by the Bipartisan Infrastructure Law to Strengthen Mobility and Revolutionize Transportation (SMART) to advance innovative technologies. The grant

will support a project to install solar power and battery banks for on-site energy and to power MWRTA’s electric fleet. The project has a budget of \$985,000.

Project #607327, Wilmington-Bridge Replacement, W038-002, Route 38 (Main Street) over the B&M Railroad, has a cost increase of \$3,246,691 due to its recent 100 percent design submission.

Project #607244, Winthrop-Reconstruction and Related Work along Winthrop Street and Reverse Street Corridor, has a cost increase of \$787,655 due to the project reaching the Plans, Specifications, and Estimates stage of development.

E. Lapointe presented updates to the MBTA’s financing through Section 5307, Section 5337, Section 5339, the Railroad Rehabilitation and Improvement Financing (RRIF)/Transportation Infrastructure Finance and Innovation Act (TIFIA), and grant award programs. The net changes can be found in Tables One through Six.

Table 1
Project Changes—FFYs 2023–27 Federal Section 5307 Programs (MBTA)

Program Name	Change FFY 2023	Change FFY 2024	Change FFY 2025	Change FFY 2026	Change FFY 2027	Total Change FFYs 2023–27
12.24.05: Bridge and Tunnel Program	(\$15,000,000)	(\$5,400,000)	\$20,834,709	\$20,834,709	\$20,834,709	\$42,104,127
12.12.00: Revenue Vehicle Program	\$36,626,077	(\$68,815,267)	(\$30,740,084)	(\$30,710,793)	(\$35,612,495)	(\$129,252,562)
12.63.01: Signals/Systems Upgrade Program	\$8,646,277	\$39,426,747	(\$421,085)	(\$421,085)	(\$421,085)	\$46,809,770
12.34.00: Stations and Facilities Program	(\$30,301,414)	\$34,753,221	\$10,259,690	\$10,259,690	\$10,259,690	\$35,230,875

Table 2
Project Changes—FFYs 2023–27 Federal Section 5337 Programs (MBTA)

Program Name	Change FFY 2023	Change FFY 2024	Change FFY 2025	Change FFY 2026	Change FFY 2027	Total Change FFYs 2023–27
12.24.05: Bridge and Tunnel Program	\$5,450,039	(\$42,671,042)	\$1,048,000	\$1,048,000	\$1,048,000	(\$34,077,004)
12.12.00: Revenue Vehicle Program	\$14,608,847	\$17,650,789	\$5,233,315	\$10,346,611	\$10,346,611	\$58,186,171
12.63.01: Signals/Systems Upgrade Program	\$61,780,330	(\$3,901,136)	(\$10,396,368)	(\$10,396,369)	(\$10,396,369)	\$26,690,087
12.34.00: Stations and Facilities Program	(\$52,649,897)	\$27,122,666	\$2,285,670	(\$2,860,066)	(\$7,771,116)	(\$33,872,743)

Table 3
Project Changes—FFYs 2023–27 Federal Section 5339 Programs (MBTA)

Program Name	Change FFY 2023	Change FFY 2024	Change FFY 2025	Change FFY 2026	Change FFY 2027	Total Change FFYs 2023–27
12.24.05: Bridge and Tunnel Program	(\$35,741)	(\$117,459)	(\$183,687)	(\$270,061)	(\$515,510)	(\$1,122,458)

Table 4
Project Changes—FFYs 2023–27 Other Federal Programs (MBTA)

Program Name	Change FFY 2023	Change FFY 2024	Change FFY 2025	Total Change FFYs 2023–25
11.23.01: Lynn Multimodal Corridor	(\$20,250,000)	\$0	\$0	(\$20,250,000)
11.23.01: Columbus Avenue Bus Lane Phase 2	\$0	\$9,400,000	\$0	\$9,400,000
12.34.02: Forest Hills Station Improvement	\$0	(\$5,120,000)	\$0	(\$5,120,000)
12.34.02: Jackson Square Station Access Improvement	\$0	\$11,000,000	\$10,000,000	\$21,000,000
12.24.03: Rail Transformation – Early Action	\$0	\$4,840,000	\$0	\$4,840,000

Table 5
Project Changes—FFYs 2023–27 RRIF/TIFIA Financing Program (MBTA)

Program Name	Change FFY 2023	Change FFY 2024	Change FFY 2025	Change FFY 2026	Change FFY 2027	Total Change FFYs 2023–27
12.24.05: Bridge and Tunnel Program	\$0	\$0	\$0	\$22,500,000	\$22,500,000	\$45,000,000

RRIF = Railroad Rehabilitation and Improvement Financing. TIFIA = Transportation Infrastructure Finance and Innovation Act.

Table 6
Project Changes—FFY 2023 MBTA Grant Awards

Project Name	Description	Budget
12.34.02: Symphony Station Access Improvements	This project uses funding from FTA's All Stations Accessibility Program to modernize Symphony Station with four new elevators, step-free paths, accessible bathrooms, improved wayfinding, and raised boarding platforms.	\$66,602,931
12.33.05: Hingham Ferry Dock Modification	This project uses funding from FTA's Passenger Ferry Grant Program to improve the capacity of MBTA ferry service at Hingham and make the facility more resilient to extreme weather events and climate change.	\$6,639,134
12.34.02: Newton Commuter Rail Stations	This line item programs a \$7 million congressional earmark for the Newtonville, West Newton, and Auburndale commuter rail stations to fund new stairs, ramps, elevators, platforms, canopies, benches, and bicycle storage facilities.	\$7,000,000

FTA = Federal Transit Administration.

Discussion

E. Bourassa asked if the full cost of the MBTA's Newton Commuter Rail Station project will be included in the MBTA's Capital Investment Plan (CIP). Jillian Linnell, MBTA, stated that the Newton Commuter Rail Stations are funded in the CIP for design, but are not funded for construction yet.

Vote

A motion to release the FFYs 2023–27 TIP Amendment Four for a 21-day public review period was made by the MAPC (E. Bourassa) and seconded by the MBTA Advisory Board (A. Patterson). The motion carried through roll call vote.

10. Summary of Final FFYs 2024–28 TIP Programming Scenario—Ethan Lapointe, MPO Staff

Documents posted to the MPO meeting calendar

9. [FFYs 2024–28 TIP Final Programming Scenario \(pdf\)](#)
10. [FFYs 2024–28 TIP Final Programming Scenario \(html\)](#)

E. Lapointe summarized the final FFYs 2024–28 TIP programming scenario, as voted on by the MPO board on March 30, 2023. E. Lapointe requested action from the board to approve the final details and modifications of the draft scenario.

Three public comments were received since the March 30, 2023, meeting. The first comment was in support of the Medford Bluebikes expansion project, Bikeshare, and Complete Streets. The second comment concerned damage observed on an active construction project on the Bruce Freeman Rail Trail in Acton. The third comment was in support of the addition of a Bikeshare Support investment program in the Long-Range Transportation Plan (LRTP) and the TIP beginning in FFY 2025.

E. Lapointe stated that the amendments to increase the Project Design Support Pilot to \$4 million in FFY 2025 and to fund Advance Construction of Rutherford Avenue for \$8.6 million in FFY 2027 did not account for inflation in their projections. The proposed remaining unprogrammed Regional Highway Target Funds percentage, by FFY, is found in Table 7.

Table 7
FFYs 2024–28 TIP Unprogrammed Regional Highway Target Funds

	FFY 2024	FFY 2025	FFY 2026	FFY 2027	FFY 2028	Total
Draft Total Remaining Funds	\$7,933,300	\$1,472,200	\$618,446	\$2,152,720	\$8,183,649	\$20,360,315
Percent Unprogrammed	6.1	1.1	0.5	1.4	5.2	2.9

E. Lapointe stated that three MBTA projects were not inclusive of the MBTA match, resulting in budget changes as follows:

- Columbus Avenue Phase II—\$11.7 million (currently \$9.4 million)
- Jackson Square Station Accessibility—\$26.3 million (currently \$21.0 million)
- Rail Transformation Early Action—\$14.0 million (currently \$11.2 million)

E. Lapointe discussed two options to maintain full funding for the three MBTA projects, while accounting for the decrease in available regional target balances in FFYs 2024 and 2025. Option One proposes to maintain project funding levels and decrease the Transit Modernization Set-Aside from \$6.5 million to \$2 million in FFY 2025. This option lowers the regional target balances in FFYs 2024 and 2025. Option Two increases the Regional Target balances in FFYs 2024 and 2025. Option Two proposes to decrease the FFY 2025 Transit Modernization Set-Aside to \$2 million and reduce the Rail Transformation Early Action Items budget in FFY 2024 to \$6.05 million.

E. Lapointe stated that the cost increased for Project #605743, Ipswich—Resurfacing and Related Work on Central and South Main Streets. The project proponent submitted updated 25 percent design plans on March 29, 2023, which indicated a cost increase

from \$5.7 million in FFY 2026 to \$11.7 million. There is currently an insufficient regional target balance in FFY 2026 to accommodate the cost increase. Staff recommend funding the Ipswich project in FFYs 2026 and 2027 through the Advance Construction mechanism, while removing the \$15 million contribution to Project #606728, Boston—Bridge Replacement B-16-365, Storrow Drive over Bowker Ramps, in FFY 2027 to increase the regional target funds.

Discussion

J. Linnell stated that there have been no work scope or cost updates to the three MBTA projects being discussed.

D. Mohler asked if the proposed MBTA adjustment options are for the federal share.

J. Linnell responded that the MBTA is seeking the federal share and, for example, the MBTA is seeking \$9.4 million for the Columbus Avenue Bus Lanes Phase II project. E. Lapointe stated that the MBTA's match reduces the overall regional target balance.

E. Bourassa asked for clarification on how the MBTA's match reduces the regional target balance. T. Teich stated that the current understanding is that the regional target balance includes an assumption of the total federal share plus the relevant match. The funding amount for the MBTA projects approved at the March 30, 2023, MPO board meeting was only inclusive of the federal share.

D. Mohler asked why less funding is proposed for the Transit Modernization program in FFY 2025. E. Lapointe stated that both the MBTA projects and the Transit Modernization program use Congestion Mitigation and Air Quality funding.

Melisa Tintocalis, Town of Burlington, asked for further clarification of the funding changes and what the trade-offs would be if the Rail Transformation line item in Option Two was reduced to a budget of \$6.05 million. E. Lapointe stated that the budget reduction would result in defunding the Reading Station improvement.

Darlene Wynne, City of Beverly, asked if the Reading Station improvements would receive funding from other MBTA sources. E. Lapointe stated that the project would need to seek alternative funding options or apply for TIP funding in a future year.

Vote

A motion to approve Option One—Maintain Full Funding for the proposed MBTA projects was made by the MAPC (E. Bourassa) and seconded by the City of Boston (Boston Transportation Department) (Matthew Moran). The motion carried through a roll call vote.

Discussion

E. Bourassa asked what the implications are of fully funding the project in Ipswich, while removing the MPO's \$15 million contribution to the Bowker Overpass project. D. Mohler stated that MassDOT may be able to fully fund the Bowker Overpass project in the State Transportation Improvement Program, but doing so would mean that there would be less capacity to fund other transportation improvements in the Boston region.

David Koses, City of Newton, requested additional information about the Ipswich project. E. Lapointe stated that the resurfacing would include multimodal elements, such as new sidewalks and traffic safety enhancements.

Rick Clarke, Town of Ipswich, spoke about the history of the resurfacing project in Ipswich.

Vote

A motion to approve the recommendation to fund Project #605743, Ipswich—Resurfacing and Related Work on Central and South Main Streets, in FFYs 2026 and 2027 and remove the \$15 million contribution to Project #606728, Boston—Bridge Replacement B-16-365, Storrow Drive over Bowker Ramps, was made by the MAPC (E. Bourassa) and seconded by MassDOT (Marie Rose). The motion carried through a roll call vote.

11. TIP Development: Capital Investment Plan Update—Highway and Transit Project Selection Project—Michelle Scott, MassDOT Staff, and Jillian Linnell, MBTA Staff

D. Mohler stated that this agenda item will be delayed until the April 20, 2023, MPO board meeting.

12. Discussion: Long-Range Transportation Plan (LRTP) Investment Program and Project Selection Proposals—Bradley Putnam, MPO Staff

Documents posted to the MPO meeting calendar

11. [Draft Destination 2050 Universe of Roadway Projects \(pdf\)](#)
12. [Draft Destination 2050 Universe of Roadway Projects \(html\)](#)
13. [March 16, 2023, Proposed Investment Programs Memo \(pdf\)](#)
14. [March 16, 2023, Proposed Investment Programs Memo \(html\)](#)
15. [January 26, 2023, Adopted Policies for the LRTP Memo \(pdf\)](#)
16. [January 26, 2023, Adopted Policies for the LRTP Memo \(html\)](#)
17. [Link to recording of the January 26, 2023, MPO Meeting \(pdf\)](#)
18. [Link to recording of the January 26, 2023, MPO Meeting \(html\)](#)

Representative Michelle Ciccolo spoke in support of the inclusion of Lexington's Route 4/225 (Bedford Street) and Hartwell Avenue in the *Destination 2050* LRTP. Rep. Ciccolo spoke about the regional and local significance of the project and shared that Lexington passed a large zoning reform to support the MBTA Communities Law.

B. Putnam reviewed three public comment letters that were received in advance of the meeting. The first letter came from the Lexington Chamber of Commerce, writing in support of the inclusion of Lexington's project in *Destination 2050*. The second letter, from the Town of Lexington, was written in support of Lexington's project and discussed project updates. The third letter was from the City of Boston's Chief of Streets, written in support of the Bikeshare Support investment program.

Destination 2040, the previous LRTP, had the following investment programs: Bicycle Network and Pedestrian Connections, Transit Modernization, Complete Streets, Community Connections, Intersection Improvements, and Major Infrastructure.

Staff propose to maintain the following programs: Complete Streets, Major Infrastructure, Intersection Improvements, Bicycle Network and Pedestrian Connections, and Community Connections. Staff recommend adding a Bikeshare Support program and broadening the existing Transit Modernization program into a Transit Transformation program, beginning in FFY 2029.

B. Putnam summarized results from a public survey and a survey sent to board members. There were approximately 250 responses to the public survey, where priority areas were in major transit infrastructure, transit improvements, and bicycle and pedestrian improvements. There were eight responses to the poll of MPO members, with average responses seen in the table below.

Table 8
Destination 2050 Funding Possibilities

Program	Destination 2040	Add Bikeshare	Member Poll Average
Complete Streets	45%	45%	38%
Major Infrastructure	30%	30%	35%
Intersection Improvements	13%	12%	9%
Bicycle Network and Pedestrian Connections	5%	5%	5%
Transit Transformation	5%	5%	8%
Community Connections	2%	2%	2%
Bikeshare Support	NA	1%	3%

B. Putnam reviewed policies passed by the MPO on October 1, 2020, about including projects in the LRTP. These policies state that the LRTP will only list projects that are federally required to be included in the LRTP and the projects will only be listed for the first two five-year time bands of the LRTP. Federal Highway Administration (FHWA) guidance requires regionally significant projects and projects under National Environmental Policy Act review to be included in the LRTP. A regionally significant project is a major infrastructure project or one that changes the capacity of the transportation system. Projects required to be included in the LRTP can be found below.

Table 9
Projects Required to be Included in the LRTP

Proponent	Location	Name	ID
MPO	Wrentham	I-495/Route 1A Ramps	603739
MPO	Norwood	Route 1 at University Avenue	605857
MPO	Somerville	McGrath Boulevard	607981
MPO	Boston	Rutherford Avenue	606226
MassDOT	Natick	Routes 9 and 27	605313
MassDOT	Hopkinton	I-495 and I-90 Interchange	607977
MassDOT	Boston	Allston Multimodal	606475

B. Putnam discussed funding implications of continuing to fund McGrath Boulevard and Rutherford Avenue in the FFYs 2029–33 time band. If the Major Infrastructure program

receives 30 percent of available regional highway target funds, there will be approximately \$249.9 million in the program in the FFYs 2029–33 time band. Combined, the two projects are budgeted to cost \$187.5 million, leaving \$62.4 million for Major Infrastructure projects in the FFYs 2029–33 time band.

Discussion

David Koses, City of Newton, asked what type of projects would be funded in the Transit Transformation program and noted the size of many transit projects. B. Putnam responded that staff would have to further develop the program if the board decides to add it to the LRTP.

L. Diggins asked if additional projects are under consideration to be added to the LRTP. B. Putnam stated that since the development of the *Destination 2040* LRTP, FHWA and MassDOT have issued updated guidance to MPOs to only list projects that are required to be included in the LRTP. B. Putnam stated that the guidance allows for maximum flexibility when programming funds in the TIP.

E. Bourassa stated that there should be a discussion about the implications of not listing projects that were previously in the LRTP, due to recent policy changes.

Dennis Giombetti, City of Framingham, spoke about projects in Framingham and stated that a potential perspective from communities is that the MPO is decommitting from their projects. D. Giombetti suggested reexamining the impacted project areas to show continued interest in the project.

13. Final Socioeconomic Projections for the LRTP—*Tim Reardon, MAPC Staff*

T. Reardon introduced the demographic and economic projections being used to help shape the *Destination 2050* LRTP. The projections were developed in a “business as usual” scenario using demographic projections based on patterns from the last decade.

The Boston region experienced a population growth of 9.0 percent from 2010 to 2020. Growth from 2020 to 2050 is expected to slow, increasing by 10 percent. The population of residents 70 and older is projected to have the largest population growth of all age groups. There is little to no growth projected for the population younger than 20.

The number of households are expected to increase by 155,000 new households, 11.7 percent faster than the population. Households headed by people 65 and older account for two thirds of the net household growth. Fewer households are expected to be headed by the population under age 35.

The Boston region is projected to gain approximately 60,000 jobs per decade between 2020 and 2050. The fastest growing sectors are expected to be Information, Education and Health Services, and Professional and Business Services, while the biggest declines are expected in Leisure and Hospitality, Manufacturing, Construction, and Government.

T. Reardon discussed the UrbanSim model used to generate the projections and compared its results for 2020 to preliminary 2020 Census data.

Based on the projected household growth, the estimated housing unit demand for 2020 to 2050 is 187,000 units.

Discussion

D. Koses asked how assisted living facilities are factored into population and household growth projections. T. Reardon stated that assisted living facilities and college dorms are counted as group quarters. For seniors, a set percentage is used to approximate the number of the senior population living in group quarters.

A. Patterson asked if the projections account for rent control measures, recently passed in the City of Boston. T. Reardon stated that information about rent control has not been included. The projections are designed to model the anticipated needed supply.

14. Members' Items

L. Diggins announced his election for a second term to Arlington's Select Board.

15. Adjourn

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

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)	
At-Large Town (Town of Brookline)	Robert King
City of Boston (Boston Planning & Development Agency)	Jim Fitzgerald
	Joe Blankenship
City of Boston (Boston Transportation Department)	Matthew Moran
Federal Highway Administration	
Federal Transit Administration	
Inner Core Committee (City of Somerville)	Tom Bent
	Brad Rawson
Massachusetts Department of Transportation	David Mohler
	Marie Rose
MassDOT Highway Division	John Romano
Massachusetts Bay Transportation Authority (MBTA)	Ali Kleyman
	Jillian Linnell
Massachusetts Port Authority	Sarah Lee
MBTA Advisory Board	Amira Patterson
Metropolitan Area Planning Council	Eric Bourassa
MetroWest Regional Collaborative (City of Framingham)	Dennis Giombetti
Minuteman Advisory Group on Interlocal Coordination (Town of Acton)	
North Shore Task Force (City of Beverly)	Darlene Wynne
North Suburban Planning Council (Town of Burlington)	Melisa Tintocalis
Regional Transportation Advisory Council	Lenard Diggins
South Shore Coalition (Town of Hull)	
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 Office of Transportation Planning (OTP)
Tina Cassidy	Town of Woburn
Laura Castelli	Vanasse Hangen Brustlin (VHB)
Rick Clarke	Town of Ipswich
Paul Cobuzzi	
Trish Domigan	VHB
Kim Foltz	Boston Transportation Department
Bob Frey	MassDOT
Joy Glynn	MWRTA
Casey Hagerty	
Michelle Ho	MassDOT OTP
Marah Holland	MAPC
Eric Johnson	City of Framingham
Josh Klingenstein	MBTA
Derek Krevat	MassDOT OTP
Jackie LaFlam	Cape Ann Transportation Authority
Jim Malloy	Town of Lexington
Gene Manning	Town of Canton
Rep. Michelle Ciccolo	
Ross Morrow	Town of Lexington
Ben Muller	MassDOT District 6
Josh Ostroff	City of Newton
Sheila Page	Town of Lexington
Miguel Perez-Luna	City of Cambridge
Tom Quinlan	
Timothy Reardon	MAPC
Mark Ryan	
Michelle Scott	MassDOT OTP
Cheryll-Ann Senior	MassDOT District 5
Brandon Stanaway	MAPC
Tyler Terrasi	MWRTA
Frank Ventimiglia	Town of Ipswich
Andrew Wang	MassDOT

MPO Staff/Central Transportation Planning Staff

Tegin Teich, Executive Director

Logan Casey

Paul Christner

Annette Demchur

Betsy Harvey

Heyne Kim

Ethan Lapointe

Erin Maguire

Marty Milkovits

Rebecca Morgan

Srilekha Murthy

Gina Perille

Bradley Putnam

Sean Rourke

Sam Taylor

Judy 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)

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- **Relay Using TTY or Hearing Carry-over:** 800.439.2370
- **Relay Using Voice Carry-over:** 866.887.6619
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For more information, including numbers for Spanish speakers, visit <https://www.mass.gov/massrelay>.