

MPO Meeting Minutes

Draft Memorandum for the Record

Boston Region Metropolitan Planning Organization Meeting

March 16, 2023, Meeting

10:00 AM–12:30 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 February 16, 2023
- Approve the 2023 Transit Safety Performance Targets

Meeting Agenda

1. Introductions

See attendance on page 15.

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

There was none.

3. Executive Director's Report—*Annette Demchur, Director of Policy and Planning, Central Transportation Planning Staff (CTPS)*

A. Demchur stated that there are four job openings with CTPS: Manager of MPO Activities, Manager of Policy and Planning, Manager of Multimodal Planning and Design, and the Program Manager of the Long-Range Transportation Plan.

4. Public Comments

Wig Zamore, Somerville Transportation Equity Partnership, spoke in support of air quality conformity documents and encouraged MPO staff to continue considering accessibility on these documents, including graphical considerations. W. Zamore noted that it would be helpful for staff to make the output of the MOVES model available and support stronger consideration of ultrafine pollutants including PM_{2.5}. W. Zamore stated that it would be helpful to analyze these emissions by census block group to identify environmental justice disparities.

Steve Olanoff, Town of Westwood, spoke in support of Westwood's Canton Street project and noted that it would be the first project from Westwood on the Transportation Improvement Program (TIP) in a long time. S. Olanoff discussed the benefits and cost effectiveness of transforming Canton Street into a Complete Street for pedestrians and other users with a planned new sidewalk and multi-use path, in addition to sidewalk connections. S. Olanoff advocated for the selected TIP scenario to include this project and noted additional cost and description considerations and corrections.

Bill Renault, Wakefield Town Engineer, advocated for the selected TIP scenario to include the Envision Wakefield Complete Streets project and briefly discussed benefits of the project and status of design.

5. Committee Chairs' Reports

Derek Krevat, MassDOT, stated that there is a Unified Planning Work Program Committee meeting following this MPO meeting.

Jay Monty, City of Everett, stated that a meeting of the Congestion Management Process Committee will be held on March 23, at 9:00 AM.

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

L. Diggins stated that a special meeting of the Regional Transportation Advisory Council will be held on March 22, at 2:30 PM.

7. Action Item: Approval of February 16, 2023, MPO Meeting Minutes Documents posted to the MPO meeting calendar

1. [February 16, 2023, MPO Meeting Minutes \(pdf\)](#)
2. [February 16, 2023, MPO Meeting Minutes \(html\)](#)

Vote

A motion to approve the minutes of the meeting of February 16, 2023, was made by the Metropolitan Area Planning Council (MAPC) (Eric Bourassa) and seconded by the MBTA Advisory Board (Brian Kane). The motion carried through a roll call vote.

8. Action Item: Transit Safety Performance Targets—*Sam Taylor, MPO Staff, and Michael Catsos, MBTA*

Documents posted to the MPO meeting calendar

1. [Transit Safety Performance Targets Memo \(pdf\)](#)
2. [Transit Safety Performance Targets Memo \(html\)](#)
3. [MBTA Transit Safety Plan \(pdf\)](#)

4. [CATA Transit Safety Plan \(pdf\)](#)
5. [MWRTA Transit Safety Plan \(pdf\)](#)

S. Taylor introduced the Transit Safety Performance Targets for State Fiscal Year (SFY) 2023. M. Catsos presented MBTA safety performance data for MBTA transit services and the MBTA's transit safety performance targets for SFY 2023. S. Taylor presented transit safety performance data and SFY 2023 performance targets for the Cape Ann Transportation Authority (CATA) and the MetroWest Regional Transit Authority (MWRTA).

The Boston Region MPO is federally required to set Transit Safety Performance Targets for the Boston region in coordination with relevant regional transportation authorities (RTAs) and state agencies. With the board's approval, the performance targets will be integrated into its performance-based planning and programming process.

Table 1
MBTA Transit Services Safety Performance (CYs 2019–21 Averages)

MBTA Target	Heavy Rail	Light Rail	Bus The RIDE	
Fatalities Target	0.33	0	1	0
Fatality Rate Target	0.01	0	0.05	0
Injuries Target	184	81	292	27
Injury Rate Target	8.16	14.64	12.48	2.31
Safety Events Target	25	28	100	21
Safety Event Rate Target	1.09	5.04	4.29	1.77
System Reliability Target (miles)	43,713	7,515	29,099	61,231

CY = calendar year.

Source: MBTA.

Table 2
MBTA CY 2023 Transit Safety Performance Targets

MBTA Target	Heavy Rail	Light Rail	Bus	The RIDE
Fatalities Target	0	0	0	0
Fatality Rate Target	0	0	0	0
Injuries Target	180	79	286	27
Injury Rate Target	7.99	14.35	12.23	2.27
Safety Events Target	24	27	98	20
Safety Event Rate Target	1.07	4.94	4.21	1.74
System Reliability Target (miles)	44,500	7,650	29,500	62,500

CY = calendar year.

Source: MBTA.

Table 3
CATA Past Transit Safety Performance Data (CYs 2018–22 Averages)

CATA Target	Fixed-Route Bus	Demand Response
Fatalities Target	0	0
Fatality Rate Target	0	0
Injuries Target	0.2	0.2
Injury Rate Target	0.1	0.2
Safety Events Target	2.4	1.2
Safety Event Rate Target	0.2	0.8
System Reliability Target (miles)	73,603	133,848

CATA = Cape Ann Transportation Authority. CY = calendar year.

Source: CATA.

Table 4
CATA SFY 2023 Safety Performance Targets

CATA Target	Fixed-Route Bus	Demand Response
Fatalities Target	0	0
Fatality Rate Target	0	0
Injuries Target	1	1
Injury Rate Target	0.5	0.5
Safety Events Target	2.5	1.5
Safety Event Rate Target	1.5	1
System Reliability Target (miles)	70,000	135,000

CATA = Cape Ann Transportation Authority. CY = calendar year.

Source: CATA.

Table 5
MWRTA Past Transit Safety Performance Data (CYs 2018–22 Averages)

MWRTA Target	Fixed-Route Bus	Demand Response
Fatalities Target	0	0
Fatality Rate Target	0	0
Injuries Target	0.6	0.6
Injury Rate Target	0.05	0.07
Safety Events Target	1.4	1.6
Safety Event Rate Target	0.13	0.2
System Reliability Target (miles)	128,551	67,468

CY = calendar year. MWRTA = MetroWest Regional Transit Authority.
Source: MWRTA.

Table 6
MWRTA SFY 2023 Transit Safety Performance Targets

MWRTA Target	Fixed-Route Bus	Demand Response
Fatalities Target	0	0
Fatality Rate Target	0	0
Injuries Target	12	8
Injury Rate Target	1	1
Safety Events Target	15	10
Safety Event Rate Target	1.25	1.25
System Reliability Target (miles)	75,000	75,000

MWRTA = MetroWest Regional Transit Authority. SFY = State Fiscal Year.

Discussion

B. Kane requested that the MBTA bring its railroad and commuter rail safety targets to the MPO.

B. Kane asked to see the breakdown of the MBTA’s safety targets by vehicle type and mode, noting the Mattapan segment of the Red Line and the Green Line’s light rail infrastructure. M. Catsos stated that the MBTA can provide safety performance data by line.

B. Kane asked RTAs to reference their safety targets when requesting MPO funding for vehicle procurement and maintenance.

L. Diggins asked what the MPO can do to help avoid systemwide delays of the MBTA transit system. M. Catsos stated that the MBTA has been working to provide more detailed information about issues of interest to stakeholders.

Vote

A motion to endorse the 2023 Transit 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.

9. Long-Range Transportation Plan (LRTP) Investment Programs Proposals—Bradley Putnam, MPO Staff

Documents posted to the MPO meeting calendar

6. [LRTP Investment Programs Proposals Memo \(pdf\)](#)
7. [LRTP Investment Programs Proposals Memo \(html\)](#)

B. Putnam introduced the proposed investment programs for inclusion in *Destination 2050*. Staff propose to continue five investment programs from the previous LRTP, *Destination 2040*: Complete Streets, Intersection Improvements, Major Infrastructure, Bicycle Network and Pedestrian Connections, and Community Connections. Two additional programs included in the proposal are Bikeshare Support and Transit Transformation.

The proposed Bikeshare Support program will provide dedicated funding for regional bikeshare capital needs to support system expansion, replacement, and upgrades for existing stations. MAPC functions as the regional coordinator for the Bluebikes system. MAPC staff note that approximately 27 percent of the bikeshare system was installed in 2013 or earlier, while additional municipalities continue to join the system. Dedicated funds for supporting capital needs of the regional bikeshare system would help the MPO meet the needs of the growing system, while also supporting long-term planning. The separate bikeshare support program would set aside a certain amount of funding in the Transportation Improvement Program each year to support capital costs such as bicycle replacements. Potential funding sources include Congestion Mitigation and Air Quality funds and Surface Transportation Block Grant funds provided through the Federal Highway Administration (FHWA).

The proposed Transit Transformation program expands on the Transit Modernization program in *Destination 2040*, as recommended in feedback from MPO members and regional transit authorities. The program expands beyond state-of-good-repair and transit infrastructure upgrades included in the modernization program to allow for additional flexibility in directing MPO funds to transit projects of interest. The Transit

Transformation program would fund transit-related investment for projects with a cost greater than \$500,000 and less than \$50 million. Funding for this program would begin in federal fiscal year (FFY) 2029.

Discussion

L. Diggins expressed support for the proposed Bikeshare Support and Transit Transformation programs.

Jay Monty, City of Everett, asked if the projects categorized under Transit Transformation could be proposed by municipalities for bus lanes and commuter rail stops and he asked about coordination with relevant agencies, such as the MBTA and MassDOT, on those projects. B. Putnam said he will investigate this matter, but coordination between agencies will be involved.

J. Monty asked why FFY 2029 is the first year of funding for the Transit Transformation program. B. Putnam stated that the current TIP in development programs projects through FFY 2028, thus beginning the program in FFY 2029 will prevent the need for reprioritizing projects in the ongoing TIP.

B. Kane asked how the MPO can incentivize or mandate MPO-funded projects to contain minimum requirements such as pedestrian infrastructure or transit signal priority. D. Mohler stated that the MPO can decide to not fund projects that do not align with the MPO vision and goals. D. Mohler continued that the MPO can discuss relevant policy issues prior to development cycles.

E. Bourassa asked if MPO staff have discussed the preferred percentage of MPO Regional Target funds to be directed to each of the proposed programs. B. Putnam stated that after the board indicates its support of the proposed programs, staff will prepare proposals for the distribution of its funds across the programs.

D. Mohler noted the geographic limitations of the newly proposed programs.

A. Demchur stated that the MPO set aside funds to further clarify the Transit Modernization program, which was paused due to the development of the Transit Transformation program. These funds can be used to further clarify the desired project types to be included in the Transit Transformation program.

B. Kane noted differences in population sizes throughout the 97 communities represented by the MPO and that a large percentage of the population lives within the Inner Core region.

J. Monty stated that municipalities that are not contiguous to the Bluebikes network have joined in recent years, including the City of Salem.

Tom O'Rourke, Three Rivers Interlocal Council, advocated for keeping the Bikeshare Support program within the existing Community Connections program. T. O'Rourke asked if communities would contribute project funding in addition to the MPO.

David Koses, City of Newton, asked how the proposed Bikeshare Support program differs from the MPO's current process within the Community Connections program. E. Bourassa stated that the useful life of the Bluebikes is approximately 10 years and in the coming years, there will be a growing need for replacements throughout the system. Infrastructure replacement is not eligible for the CMAQ funding used for the Community Connections program.

10. FFYs 2024-28 TIP Preliminary Project Programming Scenarios— *Ethan Lapointe, MPO Staff*

Documents posted to the MPO meeting calendar

8. [Letters of Support for New Projects in FFYs 2024-28 TIP \(pdf\)](#)
9. [FFYs 2024-28 TIP Project Descriptions \(pdf\)](#)
10. [FFYs 2024-28 TIP New Project Descriptions \(html\)](#)
11. [FFYs 2024-28 TIP New Project Scores \(pdf\)](#)
12. [FFYs 2024-28 TIP New Project Scores \(html\)](#)
13. [FFYs 2024-28 TIP Preliminary Programming Scenarios \(pdf\)](#)
14. [FFYs 2024-28 TIP Preliminary Programming Scenarios \(html\)](#)

E. Lapointe discussed the ongoing TIP development process for the FFYs 2024–28 TIP and public comments received since the March 2, 2023, MPO meeting. The feedback that the board provides on the three initial programming scenarios will be used to inform the development of final programming scenarios, to be voted on for approval at the March 30, 2023, meeting.

Staff received two public comments since the March 2, 2023, meeting. One from a member of the public expressed support for the Bluebikes Expansion in Medford. The second comment came from the Town of Acton on the FFY 2022 Parking Management System project, funded under the Community Connections program. The Town of Acton requested an additional \$15,000 in FFY 2024 to proceed with the project that had been delayed due to staffing constraints within the municipality.

The scenarios presented to the board reflect the most current information for all projects, maintain the program funding levels determined by *Destination 2040*, and

account for recommendations on project readiness such as delays and estimated budget increases.

Draft Scenario #1 reflects the baseline assumptions for project readiness and does not program any new projects, but it does show Advance Construction on relevant projects. There is \$202,044,118 available for programming throughout FFYs 2024–28.

Draft Scenario #2 prioritizes funding for the highest-scoring projects and funds projects in their recommended years. Draft Scenario #2 includes 13 new projects funded by the MPO. There is \$134.5 million remaining, available for programming in FFYs 2024, 2025, and 2027. The Bikeshare Support program will be funded beginning in FFY 2025 and \$1.5 million is available in FFY 2025 for a Project Design Pilot.

The following new projects are funded in Draft Scenario #2:

- Community Connections
 - MWRTA—CatchConnect MicroTransit Shuttle Expansion Phase 2
 - Lynn—Broad Street Corridor Transit Signal Priority
 - Medford—Bluebikes Expansion
 - Medford—Bicycle Parking Tier 1
 - Canton—Canton Center Bicycle Racks
 - Canton—Canton Public Schools Bike Program
- FFY 2025
 - BikeShare State of Good Repair (FFYs 2025–28)
 - Project Design Support Pilot
- FFY 2026
 - Project #612989: Boston—Bridge Preservation, B-16-066 (38D), Cambridge Street over MBTA
- FFY 2027
 - Project #613088: Malden—Spot Pond Brook Greenway
- FFY 2028
 - Project #610691: Natick—Cochituate Rail Trail Extension (MBTA Station to Mechanic Street) Natick Center Connection
 - Project #613145: Wakefield—“Envision Wakefield” Comprehensive Downtown Transportation Improvement Project
 - Project #608159: Westwood/Norwood—Reconstruction of Canton Street (East Street Rotary to University Drive)

Draft Scenario #3 prioritizes funding to the most cost-effective projects and funds 13 new projects, primarily during FFY 2028, while retaining \$21.7 million in FFY 2028. The amount of \$142.6 million remains available in FFYs 2024, 2025, and 2027.

The following new projects are included in Draft Scenario #3:

- Community Connections
 - MWRTA—CatchConnect MicroTransit Shuttle Expansion Phase 2
 - Lynn—Broad Street Corridor Transit Signal Priority
 - Medford—Bluebikes Expansion
 - Medford—Bicycle Parking Tier 1
 - Canton—Canton Center Bicycle Racks
 - Canton—Canton Public Schools Bike Program
- FFY 2025
 - BikeShare State of Good Repair (FFYs 2025–28)
 - Project Design Support Pilot
- FFY 2026
 - Project #612989: Boston—Bridge Preservation, B-16-066 (38D), Cambridge Street over MBTA
- FFY 2027
 - Project #613088: Malden—Spot Pond Brook Greenway
- FFY 2028
 - Project #610691: Natick—Cochituate Rail Trail Extension (MBTA Station to Mechanic Street) Natick Center Connection
 - Project #613145: Wakefield—“Envision Wakefield” Comprehensive Downtown Transportation Improvement Project
 - Project #612963: Bellingham—Roadway Rehabilitation of Route 126 (Hartford Road) from 800 feet north of Interstate 495 northbound ramp to Medway town line

Jillian Linnell, MBTA Staff, presented four MBTA projects for consideration to be included in the FFYs 2024–28 TIP to fill funding gaps, primarily in FFY 2024. The following four projects were identified as priorities during the development of the MBTA’s FFYs 2024–28 Capital Investment Program, but the projects were not able to be programmed.

Proposed projects are as follows:

- Massachusetts Avenue Station Accessibility Improvements
 - This project is located at the Massachusetts Avenue Orange Line station between Saint Botolph Street and Columbus Avenue in Boston. Station improvements include a new elevator and headhouse, elevator replacement, and improvements to the existing station and escalator. The project is ready for construction in FFY 2024 and costs a total of \$44.3 million, with \$35.4 million comprising the federal share and the MBTA match equaling \$8.9 million.
- Jackson Square Station Accessibility Improvements
 - This project is located at the Jackson Square Station on the Orange Line on Columbus Avenue in Jamaica Plain. Improvements include the construction of a new elevator, the modernization of the existing elevator, lighting improvements, and state-of-good-repair improvements throughout the station. The project is ready for construction in FFY 2024 and costs a total of \$26.3 million, with the federal share equaling \$21.0 million and the MBTA match equaling \$5.3 million.
- Rail Transformation – Early Action Items
 - This project will be located at Reading Station on the Haverhill Line and at Wilbur Interlocking on the Lowell Line. Project details include the addition of a turn track at Reading Station and improvements to the siding at Wilbur Interlocking to enable 30-minute headways and higher frequencies with electrified rolling stock. These improvements will reduce conflicts with freight and the Amtrak Downeaster. The project is ready for construction in FFY 2024 and will cost \$14.0 million, with the federal share equaling \$11.2 million and the MBTA match equaling \$2.8 million.
- Columbus Avenue Bus Lane Phase II
 - This project is located on Columbus Avenue and Tremont Street in Boston between Jackson Square and Ruggles Station. This project includes bus-only lanes, transit signal priority, bus stop improvements, shelters, and enhanced pedestrian and bicycle connections. Project elements will incorporate green infrastructure to promote traffic calming and reduce the impervious surfaces. This project is ready for construction in FFY 2024 and will cost \$11.7 million, with a federal share of \$9.4 million and the MBTA match of \$2.3 million.

John Bechard, MassDOT, briefly introduced projects for consideration from MassDOT; additional information is expected to be presented at the March 30, 2023, meeting. These projects address priorities shared by MassDOT and the MPO. Projects include

shared-use path projects, intersection and safety projects, and bridge projects within the Boston region. All the projects are programmed in the current State Transportation Improvement Program (STIP).

Table 7
MassDOT Proposed Shared Use Path Projects

FFY	Project Number	Description	Value
2024	609211	Peabody—Independence Greenway Extension	\$7,524,203
2025	611982	Medford—Shared Use Path Connection at the Route 28/Wellington Underpass	\$4,385,416
2025	610680	Natick—Lake Cochituate Path	\$3,296,494
2025	610544	Peabody—Multi-use Path Construction of Independence Greenway at I-95 and Route 1	\$15,170,319
2026	612523	Revere—State Road Beachmont Connector	\$5,015,827
2027	612607	Danvers—Rail Trail West Extension (Phase 2)	\$2,936,250
2027	610660	Sudbury-Wayland—Mass Central Rail Trail (MCRT)	\$4,061,413

FFY = federal fiscal year.

Source: MassDOT.

Table 8
MassDOT Proposed Intersection and Safety Projects

FFY	Project Number	Description	Value
2024	608562	Somerville—Signal and Intersection Improvement on I-93 at Mystic Avenue and McGrath Highway	\$6,025,584
2026	611974	Medford—Intersection Improvements at Main Street/South Street, Main Street/Mystic Valley Parkway Ramps, and Main Street/Mystic Avenue	\$7,870,500

Source: MassDOT.

Table 9
MassDOT Proposed Bridge Projects

FFY	Project Number	Description	Value
2024	606496	Boston—Bridge Rehabilitation, B-16-052, Bowker Overpass over Massachusetts Turnpike, MBTA/CSX and Ipswich Street and Ramps	\$47,570,900
2026	612496	Somerville—Bridge Preservation, S-17-031, I-93 northbound and southbound from Route 28 to Temple Street (Phase 2)	\$175,000,000.50
2027	606728	Boston—Bridge Replacement, B-16-365, Storrow Drive over Bowker Ramps	\$95,700,000

Source: MassDOT.

Discussion

J. Monty stated that the proposed MBTA projects concentrate on improvements within the City of Boston and the Inner Core. J. Monty noted that the proposed commuter rail project would incorporate more geographic equity.

Jim Fitzgerald, Boston Planning and Development Agency, spoke in support of the Rutherford Avenue project and provided project updates.

Dennis Giombetti, MetroWest Regional Collaborative, asked if any projects in the latter years of the FFYs 2024–28 TIP can be accelerated to fill earlier funding gaps.

E. Lapointe stated that during MassDOT’s TIP Readiness Day in February, MassDOT did not identify any projects to be accelerated.

E. Bourassa asked if the projects presented by MassDOT are programmed in the STIP. J. Bechard confirmed that they are programmed in the draft STIP.

E. Bourassa asked for confirmation that the MBTA’s Columbus Avenue Bus Lane Phase II project will be ready for construction in FFY 2024. J. Fitzgerald and J. Linnell responded that they are confident that the project will be ready in FFY 2024.

Kenneth Miller, FHWA, asked which column on attached document #13 reflects the most up-to-date project readiness information. E. Lapointe responded that the column “Project Status” reflects the most up-to-date information.

K. Miller asked if it is possible to target projects that have reached a certain design status for acceleration with additional support from the MPO and MassDOT.

B. Kane asked if a decision on scenarios was needed at this meeting. E. Lapointe stated that a vote will be held at the next meeting on March 30, 2023.

E. Bourassa requested that the MBTA and MassDOT prioritize their proposed projects and the projects to be incorporated into the proposed scenarios.

Tom Bent, Inner Core Committee, stated that it can be helpful to set aside money each year due to ongoing inflation and its impact on project budgets.

11. Members' Items

Bill Conroy, Boston Transportation Department (BTD), announced that he will no longer be working for the City of Boston and thanked members.

12. Adjourn

A motion to adjourn was made by the MAPC (E. Bourassa) and seconded by the BTD (B. Conroy). 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)	
City of Boston (Boston Planning & Development Agency)	Jim Fitzgerald
City of Boston (Boston Transportation Department)	Bill Conroy
Federal Highway Administration	Kenneth Miller
Federal Transit Administration	
Inner Core Committee (City of Somerville)	Tom Bent
	Brad Rawson
Massachusetts Department of Transportation	David Mohler
	John Bechard
MassDOT Highway Division	John Romano
Massachusetts Bay Transportation Authority (MBTA)	Ali Kleyman
	Jillian Linnell
Massachusetts Port Authority	Sarah Lee
MBTA Advisory Board	Brian Kane
	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)	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)	Donna Pursel
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)
Phillip Cherry	MBTA Transit Priority
Paul Cobuzzi	
Trish Domigan	Vanasse Hangen Brustlin, Inc.
Joy Glynn	MWRTA
Pamela Haznar	
Michelle Ho	MassDOT OTP
Juan Huicochea Mason	
Steve Jahnle	
Chris Klem	MassDOT
Josh Klingenstein	MBTA
Raissah Kouame	MassDOT
Aleida Leza	
Owen MacDonald	Town of Weymouth
Gene Manning	Town of Canton
Benjamin Muller	MassDOT District 6
Jim Nee	MWRTA
Shona Norman	Cape Ann Transportation Authority
Jeanette Rebecchi	Town of Bedford
Bill Renault	Town of Wakefield
Jon Rockwell	TEC, Inc.
Michelle Scott	MassDOT OTP
Cheryll-Ann Senior	MassDOT District 5
Erin Stevens	
David Straus, TDM-CP	Association for Commuter Transportation
Tyler Terrasi	MWRTA
Maren Toohill	Town of Littleton
Andrew Wang	MassDOT OTP
Wig Zamore	

MPO Staff/Central Transportation Planning Staff

Seth Asante
Silva Ayvazyan
Logan Casey
Annette Demchur
Hiral Gandhi
Betsy Harvey
Stella Jordan
Heyne Kim
Ethan Lapointe
Erin Maguire
Marty Milkovits
Rebecca Morgan
Srilekha Murthy
Gina Perille
Bradley Putnam
Judy Taylor
Sam Taylor

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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.

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