

MPO Meeting Minutes

Draft Memorandum for the Record

Boston Region Metropolitan Planning Organization Meeting

June 5, 2025, Meeting

10:00 AM–1:00 PM, Zoom Video Conferencing Platform

David Mohler, Chair, representing Monica Tibbits-Nutt, 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 April 17, 2025
- Approve the release of the Draft Federal Fiscal Year (FFY) 2026 Unified Planning Work Program (UPWP) for a 21-day public comment period
- Approve \$12.1 million for the Chelsea Park and Pearl Street project in the FFYs 2026–30 TIP
- Approve the endorsement of the FFYs 2026–30 Transportation Improvement Program (TIP)

Materials

Materials for this meeting included the following:

- Agenda ([PDF](#))
- Agenda ([HTML](#))
- Attachment 1 ([PDF](#)) 2025/0605_MPO_0417_Meeting_Minutes.pdf
- Attachment 1 ([HTML](#)) 2025/0605_MPO_0417_Meeting_Minutes.htm
- Attachment 2 ([PDF](#)) 2025/0529_Draft_FFY_2026_UPWP.pdf
- Attachment 2 ([HTML](#)) 2025/0529_Draft_FFY_2026_UPWP.html
- Attachment 3 ([HTML](#))
2025/0529_UPWP/Translations_UPWP_FFY2026_HTML_Executive_Summary/
Translations_UPWP_FFY2026_HTML_Executive_Summary/UPWP_FFY2026_H
TML_Executive_Summary/UPWP_FFY2026_HTML_Executive_Summary.html
- Attachment 4 ([PDF](#)) 2025/0605_FFYs_2026_30_TIP_Change_Tracker.pdf
- Attachment 4 ([HTML](#)) 2025/0605_FFYs_2026_30_TIP_Change_Tracker.html
- Attachment 5 ([PDF](#)) 2025/0605_MPO_FFYs_2026_30_TIP.pdf

- Attachment 5 ([HTML](#)) 2025/0605_MPO/TIP 2026 HTML/TIP_FFYS_2026-30_HTML.html
- Attachment 6 ([PDF](#)) 2025/0605_MPO_FFYS_2026_30_TIP_Appendices.pdf
- Attachment 6 ([HTML](#)) 2025/0605_MPO/TIP 2026 HTML/TIP_FFYS_2026-30_HTML_Appendices.html
- Attachment 7 ([PDF](#)) 2025/0605_MPO_Regional Vision Zero_Policy and Process Technical Memo.pdf
- Attachment 7 ([HTML](#)): 2025/0605_MPO/Vision Zero Docs final/BOSVZP-T4-Tech-Memo.html
- Attachment 8 ([PDF](#)): 2025/0605_MPO_Regional Vision Zero_Systemic Analysis Technical Memo.pdf
- Attachment 8 ([HTML](#)): 2025/0605_MPO/Vision Zero Docs final/Boston Region Vision Zero Action Plan.html
- Attachment 9 ([PDF](#)): 2025/0605_MPO_Vision Zero MPO Board Meeting Handout.pdf
- Attachment 10 ([PDF](#)): 2025/0605_MPO_FFYS_26-30_TIP_Public_Review_Period_Comments.pdf
- Attachment 11 ([PDF](#)): 2025/0605_MPO_FFYS_2026-30_TIP_Public_Review_Period_Comment_Table.pdf
- Attachment 11 ([HTML](#)): 2025/0605_MPO_FFYS_2026-30_TIP_Public_Review_Period_Comment_Table.html

Meeting Agenda

1. Introductions

See attendance on page 12.

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

There was none.

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

Tegin Teich reported that at the May 15, 2025, MPO meeting, the Metropolitan Area Planning Council (MAPC) announced that MAPC will not yet sign federal contracts, due to a lawsuit by the Commonwealth following the US Department of Transportation's (USDOT) new work agreement terms and conditions. This may affect two discretionary grants and funding sources of which the MPO would have been a recipient. There will be an executive session on June 26 to further discuss the situation.

T. Teich stated that MPO staff have received 50 new applications for the new Community Advisory Council from a broad range of stakeholders (including municipal, community-based organizations, etc). Additional interest is welcomed from subregional communities. The council will be formed by the end of June and the first meeting will take place in July. Elections for chair and vice chair for the council will occur in August.

4. Public Comments

Ben Cares, City of Chelsea, expressed support for including Chelsea's Park and Pearl Street project back into the FFYs 2026–30 TIP. This is a major intersection within the city, B. Cares said that the inclusion of the project would promote safety.

Bill Deignan, City of Cambridge, expressed gratitude for the board's allocation of \$2 million towards the pedestrian and bicycle crossing of the Fitchburg MBTA commuter rail line bridge in FFY 2026. The City is moving on to procuring a design firm.

Justin Curewitz, City of Lynn, stated that the rehabilitation of Essex Street has been pushed out to FFY 2028, instead of FFY 2026. The rehabilitation of Western Avenue has been pushed out to FFY 2029, instead of FFY 2028. The City will be submitting 25 percent design plans in August.

5. Committee Chairs' Reports

Chris Klem, MassDOT, stated that the UPWP committee met on May 29, 2025, and shared a full draft of the FFY 2026 Unified Planning Work Program. The committee voted to present the document to the full MPO board.

Jen Rowe, City of Boston, stated that the TIP Process, Engagement, and Readiness Committee met on May 15, 2025, and will meet again on June 12, at 1:00 PM via Zoom. At the May 15 meeting, the committee reviewed a small number of minor changes staff were anticipating between the draft TIP and the final document. At the June 12 meeting, the committee will conduct a debrief of this year's TIP development process. A survey was released by MPO staff. All board members can participate. The responses will guide the debrief at the upcoming meeting. The committee has also discussed research about the time it takes for projects to advance through MassDOT's process and how this research can inform new expectations for project proponents about project readiness.

Jay Monty, City of Everett, stated that the Congestion Management Committee will hold a meeting on June 12, 2025, at 9:30 AM. The main topic of discussion will be roadway pricing.

6. Action Item: Approval of April 17, 2025, MPO Meeting Minutes

Vote

A motion to approve the minutes of the meeting of April 17, 2025, was made by the Metropolitan Area Planning Council (MAPC) (Eric Bourassa) and seconded by the Inner Core Committee (City of Somerville) (Tom Bent). The motion carried.

7. Action Item: Approval of Federal Fiscal Year (FFY) 2026 Unified Planning Work Program (UPWP) Draft Document Release – Olivia Saccocia, MPO Staff

Tegin Teich stated that the current Long-Range Transportation Plan (LRTP), *Destination 2050*, was endorsed in 2023. This defines the MPO's priorities and is still the federally approved Metropolitan Transportation Plan (MTP). It will continue to define these priorities and certification documents such as the UPWP and the TIP. Given the context of the evolving communication of federal priorities, the MPO has and may further revise language in the UPWP and TIP as necessary to maintain consistency with the best understanding of what is currently required of the MPO. The UPWP is the MPO's annual work plan. The UPWP reflects the MPO's vision and goals stemming from the LRTP, and establishes planning priorities and activities for the coming fiscal year. The UPWP is required to enable the expenditure of the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) planning funds.

Olivia Saccocia stated that the UPWP is developed under the guidance of the UPWP Committee and has been in development since February. Input from MPO members and the public was used for the idea solicitation period between February and March. These ideas were used to create a plan based upon goals and feasibility. During the development period, the committee met with four MPO program managers about ongoing program work. Then in April, the committee voted on three discrete studies that will be funded in the next fiscal year.

In FFY 2026, the overall funding in this UPWP is \$7.7 million, which comes from FHWA and FTA funds. Of the \$7.7 million, \$6.3 million is allocated to the Boston Region MPO. Another \$1.4 million is allocated to the Metropolitan Area Planning Council. The budget breakdown is shown in appended documents.

A small portion of the annual budget is reserved for discrete studies; however, they are important since they allow the MPO to study relevant transportation topics that align with the MPO's goals but that do not fit neatly into any of the ongoing programs. The UPWP Committee voted on three discrete studies for FFY 2026. The titles of those studies are Pedestrian Scale Lighting Guide for Communities, Representing the

Experience of Limited Mobility Individuals, and a Roadway Pricing Stakeholder Analysis.

O. Saccocia recommended that members to vote to release the draft FFY 2026 UPWP for public comment. This public comment period will occur between June 6 and June 27, 2025. There will be a UPWP Committee meeting on July 10 to approve the final plan. On July 17 there will be a board meeting to request endorsement of the final plan.

Vote

A motion to release the Draft FFY 2026 Unified Planning Work Program for a 21-day public comment period was made by the Metropolitan Area Planning Council (Eric Bourassa) and seconded by the Regional Transportation Advisory Council (Lenard Diggins). The motion carried.

8. Action Item: FFYs 2026-30 Transportation Improvement Program (TIP) Document Endorsement – *Ethan Lapointe, MPO Staff*

Public Comment Summary

MPO staff received 11 comments and letters and one petition within the 30-day public comment period for the draft FFYs 2026–30 TIP. Staff attended multiple public engagement events to discuss MPO projects and objectives, and engaged with more than 400 people. MPO staff also hosted a virtual meeting on MassDOT's Capital Investment Plan on May 29.

A comment from the 495/MetroWest partnership expressed continued support for projects in MetroWest communities and desire to see improvements to project delivery and readiness. The letter cited projects in Acton, Bellingham, Framingham, Harvard (Harvard is not within Boston Region MPO jurisdiction but a project extends past this boundary), Holliston, Littleton, Milford, Natick, Sudbury, and Wayland.

The 495/MetroWest Partnership further expressed appreciation for continued work on the I-90/I-495 interchange project in Hopkinton and Westborough. The 495/MetroWest Partnership emphasized priorities for investing in improved connectivity for regional transit authorities and multiple projects in TIP. The 495/MetroWest Partnership expressed concern that several projects currently programmed in the FFYs 2025-29 TIP within the statewide highway program are not funded in the FFYs 2026-30 TIP statewide highway program. Additional details about such projects are still being attained. Funding for many of these projects has been shifted from federal aid to non-federal aid using Fair Share Amendment funding. That is to say, if they are no longer funded with federal aid, they do not need to appear in the TIP going forward. MPO staff

are continuing to work with MassDOT to identify non-federally funded projects on a case-by-case basis.

The Town of Littleton submitted a letter requesting that the Route 119 over Beaver Brook project be returned to the statewide highway program in the FFYs 2026-30 TIP. The letter also notes the local desire to expand the scope to address further flooding concerns in the Beaver Brook area. The Town has requested that the project limits for the replacement of the Route 119 bridge over I-495 be extended to install new sidewalks along Route 119. It should connect to the redevelopment of the King Street commons.

As with prior TIPs, staff continue to receive letters from Weston residents regarding the reconstruction of Route 30. Staff have received a petition with 187 signatures opposing funding for the project, citing traffic counts, tree removals, and construction cost increases. The letter requests consideration of an alternative alignment for a shared-use path along Hultman Aqueduct. Discussions with other stakeholders, including the Massachusetts Water Resources Authority, suggest this is not a viable option.

Belmont Citizens Forum submitted a letter advocating continued support of the Belmont Community Path. The group cited a series of circulars from the Belmont Citizens Forum intended to raise local awareness about the path.

Changes Since April 16

There has been an updated TIP document change tracker since the May 15 meeting.

MassDOT is requesting an update for the Braintree–Weymouth roadway resurfacing project for Route 3 to reflect a new cost estimate of \$12,713,777. The prior estimate was \$10,286,416. This increase in cost is based upon the 75 percent design plans that were submitted on May 14. Given that the project is scheduled to be advertised in Quarter 1 of FFY 2026, waiting to address this change via a TIP amendment after this TIP takes effect on October 1, 2025, would likely delay work.

There is a cost increase to the Belmont Community Path, Phase 1, project. The cost will increase from \$27,306,266 to \$32,556,266. The cost increase reflects contingency due to uncertainty about materials cost. There is no action proposed at this time.

There is a significant cost increase for the rehabilitation of Western Avenue in the City of Lynn. The City and MassDOT held a public information session on the project on May 14 in advance of a 25 percent design submission planned for the summer. Staff learned that the cost estimates for the alternatives for the project range between \$63.8 and \$65.9 million. Estimates were based on a memo sent to MassDOT on September 6,

2024. The City of Lynn cited a cost estimate of \$47.2 million as recently as April 3. This discrepancy stems from further utility contingencies. The staff is not proposing any action currently. Given the project size and the current advance construction schedule, the cost increase would likely be recorded in FFY 2030.

Regarding the Chelsea Park and Pearl Street reconstruction project, a 25 percent design was submitted on April 17. Inclusion of the project for \$12,123,769 in the FFY 2030 element of the TIP was requested during this meeting. Should the board make a motion to include this project in the FFYs 2026-30 TIP, the staff will reflect this change in the TIP document before October.

Most changes in the final FFYs 2026-30 TIP are clerical in nature and meant to ensure accuracy and consistency between different document versions. Due to changes in federal priorities and executive orders, certain phrases and language may be altered in the document and certain figures may be removed. In some areas, language may be retained if it is consistent with the priorities and goals established in the MPO's approved Long-Range Transportation Plan. Other information, such as prior TIP evaluation criteria, may be available for public reference elsewhere as separate files.

In the FFYs 2026–30 Regional Target Program, there are 58 projects costing approximately \$750 million. Large portions of this amount are going towards Complete Streets and major infrastructure investments.

MPO staff request that the board votes to endorse the FFYs 2026–30 TIP. Staff will continue to engage the MPO and TIP Process, Engagement, and Readiness Committee as staff continue to debrief on the FFYs 2026–30 TIP development and begin to work on the FFYs 2027–31 TIP. The next TIP Process, Engagement, and Readiness Committee meeting is scheduled for June 12, at 1:00 PM.

Discussion

E. Bourassa clarified that possible cost increases that may occur during the development process will be dealt with as they come along.

E. Lapointe confirmed E. Bourassa's statement, giving the example of the Western Avenue project in regard to the 25 percent design submission plan.

J. Rowe wished to confirm that there was an awareness from development teams (such as MassDOT and consulting firms) of the price increases. J. Rowe also wanted to clarify the timing of such information being passed on to the MPO.

E. Lapointe explained that the MPO staff were informed about pricing on May 14. However, the elevated estimate is due to a combination of alternatives that are still being worked on: The estimates were from a memo from September 2024, before the development of this current TIP.

John Bechard, MassDOT, clarified that MassDOT always addresses cost estimates with the MPO. Developing an estimate is a lengthy process involving hearings and establishing preferred alternatives. Monitoring the estimate is recommended. Estimates are established and shared with the MPO during milestones.

L. Diggins wanted to ensure that the motion is made for the \$12.1 million for the Chelsea Park and Pearl Street project.

D. Mohler stated that the motion will occur after the discussion.

T. Bent expressed concern about pricing information for the Western Avenue project that was not presented to the MPO sooner. T. Bent wished to clarify the timeline for the MPO to receive pricing information.

J. Bechard emphasized that the Western Avenue project is still in the development stage and utility costs are unknown. MassDOT is working with the City of Lynn, which has hired its own contractors. The project has not reached a milestone and does not have a clear estimate.

T. Bent expressed concern over extreme price increases of recent projects.

J. Rowe said that in TIP Process, Engagement, and Readiness Committee meetings members discuss new expectations for project proponents regarding project timelines and information about cost increases.

D. Mohler emphasized the importance of programming projects at the 25 percent design stage rather than pre-25 percent. J. Bechard and his team will have a better informed estimates for the MPO at that point.

J. Monty expressed his wishes to include the Chelsea Park and Pearl Street project in the FFY 2030 element of the TIP. He noted that the City of Chelsea put in a lot of effort to reach the 25 percent development, and such effort should not go unrewarded and unrecognized.

L. Diggins wished to know the fiscal impact of the inclusion of the Chelsea Park and Pearl Street project.

E. Lapointe explained that after the \$12.1 million is programmed, \$23.2 million would remain in the FFY 2030 element of the TIP.

D. Mohler asked if the Chelsea Park and Pearl Street project was the only project that would have been removed from the current TIP, if not programmed in the FFY 2030 element of the TIP.

E. Lapointe stated yes. The project was originally programmed in the FFY 2027 element of the TIP.

Vote

A motion to include \$12.1 million for the Chelsea Park and Pearl Street project in the FFY 2030 element of the FFYs 2026–30 TIP, was made by the City of Everett (Jay Monty) and seconded by the Inner Core Committee (Tom Bent). The motion carried.

A motion to endorse the FFYs 2026–30 TIP was made by the Metropolitan Area Planning Council (Eric Bourassa) and seconded by the Inner Core Committee (Tom Bent). The motion carried.

9. Vision Zero Update - Ali Kleyman, MPO Staff

Ali Kleyman stated that the Vision Zero project is in its third phase and the current focus is on the recommended policies, strategies, and projects.

Engagement

Three focus groups were held with people with disabilities, older adults, and representatives of the business community. Sidewalk width, distracted drivers, and more assistance navigating the T were among the most prevalent concerns for people with disabilities. For older adults, uneven bricks on sidewalks, lack of accessibility to get to doctors' appointments within the city from outlying municipalities, and emerging technology relating to cars were some of the most prevalent concerns. Those in the business community cited a lack of communication from planners and business owners and a desire for increased involvement in transportation projects.

Municipal roundtables were held in May. Participants at the law enforcement table stated that speeding is the most common cause of crashes they see. They also reported that funding and staffing are some of the biggest challenges to enforcing traffic laws effectively and improving safety.

Participants at the planning, engineering, and Department of Public Works (DPW) staff roundtable stated that coordination and buy-in between DPW, first responders, and the public is key to reach agreement on physical changes to streets. Peer exchanges to share solutions between municipalities would be helpful, they said.

The MPO engagement and multimodal planning staff attended two events during the weekend of May 31. They focused on bike safety at the Mattapan food and fitness youth bike summit and the Bike to the Sea annual event.

High-Injury Network Prioritization

Data on high-volume crash areas were combined with data on underserved communities, priority destinations, and vulnerable road users (VRU) to create prioritization.

Incorporating Risk

Systemic analysis is a proactive approach to identifying high-risk areas. Seventy-eight percent of the top risk locations for VRU crashes are on roads under municipal jurisdiction. North shore municipalities, including Revere, Saugus, Lynn, and Peabody, have higher crash risk for older drivers. Key risk factors for speeding-related crashes are narrow medians, wide travel lanes, and low traffic volumes. The action plan will allow municipalities to understand high-risk intersections and roadway segments. It will also align risks with best practice interventions that can be deployed in several locations.

Policy and Process

The outcomes of the Vision Zero planning process will include recommendations for policy and process changes. The methodology for the planning process includes a literature review, existing conditions analysis, and stakeholder engagement. Changes that the MPO will spearhead within the next one to two years are revising evaluation criteria for selection of projects for the TIP, expanding education about VRU rights, and expanding guidance for speed data collection. Municipalities are responsible for short-term and medium-term policy recommendations, and medium-term process recommendations. There are various medium-term policy recommendations that require legislative change that would be spearheaded by the Massachusetts General Court.

Ultimately, the most important lessons from Vision Zero thus far are the importance of interagency coordination, data-driven decisions, stakeholder engagement, leveraging technology, and legislative needs.

Next Steps

On June 24 there will be an iRAP workshop for the MPO board. An iRAP workshop for the Task Force will be held on June 25. On June 26 the draft action plan will be presented to the MPO board, along with the vote to release the plan for 30-day public review. A public forum for the draft action plan will also occur on this day.

Discussion

L. Diggins agreed with the emphasis on older drivers, but the state wished to focus on young drivers. L. Diggins wished to know the reason for this discrepancy.

A. Kleyman replied that young drivers were not a top issue given the focus region of the project. Safety for young drivers may be a larger issue in other municipalities.

E. Bourassa noted that municipalities have different ways of adopting policies, so implementation will be challenging.

J. Rowe wished to thank the state legislature and MassDOT for advancing the safe fleet vehicle policy further with the act to reduce traffic fatalities. J. Rowe was also surprised not to see pedestrian and bicyclist intervals: She wished to know if this had come up in any discussions.

A. Kleyman explained that actions are being drafted for the finalized plan.

J. Rowe detailed that there is a signal policy in Boston that includes leading pedestrian intervals. J. Rowe would like to see the mention of access-control enforcement included in Vision Zero. There is currently legislation on the matter at the State House.

T. Bent expressed support for the outreach to businesses regarding Vision Zero.

10. Members' Items

John Alessi (Town of Arlington) gave an update on the Broadway Corridor redesign. A request for proposals has been released, and the Town has received 11 proposals for the project. A consultant will be chosen in the next month.

11. Adjourn

A motion to adjourn was made by the Metropolitan Area Planning Council (Eric Bourassa) and seconded by the Boston Transportation Department (Jen Rowe). 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)	Claire Ricker
At-Large Town (Town of Brookline)	Heather Hamilton Todd Kirrane
City of Boston (Boston Planning & Development Agency)	Jim Fitzgerald
City of Boston (Boston Transportation Department)	Bill Conroy Jen Rowe
Federal Highway Administration	Cassandra Ostrander
Federal Transit Administration	Leah Sirmin
Inner Core Committee (City of Somerville)	Tom Bent
Massachusetts Department of Transportation	David Mohler Steve Woelfel
MassDOT Highway Division	John Romano John Bechard
Massachusetts Bay Transportation Authority (MBTA)	Laura Gilmore
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)	Melisa Tintocalis
South Shore Coalition (Town of Hull)	Jennifer Constable
South West Advisory Planning Committee (Town of Medway)	Peter Pelletier
Three Rivers Interlocal Council (Town of Norwood)	Tom O'Rourke Steve Olanoff

Other Attendees	Affiliation
Aaron Koepper	Town of Lexington
Aleida Leza	Town of Belmont
Andrew Wang	MassDOT Transportation Program Planner
Anthony Jones	Superintendent at Janey Construction
Barbara Lachance	MassDOT District 5 Project Manager
Ben Cares	City of Chelsea Director of Housing and Community Development
Ben Muller	MassDOT Program Manager
Bill Deignan	City of Cambridge Transportation Planning Manager
Brad Rawson	City of Somerville Senior City Planner
Bridget Myers	ACEC/MA Board of Directors
Casey Woodley	Cambridge Systematics Senior Project Manager
Catherine Zusy	City of Cambridge
Cheryll-Ann Senior	MassDOT Assistant Transportation Planner
Christopher Diiorio	Town of Hull
Dan Albert	Town of Marblehead MBTA Advisory Board representative
Derek Krevat	MassDOT Manager of Municipal Grants Engagement
Derek Shooster	MassDOT Transportation Planner
Jason Lavoie	Town of Weston
Jeff Coletti	MetroWest Regional Transit Authority
John Strauss	Burlington Board of Registrars
Josh Ostroff	MBTA Director of Capital Strategy
Joy Glynn	MetroWest Regional Transit Authority
Julia Wallerice	Metropolitan Area Planning Council
Justin Curewitz	Tighe & Bond Project Manager
Kaila Sauer	Town of Acton Planning Division
Kristen Guichard	Town of Acton Planning Director/Zoning Enforcement Officer
Logan Casey	Town of Marblehead Sustainability Coordinator
Marcia Rasmussen	Town of Concord Director of Planning and Land Management
Matt Moran	City of Boston Director of Transit Team
Meghan McNamara	Town of Lexington Assistant Planning Director
Michelle Scott	MassDOT Manager of Capital Planner
Noah Harper	MassDOT Transportation Planner
Paul Cobuzzi	Town of Belmont

Other Attendees	Affiliation
Rebecca Mercuri	Town of Weston
Rich Kosian	Town of Lynnfield
Rick Azzalina	Stantec Consulting Services
Sam Downes	Town of Brookline Transportation Engineer
Sarah Bradbury	MassDOT Transportation Program Planner
Sheila Page	Town of Wellesley Mobility Manager
Srilekha Murthy	BETA Group Inc
Tracie Lenhardt	MassDOT Director of Project Management
Travis Pollack	Metropolitan Area Planning Council
Zeke Mermell	City of Watertown Senior Transportation Planner

MPO Staff/Central Transportation Planning Staff

Tegin Teich, Executive Director
Abby Cutrumbes Heerema
Adriana Jacobsen
Ali Kleyman
Annette Demchur
Betsy Harvey Herzfeld
Bradley Putnam
Dave Hong
Elena Ion
Erin Maguire
Ethan Lapointe
Gina Perille
Jenn Martin
Jia Huang
Lauren Magee
Marty Milkovits
Olivia Saccocia
Priyanka Chapekar
Rebecca Morgan
Rose McCarron
Sam Taylor
Sean Rourke
Stella Jordan

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