

MPO Meeting Minutes

Memorandum for the Record

Boston Region Metropolitan Planning Organization Meeting

March 19, 2020 Meeting

10:00 AM–12:45 PM, Zoom Conference Call

David Mohler, Chair, representing Stephanie Pollack, Secretary, and Chief Executive Officer, Massachusetts Department of Transportation (MassDOT).

Meeting Agenda

1. Introductions

See attendance on page 14.

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

D. Mohler stated that MPO Board members and MPO staff are maintaining their current roles and are working from home.

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

T. Teich stated there will be a vote on the final amendment to the Transportation Improvement Program (TIP) and more finalized scenarios at the next MPO meeting on March 26, 2020. T. Teich introduced new MPO staff members Jonathan Church, Manager of MPO Activities, and Emily Domanico, Transit Analyst. T. Teich proposed new MPO meeting dates on April 16 and April 30, as well as the Unified Planning Work Program (UPWP) Committee meeting on April 2, 2020. T. Teich noted that Sandy Johnston, UPWP Program Manager, is still accepting study ideas.

4. Public Comments

Mayor Ruthanne Fuller (City of Newton) advocated for TIP project #610674 (Reconstruction of Commonwealth Avenue [Route 30], from East of Auburn Street to Ash Street). The project is under consideration for programming with MPO regional target funds in federal fiscal year (FFY) 2025. The project creates a pedestrian and bicycle path that has received strong support from the community. Mayor Fuller expressed support for TIP project #608954 (Reconstruction on Route 30), which would complement the Newton project. Mayor Fuller thanked MassDOT for funding the Commonwealth Avenue bridge reconstruction project, which would also complement the Newton project.

Mark Ryan (Director of Public Works and Town Engineer, Town of Norwood) thanked the MPO for inclusion of TIP project #606130 (Intersection Improvements at Route 1A and Upland Road/Washington Street and Prospect Street/Fulton Street), which is currently programmed in FFY 2021 with MPO regional target funds, and advocated for TIP project #605857 (Intersection Improvements at Route 1 and University Avenue/Everett Street). M. Ryan submitted a written comment letter for the project that is posted to the [MPO meeting calendar](#). Project #605857 is currently programmed in FFY 2022 with MPO regional target funds but could move into FFY 2023. M. Ryan stated that the project is supported by the community and would improve safety and traffic congestion in the region. The 25 percent design plans were submitted in November 2016. M. Ryan requested the MPO keep the project in the FFY 2022 TIP as currently scheduled.

Tom Ambrosino (City Manager, City of Chelsea) and Alex Train (Assistant Director of Planning and Development, City of Chelsea) advocated for TIP project #609532 (Targeted Safety Improvements and Related Work on Broadway, from Williams Street to City Hall Avenue) and project #608078 (Reconstruction of Broadway, from City Hall to the Revere City Line). Project #609532 is recommended for programming with MPO regional target funds or with MassDOT state funds in FFY 2025. Project #608078 is currently programmed in FFY 2022 with MPO regional target funds. T. Ambrosino stated that the lower section of Broadway is a major thoroughfare with high crash rates. T. Ambrosino stated that the project will improve pedestrian safety. A. Train stated that project #608078 will yield safety and public transit improvements in the busy corridor. A. Train thanked MPO Board for consideration of both projects.

Janie Dretler (Member of Board of Selectmen, Town of Sudbury) advocated for TIP project #608164 (Bruce Freeman Rail Trail, Phase 2D). The project is currently programmed in FFY 2022 with MPO regional target funds. The programming scenarios presented at this meeting show that this project could move into FFY 2023. J. Dretler stated that Maryanne Bilodeau, Interim Town Manager, submitted a comment letter on March 18, 2020. The letter is posted to the [MPO meeting calendar](#). J. Dretler stated that the Town of Sudbury has appropriated funding for its full design and is holding a public meeting in May 2020 to discuss potential acquisition of the CSX rail line, which would advance the rail trail into the City of Framingham.

Glenn Clancy (Director of Community Development, Town of Belmont) updated the MPO on TIP project #609204 (Community Path, Belmont Component of the MCRT [Phase 1]). The project was evaluated for FFYs 2021–25 TIP but is not programmed. G. Clancy stated that there is a 25 percent design public hearing tentatively scheduled for June 2020 and the Town has committed \$1.4 million to its design.

Emily Teller (Secretary of the Friends of the Bruce Freeman Rail Trail) advocated for TIP project #608164 (Bruce Freeman Rail Trail, Phase 2D). The project is currently programmed in FFY 2022 with MPO regional target funds. The programming scenarios presented at this meeting show that this project could move into FFY 2023. E. Teller stated that the Town has submitted 25 percent design and asked the MPO to keep it in the current TIP.

D. Mohler commended the Friends of the Bruce Freeman Rail Trail group as one of the best examples of local involvement.

Brendan Callahan (Assistant Director of Planning, City of Peabody) advocated for TIP project #609211 (Independence Greenway Extension) and project #610544 (Multi-Use Path Construction of Independence Greenway at I-95 and Route 1). Project #609211 is currently programmed in FFY 2024 with MPO regional target funds. The programming scenarios presented at this meeting show that this project could move into FFY 2025. Project #610544 is new to the TIP and is recommended for programming with MPO target funds in FFY 2025. B. Callahan submitted a written comment letter for both projects, which is posted to the [MPO meeting calendar](#). For Project #609211, B. Callahan stated that he submitted 25 percent design plans to MassDOT and scheduled a public hearing for September 2020. The project has a cost increase of \$1,086,675 due to new MassDOT directives, although the project cost could decrease once 25 percent design is completed. Project #610544 creates a safe roadway and bridge for pedestrians and cyclists. B. Callahan stated there are not a lot of property ownership issues and the City has a 99-year lease with the Massachusetts Bay Transportation Authority (MBTA) to construct the bike path along the abandoned rail line. The project is well supported by the community, neighboring Salem, and others in Essex County. B. Callahan is submitting a proposal to fund the 25 percent design plans at an April 2020 public hearing and design work will begin July 1, 2020. B. Callahan asked to keep the project in FFY 2025 TIP and thanked the MPO for support.

David Daltorio (Town Engineer, Town of Hopkinton) advocated for TIP project #606043 (Signal and Intersection Improvements on Route 135). The project is currently programmed in FFY 2020 with MPO target funds. In February 2020, 100 percent design plans were submitted. The Select Board is meeting in April 2020 to vote on the critical issue of right-of-way (ROW) takings. The Town is working with MassDOT and is anticipating a ROW certificate in May 2020 so that it is ready for bid in June 2020. The project has increased in cost by \$529,354 since its 75 percent design submission. D. Daltorio requests the MPO keep the project in the FFY 2020 TIP.

Nancy Brumback (Member of the League of Women Voters, Town of Sudbury resident) advocated for TIP project #608164 (Bruce Freeman Rail Trail, Phase 2D). The project is currently programmed in FFY 2022 with MPO regional target funds. The programming scenarios presented at this meeting show that this project could move into FFY 2023. N. Brumback expressed support for the project and a request to keep it programmed in FFY 2022.

Ron Brumback (Finance Committee Member, Town of Sudbury) advocated for TIP project #608164 (Bruce Freeman Rail Trail, Phase 2D). The project is currently programmed in FFY 2022 with MPO regional target funds. The programming scenarios presented at this meeting show that this project could move into FFY 2023. R. Brumback requested the MPO keep this project programmed in FFY 2022.

Charlie Russo (Member of the Conservation Commission and Candidate for Select Board, Town of Sudbury) advocated for TIP project #608164 (Bruce Freeman Rail Trail, Phase 2D). The project is currently programmed in FFY 2022 with MPO regional target funds. The programming scenarios presented at this meeting show that this project could move into FFY 2023. C. Russo stated the project will increase connectivity across the region for nonmotorized travel.

Eric Johnson (City Engineer, City of Framingham) advocated for TIP project #608228 (Reconstruction of Union Avenue). The project is currently programmed in FFY 2021 with MPO regional target funds. The programming scenarios presented at this meeting show that this project could move into FFY 2022. E. Johnson stated that the project is ahead of schedule and will submit design plans in summer 2020. E. Johnson stated that the City has invested a significant amount of money and resources to begin the project in November 2020. E. Johnson requested the MPO keep this project programmed in FFY 2021.

Jonathan Zarkower (Resident, City of Framingham) advocated for TIP project #608164 (Bruce Freeman Rail Trail, Phase 2D). The project is currently programmed in FFY 2022 with MPO regional target funds. The programming scenarios presented at this meeting show that this project could move into FFY 2023. J. Zarko stated that the project will create safer conditions for fellow bicycle commuters and requested that the MPO keep this project programmed in FFY 2022.

Brad Rawson (Director of Mobility, City of Somerville) commented on TIP project #607981 (McGrath Boulevard Project). Project #607981 was evaluated in FFY 2021–25 TIP but not programmed. B. Rawson stated that the project is not at the 25 percent design stage. B. Rawson requested MassDOT reinstate the cost design process to

provide the MPO Board with a better cost estimate so it will be considered for funding in the next TIP cycle.

Kay Bell (Resident and Member of the Commission on Disability, Town of Sudbury) advocated for TIP project #608164 (Bruce Freeman Rail Trail, Phase 2D). The project is currently programmed in FFY 2022 with MPO regional target funds. The programming scenarios presented at this meeting show that this project could move into FFY 2023. K. Bell stated the project would benefit seniors and disabled persons.

Jennifer Roberts (Member of the Board of Selectmen, Town of Sudbury) advocated for TIP project #608164 (Bruce Freeman Rail Trail, Phase 2D). The project is currently programmed in FFY 2022 with MPO regional target funds. The programming scenarios presented at this meeting show that this project could move into FFY 2023. J. Roberts expressed the widespread community support for the project.

Todd Korchin (Director of Public Works, Town of Westwood) advocated for TIP project #608947 (Traffic Signal Improvements on Route 109). The project is under consideration for programming in FFY 2025 with MPO regional target funds. T. Korchin stated the roadway is heavily congested and has received support from abutting communities to alleviate the long-standing traffic congestion issues.

Len Simon (Former Member of Board of Selectmen, Town of Sudbury) advocated for TIP project #608164 (Bruce Freeman Rail Trail, Phase 2D). The project is currently programmed in FFY 2022 with MPO regional target funds. The programming scenarios presented at this meeting show that this project could move into FFY 2023. L. Simon stated the project has received immense support for 20 years and requested that the MPO keep it on the FFY 2022 TIP.

T. Teich summarized selected submitted written public comment letters of towns that did not provide public comment at today's meeting for the following towns: the Town of Bedford regarding TIP project #607738 (Minuteman Bikeway Extension); the Town of Dedham for TIP project #607899 (Pedestrian Improvements Along Bussey Street) (two letters of support); the City of Salem TIP project #609347 (Boston Street Improvements); the Town of Weston TIP project #608940 (Intersection Improvements, Boston Post Road [Route 20] at Wellesley Street); the Town of Wilmington TIP project #609253 (Intersection Improvements at Lowell Street [Route 129] and Woburn Street); and, the Town of Wakefield TIP project #610545 (Main Street Reconstruction). All letters are posted to the [MPO meeting calendar](#).

Jason Mammone (Director of Engineering, Town of Dedham) advocated for TIP project #607899 (Pedestrian Improvements along Bussey Street). The project is currently

programmed in FFY 2023 with MPO regional target funds. The programming scenarios presented at this meeting show that this project could move into FFY 2024 or FFY 2025. J. Mammone stated the project cost increase of approximately \$1,058,500 is because of a newly added super structure and administrative costs. J. Mammone stated the Town committed to funding the project through the 100 percent design stage in 2014. A public meeting is scheduled for May 2020 to discuss ROW acquisitions. J. Mammone stated the Town is waiting for MassDOT to schedule its 25 percent design hearing since October 2019 to stay on track for FFY 2023 funding.

Peg Espinola (Resident, Town of Sudbury) advocated for TIP Project #608164 (Bruce Freeman Rail Trail, Phase 2D). The project is currently programmed in FFY 2022 with MPO regional target funds. The programming scenarios presented at this meeting show that this project could move into FFY 2023. P. Espinola requested that the MPO not postpone the project.

Matt Genova, TIP Manager, summarized written comment letters from the following individuals: (1) A school board member in the Town of Swampscott advocated for TIP project #610666 (Rail Trail Construction), which is under consideration for funding in FFY 2025; (2) Austin Cyganiewicz (Minuteman Advisory Group on Interlocal Coordination [Town of Acton]) advocated for TIP project #608229 (Intersection Improvements at Massachusetts Avenue [Route 111] and Main Street [Route 27] [Kelley's Corner]) currently programmed in FFY 2022 with MPO regional target funds. A. Cyganiewicz stated the project is on schedule. The Town of Acton is voting at its annual meeting in spring 2020 to authorize the Board of Selectmen to acquire the necessary ROW and to fund the just compensation to property owners. The 100 percent design plans will be submitted in July 2020; and, (3) James Kupfer (Town Planner and Zoning Compliance Officer, Town of Bellingham) advocated for TIP project #608887 (Rehabilitation and Related Work on Route 126, from Douglas Drive to Route 140) currently programmed in FFY 2022 with MPO regional Target funds. J. Kupfer requests project move into current TIP FFY 2021. These written comment letters are posted to the [MPO Meeting calendar](#).

5. Committee Chairs' Reports

There were none.

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

L. Diggins stated that the Council did not meet but the 3C Committee held a meeting.

7. Federal Fiscal Years (FFYs) 2021-25 Transportation Improvement Program (TIP) Regional Target Element: Staff-Developed Scenarios for Regional Target Projects—*Matt Genova, TIP Manager, MPO staff*

Documents posted to the MPO meeting calendar

1. [FFYs 2021–25 TIP Draft Programming Scenarios](#)
2. [Public Comments Submitted to the Boston Region MPO by Project Proponents](#)
3. [FFYs 2021–25 MassDOT Statewide Programming](#)
4. [FFYs 2021–25 TIP Regional Transportation Authority \(RTA\) Programming](#)

M. Genova reviewed the development schedule for FFYs 2021–25 TIP, noting the immediate steps that needed to be taken to resolve the cost overrun and scheduling issues in the FFYs 2020–24 TIP. M. Genova stated that, for projects programmed in 2020 through 2024, 29 of them increased in cost for a net cost increase of \$62,645,526. M. Genova reviewed the [FFYs 2021–25 TIP Draft Programming Scenarios](#) handout, posted to the MPO meeting calendar, which shows project schedule and cost changes. Projects highlighted in yellow indicate cost changes of more than \$500,000. Projects with red text are considered high risk for not meeting their advertised date as of MassDOT’s February 2020 TIP readiness meeting. Projects in purple are recommended by MassDOT to move into a later TIP year because of readiness concerns. Projects with purple highlighting in the fiscal year columns only are projects that may move into later programming years due to a lack of available funding. Projects in blue are proposed to be newly added to the TIP. Projects in green are recommended to move into an earlier TIP year. Projects in red are recommended to be removed from the TIP. M. Genova noted that all scenarios presented allocate full funding to both the Community Connections program and Transit Modernization program, at two percent and five percent of funding respectively, in 2025. Also, none of the scenarios contain funding for a new Long-Range Transportation Plan (LRTP) project, but three such projects are scheduled for funding in the LRTP’s 2025 to 2029 time band.

M. Genova stated that Scenario #1 has very little funding remaining in FFY 2025 to allocate to new projects. In this scenario, the only new projects that are programmed are the single highest-scoring project in each investment program. The scenario also allocates \$15.2 million in 2025 to project #606226 (Reconstruction of Rutherford Avenue), which keeps the MPO on schedule to conclude its funding commitment to this project in 2026.

M. Genova stated that Scenario #2 transfers the eight projects that were flagged by MassDOT as not ready for their current programming years in FFYs 2020–24 into later TIP years. This transfer impacts funding allocations and schedules for several existing projects as well as funding availability for new projects.

M. Genova stated that Scenario #3 keeps the greatest number of projects in their current programming year, only moving six projects into later years, and funds the greatest number of new projects. This is due in part by using state funds for the TIP project #609532 (Targeted Safety Improvements and Related Work on Broadway, from Williams Street to City Hall Avenue) and funding reallocations between major infrastructure projects and other currently programmed projects.

Discussion

Eric Bourassa (Metropolitan Area Planning Council) asked whether adjusting the cash flow of the Reconstruction of Rutherford Avenue affects project schedules. M. Genova stated that there needs to be a sufficient amount of funding reserved for Rutherford Avenue every year to sustainably fund the construction of the project. D. Mohler stated that Rutherford Avenue is a five-year project that cannot be extended. D. Mohler stated that some money must be reserved to prepare for inevitable cost increases of the Rutherford project.

Daniel Amstutz (At-Large Town) (Town of Arlington) asked for clarification on the differences between programming costs for the Green Line Extension (GLX) project in all scenarios, as well as budget excesses in FFY 2020. M. Genova replied that the approximately \$7 million excess in Scenario 1 may supplement funding for project #606043 in Hopkinton (Signal and Intersection Improvements on Route 135), which has some cost uncertainties. Furthermore, all FFY 2020 funding will be fully allocated to projects in this year and changing the funding schedule for GLX would require further coordination with MassDOT.

D. Amstutz asked about implications of shifting \$5 million to GLX for the current year. D. Mohler stated that MassDOT has already obligated the full amount of funding for GLX for FFY 2020. D. Mohler stated that additional funding could potentially be allocated to GLX in FFY 2020 if it is done by April 2020.

Jay Monty (At-Large City) (City of Everett) asked if the decision made last year to shift funding from Rutherford Avenue to project #606476 (Sumner Tunnel Reconstruction) is reflected in any scenarios. D. Mohler stated that MassDOT has not committed to paying for any portion of Rutherford Avenue and that the Sumner Tunnel is funded mostly using statewide funding but the project receives MPO funding contributions in FFY 2021.

Tom Bent (Inner Core Committee) (City of Somerville) asked how the GLX project will be affected for the current TIP if the State decides to halt construction (due to the ongoing COVID-19 pandemic) and asked if anyone has talked to GLX representatives

regarding this issue. D. Mohler stated that Governor Baker has not shut down construction projects in the Commonwealth but is discussing the matter with the City of Cambridge. Therefore, any closures will not affect the MPO's current decision to potentially move money forward.

Samantha Silverberg (MBTA) stated there are multiple funding sources for the GLX project including Congestion Mitigation and Air Quality Improvement Program funding, which can be shifted to accommodate the TIP, and other state resources. S. Silverberg stated the conversation about the GLX project is about programming, not about changing its schedule.

T. Bent asked about funding the McGrath Boulevard project (#607981) to get it to the 25 percent design stage. M. Genova stated it can potentially move forward by allocating seed funding in 2025. M. Genova stated that the existing Rutherford Avenue project, which must be completed by 2026, affects the McGrath Boulevard project's progression because of financial constraints in 2025 and 2026.

Tom O'Rourke (Three Rivers Interlocal Council) (Town of Norwood/Neponset Valley Chamber of Commerce) asked which projects from the LRTP are not funded. M. Genova stated that the approximately \$45 million bridge project at Route 27 and Route 9 in Natick (#605313) and the approximately \$36 million Western Avenue project in Lynn (#609246) are not funded, in addition to the previously mentioned McGrath Boulevard project.

T. O'Rourke asked about Rutherford Avenue costs in scenarios 2 and 3. M. Genova stated that, in all three scenarios, funding is reserved for Rutherford Avenue in different amounts.

John Bechard (MassDOT Highway Division) stated that the budget and MassDOT's potential funding contribution for the Natick project (#605313) in the LRTP is not yet complete.

D. Amstutz asked about seed funding for the McGrath Boulevard project in 2025 and about the five-year timeframe for funding the Rutherford Avenue project. D. Mohler stated that Rutherford is a five-year construction project. D. Mohler stated that the McGrath project must be accurately programmed in its first year for budgeting purposes through 2025. D. Mohler noted that two LRTP projects, one in Lynn and one in Natick, do not have representation on the MPO Board.

T. Bent stated that the design for McGrath Boulevard would cost five to seven million dollars. D. Mohler stated that the MPO does not fund design for projects.

T. Bent stated he initially wanted to begin construction of McGrath in 2026 and requested to program McGrath Boulevard in FFY 2025, in part to ensure that MassDOT continues the design process. D. Mohler clarified that the design for McGrath Boulevard will continue even if the project is not programmed in FFY 2025.

E. Bourassa stated the MPO should prioritize keeping projects in their current programming year whenever possible while coordinating with MassDOT on the projects with readiness issues. E. Bourassa stated that the MPO should explore programming new Major Infrastructure projects.

Brian Kane (MBTA Advisory Board) asked if there will be a vote on the three programming scenarios today. D. Mohler stated there is no vote expected but MPO staff request guidance from the Board. M. Genova stated there is no vote expected and today's discussion will inform amendments to the programming scenarios, which will then be presented at the March 26, 2020, MPO meeting.

E. Teller asked what "BP" stands for on the handout. M. Genova stated that this indicates projects funded through the MPO's Bicycle Network and Pedestrian Connections investment program.

E. Teller asked about MassDOT's delayed review process for the Town of Sudbury's 25 percent design plans for project #608164 (Bruce Freeman Rail Trail, Phase 2D), submitted in 2017. J. Bechard stated that the office received the letter written recently by the Sudbury Board of Selectman. The project has been delayed by the MassDOT Rail Division regarding an abandoned section of the Rail Trail. J. Bechard stated he has a telephone meeting with the MassDOT Rail Division to discuss this project and several others with similar issues.

E. Teller stated that the Rail Trail project has experienced issues with the MassDOT Rail Division in the past and looking forward to the upcoming meeting.

Beth Suedmeyer (Environmental Planner, Town of Sudbury) stated that the cost increases for TIP project #608164 (Bruce Freeman Rail Trail, Phase 2D) are due to new boardwalk construction to avoid impacts to the area's wetlands. B. Suedmeyer stated that the 25 percent design plans were submitted to MassDOT in November 2019 and they are now awaiting their final comments.

B. Rawson commented in response to the earlier exchange between D. Mohler and T. Bent regarding McGrath Boulevard. B. Rawson compared the scales of Rutherford Avenue and McGrath Boulevard, stating that Rutherford Avenue was programmed with seven million dollars in its first programming year and has a 50 percent greater total

construction cost than preliminary estimates for McGrath Boulevard. B. Rawson stated that the construction timeframe for the McGrath Boulevard project may be similar to the Casey Arborway overpass project. B. Rawson clarified that the City of Somerville is not requesting design funding from the MPO. B. Rawson stated that any of the aforementioned “seed funding” would be for capital construction, and Somerville would work with MassDOT as their project development staff advances design through the standard process.

Tom Kadzis (City of Boston) (Boston Transportation Department) agreed, with regards to the Ferry Street project cost increase, that the MPO should prioritize keeping projects in their current programming year whenever possible. T. Kadzis stated that cost increases and moving projects into other fiscal years are inevitable. T. Kadzis suggested a new potential scenario with funding of Major Infrastructure projects and stated it is unrealistic to significantly backload projects like Rutherford Avenue.

Aaron Clausen (North Shore Task Force) (City of Beverly) stated that the MPO should prioritize keeping projects in their current programming year whenever possible with some ability to flex funding. A. Clausen stated that the MPO should program fewer new projects in FFY 2025 and focus funding on those that are the highest scoring.

Jim Fitzgerald (City of Boston) (Boston Planning & Development Agency) asked about developing a hybrid programming scenario for Rutherford Avenue in FFY 2026, somewhere between the \$14 million allocated to this project in 2026 in Scenario 1 and the approximately \$40 million in scenarios 2 and 3.

D. Amstutz stated that the MPO should prioritize keeping projects in their current programming year whenever possible and that the MPO should set aside funding in 2025 for Major Infrastructure projects they’ve already committed to. D. Amstutz stated that the MPO should program fewer new projects in FFY 2025 and focus funding on those that are the highest scoring.

J. Bechard stated that programming funding for Rutherford Avenue is based on its preliminary cost estimates since it is only at 25 percent design. J. Bechard stated there should be flexibility in funding to anticipate the project’s cost changes. D. Mohler stated that leaving a large amount of Rutherford Avenue unprogrammed would affect future TIP years.

L. Diggins (Regional Transportation Advisory Council) supports Complete Streets projects and equity-focused projects. L. Diggins asked for the reasoning of keeping projects programmed in their current year. D. Mohler stated that the MPO has made a

commitment to towns to stay on schedule. D. Mohler stated that he does not want to keep projects in their current programming year if they are not ready.

Thatcher Kezer, III (MetroWest Regional Collaborative) (City of Framingham) stated that local governments want to keep projects in their current programming year due to the financial commitments made by municipalities to these projects, as well as due to the local political support for many projects. T. Kezer stated that when a project is delayed it affects subsequent year's projects.

Sheila Page (At-Large Town) (Town of Lexington) asked for the time bands of the three Major Infrastructure projects in the LRTP. S. Page stated that the MPO should prioritize keeping projects in their current programming year whenever possible and maintain commitments to the Major Infrastructure projects and Complete Streets projects. M. Genova stated that the three planned projects in the LRTP are in the 2025–29 time band.

T. Bent asked about the option to keep FFY 2025 not fully programmed. M. Genova stated that it is possible to develop that scenario. D. Mohler stated that the Rutherford Avenue project is an exception to that potential scenario since sufficient funding must be set aside for it.

J. Dretler stated that the Town has allocated funding for the 75 and 100 percent design of TIP project #608164 (Bruce Freeman Rail Trail, Phase 2D).

David Koses (At-Large City) (City of Newton) stated that projects are often time sensitive and asked if MPO staff can provide examples of time-sensitive projects. M. Genova stated that he will give a complete answer at the following MPO meeting but noted the time sensitivity of a few current TIP projects in Weston, Newton, Wilmington, Woburn, and Peabody.

M. Genova, reviewing the main points of the discussion, stated that the MPO board agreed to prioritize keeping projects in their current programming year whenever possible and prioritize higher levels of funding for existing Major Infrastructure commitments. M. Genova stated that the MPO board agreed to explore programming new Major Infrastructure projects and to program fewer new projects in FFY 2025, focusing funding on those projects that are the highest scoring.

M. Genova stated that the discussion of RTA and statewide projects and programs to be programmed in the FFYs 2021–25 TIP will take place at a later date. M. Genova referred MPO board members to the FFYs 2021–25 MassDOT Statewide Programming

and the FFYs 2021–25 TIP RTA Programming handouts. Both documents are posted to the MPO meeting calendar.

8. Members Items

There were none.

9. Adjourn

A motion to adjourn was made by Thatcher Kezer, III (MetroWest Regional Collaborative) (City of Framingham) and seconded by Sheila Page (At-Large Town) (Town of Lexington). 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)	Daniel Amstutz
At-Large Town (Town of Lexington)	Sheila Page
City of Boston (Boston Planning & Development Agency)	Jim Fitzgerald
City of Boston (Boston Transportation Department)	Tom Kadzis
Federal Highway Administration	
Federal Transit Administration	
Inner Core Committee (City of Somerville)	Tom Bent
Massachusetts Department of Transportation	David Mohler
MassDOT Highway Division	John Bechard
Massachusetts Bay Transportation Authority (MBTA)	Samantha Silverberg
Massachusetts Port Authority	Hayes Morrison
MBTA Advisory Board	Brian Kane
Metropolitan Area Planning Council	Eric Bourassa
MetroWest Regional Collaborative (City of Framingham)	Thatcher Kezer, III
Minuteman Advisory Group on Interlocal Coordination (Town of Acton)	Austin Cyganiewicz
North Shore Task Force (City of Beverly)	Aaron Clausen
North Suburban Planning Council (City of Woburn)	Tina Cassidy
Regional Transportation Advisory Council	Lenard Diggins
South Shore Coalition (Town of Rockland)	
South West Advisory Planning Committee (Town of Medway)	
Three Rivers Interlocal Council (Town of Norwood/Neponset Valley Chamber of Commerce)	Tom O'Rourke

Other Attendees	Affiliation
Bill Conroy	City of Boston
Eric Newman	Wavetronix
David Daltorio	Town of Hopkinton
Sarah Bradbury	MassDOT Highway District 3
Mayor Ruthanne Fuller	City of Newton
Mark Ryan	Town of Norwood
Tom Ambrosino	City of Chelsea
Alex Train	City of Chelsea
Janie Dretler	Board of Selectmen, Town of Sudbury
Glenn Clancy	Town of Belmont
Emily Teller	Friends of the Bruce Freeman Rail Trail
Brendan Callahan	City of Peabody
Nancy Brumback	Resident, Town of Sudbury
Ron Brumback	Finance Committee, Town of Sudbury
Charlie Russo	Conservation Commission, Town of Sudbury
Eric Johnson	City of Framingham
Jonathan Zarkower	Resident, City of Framingham
Brad Rawson	City of Somerville
Kay Bell	Commission on Disability, Town of Sudbury
Jennifer Roberts	Board of Selectmen, Town of Sudbury
Todd Korchin	Town of Westwood
Len Simon	Formerly Board of Selectmen, Town of Sudbury
Jason Mammone	Town of Dedham
Peg Espinola	Resident, Town of Sudbury
Beth Suedmeyer	Town of Sudbury
Steve Olanoff	TRIC Alternate

MPO Staff/Central Transportation Planning Staff

Tegin Teich, Executive Director

Annette Demchur

Jonathan Church

Róisín Foley

Hiral Gandhi

Matt Genova

Sandy Johnston

Anne McGahan

Ariel Patterson

Scott Peterson

Kate White

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

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