

MPO Meeting Minutes

Draft Memorandum for the Record

Boston Region Metropolitan Planning Organization Meeting

April 28, 2022, Meeting

10:00 AM–12:09 PM, Zoom Video Conferencing Platform

David Mohler, Chair, representing Jamey Tesler, Secretary of Transportation and Chief Executive Officer of the Massachusetts Department of Transportation (MassDOT)

Decisions

The Boston Region Metropolitan Planning Organization (MPO) agreed to the following:

- Approve the minutes of the meeting of March 17, 2022
- Approve the motion to request the MPO Staff create a resolution stating it is the sense of the MPO that the Maffa Way project include bus lane treatments in its design, and it is furthermore the sense of the MPO that the Green Line Extension (GLX) Phase Two project scope should be finalized and consultant work authorized by September 1, 2022
- Approve Federal Fiscal Years (FFY) 2022–26 Transportation Improvement Program (TIP) Amendment Three
- Approve FFYs 2022–26 TIP Adjustment Two
- Approve the motion to release FFY 2022–26 TIP Amendment Five for a 21-day comment period
- Approve the motion to release the draft 2023–27 TIP for a 21-day comment period
- Approve the Work Scope, Parking Policy, and Trip Generation Study

Meeting Agenda

1. Introductions

See attendance beginning page 9.

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

There was none.

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

Tegin Teich acknowledged the draft FFYs 2023–27 TIP for public review vote was missing information in the draft due to a special circumstance. The recent disruption of

the MPO's staff network caused by malware limited access to server and files. The MPO Staff engaged in a remediation process with cyber security experts. The MPO Staff is approaching full restoration and an investigation is nearly concluded. Due to this issue, some analysis could not be completed to be part of the draft. T. Teich emphasized the importance of the missing chapter, Chapter 6, and reiterated that it would be provided as soon as possible. In addition, T. Teich gave staffing updates announcing a new Administrative Coordinator role to support the Certification Activates team. Further, Manager for TIP and Communications Coordinator positions are currently wrapping up and changes will hopefully be announced soon. Finally, T. Teich highlighted outreach efforts by the Transit Working Group, which had an event April 27 to discuss School transit. The recording will be posted on the MPOs YouTube page. The next meeting of the Transit Working Group will be held on May 31.

T. Teich informed the MPO that the next meeting for May 5 canceled, and the next MPO meeting is scheduled for May 26.

4. Public Comments

Mayor Breanna Lungo-Koehn, City of Medford, asked the MPO to include environmental impact funding for the Phase II of the GLX to the proposed Rt-16/Mystic Valley Parkway stop. B. Lungo-Koehn stated that this project would serve a number of environmental justice communities facing traffic congestion and that the funding was initially promised by the MPO in 2016. B. Lungo-Koehn restated her support for funding to be included in the Draft TIP.

State Senator Patricia Jehlen remarked that Amendment Three was an important moment for Somerville, Medford, and Arlington. Senator Jehlen further stated that extension of the Green Line to the proposed Rt-16 stop could unlock substantial economic and transit access. Senator Jehlen emphasized how the GLX project has increased access to thousands in Somerville, but only for a small portion of residents in Medford, and that the GLX is critical for Medford and Arlington to see improvements to transit access.

Adam Chapdelaine, Town Manager of Arlington, expressed Arlington's support of moving forward with environmental review for the Phase II of the GLX. A. Chapdelaine emphasized how the project would benefit many residents in Medford, Somerville, and Arlington, and supported seeing a favorable vote on Amendment Three while working to extend the Green Line to Route 16.

Alex Train, City of Chelsea, provided comments on the Pearl and Park Street corridor project. A. Train respectfully urged the committee to approve the funding for the FFY 2027 TIP. A. Train stated that Chelsea's Downtown has more than 120 minority owned business, merchants, and other civic institutions. This area abuts densely settled environmental justice neighborhoods and supports Massachusetts Bay Transportation Authority (MBTA) bus routes 111, 116, and 117. The existing corridor warrants comprehensive reconstruction, especially as it is encompassed by a highway safety crash cluster. Further, the corridor serves as a key school walking route. This project is an effective means to address chronic safety issues and could help to unlock economic development in the minority populated downtown. Finally, there are immense benefits for public transportation, as this area is a current congestion zone, which compounds air pollution and effects the lives of transit-dependent populations that rely on the bus in Chelsea.

Todd Baldwin, Town Engineer for Saugus, spoke to projects #61999 and #610543, Revere-Saugus Route 1 North Widening Project. Municipalities have met with MassDOT this week and scoping meetings for projects begin in May. T. Baldwin further stated that MassDOT has expressed interest in moving forward with these projects.

Brad Rawson, City of Somerville, spoke to project #607670, the Superstructure Replacement for Maffa Avenue and the discussion on fine details of design. B. Rawson stated that the MPO should identify one of four lanes to be dedicated for on-street bus facilities. Today, Bus Routes 95, 89, 101, and 90, experience unacceptable delays due to congestion from Sullivan Square. B. Rawson stated that it is the City of Somerville's position that partners at MassDOT should encourage design for westbound bus lanes. B. Rawson further stated that the City of Somerville has been unable to gain a commitment from the MPO board or MassDOT.

Ken Krause, Resident of Medford, re-expressed his written comments, that the GLX environmental impact study for Phase II was a project that the MPO required when it voted to reprogram funds from Phase II to Phase I on the GLX project. MassDOT officials should fulfill the obligation before closing the books on Phase I of GLX. K. Krause further stated that GLX continued because of the reprogramming of funds. Ken Krause expressed his support for the MPO to insist that MassDOT complete its environmental review for GLX Phase II.

Maura Carroll spoke about the Swampscott Rail Trail project #610666, and requested that the board pay attention to the coming letters about property abuttal issues.

5. Committee Chairs' Reports

Derek Krevat, MassDOT, announced that the Unified Planning Work Program (UPWP) Committee met April 28 to discuss the universal proposed studies for the FFY 2023 UPWP studies. The UPWP is planning to meet over the next month to finalize next meetings on May 12.

Brian Kane, MBTA Advisory Board, announced the Administration and Finance committee will meet on May 5 to begin the process of discussing the Operation Plan for MPO staff.

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

Regional Transportation Advisory Council Chair (Advisory Council), Lenard Diggins, announced the Advisory Council has not met since the last MPO meeting. The Advisory Council will conduct a 3C review of the draft TIP, and is planning to meet on Wednesday, May 11, to begin looking at the UPWP universe.

7. Action Item: Approval of March 17, 2022, MPO Meeting Minutes—*Matt Archer, MPO Staff*

Documents posted to the MPO meeting calendar

1. [March 17, 2022, MPO Meeting Minutes \(pdf\)](#)
2. [March 17, 2022, MPO Meeting Minutes \(html\)](#)

Vote

A motion to approve the minutes of the meeting of March 17, 2022, was made by the At-Large Town, Town of Arlington (Daniel Amstutz) and seconded by the MBTA Advisory Board (Brian Kane). The motion carried.

8. Action Item: FFYs 2022-26 TIP Amendment Three—*Matt Genova, MPO Staff*

Documents posted to the MPO meeting calendar

1. [Draft FFYs 2022–26 TIP Amendment Three](#)
2. [Draft FFYs 2022–26 TIP Amendment Three Public Comments](#)

Matt Genova discussed the proposed FFYs 2022–26 TIP Amendment Three, which proposes the removal of the MPO's FFY 2022 funding for GLX. This would have been the sixth and final year of the MPO's funding commitment to the project; however, funds were no longer needed to complete the project and can be returned to the MPO. The change would result in \$27,116,883 removed from the Green Line Extension Project (#S10780). The amendment also proposes the addition of the Maffa Way and Mystic Avenue bridge replacement (#607670) in FFY 2022 using these GLX funds and new

FFY 2022 funding available to the MPO from the Bipartisan Infrastructure Law (BIL). A total of \$47,123,530 in funding is proposed for allocation to this project from the MPO and \$18,226,395 in funding is proposed for addition to the project in MassDOT's FFY 2022 statewide highway program. Along with the replacement of the bridges, this project includes expanding sidewalks and bike lanes among other multimodal improvements.

FFYs 2022–26 TIP Amendment Three was released for public comment on April 6, 2022. The comment period closed on April 27, 2022, with seven public comments received. MPO staff request that the MPO vote to endorse Amendment Three after consideration of public comments.

Vote

A motion was made by the MBTA Advisory Board (Brian Kane) and seconded by the At-Large Town, Town of Arlington (Daniel Amstutz) requesting that MPO staff create a resolution stating that it is the recommendation of the Boston Region MPO that the Maffa Way and Mystic Avenue bridge replacement project (#607670) in Boston include bus priority treatments in its implementation, including dedicated bus lanes on both Maffa Way and Mystic Avenue within the project area. Furthermore, it is the recommendation of the Boston Region MPO that Phase II of the GLX project has a completed scope of work finalized for advancement by September 1, 2022, that includes an extension of the MBTA Green Line from its forthcoming terminus at College Avenue to Route 16/Mystic Valley Parkway in Medford. The motion carried.

A motion to approve FFYs 2022–26 TIP Amendment Three, was made by the MBTA Advisory Board (Brian Kane) and seconded by the Inner Core Committee, City of Somerville (Thomas Bent). The motion carried.

9. Action Item: FFYs 2022-26 TIP Adjustment Two—Matt Genova, MPO Staff

Documents posted to the MPO meeting calendar

1. [Draft FFYs 2022–26 TIP Adjustment Two](#)

M. Genova presented Adjustment Two to the FFYs 2022–26 TIP, which proposes funding source adjustments for three existing FFY 2022 MetroWest Regional Transit Authority projects. These changes include carrying forward FFY 2021 Federal Transit Administration (FTA) 5307 funding for three projects. Further proposed is an adjustment of FFY 2022 State Regional Transit Authority Capital Assistance Program (RTACAP) funds to match federal funding requirements for one project. These changes would result in \$78,641 from State RTACAP and \$103,883 FTA 5307 being added to the

Terminal Intermodal (Transit) Blandin project (RTD0010003). The changes would further increase the Technology Support/Capital Outreach project (RTD0010004) by \$13,892 from FTA 5307 funds, as well as increase the funding of Intermodal Framingham Commuter Rail Station (RTD0010Draft FFYs 2022–26 TIP Adjustment Two) by \$2,943 from FTA 5307 funds.

MPO staff request that the MPO vote to endorse FFYs 2022–26 TIP Adjustment Two.

Vote

A motion to approve FFYs 2022–26 TIP Adjustment Two, was made by the MetroWest Regional Collaborative, City of Framingham (Dennis Giombetti), and seconded by the MBTA Advisory Board (Brian Kane). The motion carried.

10. Action Item: FFYs 2022-26 TIP Amendment Five—Matt Genova, MPO Staff

Documents posted to the MPO meeting calendar

1. [Draft FFYs 2022-2026 TIP Amendment Five](#)

M. Genova presented Amendment Five to the FFYs 2022–26 TIP, which proposes the alignment of the MBTA's FFYs 2022–26 TIP with the proposed FFYs 2023–27 TIP, including MPO-funded projects and recent FTA grant awards. The amendment also adjusts other projects and programs to reflect new BIL funds and current project readiness. The fifth amendment further proposes the addition of one project to Cape Ann Transportation Authority's (CATA) FFY 2023 transit program. Changes would include adding the Lynn Station Improvements Phase II project (#S12705: Lynn) with \$48,100,000 from MPO and MBTA funding, and the Forest Hills Station Improvements project (#S12706: Boston) with \$6,400,000 from MPO and MBTA funding. Finally, the amendment would add funding to a CATA project to buy a replacement 35-foot bus, with \$1,415,000 from CATA funding.

MPO staff requested that the MPO vote to release FFYs 2022–26 TIP Amendment Five for a 21-day public comment period.

Vote

A motion to release FFYs 2022–26 TIP Amendment Five for a 21-day comment period was made by the MBTA Advisory Board (Brian Kane) and seconded by the At-Large Town, Town of Arlington (Daniel Amstutz). The motion carried.

11. Action Item: FFYs 2023-27 TIP—Matt Genova, MPO Staff

Documents posted to the MPO meeting calendar

1. [Draft FFYs 2023–27 TIP \(pdf\)](#)

2. [Draft FFYs 2023–27 TIP \(html\)](#)

M. Genova presented a draft of the FFYs 2023–27 TIP. The goal of the presentation was to request the MPO release the draft FFYs 2023–27 TIP for public review. This is the last major action the board needs to take before considering the draft FFYs 2023–27 TIP for final endorsement in late May. Since the March 31 meeting, the MPO has received six written comments on three prospective projects. These projects include the Belmont Community Path (#609204) with one letter, Brookline Washington Street (#610932) with two letters, and Swampscott Rail Trail (#610666) with three letters.

MPO staff requested that the MPO vote to release the draft FFYs 2023–27 TIP for a 21-day public comment period.

Vote

A motion to release the draft FFYs 2023–27 TIP for a 21-day comment period, was made by the MBTA Advisory Board (Brian Kane) and seconded by the Inner Core Committee, City of Somerville (Tom Bent). The motion carried.

12. Presentation: Trip Generation Rate Research Study—*Drashti Joshi, MPO Staff*

The presentation was rescheduled to a future meeting due to limited time.

**13. Action Item: Work Scope, Parking Policy and Trip Generation Study
*Benjamin Sadkowski, MPO Staff***

Benjamin Sadkowski presented on the Work Scope of the Parking Policy and Trip Generation Study. B. Sadkowski stated that the Parking Policy and Trip Generation Study is an MPO 5303 contract with a UPWP-funded budget of \$20,000, and has the intention to complete work within five months of work commencement. The Parking Policy and Trip Generation Study seeks to build upon prior UPWP studies including the Trip-Generation Research Study and Estimating Trip Generation Rates from Fiscal Year 2020 study. These studies conducted research into innovative practices in the analysis of trip generation. Parking Policy and Trip Generation Study seeks to supplement this work as well as studies conducted by the Metropolitan Area Planning Council (MAPC) regarding parking availability such as through the Perfect Fit Parking Study. The Perfect Fit Parking Study measured the actual supply and demand for residential parking in and around Boston. The goal of the Parking Policy and Trip Generation Study is to explore through a policy-based framework the relationship between the amount of parking available at development sites and automotive ownership and usage, including in adequate public transit areas that have capability and connectivity. The MPO Staff

seeks to identify innovative approaches to using parking policy to improve overall trip generation rates in the area. To achieve these goals, the MPO Staff will conduct a series of literature reviews regarding the relationship between parking policy and trip generation. Additionally, MPO Staff will also review existing data sets including those from the American Community Survey and the MAPC aforementioned Perfect Fit Parking Study. The literature reviews will help to review similarities and differences in parking trends between our region and other regions in the rest of the country. Finally, the MPO Staff will generate deliverables, including a white paper and a set of graphical fact sheets. The goal of these deliverables will be to effectively share findings with municipalities so that the Parking Policy and Trip Generation Study can be used to present information to support new parking policies in respective areas.

Vote

A motion to approve the Work Scope, Parking Policy and Trip Generation Study, was made by the Regional Transportation Advisory Council (Lenard Diggins) and seconded by the MBTA Advisory Board (Brian Kane). The motion carried.

14. Presentation: FFY 2021 Subregional Priority Roadways Study: Grove Street Corridor in Braintree

The presentation was rescheduled to a future meeting due to limited time.

15. Members Items

There were none.

16. Adjourn

A motion to adjourn was made by the City of Boston, Boston Transportation Department (William Conroy) and seconded by the Inner Core Committee, City of Somerville (John Bent). 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 Brookline)	Todd Kirrane
City of Boston (Boston Planning & Development Agency)	Jim Fitzgerald
City of Boston (Boston Transportation Department)	William Conroy
Federal Highway Administration	Ken Miller
Federal Transit Administration	
Inner Core Committee (City of Somerville)	Tom Bent
Massachusetts Department of Transportation	David Mohler
	John Bechard
MassDOT Highway Division	John Romano
Massachusetts Bay Transportation Authority (MBTA)	Jillian Linnell
Massachusetts Port Authority	Sarah Lee
MBTA Advisory Board	Brian Kane
Metropolitan Area Planning Council	Alison Felix
MetroWest Regional Collaborative (City of Framingham)	Denise Giombetti
Minuteman Advisory Group on Interlocal Coordination (Town of Acton)	
North Shore Task Force (City of Beverly)	Darlene Wynne
North Suburban Planning Council (City of Woburn)	Melissa Tintocalis
Regional Transportation Advisory Council	Lenard Diggins
South Shore Coalition (Town of Rockland)	Jennifer Constable
South West Advisory Planning Committee (Town of Medway)	Peter Pelletier
Three Rivers Interlocal Council (Town of Norwood/Neponset Valley Chamber of Commerce)	Steve Olanoff

Other Attendees	Affiliation
Todd Baldwin	Town of Saugus
Christine Barber	Representative 34th Middlesex district
Elisabeth Bayle	
Joe Blankenship	BPDA
Catherine Bowen	
Sarah Bradbury	MassDOT D3
Maura Carroll	Swampscott
Adam Chapdelaine	Town of Arlington
Paul Cobuzzi	
Hilary Dimino	City of Chelsea
Julie Dombroski	
Wes Edwards	MBTA
Bruno Fisher	Montachusett RTA
James Fitzgerald	
Bob Frey	MassDOT
Michael Garrity	MassDOT
Valerie Gingrich	Wilmington
Joy Glynn	MWRTA
Matt Hartman	Chief of Staff, Sen. Patricia Jehlen
Michelle Ho	MassDOT
Pat Jehlen	
Ali Kleyman	blank
Josh Klingenstein	MBTA
Raissah Kouame	MassDOT
Ken Krause	
Derek Krevat	MassDOT
Russ Leino	blank
Allison Lenk	blank
Aleida Leza	Resident
Breanna Lungo-Koehn	Mayor of Medford
Owen MacDonald	City of Weymouth
Rebecca Morgan	lan
Benjamin Muller	MassDOT D6
Kimberly Nassar	olar
Sheila Page	Town of Lexington
Matthew Petersen	Transit Matters
C Senior	MassDOT D5 Hwy
Jon Seward	Mass Moves
Derek Shooster	MassDOT
John Strauss	Town of Burlington
Alex Train	City of Chelsea

**MPO Staff/Central Transportation
Planning Staff**

Tegin Teich, Executive Director

Annette Demchur

Hiral Gandhi

Gina Perille

Matt Genova

Sandy Johnston

Betsey Harvey

Drashti Joshi

Michelle Scott

Kate White

Heyne Kim

Anne McGahan

Marty Milkovits

Srilekha Murthy

Sean Rourke

Benjamin Sadkowski

Chen-Yuan Wang

Mark Abbott

Matt Archer

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Title VI Specialist

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By Telephone:

857.702.3702 (voice)

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