

# **MPO Meeting Minutes**

## **Draft Memorandum for the Record**

### **Boston Region Metropolitan Planning Organization Meeting**

#### **May 26, 2022 Meeting**

10:00 AM–12:00 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 April 14, 2022
- Approve the Federal Fiscal Years (FFY) 2023–27 Transportation Improvement Program (TIP)
- Approve the FFYs 2022–26 TIP Amendment Four
- Approve the FFYs 2022–26 TIP Amendment Five

#### **Meeting Agenda**

##### **1. Introductions**

See attendance on page 13.

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

David Mohler reported that applications were filed for the federal Multimodal Project Discretionary Grant. For the mega-project program, MassDOT filed for the Allston Intermodal Interchange project (#606475). Under the INFRA program, MassDOT was a joint applicant with the US Army Corps of Engineers for the Cape Cod Bridge Infrastructure Investments project (#609169). MassDOT also filed an application under the rural program for the Schell Bridge Bicycle and Pedestrian Bridge Project (#127700) in Northfield.

D. Mohler reported that the Notice of Funding Opportunity (NOFO) was recently launched for the Safe Streets and Roads for All grant program. MassDOT is not eligible, but MPOs as well as cities and towns are. The deadline for applications to the program is September 15, 2022. D. Mohler further reported to expect the NOFOs for the Reconnecting Communities and the Bridge Investment Programs (additional

discretionary grant programs within the Bipartisan Infrastructure Law [BIL]) to be released sometime in June.

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

Tegin Teich announced new additions to the Central Transportation Planning Staff (CTPS). Logan Casey has joined as the Administrative Coordinator and Megan O'Connor has joined as the Communications Coordinator. T. Teich further announced departures from CTPS, including Chief Transportation Planner Bruce Kaplan and Transportation Planner Ben Sadkowski. CTPS is continuing to recruit to meet and expand its staff capacity. There are currently four positions posted: Manager of Travel Demand Model, Graphic Designer, Climate Resiliency and Air Quality Planner, and TIP Program Manager.

T. Teich shared her experience at the recent Association of Metropolitan Planning Organizations (AMPO) Conference. T. Teich participated in the first meeting, which discussed the BIL. T. Teich shared that despite the Boston MPO's uniqueness, many other MPOs around the country experienced similar challenges in MPOs living up to the roles required to implement BIL. AMPO staff is continually engaged with Federal partners to emphasize the importance of MPOs in implementing BIL.

The NOFO for the Safe Streets and Roads for All grant program has been released. This is a grant opportunity to reduce road fatalities and injuries in all modes. There is support for planning and implementation grants for related projects. Metropolitan Area Planning Council staff and MPO staff have been speaking with State partners and others, and it seems that the MPO is in a good position to apply for this grant. T. Teich said that to apply for these grants, MPO staff would likely need a vote from the MPO Board, more information will become available as information becomes known.

T. Teich highlighted engagement activities by the MPO. The MPO recently hosted two virtual Open Houses for the TIP, and received more than 1,000 comments in feedback during the 21-day public review period.

### **4. Public Comments**

Tom Palleria, a resident of Swampscott, requested that the MPO deny the Town of Swampscott's request for TIP funding for the proposed Swampscott Rail Trail. T. Palleria stated that significant work remained before the project could be funded. T. Palleria further stated that the Town of Swampscott has yet to acquire the land and funds needed to commence the project and does not have the approval of the Swampscott Conservation Commission, which denied approval of the Rail Trail project

in 2019. While he was supportive of alternative means of transportation, he voiced that the Swampscott Rail Trail should be put on hold until issues are resolved.

David Grishman, Member of the Swampscott Board of Selectmen, spoke in support of the Swampscott Rail Trail project. D. Grishman noted that between 2002 and 2009, four towns voted in favor of the Rail Trail project. In 2013, the Rail Trail was identified as a priority in the Swampscott Open Space and Recreation Plan. In 2016, the project was further identified as a priority in the Swampscott Master Plan. In 2017, a Swampscott Town Meeting approved \$850,000 for design and engineering of the Rail Trail. D. Grishman stated that the town has voted repeatedly to ensure residents have access to low stress, safe, alternative means of transportation. D. Grishman stated the Rail Trail could be used to remove cars from streets and be an environmentally friendly way of traveling; the additional green space could be used recreationally as a safe place to walk, run, or bike. D. Grishman stated the project has garnered 23 letters of support, as well as a petition with 362 signatures in support. D. Grishman stated that the Town of Swampscott requested that the MPO continue support of the inclusion of the Swampscott Rail Trail project as part of the FFY 2023–27 TIP Improvement Plan.

Jonah Chiarenza, Executive Director of Bike to the Sea, expressed his support for the Swampscott Rail Trail in the FFY 2023–27 TIP. J. Chiarenza stated that the nonprofit has overseen the Northern Strand Community Trail for more than 30 years. J. Chiarenza stated that the Swampscott Rail Trail is a key link in the growing North/South trail network, which forms the backbone of the East Coast Greenway that runs from Maine to Florida. Further, the Swampscott Rail Trail leverages investments that have already been made by the Governor and others in the trail's corridor. J. Chiarenza stated that Bike to the Sea intended to continue its participation with the town as key stakeholders and to make sure that the Swampscott Rail Trail project is developed with the best standards it can be.

Jonathan Leamon, Resident of Swampscott, spoke in favor of the Swampscott Rail Trail. J. Leamon stated that the Friends of the Swampscott Rail Trail have worked to raise funding, in addition to cleaning out invasive shrubbery along the trail. J. Leamon stated that the Friends of the Swampscott Rail Trail appreciate the MPO's consideration of funding for the Swampscott Rail Trail.

Sean Fitzgerald, Town Administrator of Swampscott, spoke in favor of the Swampscott Rail Trail. S. Fitzgerald stated that Swampscott has been looking to build the Rail Trail for decades since the former rail line ended in the 1960s. S. Fitzgerald further stated that the Town of Swampscott has been working diligently for decades and respectfully asked for the MPO's support in the FFY 2023–27 TIP.

Neal Duffy, Member of the Swampscott Board of Selectmen, spoke in support of the funding for the Swampscott Rail Trail and appreciated the MPO's consideration of the project.

Marzie Galazka, Community Development Director for the Town of Swampscott, spoke in support of the Swampscott Rail Trail. M. Galazka assured the MPO that the Town of Swampscott would work with MassDOT and the Right-of-Way Acquisition Bureau to assure that all appropriate procedures are followed with construction, design, and acquisitions related to the Rail Trail. M. Galazka further stated that the Town of Swampscott is committed to working with residents, the public, and trail neighbors to ensure that funds are spent according to all standards and regulations, to build a trail that will connect Swampscott to other communities.

Brian Maloney, Resident of Swampscott, spoke on the Swampscott Rail Trail. B. Maloney stated that the Town has promised that the Rail Trail would connect to schools and the train station, but the project does not actually connect to those areas. B. Maloney further stated that the Rail Trail petition had signatories that were not residents of Swampscott. B. Maloney asked the MPO to conduct its own due diligence on the Town of Swampscott's statements.

Alex Train, Director of Housing and Community Development, City of Chelsea, spoke on behalf of the Chelsea City Manager, Thomas Ambrosino, in support of the proposed reconstruction of Pearl and Park streets. The Chelsea Central Business District has more than 120 minority-owned small businesses, including merchants, restaurants, and eateries, accompanying high-frequency transit and dense residential neighborhoods. A. Train stated that the project is situated in a high-crash cluster, and the infrastructure warrants comprehensive reconstruction because of deteriorating conditions. The project is proposed to consist of a Complete Streets approach to redesign. A. Train stated the City of Chelsea funded a 25 percent design proposal in the City's FY 2023 Capital Improvement Program, which will be undertaken starting July 1. A. Train further stated the City has already completed its plan, survey, and subsurface investigation for the project. A. Train respectfully urged the MPO to vote in support of the Pearl and Park streets project as part of the FFY 2023–27 TIP.

Johannes Epke, Staff Attorney at the Conservation Law Foundation, commented on the equity analysis and outcome of the FFY 2023–27 TIP. J. Epke stated that he was encouraged when the MPO Board approved the updated disparate impact and disproportionate burden policy to include a zero percent threshold. J. Epke stated that this was a massive step in the right direction, and that the same analysis should be applied to the FFY 2023–27 TIP. J. Epke further stated that the TIP should be analyzed

and scrutinized for disproportionality when it comes to investment in a community based upon race. The FFY 2023–27 TIP is an improvement from previous TIPs, but more is needed to close the gap in cumulative investments that have lasted for generations. J. Epke encouraged the MPO to reject the TIP until communities of color are at least at equal levels of investment. J. Epke further stated that more detailed written comments have been submitted for additional consideration.

Bonnie Friedman, Vice Chair of the Community Path Project Committee in Belmont stated that Matt Genova had asked people to sign a petition as opposed to individual letters. B. Friedman stated that the Belmont community is excited about receiving funding for the community path, and there are currently 735 signatures in support of the project.

## **5. Committee Chairs' Reports**

There were none.

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

Lenard Diggins reported that the Regional Transportation Advisory Council (Advisory Council) had not met since the last MPO Meeting, and the next meeting of the Advisory Council would be on June 8. L. Diggins stated that the Advisory Council would continue discussion about the Unified Planning Work Program (UPWP); the meeting would also feature a special guest speaker.

## **7. Action Item: Approval of April 14, 2022, MPO Meeting Minutes**

*Documents posted to the MPO meeting calendar*

1. [April 14, 2022, Draft MPO Meeting Minutes \(pdf\)](#)
2. [April 14, 2022, Draft MPO Meeting Minutes \(html\)](#)

### ***Vote***

A motion to approve the minutes of the meeting of April 14, 2022, was made by the At-Large Town, Town of Arlington (Daniel Amstutz), and seconded by the Inner Core Committee, City of Somerville (Tom Bent). The motion carried.

## **8. Action Item: Federal Fiscal Years (FFY) 2023-27 TIP, *Matt Genova, MPO Staff***

*Documents posted to the MPO meeting calendar*

1. [FFYs 2023–27 Draft TIP \(pdf\)](#)
2. [FFYs 2023–27 Draft TIP Public Comments Compiled \(pdf\)](#)
3. [FFYs 2023–27 Draft TIP Public Comments Summary \(pdf\)](#)

M. Genova presented the FFYs 2023–27 TIP. M. Genova started by thanking the MPO staff for its support on drafting the TIP. M. Genova stated that the FFYs 2023–27 TIP included more than \$6.49 billion in funding over five years, with \$3.93 billion in funding from the MBTA, \$1.8 billion from the MassDOT Highway Division, \$645 million from Boston Region, and \$56 million from MetroWest Regional Transit Authority and Cape Ann Transportation Authority (CATA). Funding is notably higher thanks to the BIL, in addition to other factors. The MPO has allocated \$236 million in new funding to projects and programs, with 23 new projects across all six MPO programs. Further, one new project was added in FFY 2022, the Maffa Way and Mystic Avenue bridge replacement project. Overall, two projects were delayed, and zero projects accelerated.

M. Genova spoke about the updates that occurred while the draft FFYs 2023–27 TIP was released for public review. The Quincy Reconstruction of Sea Street (#608707) project cost increased from \$6,052,561 to \$12,166,637 based on the 75 percent design submission. MPO staff proposed a solution of funding Sea Street at the full \$12,116,637 in FFY 2023 using unprogrammed funds from FFY 2023 and to shift \$2,679,239 in FFY 2023 funding for Mount Auburn Street in Watertown (#607777) to FFY 2024. These changes would spread out the costs of the Mount Auburn Street project over two fiscal years instead of one fiscal year and does not materially change the project or scope.

***FFYs 2023-27 TIP: Regional Target Program Funding Summary after accommodating Sea Street (#608707) cost increase***

	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	Total
<b>Regional Target Funding Available</b>	\$128,950,081	\$130,647,095	\$128,427,689	\$125,285,688	\$132,045,285	\$645,355,838
<b>Regional Target Funding Programed</b>	\$128,950,081	\$116,897,751	\$124,612,902	\$123,179,070	\$128,586,581	\$616,112,310
<b>Remaining Unprogrammed Funds</b>	\$0	\$13,749,344	\$3,814,787	\$2,106,618	\$3,458,704	\$23,129,453

FFY = Federal Fiscal Year.

M. Genova thanked those who provided oral and written public comments. M. Genova stated that the MPO had received 84 comment letters during the comment period. Specific projects that received comment letters were Belmont: Community Path (#609204); Belmont: Chenery Middle School Bicycle Parking (#S12704); Canton, Dedham, Norwood: Interstates 93/95 (#87790); Somerville: McGrath Boulevard Construction (#607981); Sudbury, Wayland: Mass Central Rail Trail (#610660);

Swampscott: Rail Trail (#610666); and Weston: Reconstruction on Route 30 (#608954). The larger petitions were Belmont: Community Path petition, with 707 signatures in support of the project. The Swampscott: Rail Trail drew two petitions, with 211 signatures in opposition, and 362 signatures in support. The Weston: Reconstruction of Route 30 petition had 36 signatures in opposition. Overall, more than 1,200 individuals participated in the public comment process. Several comment letters with other topics and themes can be found on the MPO Calendar.

MPO Staff requested the MPO vote to endorse the FFY 2023–27 Draft TIP. M. Genova emphasized that the final TIP would include the project-related changes discussed, the addition of endorsement pages, updates to the public comments table, and other minor adjustments throughout the document.

### ***Discussion***

Bill Conroy, City of Boston, Boston Transportation Department, asked for guidance on understanding the TIP's project proposals and possible right-of-way issues. D. Mohler responded that the MPO relies on cities and towns to supply information about rights-of-way to make decisions. D. Mohler noted that as projects get closer to implementation, MassDOT may speak about whether the project can be made ready in time, but that doesn't mean the MPO should discount what members of the public have said.

L. Diggins asked if the Reconstruction of Sea Street in Quincy (#608707) project cost increase would trigger a review by the MPO. D. Mohler answered that any project that exceeds 25 percent of its cost estimate would typically go back for review, but due to the surplus regional target funding resulting from the BIL, an exception could be made in this instance.

### ***Vote***

A motion to approve the FFYs 2023–27 TIP was made by the Regional Transportation Advisory Council (Lenard Diggins) and seconded by the Inner Core Committee, City of Somerville (Tom Bent). The motion carried.

## **9. Action Item: FFYs 2022-26 TIP Amendment Four, Matt Genova, MPO Staff**

### ***Documents posted to the MPO meeting calendar***

1. [FFYs 2022–26 TIP Amendment Four \(pdf\)](#)

Matt Genova presented FFYs 2022–26 TIP Amendment Four. M. Genova reminded the MPO that TIP Amendment Four proposes the addition of three projects to the FFY 2022 statewide highway program using new funding from the BIL. The Amendment further

proposes the addition of one project to CATA's FFY 2022 transit program. These funds became available in March with the signing of the federal 2022 Appropriations Act, which allowed funds authorized by the BIL to fund projects in the 2022 fiscal year. M. Genova presented the following table to discuss the proposed changes.

***Amendment Four Project Additions***

<b>Project Number</b>	<b>Name</b>	<b>Cost</b>
<b>612188</b>	Randolph – Superstructure Replacement, R-01-004, Route 24 (Northbound and Southbound) over Canton Street	\$13,720,124
<b>608611</b>	Quincy, Randolph – Replacement and Rehabilitation of Highway Lighting System at Interstate 93/Route 24	\$7,247,922
<b>610552</b>	Marlborough, Hudson – Ramp Improvements and Related Work at interstate 495 (Southbound) to Interstate 290 (Westbound)	\$5,941,995
<b>RTD0010544</b>	CATA – S&B Fair Collection Upgrades	\$136,874

CATA = Cape Ann Transportation Authority.

The comment period on Amendment Four closed on May 6, 2022. One comment was submitted by MassDOT requesting that the MPO update the Quincy and Randolph (#608611) project cost. MPO Staff requested the MPO to vote to endorse Amendment Four.

***Discussion***

There was no discussion.

***Vote***

A motion to approve the FFYs 2022–26 TIP Amendment Four was made by the At-Large Town, Town of Arlington (Daniel Amstutz), and seconded by the Inner Core Committee, City of Somerville (Tom Bent). The motion carried.

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

***Documents posted to the MPO meeting calendar***

1. [FFYs 2022–26 TIP Amendment Five \(pdf\)](#)

Matt Genova presented FFYs 2022–26 TIP Amendment Five. M. Genova reminded the MPO that Amendment Five proposed the alignment of the MBTA’s FFYs 2022–26 TIP with the proposed FFYs 2023–27 TIP. This would include MPO-funded projects, recent Federal Transit Administration grant awards, and adjust other projects and programs to reflect new BIL funds and current readiness. Finally, the amendment proposed the addition of one project to CATA’s FFY 2022 transit program. M. Genova presented the changes in the table below.

***Amendment Five Project Changes***

<b>Name</b>	<b>Change</b>	<b>Cost</b>
<b>S12705: Lynn – Lynn Station Improvements Phase II</b>	Add Project (MPO/MBTA)	\$48,100,000
<b>S12706: Boston – Forest Hills Station Improvements</b>	Add Project (MPO/MBTA)	\$6,400,000
<b>CATA – Buy Replacement 35-Foot Bus</b>	Add Project (CATA)	\$1,415,000

CATA = Cape Ann Transportation Authority. MBTA = Massachusetts Bay Transportation Authority. MPO = Metropolitan Planning Organization.

The comment period for Amendment Five closed on May 23, 2022. There was one comment submitted by CATA, requesting to change the implementation of the Replacement Bus project from FFY 2023 to FFY 2022. MPO Staff requested that the MPO vote to endorse Amendment Five.

***Discussion***

There was no discussion.

**Vote**

A motion to approve the FFYs 2022–26 TIP Amendment Five, was made by the Inner Core Committee, City of Somerville (Tom Bent), and seconded by the Three Rivers Interlocal Council, Town of Norwood/Neponset Valley Chamber of Commerce (Tom O'Rourke). The motion carried.

**11. Presentation: FFY 2021 Subregional Priority Roadways Study:  
Grove Street Corridor in Braintree, Chen-Yuan Wang, MPO Staff  
Documents posted to the MPO meeting calendar**

1. [MPO Braintree Corridor Study \(pdf\)](#)
2. [MPO Braintree Corridor Study \(html\)](#)

Chen-Yuan Wang presented the FFY 2021 Subregional Priority Roadways Study: Grove Street Corridor in Braintree. C. Wang stated that the purpose of this study was to identify specific transportation issues and concerns in the corridor, as well as presenting safety and operational analyses, and proposing short- and long-term improvements to provide a vision for the corridor's long-term development. Since 2013, the MPO has conducted this study annually through the UPWP. The scope of this study spans over two miles and is a two-lane minor urban arterial. There is no transit service in the corridor, but there is transit service in the adjacent area. The roadway carries 14,000–19,000 vehicles per day, with a majority of the corridor having a speed limit of 40 miles per hour. C. Wang presented a variety of traffic conditions and high-crash locations within the corridor. C. Wang further presented a video to illustrate the current driving conditions of the corridor. The issues and concerns of the corridor are the high-crash rates, high-vehicle travel speeds, lack of adequate walking facilities, insufficient signage at crosswalks, lack of bicycle infrastructure, and overall congestion. Based upon these issues, the study proposes corridor improvement design strategies such as reducing the travel lane width to 11 feet, reducing intersection layout and turning radii, adding sidewalks where absent and expanding existing sidewalks where applicable, improving safety and operations at existing crosswalks and adding crosswalks where needed, providing sufficient buffer from traffic for people walking and biking, and modifying intersections and access to and from the development to improve safety and mobility for all users. This route was the former Route 128 in the early 1900s. The corridor has a consistent right-of-way that is 16 feet wide. C. Wang presented several options for reconfiguration of various Grove Street sections, which included sidewalks and bike lane improvements. C. Wang proposed conceptual improvements to various intersections along the corridor, which is viewable in the study on the MPO Calendar. C. Wang spoke about the potential benefits from the proposed improvements, including improved accommodations and safety for people who walk, bike, and use a mobility

device, as well as improving mobility and safety for people to access adjacent businesses and residences. Further, the proposed improvements would help to sustain appropriate travel speeds and increase safety for all users, while maintaining efficient traffic operating in the corridor. Finally, the proposed improvements would enhance and support economic activities and enhance livability for neighborhoods and the subregion. The Corridor study made recommendations for short-term and long-term improvements. For short-term improvements, crosswalks could be combined at Hannah Niles Way and Methodist Church and provide rectangular rapid flash beacons, as well as reviewing and retiming the signal at the Liberty Street intersection. Proposed long-term improvements would require more investment, and the study recommends four implementation stages for the corridor: Phase One, Grove Street between Hannah Niles Way and Liberty Street; Phase Two, Grove Street between Plain Street and Hannah Niles Way; Phase Three, Grove Street between Liberty Street and Columbian Street; and Phase Four, Columbian Street south of Grove Street.

### ***Discussion***

D. Amstutz asked why bike lanes were not considered as a short-term recommendation. C. Wang responded that it was discussed in conjunction with the Town and MassDOT, but due to high cost, only the lower-cost short-term proposals were presented. Mark Abbott, MPO Staff, added that when MassDOT resurfaces roadways, they tend to integrate MPO recommendations into the project as well.

## **12. Presentation: Low-Cost Improvements to Express-Highway Bottleneck Locations Study, Chen-Yuan Wang, MPO Staff**

### ***Documents posted to the MPO meeting calendar***

1. [MPO Low-Cost Bottleneck Improvements \(pdf\)](#)
2. [MPO Low-Cost Bottleneck Improvements \(html\)](#)

Chen-Yuan Wang presented the FFY 2021 Subregional Priority Roadways Study: Low-Cost Improvements to Express-Highway Bottleneck Locations. C. Wang stated that this study examined and identified bottleneck locations suitable for low-cost improvements on Interstate 95 between Exit 57 and Exit 61 in Reading, Wakefield, and Lynnfield. Since 2011, This project has been conducted biannually through the UPWP. C. Wang stated that this corridor is one of the highest traveled routes in Massachusetts. The identified high bottlenecks are different by location. These bottlenecks were caused by constrained or inadequate highway design and recurring travel demand. The congestion in the study section is heavily affected by the I-93/I-95 interchange. In the weekday AM peak period, the highway congestion is mostly on the southbound side. During the Weekday PM peak period, the northbound side is most congested. C. Wang presented a video illustrating the conditions along the study corridor. In addition to traffic

congestion, the section of the highway has many crash clusters, with 460 crashes from 2015–17, most crashes occurring in merging and diverging locations. C. Wang proposed a variety of improvements to the several exits on the highway corridor, which are viewable in the study, available on the MPO Calendar. By adding auxiliary lanes between entrance and exit ramps, the study expects a 20 to 25 percent crash reduction. By extending acceleration and deceleration ramp length, the study expects a 10 to 20 percent crash reduction for each type of ramp. The study estimated that adding an auxiliary lane between entrance and exit ramps would cost \$500,000 to \$750,000 for I-95 Southbound, and \$750,000 to \$1,000,000 for I-95 Northbound. Further, extending acceleration and deceleration lengths was estimated to cost \$50,000 to \$100,000 for I-95 Southbound, and \$50,000 to \$125,000 for I-95 Northbound at each ramp. C. Wang presented a video showcasing recent low-cost improvements to Route 2 in Lexington, which added an auxiliary lane for merging and exiting the highway to the intersections. The study provided analyses and conceptual plans. The next steps are to begin designing and engineering efforts, as well as prioritizing locations for implementation.

### ***Discussion***

B. Conroy stated that the City of Boston supported any quick fixes that could be done to address congestion and reduce crashes in the area studied.

Rick Azzalina stated that he had worked on I-95/I-93 Interchange study dating back to 2004 for improvements on the interchange all the way up to Wakefield. The outer lane on I-95 Northbound was a recommendation on the earlier planning study. R. Azzalina stated he looked forward to seeing the implementation of the proposed improvements.

Derek Krevat asked what the basis for the estimated reductions in rate of crashes was and what assumptions were used in the process. C. Wang stated that this was based on the Federal Highway Administration's Crash Reduction Factors Clearinghouse, and the study reviewed similar cases and did an intensive search to find similar cases to estimate a percentage.

### **13. Members Items**

There were none.

### **14. Adjourn**

A motion to adjourn was made by the Regional Transportation Advisory Council (Lenard Diggins) and seconded by the Inner Core Committee, City of Somerville (Tom Bent). The motion carried.

## Attendance

<b>Members</b>	<b>Representatives and Alternates</b>
At-Large City (City of Everett)	Jay Monty Eric Molinari
At-Large City (City of Newton)	David Koses
At-Large Town (Town of Arlington)	Daniel Amstutz
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)	William Conroy
Federal Highway Administration	Cassandra Ostrander
Federal Transit Administration	
Inner Core Committee (City of Somerville)	Tom Bent
Massachusetts Department of Transportation	David Mohler John Bechard John Romano
MassDOT Highway Division	
Massachusetts Bay Transportation Authority (MBTA)	
Massachusetts Port Authority	Sarah Lee
MBTA Advisory Board	
Metropolitan Area Planning Council	Erin Wortman 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 Burlington)	Melissa Tintocalis
Regional Transportation Advisory Council	Lenard Diggins
South Shore Coalition (Town of Rockland)	Jennifer Constable
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

<b>Other Attendees</b>	<b>Affiliation</b>
Rick Azzalina	
Toni Bandrowicz	Swampscott
Rich Benevento	
Catherine Bowen	
Sarah Bradbury	MassDOT D3
Maura Carroll	
Paul Cobuzzi	
Steven Correnti	
Margo Costigan	
Neal Duffy	
Steve Engler	
Johannes Epke	Conservation Law Foundation
Bruno Fisher	Montachusett RTA
Sean Fitzgerald	Town of Swampscott
Richard Frenkel	
Bonnie Friedman	
Marzie Galazka	Town of Swampscott
Michael Garrity	MassDOT
Laura Gilmore	MBTA
Joy Glynn	MWRTA
David Grishman	
Michelle Ho	MassDOT Planning
Jonah Chiarenza	Bike to the Sea
Josh Klingenstein	MBTA
Derek Krevat	MassDOT
Jonathan Leamon	
Russ Leino	
Aleida Leza	Resident
Lou M	
Brian M	
Owen MacDonald	Town of Weymouth
Benjamin Muller	MassDOT D6
Sheila Page	Town of Lexington
Timothy Paris	MassDOT D4
Jeanette Rebecchi	Town of Bedford
Alexis Runstadler	
Andrew Samalis	
Gautam Sen	

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<b>Other Attendees</b>	<b>Affiliation</b>
C. Senior	MassDOT D5 Hwy
Jon Seward	MassMoves
Derek Shooster	MassDOT
Matt Taylor	02478.org
Tyler Terrasi	MWRTA
Alex Train	City of Chelsea
Laura VanderHart	
Garrett Wollman	
Brent and Erica	

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**MPO Staff/Central Transportation Planning Staff**

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Tegin Teich, Executive Director  
Annette Demchur  
Jonathan Church  
Hiral Gandhi  
Matt Genova  
Sandy Johnston  
Anne McGahan  
Michelle Scott  
Silva Ayvazyan  
Logan Casey  
Betsy Harvey  
Stella Jordan  
Srilekha Murthy  
Meghan O'Connor  
Sean Rourke  
Michelle Scott  
Chen-Yuan Wang  
Rebecca Morgan  
Julie Dombroski

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](http://www.bostonmpo.org/mpo_non_discrimination). To request this information in a different language or in an accessible format, please contact

**Title VI Specialist**

Boston Region MPO  
10 Park Plaza, Suite 2150  
Boston, MA 02116  
[civilrights@ctps.org](mailto:civilrights@ctps.org)

**By Telephone:**

857.702.3702 (voice)

For people with hearing or speaking difficulties, connect through the state MassRelay service:

- **Relay Using TTY or Hearing Carry-over:** 800.439.2370
- **Relay Using Voice Carry-over:** 866.887.6619
- **Relay Using Text to Speech:** 866.645.9870

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