

MPO Meeting Minutes

Draft Memorandum for the Record

Boston Region Metropolitan Planning Organization Meeting

February 18, 2021 Meeting

10:00 AM–12:15 PM, Zoom Video Conferencing Platform

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

Decisions

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

- Approve the minutes of the meeting of January 21, 2021.
- Approve the work program for Access to Central Business Districts, Phase 2.

Meeting Agenda

1. Introductions

See attendance beginning on page 13.

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

D. Mohler opened with a remembrance of former Central Transportation Planning Staff (CTPS) Executive Director Karl Quackenbush, who recently passed away. Several MPO board members, Metropolitan Area Planning Council (MAPC) Executive Director Marc Draisen, elected officials and municipal staff from around the region, and public commenters offered condolences and memories of Karl throughout the meeting. Tegin Teich, current CTPS Executive Director, noted the large number of staff joining the meeting and the huge sense of loss and sympathy for Karl's family. A moment of silence was observed in remembrance of Karl Quackenbush.

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

T. Teich noted that MPO staff received 27 written public comments regarding federal fiscal years (FFY) 2022–26 Transportation Improvement Program (TIP) development since the previous MPO meeting.

T. Teich reminded the board about the "Travel Demand Management (TDM) in a Post-COVID World" forum at 2:00 PM following the meeting, hosted jointly with MAPC. As of the board meeting, there were 130 people registered for the event.

T. Teich noted two open surveys: one for the public soliciting ideas for Unified Planning Work Program (UPWP) studies and technical assistance projects, and one for board members regarding the MPO election process.

4. Public Comments

Brad Rawson (Director of Mobility, City of Somerville) advocated for and provided an update on TIP project #607981 (McGrath Boulevard Construction in Somerville). Project #607981 is programmed in the MPO's Long-Range Transportation Plan (LRTP), but has not yet been programmed in the TIP. B. Rawson stated that the last update the board received regarding this project was in May 2020, when MassDOT confirmed that it would restart the design process after a three-year pause. B. Rawson stated that the City of Somerville has made progress with its partners at MassDOT and the Massachusetts Bay Transportation Authority (MBTA). During the three-year pause, the City was able to create a vision for dedicated bus lanes on Route 28, connecting Lechmere to Wellington Circle. During the winter of 2020–21, MassDOT launched the next phase of design development and stakeholder engagement. B. Rawson stated that the project is on track for programming in FFY 2026 and is the highest scoring Major Infrastructure (MI) project in the Universe of Projects. B. Rawson noted that the MPO briefly considered a scenario during last year's TIP development in which the project would have been accelerated and programmed in 2025. When the board had to contend with cost increases for other projects, B. Rawson stated that the City volunteered to remain in FFY 2026. B. Rawson stated that the City looks forward to working with its partners to complete this regionally significant project.

Ben Cares (Senior Planner, Housing and Community Development, City of Chelsea) advocated for and provided an update on project #608078 (Reconstruction of Broadway from City Hall to the Revere City Line in Chelsea), currently programmed in FFY 2022. B. Cares acknowledged that the project did experience a cost increase between the 25 percent and 75 percent design stages. B. Cares stated that the City has been coordinating with the design consultant to allay concerns and provide an update to MassDOT, and the project is on schedule for advertisement in December 2021. B. Cares stated that the City has begun coordination with property owners and has had success securing some easements. B. Cares thanked the MPO for its support of the project, noting that it will yield benefits to the operation of several MBTA bus lines and abutters of Upper Broadway.

Andrew Hall (City of Lynn) advocated for and provided an update on project #602077 (Reconstruction on Route 129 [Lynnfield Street] in Lynn), currently programmed in FFY 2022. A. Hall stated that the project consists of the rehabilitation of a one-mile stretch of one of Lynn's busiest roadways, including new sidewalks, drainage improvements, and

various safety improvements, including new crosswalks and ramps to provide accessibility, and full bicycle accommodations. A. Hall stated that the 75 percent design is scheduled to be completed in March 2021, with an advertisement date of March 2022. A. Hall stated that the City is committed to meeting these dates, and MassDOT has reviewed the project plans and is in agreement with the current schedule. A. Hall thanked the MPO for their support.

Emily Teller (Friends of the Bruce Freeman Rail Trail) advocated for retaining project #608164 (Bruce Freeman Rail Trail, Phase 2D in Sudbury and Concord) in FFY 2022. The project has been recommended to move in FFY 2023. E. Teller stated that the City of Lowell, which is not in the MPO area, has dedicated funding and staff time to an extension across Industrial Avenue. The City is calling it the Lowell Connector Project, because it is not contiguous with the Bruce Freeman Rail Trail. E. Teller stated that there has been a push to get people onto rail trails, and these trails are an important resource for mental and physical health.

Len Simon (Former Select Board Member, Town of Sudbury) advocated for retaining project #608164 in FFY 2022. L. Simon stated that Sudbury Town Meeting voted to purchase the remaining 1.4 miles of the CSX-owned corridor from the Mass Central south to the Framingham Line in the fall. L. Simon stated that the Town is on schedule to complete its remaining design by the end of this year. The Select Board has formed a special committee to assist communication between residents, the design consultant, and the project manager. L. Simon stressed the local support and regional benefit of the project.

Beth Suedmeyer (Environmental Planner, Town of Sudbury) advocated for and provided a readiness update on project #608164. B. Suedmeyer stated that the Town respectfully requests continued support for keeping the project in FFY 2022. B. Suedmeyer stressed the Town's commitment to the project and recent design progress, including the completion of responses to 25 percent design comments and a public hearing. B. Suedmeyer stated that the Town is rapidly advancing towards the submission of 75 percent design in April 2021, with a scheduled advertising date of April 2022, and has not received any feedback expressing concerns about the schedule. B. Suedmeyer stated that the Town was surprised to hear that the TIP readiness meeting resulted in the recommendation to move the project to FFY 2023. Two of the items of concern were indicated as the No Rise Analysis associated with environmental permitting for the project and concerns about the complexity of the right-of-way process. B. Suedmeyer stated that the No Rise Analysis and certificate have been entirely completed and submitted to MassDOT. The Town is also fully committed to the right-of-way process coordination schedule. B. Suedmeyer stated that the Town recognizes that

MassDOT resources are also with Rail Trail projects (with the MassDOT Rail Division as the owner), but there is a commitment expected from them as well. B. Suedmeyer stated that the Town has demonstrated its dedication to this project with design funding and the recent CSX acquisition funding, appreciates the MPO's support of this project through the years, and looks forward to working with MassDOT to complete the project.

Janie Dretler (Chair of the Sudbury Select Board) reconfirmed Sudbury's commitment to project #608164 and strongly encouraged the MPO to keep it programmed in FFY 2022.

Charlie Russo (Sudbury Select Board) advocated for retaining project #608164 in FFY 2022, and noted that the Bruce Freeman Rail Trail is an example of a TDM strategy like those that would be highlighted in the webinar following the meeting, connecting people to the commercial district and providing a wide range of public benefits.

Kristen Guichard (Town of Acton) provided an update on project #608229 (Intersection Improvements at Massachusetts Avenue [Route 111] and Main Street [Route 27] [Kelley's Corner]), stating that the project remains on schedule for a FFY 2022 advertising date. K. Guichard stated that the design review comment resolution meeting for the 100 percent design plans would be held in March 2021. K. Guichard noted that there has been a cost increase, primarily due to the unit price cost for retaining walls, which has gone up significantly.

Collette Aufranc (Wellesley Select Board) advocated for Wellesley's Community Connections application for bicycle rack parking and shelters at Wellesley Middle School. C. Aufranc stated that the middle school has the highest school ridership in Wellesley and demand has increased with the pandemic. C. Aufranc stated that the middle school is adjacent to a large playing field complex, near the heart of downtown, and close to two MBTA stations and local bike trails. C. Aufranc stated that the Wellesley Mobility Committee is building a sustainable mobility-visioning plan to encourage mode shift, and bike racks are an important part of making biking more attractive.

Valerie Gingrich (Director of Planning and Conservation, Town of Wilmington) advocated for moving project #609253 (Intersection Improvements at Lowell Street [Route 129] and Woburn Street in Wilmington), currently programmed in FFY 2024, to an earlier year of the TIP. V. Gingrich stated that the intersection is a key detour for other programmed projects in the area and is not equipped to take on additional traffic. V. Gingrich stated that the town expects the 100 percent design to be completed by the end of the calendar year.

Paul Cobuzzi (Belmont Resident) expressed opposition to project #609204 (Belmont Community Path), which is not currently programmed for funding. P. Cobuzzi expressed concerns regarding the safety of a path adjacent to railroad tracks, specifically the fact that the proposed path is blocked by private property. P. Cobuzzi stated that trash is not consistently picked up on other sections of the path in Cambridge, and this could cause a rodent problem. P. Cobuzzi stated that Belmont does not have the funds to consistently police the area, and the project should be put south of the tracks to address this safety issue, so that it can be patrolled by police and the trash will be picked up.

Todd Baldwin (Town Engineer, Town of Saugus) advocated for the programming of a new project on Route 1 northbound from Kappy's Liquor Store to the Route 99 interchange, creating a third lane in the existing right-of-way. T. Baldwin stated that this would be part of a larger project to create an additional lane from Copeland Circle to the Route 99 interchange, with Phase One completed by MassDOT and Phase Three by Roseland Properties.

Kevin McHugh (Coneco Engineers and Scientists) advocated for and provided an update on project #605743 (Resurfacing and Related Work on Central and South Main Streets in Ipswich) on behalf of the Town of Ipswich. This project is currently programmed in FFY 2024. K. McHugh stated that the lag time between the initial Project Review Committee (or PRC) approval of the project in 2009 and TIP programming required Coneco to resubmit all 25 percent design submittals with updated information, including a new right-of-way survey. K. McHugh stated that the survey will be completed by April 1, 2021, and an updated schedule has been provided to MassDOT, who seem confident that the project will move forward on schedule.

Rich Benevento (WorldTech Engineering) provided readiness updates and advocated for currently programmed TIP projects in Everett, Beverly, Peabody, Watertown, Lynn, Woburn, Brookline, and Wakefield. R. Benevento noted that three projects were noted as readiness risks or over budget. Regarding project #607652 (Reconstruction of Ferry Street in Everett), R. Benevento stated that the project is ready for advertising on March 6, 2021. Regarding project #607777 (Rehabilitation of Mount Auburn Street [Route 16] in Watertown), R. Benevento expects a design public hearing in May 2021, and noted that this project would be well suited to move from FFY 2022 to FFY 2023. Regarding project #608933 (Rehabilitation of Central Street in Peabody) R. Benevento stated that a 25 percent design public hearing is scheduled for May 6, 2021, with an advertising date of December 17, 2022, in the first quarter of FFY 2023. R. Benevento stated that the construction cost is identified as \$15.29 million but the City of Peabody's preliminary design estimate is \$12.12 million; The City is curious as to the origin of \$15.2 million estimate.

5. Committee Chairs' Reports

There were none.

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

L. Diggins noted that Marty Milkovits, MPO staff, presented about modeling at the last Advisory Council meeting. The Advisory Council also had a conversation about the possibility of instituting term limits for members.

7. Action Item: Approval of January 21, 2021, MPO Meeting Minutes—*Barbara Rutman, MPO Staff*

Documents posted to the MPO meeting calendar

1. [January 21, 2021 MPO Meeting Minutes](#)

Vote

A motion to approve the minutes of the meeting of January 21, 2021, was made by MAPC (Eric Bourassa) and seconded by the North Suburban Planning Council (City of Woburn) (Tina Cassidy). The North Shore Task Force (City of Beverly) (Denise Deschamps) abstained. The motion carried.

8. Action Item: Work Program, Access to Central Business Districts, Phase 2—*Blake Acton, MPO Staff*

Documents posted to the MPO meeting calendar

1. [Work Program: Access to Central Business Districts, Phase 2](#)

B. Acton stated that Access to Central Business Districts, Phase 2 is an MPO-funded study with a \$75,000 budget, scheduled for completion by the end of FFY 2021. A follow-up to Phase 1, which sought to measure the relationship between travel modes and commercial activity in Central Business Districts (CBDs), the objectives of Phase 2 have been adapted in response to the ongoing pandemic. The focus of this study is the impact of the pandemic on travel behavior and commercial activity, and how to address it in CBDs. MPO staff will conduct background research by reviewing literature and interviewing local stakeholders to develop several possible scenarios for long-term recovery. These results will be compiled into a guidebook to assist municipalities as they navigate post-COVID recovery in their CBDs.

Discussion

L. Diggins noted that it will be important to collect information on employees' access to CBDs as the study progresses.

Brian Kane (MBTA Advisory Board) expressed support for the project and suggested that as communities with parking benefit districts become more prevalent, research like this will be very helpful.

L. Simon noted that one of the advantages of the Bruce Freeman Rail Trail is that it will go directly through the CBD in Sudbury, providing improved access for workers and residents and accomplishing several of the goals outlined in the work program.

Daniel Amstutz (At-Large Town) (Town of Arlington) agreed with B. Kane's comments regarding parking benefits districts, stating that Arlington has both a parking benefits district and the Minuteman Bikeway. He stated that he would be happy to provide Arlington's perspective to MPO staff.

Vote

A motion to approve the work program for Access to Central Business Districts, Phase 2 was made by the Inner Core Committee (City of Somerville) (Tom Bent) and seconded by MAPC (E. Bourassa). The motion carried

9. Discussion: FFYs 2022–26 TIP Project Readiness Updates—Matt Genova, MPO Staff

Documents posted to the MPO meeting calendar

1. [FFYs 2022–26 TIP Development Currently Programmed Project Descriptions](#)
2. [FFYs 2022–26 TIP Development Baseline Project Readiness Programming Scenario](#)
3. [FFYs 2022–26 TIP Development All Public Comments Received As Of 02-16-21](#)

M. Genova provided an overview of written public comments received since the last MPO meeting and a readiness update for all projects currently funded with MPO funds in the FFYs 2021–25 TIP. M. Genova stated that the meeting on March 4, 2021, will feature a discussion of scores for new projects being considered for funding this year. Throughout March, the MPO will develop a programming scenario for the FFYs 2022–26 TIP that will be compiled into the TIP document and released for public comment in late April, to be endorsed by the board in late May.

M. Genova noted that staff had received 27 written public comments on four current and prospective TIP projects since the last meeting. These comments are posted to the MPO meeting calendar.

M. Genova stated that much of the readiness information shared at this meeting originated from TIP readiness day, an annual meeting between MPO staff and staff from MassDOT's district offices, Highway Division engineers, right-of-way and environmental

teams, and MassDOT's Office of Transportation Planning. This meeting is designed to connect input from all parties on project schedule and cost changes, and potential future risks for delays. This information can evolve based on proponent feedback and additional project design submissions. M. Genova stated that as more information becomes available, MPO staff will highlight significant adjustments.

M. Genova noted two currently programmed TIP projects with significant cost changes. Project #605857 (Intersection Improvements at Route 1 and University Avenue/Everett Street in Norwood) is currently programmed in FFY 2022 and has increased in cost from \$6.3 to \$23 million since it was originally programmed. Project #608051 (Reconstruction of Route 38 [Main Street] from Route 62 to the Woburn City Line in Wilmington) has increased 30 percent, with a current estimate of \$22.7 million.

M. Genova noted the assumptions used by MPO staff to arrive at a baseline programming scenario. First, all cost changes and existing funding commitments discussed at recent meetings are reflected in the table. This includes funding for the Community Connections and Transit Modernization programs and continued funding for project # 606226 (Reconstruction of Rutherford Avenue in Boston) in FFY 2026. Third, projects recommended by MassDOT to be delayed are shown in the table with the respective funding amounts reallocated to the proposed new FFYs. Projects that have the potential to be programmed in an earlier year have not been moved, as these changes are contingent on funding being available in those earlier years. Finally, a four percent, non-compounding, inflation rate has been applied in each FFY beginning with FFY 2023.

M. Genova stated that the MPO is currently facing an \$8.1 million deficit in FFY 2021, followed by a range of deficits and surpluses in each subsequent FFY. This means that the baseline scenario is not currently viable and projects and funding amounts will need to be moved across FFYs. In FFY 2022, the MPO has received roughly \$3.7 million in applications for the Community Connections program, with just \$2 million in funding allocated to this program in that year. In FFY 2026, there is a total funding request for all other TIP projects approaching \$350 million. Once annual inflation rates and new cost increases are included, the five-year TIP is over budget with no new projects funded this year. This does not include the \$8.1 million in outstanding project costs that need to be covered in FFY 2021. In sum, the MPO is more than \$8 million short of funding existing baseline obligations over this six-year period, without the addition of any new projects.

M. Genova provided an overview of the current distribution of MPO funds across project types compared to the goals set in the LRTP. M. Genova noted the MPO is over-programmed on MI and Bicycle Network and Pedestrian Connections, and under-

programmed on Complete Streets and Intersection Improvements. The MPO is currently on target for funding Community Connections projects at \$2 million annually. The Transit Modernization program is currently under-programmed but since it is new, funding will likely adjust as the program is rolled out in the coming FFYs.

M. Genova stated that the goal of the discussion at this meeting is to develop a common understanding of the baseline programming situation and hear MPO member priorities for developing potential programming scenarios.

Discussion

D. Amstutz asked if MassDOT's recommendation to delay project #608443 from FFY 2021 to FFY 2022 included the \$8 million shortfall even after the delay. M. Genova replied that is correct.

B. Kane noted that this is a very difficult situation and the MPO should honor existing commitments to the maximum extent possible. B. Kane suggested that the MPO look at the most regionally significant projects and give those projects more weight in its decisions.

Jay Monty (At-Large City) (City of Everett) agreed that the MPO should find a way to honor existing commitments.

E. Bourassa asked for more detail on the Norwood and Wilmington project cost increases. M. Genova stated that for Norwood, it is a combination of baseline unit cost increases and a slight expansion in scope. For Wilmington, the cost increase has been spread over the last two years and further research would be needed to determine the cause.

E. Bourassa requested that those communities explain the cost increases to the MPO. E. Bourassa asked whether there would be an additional MPO meeting in March. D. Mohler replied that there would be an additional MPO meeting on March 25, 2021. D. Mohler noted that the MPO would also need to decide what to do about FFY 2021, because the longer the MPO does not amend the TIP in FFY 2021, the longer projects that are ready would be delayed.

J. Monty requested that MassDOT project managers speak to the MPO to help members better understand the process.

D. Mohler replied that he and John Bechard (MassDOT Highway Division) would handle this. J. Monty responded that project managers have a deeper level of understanding about projects and felt it would be better to have both perspectives available.

Tom Kadzis (City of Boston) (Boston Transportation Department) agreed that communities should speak to the board regarding cost increases but that he would defer to the Chair's judgement on project managers attending.

J. Bechard stated that weekly Priority of Projects (PoP) meetings are held to review every project that is in a certain funding or advertising schedule, and he can speak to the cost changes.

Ken Miller (Federal Highway Administration) stated that adding a measure of cost-effectiveness (for example, a quick calculation of cost per lane mile) would give some sense of the scale of unit cost of a project. K. Miller added that it might make sense to stop thinking about the TIP year by year and move some money from the two projects that are using Advance Construction in FFY 2021 into FFY 2022. This would at least solve the issues in FFY 2021.

B. Kane agreed with K. Miller's recommendation.

David Koses (At-Large City) (City of Newton) suggested that the MPO might want to rescore projects that increase significantly in cost, especially if there is a scope change.

T. Bent asked whether many of the cost increases were attributable to the addition of MassDOT administrative costs. D. Mohler responded that the programmed amount in the TIP always includes what T. Bent referred to as MassDOT administrative costs, which D. Mohler referred to as contingency project management, such as utilities and police details. D. Mohler stated that MassDOT does not add costs when a project reaches 100 percent design, although projects sometimes increase, like other costs, closer to 75 percent design. D. Mohler stated that it is not accurate to say that MassDOT simply tacks on costs at the end of a project.

T. Bent noted that if MassDOT project managers are not going to be at meetings, it would be important for cities and towns to attend in the event that there are discrepancies. D. Mohler responded that he and J. Bechard would be fully briefed on cost increase information.

E. Teller noted that in the context of discussion about municipal representatives attending meetings, two members of the Sudbury Select Board attended the meeting and the Town Manager wrote a letter of support advocating for the Bruce Freeman Rail Trail to be kept in FFY 2022.

J. Monty stated that he understands there is no need for 25 project managers to attend an MPO meeting, but that the MPO often has cities and towns in disagreement with

MassDOT. J. Monty stated that he would like to see it more as a team effort where both sides explain, mutually, their perspective on the status of a project. J. Monty added that he has personally gone back and forth with the MassDOT project engineer for project #607652. J. Monty stated that he wanted to know where a \$4 million cost increase originated from, and it was implied that it was the addition of a MassDOT administrative fee.

J. Bechard stated that the summary of items for construction of a project is the baseline cost for a project. The contingencies that are required for 10 percent contingency over the office estimate are construction engineering, which is MassDOT's field personnel on the project, and traffic police. Utility impacts and relocations that are reimbursable are outside those contingency numbers because MassDOT receives direct estimates from utility companies. J. Bechard stated that the Ferry Street project was just under \$25 million at 75 percent design, and is around \$24.2 to \$24.4 million at 100 percent design. That is the estimate from the designer and those contingency costs have not been added in. J. Bechard stated that those contingencies are indicated in MassDOT's cost estimating systems, but the designer only has the baseline carry forward items. J. Bechard stated that MassDOT needs to do a better job at making sure costs are accurately reflected in the early phases of programming.

J. Bechard addressed the significant amount of input from town officials and staff from the Town of Sudbury. J. Bechard stated that the readiness question is not an issue of the importance of the project or the Town's commitment, but rather revolves around the ability to complete all the necessary work to deliver the project on schedule. J. Bechard stated that one item that will be difficult to deliver is the Chapter 91 license, which takes between nine and 12 months to secure. If the license is delayed, the project could be at risk for non-advertisement. This is the reason it was recommended for FFY 2023.

B. Suedmeyer stated that the Town welcomes more communication with MassDOT, will be submitting the request for determination for the Chapter 91 license in the coming weeks, and is well aware of the time constraint. B. Suedmeyer stated that the Town would welcome the opportunity to discuss before hearing about concerns at an MPO meeting and values the partnership needed to make the project successful.

R. Benevento stated that the consulting community might be designing to the programmed amount and not thinking about additional costs that need to be added. R. Benevento noted several ways that MassDOT and consultants are working to change this, including attendance at PoP meetings and a stakeholder partnering group. R. Benevento stated that consultants should essentially be designing 75 of the project

cost. He also noted that some of these projects were initially approved many years ago and material costs may have been markedly different.

D. Mohler stated that in his opinion, the MPO should commit to funding programmed projects, but that he would like some leeway to talk about trade-offs and possibilities for moving projects to accommodate others. D. Mohler provided McGrath Highway in Somerville as an example of a committed project that would not be programmed this year if all projects remain where they are.

10. Members Items

There were none.

11. Adjourn

A motion to adjourn was made by MAPC (E. Bourassa) and seconded by the MBTA Advisory Board (B. Kane). 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)	Tom Kadzis
Federal Highway Administration	Ken Miller
Federal Transit Administration	
Inner Core Committee (City of Somerville)	Tom Bent
Massachusetts Department of Transportation	David Mohler
MassDOT Highway Division	John Bechard
	John Romano
Massachusetts Bay Transportation Authority (MBTA)	Joshua Klingenstein Jillian Linnell
Massachusetts Port Authority	
MBTA Advisory Board	Brian Kane
Metropolitan Area Planning Council (MAPC)	Eric Bourassa
MetroWest Regional Collaborative (City of Framingham)	Thatcher Kezer III Erika Jerram
Minuteman Advisory Group on Interlocal Coordination (Town of Acton)	Austin Cyganiewicz
North Shore Task Force (City of Beverly)	Denise Deschamps
North Suburban Planning Council (City of Woburn)	Tina Cassidy
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 River Regional Chamber)	Tom O'Rourke Steve Olanoff

Other Attendees	Affiliation
Rich Benevento	WorldTech Engineering
Ben Cares	City of Chelsea
Andrew Hall	City of Lynn
Brad Rawson	Director of Mobility of Somerville
Len Simon	Former Select Board Member, Town of Sudbury
Beth Suedmeyer	Town of Sudbury
Emily Teller	Friends of the Bruce Freeman Rail Trail
Bryan Pounds	MassDOT Office of Transportation Planning
Benjamin Muller	MassDOT Office of Transportation Planning
Michael Trepanier	MassDOT
Michelle Ho	MassDOT
Sarah Bradbury	MassDOT Highway, District 3
Constance Raphael	MassDOT Highway, District 4
Kevin McHugh	Coneco Engineers and Scientists
Paula Doucette	MetroWest Regional Transit Authority (MWRTA)
Todd Baldwin	Town of Saugus
Greg Melaugh	VHB
Lourenço Dantas	VHB
Frank Tramontozzi	City of Quincy
Jeanette Rebecchi	Town of Bedford
Paul Cobuzzi	Belmont Resident
Charlie Russo	Sudbury Select Board
Aleida Leza	Belmont Resident
Jim Gallagher	
Jennifer Roberts	
Kien Ho	BETA Group
Kate Wall	
Valerie Gingrich	Town of Wilmington
Marc Draisen	MAPC
Mike Callahan	
Justin Curewitz	
Kristen Guichard	Town of Acton
Jay Carroll	
Jen Rowe	City of Boston BTB
Chris Reilly	Town of Saugus

Other Attendees	Affiliation
Jon Seward	Community Design Partnership
Dan McCormack	
Rachel Benson	Town of Wrentham
Kristina Johnson	Town of Hudson
Sean Pfalzer	
Joy Glynn	MWRTA
Alexandra Kleyman	City of Somerville
Jeremy Thompson	495/MetroWest Partnership
Jon Rockwell	TEC Inc.
David DeRossette	MBTA
Pat Brown	
Nick Lapointe	Fuss & O'Neill
John Drobinski	
John Gonzalez	DHK Inc.
Scott Zadakis	National RTAP
Terry Snyder	
Owen MacDonald	Town of Weymouth
Schuyler Larrabee	DCAM
Leigh Cochran	
Robert Sievert	
Jenn Emiko Kaplan	MAPC
Julie DeMauro	City of Revere
William Conroy	City of Boston BTD
Marzie Galazka	Town of Swampscott
Michelle Tyler	Town of Randolph
Catherine Mirick	
C Senior	MassDOT
Colette Aufranc	Town of Wellesley
Amy Frigulietti	Town of Wellesley
Janie Dretler	Town of Sudbury
Laurie Bent	

MPO Staff/Central Transportation Planning Staff

Tegin Teich, Executive Director

Mark Abbott

Blake Acton

Matt Archer

Seth Asante

Jonathan Belcher

Paul Christner

Jonathan Church

Annette Demchur

Ben Dowling

Róisín Foley

Hiral Gandhi

Matt Genova

Jane Gillis

Betsy Harvey

Ryan Hicks

Sandy Johnston

David Knudsen

Jieping Li

Anne McGahan

Marty Milkovits

Kate Parker-O'Toole

Ariel Patterson

Gina Perille

Bradley Putnam

Barbara Rutman

Michelle Scott

Kate White

David Knudsen

Paul Reim

Chen-Yuan Wang

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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