

MPO Meeting Minutes

Draft Memorandum for the Record

Boston Region Metropolitan Planning Organization Meeting

July 21, 2022, Meeting

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

Steve Woelfel, 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:

- Release the Federal Fiscal Year (FFY) 2023 Unified Planning Work Program (UPWP) for public review
- Release FFY 2022 UPWP Amendment Two for public review
- Release the Public Engagement Plan Amendment for 45-day public review
- Endorse FFYs 2022–26 Transportation Improvement Program (TIP) Amendment Six

Meeting Agenda

1. Introductions

See attendance on page 15.

2. Chair's Report—*Steve Woelfel, MassDOT*

There was none.

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

Tegin Teich reminded the MPO members that there are several jobs posted, such as a Program Manager for the Transportation Improvement Program (TIP) and a Senior Transportation Planner position. T. Teich further thanked the MPO members who participated in the excellent conversation at the MPO Member Vision and Goals Workshop, held on July 7, 2022. Michelle Scott, MPO staff, has sent out a survey to the MPO board members, which includes questions that were discussed at the workshop. MPO board members are encouraged to provide input and complete the survey by Friday, August 5, 2022. The next MPO meeting will be held on August 4, 2022. The

MPO board will discuss potential work scopes and endorse Amendment Seven to the FFY 2022 TIP.

4. Public Comments

Molly Haskell, resident of Bedford, urged the MPO to remove project #607738: *Bedford-Minuteman Bikeway Extension, from Loomis Street to Concord Road (Route 62)* from the FFY 2022 TIP schedule. The project adds a paved stub to the Minuteman Bikeway as the Town of Concord has voted against paving or connecting the pavement. This project adds about 60 parking spaces and costs \$11 million with negligible enhancements to the regional transportation system. The parking spots could be used for access to the Minuteman Bikeway, but this functionality is already available at the Minuteman terminus and the lot there is rarely full during commuting hours.

David Manugian, Bedford Department of Public Works, stated that the current amendment to remove the Minuteman Bikeway Extension from the FFY 2022 TIP was proposed because the Town of Bedford has not completed the needed right-of-way acquisition. On May 9, 2022, the Bedford Select Board voted unanimously to revisit approval of the right-of-way acquisition and has set the item as a warrant article for the Bedford Fall Town Meeting in November. If anyone has questions regarding the project, please reach out to Bedford Town staff.

5. Committee Chairs' Reports

Derek Krevat, MassDOT Office of Transportation Planning, stated that the MPO's UPWP Committee had met in the morning and voted to recommend that the MPO board vote to release the draft FFY 2023 UPWP for a 21-day public review period. The UPWP Committee also voted to recommend that the MPO board vote to release the FFY 2022 UPWP Amendment Two for a 21-day public review period.

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

Lenard Diggins stated that the Advisory Council met on July 13, 2022, and discussed the presentation, *Facing the Challenges of Creating a Pipeline of Transportation Projects in the Boston Region Metropolitan Planning Organization*, by Ken Miller of the Federal Highway Administration (FHWA). The Advisory Council also met with the Executive Director Tegin Teich to discuss the Safe Streets and Roads for All (SS4A) grant. The next Advisory Council meeting will be held on August 10, 2022, and the Advisory Council will discuss the upcoming 3C letter for the draft FFY 2023 UPWP.

7. Action Item: Federal Fiscal Year 2023 Unified Planning Work Program—*Srilekha Murthy, MPO Staff*

Documents posted to the MPO meeting calendar

1. [FFY 2023 UPWP \(pdf\)](#)
2. [FFY 2023 UPWP \(html\)](#)

Srilekha Murthy, MPO staff, introduced the FFY 2023 UPWP and requested the MPO release the UPWP for a 21-day public comment period following the UPWP Committee's endorsement to move the draft FFY 2023 UPWP to the MPO board. The FFY 2023 UPWP programs approximately \$8.1 million to fund 14 projects and 19 programs. This includes six discrete studies: the Flexible Fixed-Route Bus Service, Update Bicycle/Pedestrian Count Database, Transit Modernization Program, Lab and Municipal Parking Study, Learning from Roadway Pricing Experiences, and Sustainability and Decarbonization in the Freight and Logistics Sector in the North Suffolk Area. The FFY 2023 UPWP has increased funding incorporated due to the Bipartisan Infrastructure Law and increases funding in existing programs, such as Support to the MPO, MPO Resilience Program, and Freight Planning Support.

Discrete studies remained level funded compared to FFY 2022 at \$330,000. The FFY 2023 UPWP has new programs including the Data Program, which rolls all data requests and needs into one program and expands its scope, as well as the Multimodal Mobility Infrastructure Program. The FFY 2023 UPWP further changed how the MPO accounts for certain work, including by rolling the Provision of Materials in Accessible Formats into a larger Graphics line item and by creating separate budgets for Editorial and Communications and Engagement groups. The theme of the FFY 2023 UPWP is agility.

MPO staff began development of the FFY 2023 UPWP by conducting outreach beginning in fall of 2021, which included subregional committees, conversations with the Advisory Council and the Metropolitan Area Planning Council (MAPC), a public facing survey, and a staff survey. A total of 76 proposed studies were pared down to a draft Universe of 12 studies. The FFY 2023 UPWP finalizes six to be funded this year, with full descriptions found in Chapter 4 of the UPWP. The Universe of Proposed Studies can be found in Appendix C of the FFY 2023 UPWP.

Discussion

L. Diggins congratulated Srilekha Murthy on her first UPWP, along with Sandy Johnson and other staff members who supported the UPWP and worked with the Advisory Council on this process.

Vote

A motion to release the FFY 2023 UPWP for public review, was made by the Metropolitan Area Planning Council (Eric Bourassa) and seconded by the Inner Core Committee, City of Somerville (Tom Bent). The motion carried.

8. Action Item: FFY 2022 UPWP Amendment Two—Jonathan Church, MPO Staff

Documents posted to the MPO meeting calendar

1. [FFY 2022 UPWP Amendment Two Memo \(pdf\)](#)

Jonathan Church, MPO staff, introduced FFY 2022 UPWP Amendment Two to the MPO board. Each year, MPO staff performs a thorough assessment of the spending patterns in the first three quarters of the federal fiscal year, as well as fourth-quarter needs, to propose UPWP budget adjustments for the final quarter. There are two primary reasons for this amendment, one being staff attrition and recruitment, as well as training of new staff. The second reason is the evolution of project or line-item needs. J. Church presented the following table, *Amendment Two Proposed Budget Adjustments*.

**Table 1
Amendment Two Proposed Budget Adjustments**

Project #	Project Name	UPWP Programmed FFY 2022 Budget	Proposed Change	Proposed Budget
8222	Transportation Improvement Program	\$274,000	-\$80,000	\$194,000
8822	Performance-Based Planning and Programming	\$125,000	-\$41,000	\$84,000
9622	Public Participation Process Regional Transit Service Planning	\$180,000	-\$30,000	\$150,000
4122	Technical Support	\$50,000	-\$28,000	\$22,000
20906	Staff Generated Research and Technical Assistance	\$20,000	-\$9,000	\$11,000
13522	Priority Corridors from LRTP Needs Assessment: FFY 2022	\$145,000	-\$5,000	\$140,000
13722	Safety and Operations Analyses at Selected Intersections: FFY 2022	\$82,000	-\$2,500	\$79,500
8322	Unified Planning Work Program (UPWP)	\$116,000	\$9,000	\$125,000

Project #	Project Name	UPWP Programmed FFY 2022 Budget	Proposed Change	Proposed Budget
Bicycle and Pedestrian Support Activities:				
2522	FFY 2022	\$74,000	\$10,000	\$84,000
8122	Long-Range Transportation Plan	\$128,262	\$33,000	\$161,262
Low-Cost Improvements to Express				
13621	Highway Bottleneck Locations	\$13,500	\$11,000	\$24,500
8722	MPO Resiliency Program	\$11,000	\$17,000	\$28,000
Priority Corridors from LRTP Needs				
13521	Assessment: FFY 2021	\$24,000	\$19,000	\$43,000
9122	Support to the MPO and its Committees	\$240,000	\$23,500	\$263,500
6022	Computer Resources Management	\$282,000	\$27,000	\$309,000
Addressing Safety, Mobility, and Access on				
13421	Subregional Priority Roadways: FFY 2021	\$19,000	\$30,000	\$49,000
13305	Intersection Improvement Program	\$17,000	\$30,000	\$47,000
7122	Regional Model Enhancement	\$840,000	\$40,000	\$880,000
Total:		\$2,962,762	\$0	\$2,962,762

The MPO staff requested that the MPO board vote to release Amendment Two for a 21-day public review period.

Vote

A motion to release the FFY 2022 UPWP Amendment Two for a 21-day public review period, was made by the Three Rivers Interlocal Council, Town of Norwood/Neponset Valley Chamber of Commerce (Steve Olanoff) and seconded by Metropolitan Area Planning Council (Eric Bourassa). The motion carried.

9. Action Item: Public Engagement Plan Amendment—Stella Jordan, MPO Staff

Documents posted to the MPO meeting calendar

1. [Public Engagement Plan Amended for Release \(pdf\)](#)
2. [Public Engagement Plan Amended for Release \(html\)](#)

3. [Public Engagement Plan Amendment Summary \(pdf\)](#)
4. [Public Engagement Plan Amendment Summary \(html\)](#)

Stella Jordan presented the Public Engagement Plan Amendment to the MPO board and requested that the board release the amendment for a 45-day public review period, which would bring the Public Engagement Plan in alignment with the public engagement process described in the FFY 2023 UPWP. The amendment provides an option to waive the 21-day public review period on UPWP amendments. This public review period is not federally required and could be waived at the MPO's discretion and with the UPWP Committee's recommendation. This amendment provides greater flexibility for the MPO when amending the UPWP.

Discussion

Steven Olanoff, Three Rivers Interlocal Council, asked if the MPO had changed the name to the Public Engagement Plan and if this was the first time the MPO was officially acknowledging that change. J. Church answered that when the MPO voted on the Public Participation Plan in October 2021, there was a comment to change the name of the plan to the Public Engagement Plan. The MPO took a vote at that time to change the name of the plan to the Public Engagement Plan.

Vote

A motion to release the Public Engagement Plan Amendment for a 45-day public review period, was made by the Metropolitan Area Planning Council (Eric Bourassa) and seconded by At-Large Town, Town of Arlington (Daniel Amstutz). The motion carried.

10. Action Item: FFYs 2022-26 Transportation Improvement Program (TIP) Amendment Six—Jonathan Church, MPO Staff

Documents posted to the MPO meeting calendar

1. [FFYs 2022–26 TIP Amendment Six \(pdf\)](#)
2. [FFYs 2022–26 TIP Amendment Six \(html\)](#)
3. [FFYs 2022–26 TIP Amendment Six Comment Summary \(pdf\)](#)
4. [FFYs 2022–26 TIP Amendment Six Comment Summary \(html\)](#)
5. [FFYs 2022–26 TIP Amendment Six Comments Compiled \(pdf\)](#)
6. [FFYs 2022–26 TIP Amendment Six Comments Compiled \(html\)](#)

J. Church introduced the sixth amendment to the FFYs 2022–26 TIP to the MPO board. For the FFY 2022 MPO Regional Target Program, Amendment Six proposes the removal of Project #607738: *Bedford—Minuteman Bikeway Extension, from Loomis Street to Concord Road (Route 62)*, as well as a cost increase for Project #608443: *Littleton—Ayer—Intersection improvements on Route 2A at Willow Road and Bruce*

Street. For the FFY 2022 Statewide Highway Program, Amendment Six proposes a cost increase for Project #608495: *Concord–Lexington– Lincoln—Resurfacing and related work on Route 2A.* Further, for the FFY 2022 Transit Program, Amendment Six proposes removal of Project #RTD0011487: *MWRTA—Vehicle Replacement 1 E2(a) with options,* as well as a change in funding source for project #RTD0010209: *MWRTA—Acquisition of Bus Support Equipment/Facilities.* J. Church presented the following table of proposed amendments.

Table 2
Amendment Six Project Changes

Project Name	Change	Amount
607738: Bedford— Minuteman Bikeway Extension, from Loomis Street to Concord Road (Route 62)	Remove Project (FFY 2022 MPO Regional Target Program)	-\$11,000,168
608443: Littleton—Ayer— Intersection improvements on Route 2A at Willow Road and Bruce Street	Cost Increase (FFY 2022 MPO Regional Target Program)	\$509,853 (from \$3,226,285 to \$3,736,138)
608495: Concord–Lexington– Lincoln— Resurfacing and related work on Route 2A	Cost Increase (FFY 2022 Statewide Highway Program)	\$1,415,000 (from \$3,248,450 to \$4,368,447)
RTD0011487: MWRTA— Vehicle Replacement 1 E2(a) with options	Remove Project (FFY 2022 Transit Program)	-\$60,000
RTD0010209: MWRTA— Acquisition of Bus Support Equipment/Facilities	Change Funding Source (FFY 2022 MPO Regional Target Program) – State RTACAP (SFY 2022) / FTA Section 5307 (FFY 2022)	\$60,000 (from \$118,750 to \$178,750)

MPO staff requested that the MPO vote to endorse Amendment Six.

Discussion

S. Olanoff stated his support for providing a public response to the comment received on Amendment Six and to state that the MPO supports bike paths. S. Woelfel stated that the MPO has shown its support for bike paths and the development of this particular bike path at the community level. The Town of Bedford has stated that the

Town would revisit this project in the fall, and this will give the MPO time to discuss this issue.

Brian Kane, MBTA Advisory Board, stated that he had spoken with officials from the Town of Bedford who were against Amendment Six and in favor of moving forward with the project. The Town of Bedford has supported this proposed project for 15 years. B. Kane suggested the right-of-way approval failed to advance due to the objections of an incredibly vocal minority. B. Kane stated he was in favor of rejecting Amendment Six to allow the Town of Bedford the time it needs to complete the right-of-way acquisition.

Daniel Amstutz, Town of Arlington, stated his support of the #607738: *Bedford—Minuteman Bikeway Extension, from Loomis Street to Concord Road (Route 62)* project. He added that the project is more than just improvements to facilities, but also fills a gap between the end of the Minuteman Bikeway and the beginning of the other trail along Railroad Avenue. This project would significantly upgrade the path to make it safer for bicyclists and pedestrians between the two segments. D. Amstutz asked if this project would be included in next year's TIP if the Town of Bedford was able to complete the right-of-way acquisition. J. Church responded that the project is proposed for removal because it will not be advertised in FFY 2022 since the right-of-way will not be acquired in time. The Town of Bedford will have a town meeting regarding this project after the start of FFY 2023. This project would stay in the Universe of Projects, so if the Town of Bedford were able to approve the right-of-way acquisition, this project could be brought back to the MPO for consideration. This project will not be removed solely due to public comments, but because of right-of-way concerns.

John Bechard, MassDOT, stated that the Town of Bedford has worked in collaboration with MassDOT on this project. The Town has successfully developed a design and needs to take the project to a town meeting to acquire the necessary property. MassDOT is working with the Town on purchasing the property in the fall.

Ken Miller, FHWA, asked what would happen to the \$10 million gap in FFY 2022, and further asked why the #607738: *Bedford—Minuteman Bikeway Extension, from Loomis Street to Concord Road (Route 62)* project is not being added to the FFY 2023 element of the TIP if the MPO supports the project. Further, K. Miller stated that the MPO likely has an obligation to understand the pros and cons of the project better, and what commenters mean about the potential loss of four acres of trees. J. Church answered that at the last MPO meeting, the MPO board voted to approve the TIP Adjustment Four, which moved the funding for #608943: *Boston—Neponset River Greenway Construction, including new bridge B-16-309 (C6Y) over Dorchester Bay* project from

the Statewide Bicycle and Pedestrian funding to fill the funding gap in the Regional Target funding.

K. Miller asked for clarification regarding whether the funding gap was filled by another state project. J. Church answered that that is correct.

B. Kane requested options on voting on Amendment Six.

E. Bourassa asked whether the MPO would lose access to these funds if the MPO does not approve Amendment Six. S. Woelfel answered that if the amendment removing the project did not advance, then the MPO would lose access to the FFY 2022 regional target funds dedicated to this project since it has been determined that the project cannot advertise during FFY 2022. Additionally, not approving the amendment would have impacts throughout the rest of the federal fiscal years of the TIP. B. Kane stated that he did not think moving around funding would be hard and stated that if the MPO adopted this amendment today, the anti-government people will be emboldened. B. Kane stated his support for a resolution of support for the #607738: *Bedford—Minuteman Bikeway Extension, from Loomis Street to Concord Road (Route 62)* project.

E. Bourassa stated his support for a resolution in favor of the #607738: *Bedford—Minuteman Bikeway Extension, from Loomis Street to Concord Road (Route 62)* project. Further, E. Bourassa expressed that putting this project into future fiscal years could bump out other projects that would create a cascading effect. This would be challenging to accomplish at this stage in the amendment.

J. Church stated that with Adjustment Four, the MPO did not move any projects from later fiscal years into FFY 2022 but took an existing statewide project in FFY 2022 and transferred the funding source from the Statewide Bicycle and Pedestrian program to the MPO's Regional Target funds, to fill the funding gap.

B. Kane proposed a friendly amendment to the motion to add a resolution of support for the #607738: *Bedford—Minuteman Bikeway Extension, from Loomis Street to Concord Road (Route 62)* from the Boston Region MPO and to convey that the MPO is committed to working with the Town of Bedford to fund the project in a future federal fiscal year. E. Bourassa and Darlene Wynne accepted the friendly amendment

Vote

A motion to approve Amendment Six and resolve the Boston Region MPO's support for the #607738: *Bedford—Minuteman Bikeway Extension, from Loomis Street to Concord Road (Route 62)* project and affirm that the Boston Region MPO is committed to

working with the Town of Bedford to fund the project in a future federal fiscal year, was made by the Metropolitan Area Planning Council (Eric Bourassa) and seconded by North Shore Task Force, City of Beverly (Darlene Wynne). The motion carried.

11. Presentation: Safe Streets and Roads for All (SS4A) Grant Application—Rebecca Morgan, MPO Staff

Rebecca Morgan, MPO Staff, presented on the SS4A Grant Application and the benefits it can bring for the region. The SS4A grant was created through the Bipartisan Infrastructure Law to support the National Roadway Safety Strategy (NRSS) and the goal of zero deaths and serious injuries on the nation's roadways. The US Department of Transportation (US DOT) describes this program as a roadway safety program with a strong equity component. This program is consistent with the MPO's mission and with the Long-Range Transportation Plan (LRTP) *Destination 2040's* goals and objectives. *Destination 2040's* safety goal includes reducing the number and severity of crashes and safety incidents for all modes, as well as reducing serious injuries and fatalities from transportation.

The transportation equity goal includes prioritizing MPO investments that benefit equity populations and promote investments that are accessible to all people regardless of their abilities. Further, the grant supports work that the MPO is already engaged in, including performance-based planning and programing. The MPO has adopted roadway safety targets related to fatalities and serious injuries to meet federal performance requirements annually since 2018. The MPO's most recent safety targets were set in February of 2022. As part of this program, staff engage in similar activities, such as developing targets on reduction of fatalities and serious injuries, gathering data to analyze trends, and monitoring and reporting performance outcomes.

The SS4A grant supports funding local initiatives to prevent death and serious injury on roads and streets, commonly referred to as "Vision Zero" or "Toward Zero Deaths" initiatives. A total of \$5 billion has been appropriated for funding for FFYs 2022–26, with up to \$1 billion for allocation in FFY 2022. MPOs, political subdivisions of the state, tribal governments, and multijurisdictional groups are eligible to apply for funding. Notably, state departments of transportation are not eligible to apply for funding.

There are two grant types being offered: the Action Plan grant and the Implementation grant. Action Plan grants are to develop or complete a Comprehensive Safety Action Plan (Vision Zero Plan) and to conduct supplemental action planning activities in support of an existing Comprehensive Safety Action Plan. Implementation grants are used to implement projects and strategies, to conduct planning and design, and to conduct supplemental action planning activities in support of an existing Comprehensive

Safety Action Plan. Since the MPO does not currently have an action plan, the MPO would apply for an Action Plan grant. If awarded, these funds would be used to develop a Regional Comprehensive Safety Action plan. The Regional Safety Action Plan will allow access to implementation funds in future years.

MPO staff and MAPC staff plan to apply jointly on behalf of the MPO. There is a 20 percent minimum local match required, which can include in-kind contributions. The MPO staff is committed to collaborating on this initiative and has been working with partner agencies, as well as other groups and committees, to get the word out about the joint application. The MPO staff has been coordinating with MassDOT and has been reaching out to cities and towns through meetings, emails, and other forums to coordinate on this application.

A core element to the Comprehensive Safety Action Plan process is leadership commitment, which in this case would be a resolution from the MPO board with a publicly stated commitment towards zero fatalities and serious injuries, or a significant reduction in fatalities and serious injuries by a target date. The MPO would establish a task force charged with oversight of Action Plan development, implementation, and monitoring to ensure that the stated goals of the plan are being met. The task force would be composed of municipalities representing the various geographical areas of the region, including developed and developing suburban communities, regional urban centers, and inner core communities, as well as representation from community groups that support underserved communities, public health, and vulnerable roadway users.

The planning process includes goal setting and a safety analysis with equity considerations. The process will also include a robust engagement process with emphasis on underserved populations. Based on the data and analysis, a comprehensive set of projects and strategies that will address the identified safety problems will be developed. The desired outcomes include the adoption of the plan with safety goals and timelines, including strategies, programs, policies, and programs to reach those goals. This process will allow the MPO to become eligible for implementation funds, which will lead to safer, more equitable streets and roads.

The Safe Streets and Roads for All grant is an opportunity to bring additional funds to the region. Developing a Regional Safety Action Plan will strengthen municipalities' ability to apply for implementation funds in future years, help attain regional safety goals, and provide opportunities for additional outreach and engagement with communities. The MPO staff is currently in the process of developing a scope and budget for the grant application and plans to present application materials to the MPO board for approval on August 18, 2022. Grant applications are due September 15, 2022.

Discussion

Jay Monty, City of Everett, asked for clarification on what the MPO was applying for. J. Monty stated that the goals of this program largely align with MassDOT's Complete Streets program and asked if they can update MassDOT's Complete Streets program to fit the SS4A criteria. R. Morgan responded that the MPO staff is planning to develop a Regional Safety Action Plan. The US DOT is looking for collaborative efforts between MPOs and municipalities so that the plan can cover a large geographic area. This would allow municipalities to file for implementation funds independently or jointly with the MPO.

E. Bourassa stated that the thinking behind the SS4A grant is that it would help advance more safety planning at the regional level while also helping to identify the most effective policies, programs, and infrastructure improvements. E. Bourassa was not sure if retrofitting the MassDOT Complete Streets program would meet the grant program's requirements.

J. Monty asked if municipalities should be pursuing their own action plans. E. Bourassa responded that it is the MPO's sense that US DOT is more favorable to funding a single regional application rather than a series of individual municipal ones.

K. Miller stated that the FHWA is encouraging regional entities to apply as this provides for improved regional coordination. However, this does not preclude municipalities from applying. K. Miller asked if it was clear that if the MPO had a plan, would individual municipalities be eligible for implementation funding? R. Morgan responded that the MPO staff needs to confirm whether the MPO has to submit a joint application for municipalities to apply for implementation funding.

J. Monty asked if implementation funds were available this year. K. Miller responded yes, but the applicant must have a comprehensive safety plan in place to access implementation funds.

J. Monty stated that the City of Everett already has much of the planning work complete, and that it would be helpful to have guidance from MassDOT on how to use this existing planning work to access implementation funds.

E. Bourassa stated that the City of Boston has a safety action plan, as well as the City of Cambridge. If municipalities believe they could modify already existing safety plans and apply for implementation funds in this round the MPO's safety action plan would not be competing, as the MPO is applying for planning funds this year.

Melissa Tintocalis, Town of Burlington, asked if the MPO's safety action plan would be as detailed as it needed to be for individual municipalities to implement projects, and she suggested that it may be helpful to work with regional coalitions for the transportation piece of the safety action plan. R. Morgan responded that if the MPO receives funding from this program, MPO staff plans to create a task force with representatives from municipalities so that input can be captured and included in the regional plan. MPO staff plans to draw on already developed strategies to implement more widely in the region, such as low-cost safety improvements.

M. Tintocalis asked if the task force was already formed and who the point-of-contact for the group was. R. Morgan answered that if the MPO receives the funding, MPO staff would then develop the task force and bring in consultants to develop the safety action plan in a faster time frame.

D. Amstutz stated that the "Vision Zero" initiative is a high priority in the Town of Arlington's transportation plan. D. Amstutz was doubtful that a municipality could receive the grant due to the requirements of the application. If a municipality is applying as a joint applicant, the municipality is only able to submit one application; but if the municipality applies as a partner, it would be able to apply on multiple applications. D. Amstutz asked what the MPO staff's intention is for matching funds for this program. R. Morgan responded that the MPO staff has had conversations with MassDOT regarding the application process and MassDOT supports the MPO applying for this grant. A letter of commitment is not required as part of the application but will be required if awarded the funds. Further, there are in-kind contributions can be considered as part of the match. The MPO staff is currently in the process of developing the scope and budget.

Jim Fitzgerald, City of Boston, stated that municipalities can submit existing safety action plans to federal partners for confirmation, which then allows them to apply for implementation funding. J. Fitzgerald stated his support for the regional safety action plan as the plan gives opportunities for other municipalities to apply for implementation funding.

Sarah Raposa, Town Planner of Medfield, asked if the proposal will include all municipalities in the region and, if the proposal is approved, would the MPO reach out to municipalities for participation. R. Morgan answered that the MPO is planning to develop a safety action plan for the entire region. If the MPO receives the award, MPO staff would reach out to form a task force.

Jason Mammone, Town of Dedham, asked if there was a funding limit to action plan applications. R. Morgan responded that the MPO has an application limit of \$5 million. The grant program plans to allocate 40 percent of funding to planning grants and 60 percent of funding towards implementation grants.

J. Mammone stated that the Town of Dedham was already planning to develop a safety action plan before the Safe Streets and Roads for All grant was advertised but has reprioritized now that there is a regional grant available. With many recent road fatalities, the Dedham Selectboard is in tune with the residents' desire for safety improvements, but the Town of Dedham is concerned that the MPO's application will lower their chance of receiving funds to develop an action plan.

M. Tintocalis added that the MPO should not recreate the wheel where there are resources already available and where there is priority toward other programs.

K. Miller stressed that although FHWA is requesting regional applications, it is not discouraging individual municipalities from applying. There is \$1 billion allocated per year. FHWA envisions making approximately 300 awards per year, averaging about six awards per state.

R. Morgan stated that MPO staff would be presenting additional information on the MPO's application at the August 18th MPO meeting and to please reach out to staff with any questions.

12. Members' Items

B. Kane requested that MPO staff revisit moving MPO meetings from a Zoom meeting format to a Zoom webinar format.

13. 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

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)	Bill Conroy
Federal Highway Administration	Ken Miller
Federal Transit Administration	Leah Sirmin
Inner Core Committee (City of Somerville)	Tom Bent
Massachusetts Department of Transportation	Steve Woelfel
	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	Eric Bourassa
MetroWest Regional Collaborative (City of Framingham)	
Minuteman Advisory Group on Interlocal Coordination (Town of Acton)	
North Shore Task Force (City of Beverly)	Darlene Wynne
North Suburban Planning Council (Town of Burlington)	Melissa Tintocalis
Regional Transportation Advisory Council	Lenard Diggins
South Shore Coalition (Town of Rockland)	Jennifer Constable
SouthWest 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
John Alessi	
Patrick Barber	
Sarah Bradbury	MassDOT District 3
Stephen Brandell	
Julie Brill	
Carla Brown	
Paul Cobuzzi	
Joe Collins	Town of Norwood
Stephen Dookran	
Johannes Epke	
Jon Fetherston	MetroWest Regional Transit Authority
James Fitzgerald	
Michael Garrity	MassDOT
Joy Glynn	MetroWest Regional Transit Authority
Emily Granoff	
Molly Haskell	Town of Bedford
Nancy Hess	
Michelle Ho	MassDOT Planning
A. Hughes	
Josh Klingenstein	MBTA
Raissah Kouame	MassDOT Peabody Community Development & Planning
Andrew Levin	
Owen MacDonald	Town of Weymouth
Jason Mammone	Town of Dedham
David Manugian	Bedford Department of Public Works
Colleen Medeiros	Cape Cod Commission (CCC)
Eric Molinari	City of Everett
Benjamin Muller	MassDOT District 6
Ariel Patterson	Kleindfelder
Malcolm Ragan	
Sarah Raposa	Town of Medfield
Jeanette Rebecchi	Bedford Department of Public Works
Peter Saghy	
C. Senior	MassDOT District 5
Tyler Terrasi	MetroWest Regional Transit Authority
Frank Tramontozzi	

Other Attendees

Affiliation

Alexis Vidaurreta

Jenny Zeng

MPO Staff/Central Transportation Planning Staff

Tegin Teich, Executive Director

Mark Abbott

Logan Casey

Jonathan Church

Annette Demchur

Hiral Gandhi

Betsy Harvey

Sandy Johnston

Stella Jordan

Marty Milkovits

Rebecca Morgan

Srilekha Murthy

Meghan O'Connor

Gina Perille

Sean Rourke

Michelle Scott

Judy Taylor

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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

Title VI Specialist

Boston Region MPO
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By Telephone:

857.702.3700 (voice)

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

- **Relay Using TTY or Hearing Carry-over:** 800.439.2370
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