

MPO Meeting Minutes

Draft Memorandum for the Record

Boston Region Metropolitan Planning Organization Meeting

January 18, 2024, Meeting

10:00 AM–12:45 PM, Zoom Video Conferencing Platform

David Mohler, Chair, representing Monica Tibbits-Nutt, Secretary of Transportation and Chief Executive Officer of the Massachusetts Department of Transportation (MassDOT) until 12:05 PM. Beginning at 12:05 PM, Eric Bourassa, Vice Chair, representing Marc Draisen and the Metropolitan Area Planning Council (MAPC).

Decisions

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

- Approve the meeting minutes of November 30, 2023
- Approve the work scope for Parking in Bike Lanes—Strategies for Safety and Prevention
- Approve the work scope for Interstate 90 Allston Multimodal Modeling Phase Two
- Endorse the Federal Fiscal Years (FFY) 2024–28 Transportation Improvement Program (TIP) Amendment Two
- Release the FFYs 2024–28 TIP Amendment Four for its 21-day public review period

Meeting Agenda

1. Introductions

See attendance on page 15.

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

There was none.

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

T. Teich stated that staff are soliciting ideas for transportation studies and technical assistance.

T. Teich stated that Vision Zero Task Force members have been selected and the first meeting is expected in early February.

4. Public Comments

Dan Jaffe, Charlestown resident, discussed construction activities and safety on the Gilmore Bridge.

5. Committee Chairs' Reports

Derek Krevat, MassDOT, stated that the previous meeting of the Unified Planning Work Program (UPWP) Committee contained a discussion on performance-based planning, climate resilience and air quality, and the development timeline for the next UPWP.

Tom Bent, Inner Core Committee (City of Somerville), stated that the Memorandum of Understanding (MOU) Update Committee had its first meeting and discussed federal regulations, peer MOUs, and a work plan for the next nine months.

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

L. Diggins stated that the last meeting of the Regional Transportation Advisory Council (Advisory Council) featured discussions on the TIP Universe of Projects and microtransit trends. The next meeting will review the Resilience chapter of the Needs Assessment and the Flexible Fixed Route Bus Service study.

7. Action Item: Approval of November 30, 2023, MPO Meeting Minutes Documents posted to the MPO meeting calendar

1. November 30, 2023, meeting minutes ([pdf](#)) ([html](#))

Vote

A motion to approve the minutes of the meeting of November 30, 2023, was made by MAPC (Eric Bourassa) and seconded by the MBTA Advisory Board (Brian Kane). The motion carried.

8. Action Item: Work Scope for Parking in Bike Lanes—Strategies for Safety and Prevention—*Kyle Casiglio, MPO Staff*

Documents posted to the MPO meeting calendar

1. Work Scope for Parking in Bike Lanes—Strategies for Safety and Prevention ([pdf](#)) ([html](#))

K. Casiglio stated that as bike lanes are installed in municipalities throughout the region, it has become more common for vehicles to be parked in these lanes creating hazards for all road users. The work scope proposes four stages of work over six months with a budget of \$19,998. Task One will investigate why people park in bike lanes. Task Two

will investigate interventions for parking in bike lanes. Task Three will create a StoryMap of findings. Task Four will prepare information to be shared with the board.

Discussion

L. Diggins asked who involved stakeholders might be. K. Casiglio stated that staff plan to reach out to bicycle and pedestrian advocacy organizations, municipalities, and gig workers.

Jen Rowe, City of Boston (Boston Transportation Department), expressed interest in the study and discussed previous research that the city has conducted.

T. Bent suggested engaging with chambers of commerce and other small business associations.

B. Kane suggested differentiating between four-lane and two-lane roads within the study.

Seth Gadbois, Conservation Law Foundation, asked if Bluebike docking locations will be considered within the study. K. Casiglio stated that there is not robust enough data in the region to target Bluebikes specifically, but that separate work efforts are underway to improve bicycle and pedestrian count data.

Vote

A motion to approve the work scope for Parking in Bike Lanes—Strategies for Safety and Prevention, was made by the MBTA Advisory Board (B. Kane) and seconded by the Advisory Council (L. Diggins). The motion carried.

9. Action Item: Work Scope for Interstate 90 Allston Multimodal Modeling, Phase Two—*Ben Dowling, MPO Staff*

Documents posted to the MPO meeting calendar

1. Work Scope for I-90 Allston Multimodal Modeling Phase Two ([pdf](#)) ([html](#))

B. Dowling stated that work in this program expands on previous staff work to support draft environmental impact documents and other assumptions. B. Dowling stated that the scope is broken into six tasks, including a calibrated base year model run. Other tasks include two forecast year build runs, metric definition, preparation of results, and sensitivity tests.

Discussion

David Koses, City of Newton, asked if zoning adjustments for the MBTA Communities law will be considered with the land use assumptions and how the single platforms on

Newton commuter rail stations are considered. B. Dowling stated that the project team would provide staff with level of service estimates for the year of interest.

Jim Fitzgerald, City of Boston (Boston Planning and Development Agency), thanked staff for their continued partnership with the City, MassDOT, and all other involved parties.

Vote

A motion to approve the work scope for Interstate 90 Allston Multimodal Modeling Phase Two was made by the MAPC (E. Bourassa) and seconded by the MBTA Advisory Board (B. Kane). The motion carried.

10. Action Item: FFYs 2024-28 TIP Amendment Two—Ethan Lapointe, MPO Staff

Documents posted to the MPO meeting calendar

1. FFYs 2024–28 TIP Amendment Two ([pdf](#)) ([html](#))

E Lapointe stated that FFYs 2024–28 TIP Amendment Two proposes

- earmarks to design projects in Arlington, Brookline, Dover, and Needham;
- removal of FFY 2024 funding for the Cape Ann Transportation Authority (CATA) On-Demand Service Expansion project;
- scheduling changes for CATA projects to accommodate a procurement delay for trolley replacement;
- new funding for a Bluebikes project for Arlington, Newton, and Watertown; and
- adjustments to the set-aside for Community Connections in FFYs 2025 and 2026.

The public review period began on December 11, 2023, and concluded on January 1, 2024. No public comments were received during this time.

Vote

A motion to endorse the FFYs 2024–28 TIP Amendment Two was made by the MAPC (E. Bourassa) and seconded by the MBTA Advisory Board (B. Kane). The motion carried.

11. Action Item: FFYs 2024-28 TIP Amendment Four—Ethan Lapointe, MPO Staff

Documents posted to the MPO meeting calendar

1. FFYs 2024–28 TIP Amendment Four ([pdf](#)) ([html](#))
2. Community Transit Grant Program Awards ([pdf](#))

E. Lapointe stated that project 609054: Littleton—Reconstruction of Foster Street, a Regional Target project, had a cost increase of \$1.2 million due to revisions from the Plans, Specifications, and Estimates in December 2023.

E. Lapointe stated that the budget for project 612034: Woburn—Interstate Pavement Preservation and Related Work on I-95 had a cost increase from \$7.8 million to \$11.5 million. E. Lapointe stated that project 605313: Natick-Bridge Replacement N-03-020, Route 27 (North Main Street) over Route 9 (Worcester Street) and Interchange Improvements had a budget increase from \$75.7 million to \$86.5 million due to a resubmission of its 25 percent design.

E. Lapointe stated that project 610722: Acton-Boxborough-Littleton-Pavement Preservation on Route 2 was accelerated from FFY 2025 to FFY 2024, and its budget has been updated to omit a four percent inflation factor.

E. Lapointe stated that the advance construction schedule for project 607977: Hopkinton-Westborough-Reconstruction of I-90/I-495 Interchange has been adjusted to account for funding obligations made to the project through federal Coronavirus Response and Relief Supplemental Appropriations Act of 2021 funding.

E. Lapointe stated that project RTD0011114: MWRTA-Vehicle Replacements had a budget decrease of \$821,056.

E. Lapointe stated that project RTD0011130: MWRTA – Blandin Hub Projects is being moved from FFY 2024 to 2025, to reflect intent from the MWRTA to pursue FTTA discretionary funding for buses and facilities in FFY 2025.

E. Lapointe stated that project MBTA011763: Quincy Bus Facility Modernization is a new line item that allocated \$20,551,211 in FHWA Carbon Reduction formula funds, which is matched by the MBTA for \$5,137,803.

Projects elected for funding from the FFY 2024 Community Transit Grants Mobility Management and Operating Assistance program are found in Table 1.

Table 1
FFY 2024 CTG Mobility Management and Operating Assistance Program Grants

Project Title	Cost	Description
CATA01160: CATA Dialysis and Medical Van	\$117,708	This project received \$58,854 in CTG funds with \$58,854 in match to support transportation of dialysis patients to Beverly from Cape Ann.
MBTA011761: MBTA - Virtual tool development for travel training and information	\$250,000	This project received \$200,000 in CTG funds with \$50,000 in match to develop teaching, training, and information tools for the Mobility Center Travel Training Program.
MWRTA011674: MWRTA - Transitions and Outreach Program (TOP)	\$125,000	This project received \$100,000 in CTG funds with \$25,000 in match for MWRTA TOP, a program that empowers populations to use MWRTA services.
MWRTA011675: MWRTA - Weekend CatchConnect Framingham and Natick Support	\$301,842	This project received \$250,000 in CTG funds with \$51,842 in match to extend MWRTA weekend hours for its CatchConnect microtransit service in Framingham and Natick.
MWRTA011676: Sudbury - GoSudbury CatchConnect Shuttle	\$74,865	Sudbury, in partnership with MWRTA, will expand CatchConnect service into Sudbury to improve mobility for older adults and residents with disabilities.

MWRTA011685: Mass211, Inc. - MassDOT Access Program	\$49,500	This project will provide taxi rides for seniors and persons with disabilities in Framingham, Ashland, and Natick in a collaboration between MassDOT and the MWRTA.
MBTA011760: Irish Pastoral Centre - Improving Access for Low Income Seniors and Others in Greater Boston	\$125,000	This project will improve the ability of the Irish Pastoral Center to create a mobility management program.
MBTA011769: Hull - Navigating with Ease, Convenience, and Confidence	\$4,720	This project will provide technical and travel training for older adults who do not drive, are transitioning to not driving, are unfamiliar with technology, or changing habits.
MBTA011770: Lexington - Lexpress Bus Operating Support	\$200,000	This line item provides continued funding to support Lexington's Lexpress bus service.
MBTA011758: Newton Senior Transportation Operating Support FY24	\$190,000	This line item provides \$190,000 to support on-demand rides for seniors and persons with disabilities through Newton's NewMo microtransit service.
MBTA011759: Greater Lynn Senior Services - Move Safe / Mobility Links	\$144,950	This project received \$115,960 in CTG funds with \$28,990 in non-federal funds to support travel training for older adults and persons with disabilities on the North Shore.

MBTA011762: Mystic Valley Elder Services - Mobility Management Program	\$121,043	This project received \$96,834 in Community Transit Grant award funding with \$24,209 in other non-federal funding to provide information, education, and referrals for transportation north of Boston.
MBTA011764: Needham Transportation Program	\$48,600	This project supports on-demand transportation to appointments in and around Needham.
MBTA011764: SCM Community Transportation - Senior and Disabled Person's Transportation	\$36,000	This project supports salaries for drivers who give rides to older adults in the communities of Somerville, Cambridge, and Medford. This project provides administrative support to enable older adults in Somerville and Cambridge to have independent living. It includes \$75,600 in CTG funding, \$1,500 in other federal funds, and \$17,400 from nonfederal sources.
MBTA011766: Somerville- Cambridge Elder Services	\$94,500	
MBTA011767: Brookline - Senior Transportation Service	\$100,000	This funding will allow Brookline Senior Center to expand its current transportation programs and offer improved, streamlined service.
MBTA011764: Dedham - Council on Aging Ride Services	\$25,134	This funding will allow Dedham's Council on Aging to support and expand its transportation operations.
MBTA011771: Marblehead - Access to Medical Care in Surrounding Towns	\$45,000	This funding supports Marblehead's Council on Aging to continue transportation operations.

MBTA011772:		This project uses \$32,000 in CTG funds with \$8,000
Acton -		in local match to hire a consultant to create a
Mobility		strategic transportation plan for its multi-town
Management	\$40,000	coordination system.
MBTA011773:		This project uses \$100,000 in CTG funds and
Acton -		\$100,000 in local match to maintain shared
CrossTown		dispatching services for three towns in Acton's
Connect		Crosstown Connect network.
Dispatch	\$200,000	
MBTA011774:		This funding allows North Reading to expand driver
North Reading		service hours to increase capacity with two vans
– Public		on the road, support mileage stipends, and use
Transit Pilot	\$20,000	TNCs when staff are unavailable.
MBTA011775:		This project uses \$68,000 in Community Transit
North Reading		Grant funding with \$17,000 in local matching
Transportation		funds to create a call center and hire a
Hotline	\$85,000	transportation coordinator to connect residents
		with transportation options.

CATA = Cape Ann Transportation Authority. CTG = Community Transit Grants. MassDOT = Massachusetts Department of Transportation. MWRTA = MetroWest Regional Transit Authority. TNC = Transportation Network Companies. TOP = Transitions and Outreach Program.

Discussion

L. Diggins asked if there are any insights that can come from the Woburn project with a 42 percent cost increase and if these trends may affect Regional Target projects. E. Lapointe stated that the reason for the cost increase for the Woburn project had to do with the increased cost of materials.

J. Fitzgerald asked whether it could be confirmed that the cost estimate for the Acton-Boxborough-Littleton-Pavement Preservation on Route 2 project. E. Lapointe stated that the currently programmed cost reflects the latest design submission.

Vote

A motion to release the FFYs 2024–28 TIP Amendment Four for its 21-day public review period was made by the MAPC (E. Bourassa) and seconded by the Advisory Council (L. Diggins). The motion carried.

12. Learning from Roadway-Pricing Experiences—Seth Asante and Ryan Hicks, MPO Staff

Documents posted to the MPO meeting calendar

1. Learning from Roadway-Pricing Experiences Memo ([pdf](#)) ([html](#))

S. Asante stated that Boston was ranked the second most congested city in the United States and roadway pricing is one strategy that can be used to address congestion.

S. Asante stated that there are two categories of roadway pricing: road tolls and usage charges and congestion pricing. Congestion pricing can be implemented as cordon pricing, variable pricing, express lane pricing, high-occupancy toll lane pricing, target road user tolls, and parking and curbside pricing.

Staff identified 13 roadway-pricing programs and conducted interviews with five selected programs: Transportation Network Provider Surcharge in Chicago, High-Occupancy Toll Lanes in Minneapolis and St. Paul, Central Business District Tolling Program in New York City, Bay Area Express Lanes Program in San Francisco, and Penn Quarter/Chinatown Parking Pricing Program in Washington, DC. All five case studies required enabling legislation. State legislation allowed for the Minneapolis and St. Paul, New York City, and San Francisco programs to begin, while local legislation enabled the Chicago and Washington, DC, programs.

Benefits of the Chicago program included more equitable distribution of ground transportation options and enabled transit service improvements. The Minneapolis and St. Paul program reduced congestion and improved travel times and reliability, while also enabling transit service improvements and increased transit ridership. The New York City program reduced traffic, vehicle-miles traveled, and energy consumption in the central business district, while providing a new source of funding for transit and improving regional air quality. San Francisco reduced congestion, improved travel times, reliability, and air quality. Washington, DC, increased parking availability and the use of low-demand parking spaces, while also encouraging travel by transit and bicycle during peak periods.

Discussion

J. Rowe asked if roadway-pricing mechanisms have been used to influence delivery activities of medium- and heavy-duty vehicles. S. Asante stated that the Washington, DC, case study priced spaces for commercial deliveries as well, which was price based on the time of the day.

JR Frey, Town of Hingham, asked if there were geographic limits applied to the case studies. S. Asante discussed that the Washington, DC, and Chicago case studies optimized their program locations to where they would be most successful.

Presentation

R. Hicks stated that he will be discussing the role that the MPO can play in implementing roadway pricing.

R. Hicks stated that the New York Metropolitan Transportation Council supported New York City's roadway pricing project by using the regional travel model to model the impacts of tolling rates and analyze potential effects on traffic conditions, transit usage, parking, pedestrians, and bicycle usage.

In San Francisco, the Metropolitan Transportation Council's 2035 Transportation Plan evaluated scenarios such as congestion strategies, benefits, and developed a legislative framework to enable the use of revenue.

R. Hicks stated that opportunities in implementing roadway pricing include the ability to fund sustainable modes of transportation, change behavior and encourage mode shift, and support economic vitality through reduced congestion.

Challenges in implementing roadway pricing included balancing equity concerns and revenue collection, mitigating traffic diversions, getting political buy-in and public acceptance, navigating state and federal statutes, and building interagency collaboration.

Lessons learned from the five case studies include the following:

- Political leadership and legislation are essential
- Emphasize engagement focused on environmental justice and underrepresented communities early in the process
- Show that revenue uses are beneficial, transparent, and linked to transit and active transportation infrastructure improvements
- Pair pricing programs with transit and active transportation modes
- Focus on goals and benefits rather than revenue with transparency around supporting data
- Constantly evaluate the program to maintain the effectiveness of a pricing project
- Have adequate and specialized staff

R. Hicks stated that next steps for the Boston Region MPO could include

- conduct stakeholder analysis;
- engage equity and traditionally underrepresented populations;
- identify pricing strategies that are most technically feasible;
- workshop goals with full MPO board and develop policy frameworks; and
- develop concepts for scenarios that could be analyzed in the next LRTP.

Discussion

Kristin Guichard, Minuteman Advisory Group on Interlocal Coordination (Town of Acton), discussed strategies to ensure there are equitable alternatives for people commuting to areas with high congestion.

Jay Monty, City of Everett, discussed the need to consider priorities at the agency level.

B. Kane discussed opportunities with vehicle reporting already in place at the Registry of Motor Vehicles.

J. Rowe discussed the City of Boston's interest in understanding the possibilities and options in roadway pricing.

D. Koses asked if there are any examples of roadway pricing projects that have avoided cut-through traffic. R. Hicks stated that moderate success was seen in the Minneapolis and St. Paul high-occupancy vehicle lanes program.

Erin Chute, Town of Brookline, encouraged the consideration of working class members, who may not qualify as low income, but live with tight budgets.

13. FFY 2023 Public Engagement Update—*Stella Jordan, MPO Staff*
Documents posted to the MPO meeting calendar

1. FFY 2023 Public Engagement Program Summary ([pdf](#)) ([html](#))

S. Jordan stated that the Public Engagement Program Guidebook guides the public-facing activities of the MPO and communications and informs the development of MPO programs and projects. S. Jordan stated that a key component of the engagement program is fostering relationships with stakeholders in the region, including those who have not historically been involved in the MPO's work, such as advocacy groups and members of the public.

S. Jordan stated that in FFY 2023, the engagement program supported the TIP, UPWP, Long-Range Transportation Plan, Coordinated Public Transit—Human Services Transportation Plan, Title VI, Regional Transportation Advisory Council, and support to other programs. S. Jordan stated that highlights in FFY 2023 include relationship building, equity program support and coordination, and participation in a peer exchange. S. Jordan discussed key metrics from FFY 2023.

Goals for FFY 2024 include continuing to expand relationships, provide incentives and build partnerships, and address gaps identified in FFY 2023.

Discussion

Sandy Johnston, MBTA, expressed support for compensating participants in engagement activities.

J. Rowe discussed opportunities for collaboration with the City of Boston.

14. Certification Review Action Plan Update—Annette Demchur, MPO Staff

A. Demchur stated that the action plan provides updates on progress towards addressing findings from the 2022 federal certification review.

A. Demchur stated that the corrective action to document the process for sharing information to develop the annual list of obligated projects in the MOU was completed, as the updated MOU went into effect on September 1, 2023.

A. Demchur stated that the recommendation to complete a new Limited English Proficiency approach was addressed as of December 2023, as staff completed a new Language Assistance Plan.

Other recommendations and progress can be found below:

- Organization Structure
 - Update the 2011 MOU to put necessities in the MOU, details in the Operations Plan, document the representation of Regional Transit Authorities, and establish a new review cycle.
 - Updates include a completed review of the MOU, establishment of an MOU Update committee, and a developed operations plan.
 - Look for opportunities to identify and advance local and regional projects to fund with target funds.
 - Updates include engagement with MassDOT and municipalities, the launch of the project design pilot, and the TIP Process, Engagement, and Readiness Committee
 - Explore innovative ways to fund projects, ensuring target funds are being used
 - Updates include the launch of the project design pilot, transit transformation program, and bikeshare support program
 - Ongoing Progress
 - Public Outreach and Engagement work to continue to strengthen the variety of engagement strategies

- Nonmotorized planning work to update or develop a regional bicycle and pedestrian plan or needs assessment
- Environmental Mitigation, Consultation, and Resiliency work to engage federal and state environmental resource agencies and stakeholders for input in the next long-range transportation plan
- Performance-Based Planning and Programming work to update the MPO's interactive performance dashboard and carry out before-and-after studies for all projects on the TIP

Near-term board engagement includes updating the MOU through the MOU Update Committee, participating in the TIP Process, Engagement, and Readiness Committee, and programming design projects.

15.Members' Items

There were none.

16. Adjourn

A motion to adjourn was made by the MBTA Advisory Board (B. Kane) and seconded by the Advisory Council (L. Diggins). 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)	John Alessi
At-Large Town (Town of Brookline)	Erin Chute
City of Boston (Boston Planning & Development Agency)	Jim Fitzgerald
City of Boston (Boston Transportation Department)	Jen Rowe
Federal Highway Administration	
Federal Transit Administration	Joshua Barber
Inner Core Committee (City of Somerville)	Tom Bent
Massachusetts Department of Transportation	David Mohler
	John Bechard
MassDOT Highway Division	John Romano
Massachusetts Bay Transportation Authority (MBTA)	Laura Gilmore
	Sandy Johnston
Massachusetts Port Authority	Sarah Lee
MBTA Advisory Board	Brian Kane
Metropolitan Area Planning Council	Eric Bourassa
MetroWest Regional Collaborative (City of Framingham)	Dennis Giombetti
Minuteman Advisory Group on Interlocal Coordination (Town of Acton)	Kristen Guichard
North Shore Task Force (City of Beverly)	Darlene Wynne
North Suburban Planning Council (Town of Burlington)	Melisa Tintocalis
Regional Transportation Advisory Council	Lenard Diggins
South Shore Coalition (Town of Hull)	
South West Advisory Planning Committee (Town of Wrentham)	Rachel Benson
Three Rivers Interlocal Council (Town of Norwood/Neponset Valley Chamber of Commerce)	Tom O'Rourke Steve Olanoff

Other Attendees	Affiliation
Miranda Briseño	MassDOT
Ned Codd	City of Newton
Ethan Conti-Field	
William Cundiff	Southborough DPW
Chris Dempsey	
Johannes Epke	Conservation Law Foundation
Daniela Espinosa	BPDA
Hannah Fong	
JR Frey	Town of Hingham
Seth Gadbois	Conservation Law Foundation
Joy Glynn	MWRTA
Susan Harrington	MassDOT
Dan Jaffe	Charlestown Resident
Chris Klem	MassDOT
Joshua Klinenstein	MBTA
Raissah Kouame	MassDOT
Derek Krevat	MassDOT
Barbara Lachance	MassDOT
Jackie LaFlam	CATA
Jay Maddox	MBTA
Daniel Milbrandt	
Jim Nee	MWRTA
Marc Older	
Josh Ostroff	City of Newton
Sheila Page	Town of Lexington
Jeanette Rebecchi	Town of Bedford
Michelle Scott	MassDOT
Cheryll-Ann Senior	MassDOT
Cam Sullivan	MWRTA
Tyler Terrassi	MWRTA
Andrew Wang	MassDOT

MPO Staff/Central Transportation Planning Staff

Tegin Teich, Executive Director

Seth Asante

Rounaq Basu

Logan Casey

Kyle Casiglio

Abby Cutrumbes

Annette Demchur

Ben Dowling

Hiral Gandhi

Shravanthi Gopalan

Betsy Harvey

Ryan Hicks

Dave Hong

Dave Hong

Jia Huang

Stella Jordan

Ali Kleyman

Ethan Lapointe

Erin Maguire

Rose McCarron

Marty Milkovits

Srilekha Murthy

Meghan OConnor

Gina Perille

Sarah Philbrick

Bradley Putnam

Sean Rourke

Seth Strumwasser

Samuel 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

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By Telephone:

857.702.3700 (voice)

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