

# **MPO Meeting Minutes**

## **Draft Memorandum for the Record**

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

**August 15, 2024, Meeting**

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

Eric Bourassa, Vice Chair, representing Metropolitan Area Planning Council (MAPC)

## **Decisions**

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

- Approve the minutes of the meeting of June 20, 2024
- Waive the public comment period and endorse Amendment Three to the Federal Fiscal Year (FFY) 2024 Unified Planning Work Program (UPWP)
- Endorse FFYs 2024–28 Transportation Improvement Program (TIP) Amendment 11
- Waive the public comment period and endorse FFYs 2024–28 TIP Amendment 13 as presented
- Release the revised Memorandum of Understanding (MOU) for a 21-day public comment period

## **Meeting Agenda**

### **1. Introductions**

See attendance beginning page 15.

### **2. Chair’s Report—*Eric Bourassa, MAPC***

There was none.

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

Tegin Teich, Executive Director, presented staffing updates, grant and funding updates, and relevant announcements for upcoming meetings.

T. Teich stated that a new Website Administrator in the Information Technology group will be joining MPO staff in late August.

In addition, T. Teich stated that the MPO was awarded the Municipal Vulnerability and Preparedness Action Plan grant, which totals to approximately \$1 million over two

years. The grant is in partnership with the municipalities of Chelsea, Everett, Framingham, and Revere. The grant also partners with advocacy groups WalkMassachusetts, MassBike, and Bike to the Sea. T. Teich stated that the purpose of the grant is to use high resolution data sources to identify the heat risk of people who are walking and biking throughout the region. The MPO will work with partners to plan, design, and implement a pilot geared towards providing mitigation measures for heat risk and exposure.

Brian Kane, Massachusetts Bay Transportation Authority (MBTA) Advisory Board, expressed support for investigating heat exposure mitigation measures and for partnering with advocacy groups.

T. Teich shared the meeting agenda, which included four action items and two presentations.

T. Teich also announced that the MPO board meeting scheduled for September 5, 2024, may be cancelled. The next board meeting would then be September 19, 2024.

In addition, T. Teich highlighted and encouraged board members to respond to the survey that was sent out to gather ideas for topics for the upcoming Annual Meeting on November 14, 2024.

#### **4. Public Comments**

Dan Jaffe, Charlestown resident, expressed opposition to the proposed service for a future Silver Line 3 extension and Project 606226: Boston–Reconstruction of Rutherford Avenue, from City Square to Sullivan Square, emphasizing the need for alternative transit considerations or project designs, including microtransit.

Brad Rawson, Inner Core Committee (City of Somerville), expressed support for Project S13011: Boston–Fairmount Line Infrastructure and Decarbonization (MBTA) (Flex to MBTA) in FFYs 2024–28 TIP Amendment 13.

Jarred Johnson, TransitMatters, also expressed support for Project S13011: Boston–Fairmount Line Infrastructure and Decarbonization (MBTA) (Flex to MBTA) in FFYs 2024–28 TIP Amendment 13. In addition, J. Johnson stated that he would like to see unused funding from other states and regions be allocated towards MBTA repairs and modernization projects.

B. Kane expressed support for the Metropolitan Area Planning Council’s (MAPC) Transportation Funding Opportunities policy brief published in August 2024.

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

Derek Krevat, Massachusetts Department of Transportation (MassDOT), gave an update on the UPWP Committee. The committee held a meeting on August 8, 2024, to discuss FFY 2024 UPWP Amendment Three, which consists of shifting funding between tasks in the UPWP for the fourth quarter of the fiscal year. The changes do not change the amount of funding available for existing programs in the FFY 2024 UPWP; it simply adds the grants to the appendix per federal regulations. The amendment also includes the Mobility, Access, and Transportation Insecurity grant and changes to utilizing deobligated planning funds. During the UPWP committee meeting, committee members voted to approve the amendment.

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

Lenard Diggins, Regional Transportation Advisory Council, stated that the next Advisory Council meeting will be held on September 11, 2024.

In addition, the Advisory Council organized and attended a tour of Conley Terminal on August 9, 2024, through the Massachusetts Port Authority.

## **7. Action Item: Approval of June 20, 2024, MPO Meeting Minutes Documents posted to the MPO meeting calendar**

1. Minutes of the Meeting of June 20, 2024 ([pdf](#)) ([html](#))

### ***Vote***

A motion to approve the minutes of the meeting of June 20, 2024, was made by the MBTA Advisory Board (B. Kane) and seconded by the Inner Core Committee (City of Somerville) (Tom Bent). The following members abstained: Minuteman Advisory Group on Interlocal Coordination (Town of Acton) (Kaila Saur). The motion carried.

## **8. Action Item: FFY 2024 UPWP Amendment Three—*Srilekha Murthy, MPO Staff***

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

1. FFY 2024 UPWP Amendment Three ([pdf](#)) ([html](#))
2. FFY 2024 UPWP Amendment Three Redline ([pdf](#))
3. FFY 2024 UPWP Amendment Three Technical Memorandum ([pdf](#)) ([html](#))
4. FFY 2024 UPWP Amendment Three Table ([pdf](#)) ([html](#))

Srilekha Murthy, MPO Staff, presented FFY 2024 UPWP Amendment Three, which was presented to the UPWP Committee on August 8, 2024. At this meeting, committee members voted to bring the amendment to the MPO board for review and approval.

S. Murthy stated that the amendment primarily consists of adjustments to program budgets based on spending in the first three quarters. S. Murthy also stated that the adjustments are based on several considerations, including staffing changes and evolving needs of MPO staff.

S. Murthy clarified that a reduction in an item's budget does not mean the work will not be completed; it means that less money is needed to complete a program's planned work through the end of the fiscal year.

S. Murthy stated that Amendment Three also notes the adjustment of planned work funded through reobligated planning (PL) funds. S. Murthy stated that, in coordination with MassDOT, one of the two adjustments was removed from the amendment because it was not within the guidelines for the use of deobligated PL funds.

In FFY 2024 UPWP Amendment One, \$140,000 of deobligated funds were incorporated into the FFY 2024 UPWP for five separate tasks. An updated contract needed to be created before the funds were available for use, but the notice to proceed using the deobligated funds was received by MPO staff in late June 2024, leaving less time than originally anticipated for the use of the funds.

S. Murthy stated that Amendment Three updates the description for one of the five original tasks to maximize spending within the remaining time frame. This includes a revised description for a full-time web administrator through the end of FFY 2024 to implement improvements to the agency's website. This also includes a revised description for an IT strategy, which includes hiring short-term and small-scale consultant help to advance IT and web-related initiatives.

S. Murthy stated that Amendment Three programmed funds awarded to the MPO through the Mobility, Access, and Transportation Insecurity (MATI) grant, managed by the University of Minnesota Center for Transportation and funded by the Federal Transit Administration. The MPO was awarded \$150,000 to design a pilot to supplement the MBTA's low-income fare program with access to low-cost community electric vehicle car sharing options for affordable housing residents in Revere, Chelsea, and Everett. The application was submitted in partnership with Good2Go, MAPC, Massachusetts Institute of Technology, Union Capital Boston, The Neighborhood Developers, and the cities of Revere, Chelsea, and Everett.

S. Murthy stated that waiving the 21-day public comment period would allow staff the time they need to complete planned work through the end of the fiscal year.

### ***Discussion***

Jay Monty, City of Everett, expressed support for the MATI grant and pilot program, but asked if MPO staff were aware that Good2Go, an electric vehicle carshare company, was going out of business, and if MPO board members and staff were making alternate plans to accommodate the change.

E. Bourassa stated that the MAPC and MPO staff are aware of Good2Go closing permanently, and that there are discussions being held to determine a solution.

T. Teich reiterated E. Bourassa's statement and stated that MPO staff will report back to board members when they have an update on the project.

E. Bourassa stated that MAPC staff members are actively searching for alternatives.

### ***Vote***

A motion to waive the public comment period and endorse Amendment Three to the FFY 2024 UPWP was made by the City of Everett (J. Monty) and seconded by the Town of Brookline (Erin Chute). The motion carried.

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

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

1. FFYs 2024–28 TIP Amendment 11 Table ([pdf](#)) ([html](#))

Ethan Lapointe, MPO Staff, presented FFYs 2024–28 TIP Amendment 11, which proposes the removal of Project 607342: Milton–Intersection Improvements at Route 28 (Randolph Avenue) and Chickatawbut Road from the FFY 2024 Statewide Highway Program due to the project's delay into FFY 2025.

Amendment 11 was released for a 21-day public comment period between July 18 and August 8, 2024. MPO staff received no comments during this period.

### ***Vote***

A motion to endorse FFYs 2024–28 TIP Amendment 11 was made by the MBTA Advisory Board (B. Kane) and seconded by the Inner Core Committee (City of Somerville) (Tom Bent). The motion carried.

## **10. Action Item: FFYs 2024-28 TIP Amendment 13—*Ethan Lapointe, MPO Staff***

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

1. FFYs 2024–28 TIP Amendment 13 Table ([pdf](#)) ([html](#))

E. Lapointe presented FFYs 2024–28 TIP Amendment 13, which programs funding reallocated through the FFY 2024 August Redistribution process by the Federal Highway Administration (FHWA). The August Redistribution process occurs when the Federal Transit Administration (FTA) affords states opportunities to request additional federal funds above annual formula amounts each fiscal year for projects in states that are eligible for federal aid programs and require funding.

Amendment 13 also includes a small cost adjustment of Section 5307 funding for Project RTD0011104: MetroWest Regional Transit Authority (MWRTA)–Acquisition of Bus Support/Facilities Equipment. This funding was originally programmed for a vehicle replacement project, the cost of which was reduced in Amendment 12 of the FFYs 2024–28 TIP. Amendment 13 would allow for programming for the MWRTA project before the end of FFY 2024.

Amendment 13 also includes three changes to the FFY 2024 Regional Target program to accommodate the delay of Project 609211: Peabody–Independence Greenway Extension due to critical utility improvement needs for sewer work in the project area. There will be approximately \$8.3 million in unprogrammed funds from the Peabody project when it gets delayed. These funds will be allocated for Project S12819: Jackson Square Station Accessibility Improvements and Project S12822: Columbus Avenue Bus Lanes Phase 2. This will not result in cost increases for FFY 2025–29 TIP because the funding will be offset by a reduction in FFY 2025 funding.

The new projects in the FFY 2024 Statewide Highway Program include the following:

- Project 613460: Boston–Bridge Preservation, B-16-234 (BKV), Richmond Street Over State Route 1A
- Project S13011: Boston–Fairmount Line Infrastructure and Decarbonization (MBTA) (Flex to FTA)
- Project S13012: MBTA–Systemwide Flood Mitigation (Flex to FTA)

### ***Discussion***

E. Bourassa asked if it was correct that the projects funded in FFY 2024 were previously funded in FFY 2025.

E. Lapointe responded that Project S12819: Jackson Square Station Accessibility Improvements and Project S12822: Columbus Avenue Bus Lanes Phase 2 were previously funded across two FFYs, and while their start year was programmed in FFY 2024, there was additional funding already programmed in FFY 2025. E. Lapointe stated that Amendment 13 rebalances the funding between FFYs 2024 and 2025.

E. Bourassa asked when Project 609211: Peabody–Independence Greenway Extension will be programmed if not in FFY 2024.

E. Lapointe responded that when FFYs 2025–29 TIP Amendment One goes into effect on October 1, 2024, it will reflect these changes with a full public comment period to reprogram the Peabody project in FFY 2025 and utilize the unprogrammed funding.

Matt Moran, City of Boston, expressed support for Project S12819: Jackson Square Station Accessibility Improvements, Project S12822: Columbus Avenue Bus Lanes Phase 2, and Project S13011: Boston–Fairmount Line Infrastructure and Decarbonization (MBTA) (Flex to FTA), citing improved access to jobs in the Boston region.

Ken Miller, FHWA, spoke about the August Redistribution process. K. Miller clarified that the funding is available from program offices that manage discretionary projects, not necessarily from other states. K. Miller also explained the limitations to the redistribution process funding.

E. Bourassa asked when FHWA would have an idea of how much redistribution funding will be available.

K. Miller responded that FHWA had a broad sense of how much funding will be available compared to previous FFYs in January 2024, but that the amount had increased since then due to discretionary grant programs. K. Miller also explained that FHWA must use all the funding in the redistribution process at the end of the FFY, so it encourages states to request the maximum amount of funds that they can.

E. Bourassa asked if MassDOT should assume that it will get more funding from the redistribution process than previously to maximize the amount of redistribution process funding it can receive.

K. Miller stated that it is up to MassDOT to decide.

E. Bourassa also asked for clarification on the FHWA's unobligated balance.

K. Miller stated that Congress allocates funding every FFY to Massachusetts in funding categories, such as PL funds. K. Miller stated that Congress only obligates a certain amount of the total funding that Massachusetts receives to specific types of funding, and so the remainder is an unobligated balance that Massachusetts decides how to spend.

B. Kane expressed support for the projects in Amendment 13 but expressed concern for how they are being funded. B. Kane stated that he would have liked to see the projects be considered by the TIP Process, Engagement, and Readiness Committee beforehand. B. Kane also expressed concern due to the lack of a formal TIP evaluation process and instead having a decision brought forward that forces board members to choose between not funding MBTA projects and forgoing the August Redistribution funding.

Rachel Benson, South West Advisory Planning Committee (Town of Wrentham), asked how Project 609211: Peabody–Independence Greenway Extension’s need for sewer improvements was not noticed in previous iterations of the design, and if the project was not ready at the time, if the project should have been moved to another TIP cycle.

E. Bourassa stated that MPO staff have a strong desire to obtain more information about the project’s readiness status earlier, and that there is a process underway to get more information from MassDOT and the project proponents.

R. Benson stated that it would be helpful for other greenway projects to learn from the Peabody project about potential pitfalls and be more prepared going forward.

Tom Bent, Inner Core Committee (City of Somerville), expressed support for B. Kane’s perspective and proposed a future agenda item that would allow MassDOT to explain its decision-making process when additional funding becomes available for projects. T. Bent stated that this issue has occurred at the end of previous FFYs and expressed frustration with the process.

E. Bourassa stated that he would bring the proposed future agenda item to the next agenda-setting meeting and thanked T. Bent for the suggestion.

D. Krevat expanded on the explanation of the redistribution process, stating that MassDOT must work very quickly with a small number of projects that meet specific requirements once they know the redistribution amount. In addition, part of the redistribution funding must be allocated towards projects already voted on that have experienced cost increases throughout the FFY. D. Krevat added that several of the states’ transportation departments struggle with this issue.

E. Bourassa emphasized the importance of this context from MassDOT’s perspective and expressed appreciation for MassDOT’s Office of Transportation for finding ways to use the funding within the short time frame.



Josh Ostroff, MBTA, stated that changing funding sources is an issue in capital investment as well, and the MBTA will work with its partners to make the process more understandable.

***Vote***

A motion to waive the public comment period and endorse FFYs 2024–28 TIP Amendment 13 as presented, was made by the MassDOT Highway Division (John Romano) and seconded by the Advisory Council (L. Diggins). The motion carried. The following member abstained: MBTA Advisory Board (B. Kane).

**11. Action Item: MOU Update—Dave Hong, MPO Staff**

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

1. MOU Clean ([pdf](#)) ([html](#))
2. MOU Redline ([pdf](#)) ([html](#))

Dave Hong, MPO Staff, presented changes made to the MOU document between the August 1, 2024, MPO board meeting where the original draft was presented and the current version. These changes included the following:

- Update MBTA ‘whereas’ statement to include capital investment program
- Update name of Flynn Cruiseport Boston
- Relocate information on meeting locations to Operations Plan
- Refine language on MBTA’s Program for Mass Transportation

D. Hong stated that the revisions ensured accuracy, but that the changes were not extensive.

D. Hong presented an overview of the timeline for the MOU document going forward. After the document is released for a 21-day public comment period, MPO staff will summarize the comments and collect board members’ signatures. The MOU document is tentatively scheduled to be put into effect at the MPO’s Annual Meeting on November 14, 2024.

***Discussion***

T. Bent expressed his appreciation for MPO staff and the MOU Update Committee members for their continued effort on the updated MOU.

***Vote***

A motion to release the revised MOU for a 21-day public comment period was made by the Inner Core Committee (City of Somerville) (T. Bent) and seconded by the Advisory Council (L. Diggins). The motion carried.

## 12. Route 37 Priority Corridor Study in Braintree—*Seth Asante, MPO Staff*

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

1. Route 37 Priority Corridor Study in Braintree with Appendices ([pdf](#)) ([html](#))

Seth Asante, MPO Staff, presented the Route 37 Corridor Study in Braintree. The purpose of the study was to address gaps in regional and community needs, explore strategies to address challenges, and build consensus among stakeholders.

MPO staff members took the following approach to the study:

- Establish a universe of corridors
- Screen study locations
- Engage with stakeholders
- Assess conditions and develop improvements

S. Asante overviewed the key takeaways from the study, which included the following:

- Increase safety for all users
- Expand multimodal transportation
- Understand the community needs and potential solutions
- Support quality of life and economic activity

### ***Existing Conditions***

S. Asante stated that Route 37 in Braintree is a principal route in the national highway system and connects people to schools, work, shopping centers, recreational areas, transit stations, and neighboring communities. There are also Transportation Equity populations in the corridor, including youth, elderly people, and people with disabilities.

There are three segments of significance on Route 37 in Braintree, which include the following:

- Granite Street
- Franklin Street
- Hancock Street/Washington Street

The three segments vary in land use, operational characteristics, and infrastructure.

The MBTA's Braintree station on the Red Line and the Lakeville/Kingston/Middleborough commuter rail line are within a half mile of Route 37. The MBTA also has three bus routes on Route 37.

S. Asante stated that there are sidewalks along both sides for approximately 90 percent of the corridor, but that there are gaps in the sidewalk network, which are dangerous for pedestrians. There are also areas where the sidewalks are in poor condition and are noncompliant with the Americans with Disabilities Act.

In addition, S. Asante stated that the corridor has limited accommodations for bicyclists and a lack of awareness for bicyclists among drivers.

Based on data on fatal crashes and crashes with injuries along the corridor, MPO staff identified five locations that should be prioritized for safety and operational improvements.

MPO staff also engaged with the surrounding community to determine their perceptions of the travel conditions on Route 37 and their ideas for improvement. MPO staff summarized the responses into the following points:

- Many travel on Route 37 almost daily
- Mostly work- and retail-related trips
- Top destinations included
  - South Shore Plaza
  - Five Corners
  - Braintree Station
  - Braintree High School
- Challenges included
  - Safety
  - Congestion
  - Mobility issues

### ***Improvements***

S. Asante overviewed four strategies for improvements in the corridor, which included the following:

- Improve safety through infrastructure treatments
- Increase quantity of walking and biking modes
- Improve bus service reliability and operations
- Improve driver awareness and compliance

More specifically, proposed improvements included sidewalk-level and street-level separated bike lanes, upgraded signals, walking accommodations, bike awareness enhancements, crosswalk visibility enhancements, bus stop enhancements, speed management and target speeds, and infrastructure improvements.

Next steps for the project include stakeholder coordination, prioritization of improvements, and the initiation of projects.

### ***Discussion***

L. Diggins expressed appreciation for the quality of the graphics and reports in the presentation. L. Diggins requested that S. Asante attend an Advisory Council meeting to review the study. In addition, L. Diggins asked how much the study cost.

S. Asante responded that in the past, studies like this one have cost approximately \$150,000.

K. Miller also expressed appreciation for the study and stated that FHWA is collaborating with MassDOT on an Every Day Counts initiative for pedestrian safety that could be incorporated into the recommendation for the area. In addition, K. Miller recommended looking at the MPO's studies over the years and determining if there are any outstanding recommendations that could be addressed.

### **13. Performance Dashboard Demonstration—*Sam Taylor, MPO Staff***

Sam Taylor, MPO Staff, presented the MPO's new Performance-based Planning and Programming (PBPP) Dashboard. The MPO uses PBPP to assess progress toward the vision and goals of *Destination 2050*. The PBPP process includes the following three phases:

- Plan
- Invest
- Monitor and Evaluate

The United States Department of Transportation requires MPOs to establish targets in six key areas within two time frames and report on progress towards those goals, which include the following:

- Two and four-year targets
  - Bridge and Pavement Condition
  - Travel Time Reliability
  - Congestion Management and Air Quality
- Annual Targets
  - Roadway Safety
  - Transit Safety
  - Transit Asset Condition

S. Taylor stated that the dashboard is organized by these six categories.

The construction of the dashboard included the following phases:

- MPO staff determined vision for dashboard, considering FHWA's suggestions
- MPO staff held workshop with Advisory Council members
- PBPP Program Manager provided Data group with metrics for performance areas
- Data group identified data platform, assembled draft dashboard
- Board approved new targets for performance areas, MPO staff updates/maintains dashboard

S. Taylor described the six buttons in the center of the Dashboard's homepage, which reflect the six categories and their goals. Each page consists of relevant measures and their corresponding buttons at the top of the page.

S. Taylor displayed the Roadway Safety page as an example, demonstrating the various measures related to performance-based planning in this category. Examples include Serious Injury Rates and Fatality Rates and their respective five- and one-year rolling averages. The Dashboard displays plots or tables to visualize the data over time. These graphs also display the MPO's targets in the respective category.

S. Taylor presented a second example, Transit Safety, where a user can select a specific agency, such as the MBTA, Cape Ann Transportation Authority, or the MWRTA to view their data on safety in a plot or table form.

The main takeaways about the new dashboard include the following points:

- This dashboard can easily be updated on a regular basis, as new targets and data become available
- All performance targets currently shown are those required to be reported on, as per FHWA and FTA certification standards
- MPO staff may add additional performance information to bolster understanding of regional progress

S. Taylor welcomed feedback about the dashboard and encouraged board members to reach out with suggestions on content and appearance.

### ***Discussion***

L. Diggins suggested adding metrics or criteria that the MPO uses to select projects for the TIP. L. Diggins also asked if it would be possible to display Massachusetts' performance to understand how the Boston region is performing in comparison to other

states. In addition, L. Diggins requested that S. Taylor attend another Advisory Council meeting for additional suggestions and insight.

S. Taylor responded that there are ways in which you can use the dashboard to see Massachusetts' performance compared to the Boston region, and thanked L. Diggins for the suggestion.

#### **14. Members' Items**

D. Krevat highlighted the potential cancellation of the September 5, 2024, board meeting and stated that the next board meeting would likely be on September 19, 2024.

#### **15. Adjourn**

A motion to adjourn was made by the Inner Core Committee (City of Somerville) (T. Bent) and seconded by the Advisory Council (L. Diggins). The motion carried.

## Attendance

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<b>Members</b>	<b>Representatives and Alternates</b>
At-Large City (City of Everett)	Jay Monty
At-Large City (City of Newton)	Jenn Martin
At-Large Town (Town of Brookline)	Erin Chute
City of Boston (Boston Transportation Department)	Patrick Hoey Matt Moran
Federal Highway Administration	Ken Miller
Inner Core Committee (City of Somerville)	Tom Bent Brad Rawson
Massachusetts Bay Transportation Authority (MBTA)	Josh Ostroff Sandy Johnston
Massachusetts Department of Transportation	Derek Krevat
Massachusetts Port Authority	Sarah Lee
MassDOT Highway Division	Lyris Liautaud John Romano
MBTA Advisory Board	Brian Kane Hanna Switekowski Frank Tramontozzi
Metropolitan Area Planning Council	Eric Bourassa
MetroWest Regional Collaborative (City of Framingham)	Dennis Giombetti
Minuteman Advisory Group on Interlocal Coordination (Town of Acton)	Kaila Saur
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)	Chris Diiorio
South West Advisory Planning Committee (Town of Wrentham)	Rachel Benson
Three Rivers Interlocal Council (Town of Norwood)	Thomas O'Rourke Steven Olanoff

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<b>Other Attendees</b>	<b>Affiliation</b>
Felicia Webb	Cape Ann Transportation Authority
Curt Bellavance	City of Peabody
Samira Saad	Federal Highway Administration
Carolyn Cole	Massachusetts Cultural Council
Julie Dombroski	MassDOT
Cheryll-Ann Senior	MassDOT
Miranda Briseño	MassDOT
Anil Gurcan	MassDOT
Derek Shooster	MassDOT
Sarah Bradbury	MassDOT
Chris Klem	MassDOT
Andrew Wang	MassDOT
Stephanie Abundo	MassDOT
Jim Nee	MetroWest Regional Transit Authority
Tyler Terrasi	MetroWest Regional Transit Authority
Cam Sullivan	MetroWest Regional Transit Authority
Ben Hulke	Town of Braintree
TJ Torres	Town of Canton
Owen MacDonald	Town of Weymouth
Jarred Johnson	TransitMatters
Dan Jaffe	
Brendan Callahan	

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**MPO Staff/Central Transportation Planning Staff**

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Tegin Teich, Executive Director

Gina Perille

Annette Demchur

Marty Milkovits

Seth Asante

Rounaq Basu

Abby Cutrumbes

Judy Day

Betsy Harvey

Dave Hong

Stella Jordan

Ethan Lapointe

Lauren Magee

Erin Maguire

Srilekha Murthy

Sarah Philbrick

Sean Rourke

Seth Strumwasser

Sam Taylor

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Boston, MA 02116

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