

Memorandum for the Record

Boston Region Metropolitan Planning Organization Meeting

July 25, 2013 Meeting

10:00 AM – 11:50 PM, State Transportation Building, Conference Rooms 2&3, 10 Park Plaza, Boston

David Mohler, Chair, representing Richard Davey, Secretary and Chief Executive Officer, Massachusetts Department of Transportation (MassDOT)

Decisions

The Boston Region Metropolitan Planning Organization agreed to the following:

- endorse Amendment Two of the Long-Range Transportation Plan (LRTP)
- endorse the federal fiscal years (FFYs) 2014-17 Transportation Improvement Program (TIP) as shown in the Revision to the Draft FFYs 2014-17 TIP
- approve the minutes of the meetings of June 20 and July 11

Meeting Agenda

1. Public Comments

State Representative William Galvin expressed support for the *Canton Interchange Project* (which is included in draft Amendment Two of the LRTP and under the consideration of the MPO at this meeting). He reported that the state legislature voted to override the Governor's veto on the state transportation finance bill, so that transportation funding is now available.

Ann Kennedy, a resident of Canton who resides in the area that would be affected by the *Canton Interchange Project*, asked the MPO to speak with the MassDOT Highway Division about coming to an agreement to relocate her family from the project area. She provided documents and pictures.

Rep. Galvin also reported that the project would severely impact the Kennedy's home and that the family should be relocated at the expense of the state.

Chris Moranville, Town of Southborough Department of Public Works, thanked the MPO for supporting the *Southborough – Reconstruction of Main Street (Route 30)* project in the FFY 2017 element of the Revision to the Draft FFYs 2014-17 TIP. He discussed the benefits of the project, which include improving safety, emergency response times (a new traffic light will be installed near the public safety complex), drainage, and access to

public buildings and schools. The 25% design plans have been submitted to MassDOT Highway Division.

Bill Boland, Town of Southborough Board of Selectmen, also referenced the benefits of the *Southborough – Reconstruction of Main Street (Route 30)* project, which town officials have discussed at previous MPO meetings. He noted that State Senator James Eldridge and State Representative Carolyn Dykema are in support of the project as well.

Seth Kaplan, Conservation Law Foundation, expressed concerns about funding the *Canton Interchange Project*. Referencing a provision of the new state transportation finance bill that calls for a reprioritization of transportation projects, he stated that it would be premature to approve funding for a project of this size, scope, and cost (which is not legally required) before it goes through this new project selection process. He cautioned that a decision to expend money on this project could have the effect of displacing funding that could be applied to other desirable projects (such as transit projects). He expressed that the new project selection process has promise in terms of considering different values, including environmental considerations such as greenhouse gas reductions.

Lizzi Weyant, Transportation for Massachusetts, expressed opposition to funding the *Canton Interchange Project* and urged the MPO to vote against the proposed Amendment Two of the LRTP and the Revision to the Draft FFY 2014-17 TIP. She discussed the new transportation finance bill, which establishes a commission to conduct a project prioritization process. The MPO should not circumvent the legislature's process before the new project selection criteria have been established, she said, noting that the proposed Amendment Two and revisions to the TIP would violate the spirit of the law. She called on the MPO to make no major changes to the LRTP and TIP until the new criteria are finalized and implemented, and until MassDOT can take a comprehensive look to determine which projects should be prioritized based on available funding. She expressed concern that the \$238 million *Canton Interchange Project* is so costly that it would crowd out other important and necessary transportation projects. She stated that before the project goes forward there must be modeling to determine emissions that would result after the project and an estimation of induced traffic, and that these data must be provided to the MPO members and the public. She also stated that the legislatively required commission must conduct its project prioritization process.

John Ferrante, MassPIRG, expressed opposition to funding the *Canton Interchange Project* and urged the MPO to vote against the proposed Amendment Two of the LRTP and the Revision to the Draft FFY 2014-17 TIP. He also referenced the new commission

established by the new transportation finance bill, and urged the MPO to wait on the decision until the commission is established. With many worthy projects across the Commonwealth, he said that it would be unfair and wrong-headed for the MPO to override the intent of the bill by funding the *Canton Interchange Project* before the commission has created a level playing field.

Paul Regan, MBTA Advisory Board, asked the commenters to provide more information about the commission that will be established as a result of the new bill and who would serve on it. L. Weyant explained that the bill calls for the creation of a project selection advisory council that would create project selection criteria. The bill identifies those who would be eligible for appointment. The make-up of the council would be similar to that of the Transportation Finance Commission.

Jim Gillooly, City of Boston, remarked upon the length of time that it could take for the new commission to develop criteria given the amount of time that it took the MPO to develop the criteria it uses for its project selection process. He asked about the timeframe in which the new commission would be expected to do its work. L. Weyant replied that it is not Transportation for Massachusetts' intent to pause the decision-making of the MPO, but that moving a large project from one time band of the LRTP to another constitutes a major change.

J. Gillooly then noted that there are other similarly large projects in the TIP, and asked why the *Canton Interchange Project* is perceived differently. L. Weyant replied that the reason is because the project is moving to an earlier time band of the LRTP and because of its significant cost.

Michael Jaillet, Administrator of the Town of Westwood, spoke on behalf of the town administrators in the Canton area and expressed their support for the *Canton Interchange Project*. He addressed comments made by previous speakers, who perceived the project as "jumping the queue" in the LRTP, by noting that the towns have been waiting 42 years for these improvements. During that time, he said, congestion has worsened and the region has lost economic development opportunities. He also noted that the project will be more expensive the longer it is delayed. He stated that in the mid-1990s, towns in the area reached an agreement with the Commonwealth that allowed for the construction of a garage and rail station; at the time the Commonwealth promised that the *Canton Interchange Project* would be constructed by 2006. With that deadline unmet, the towns are now hoping the project will be completed by 2020.

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

The Chair reported that the state legislature voted to override the Governor's veto on the state transportation finance bill. New transportation revenue will be available to the Commonwealth.

3. Committee Chairs' Reports

Sheri Warrington, MassDOT, reported that the Unified Planning Work Program (UPWP) Committee met this morning and voted unanimously to approve adjustments to the FFY 2013 UPWP budget.

4. Regional Transportation Advisory Council Report—*Steve Olanoff, Chair, Regional Transportation Advisory Council*

S. Olanoff reported that the Advisory Council will not meet in August. The Advisory Council has submitted a letter of comment to the MPO regarding the *Canton Interchange Project*. The Advisory Council's Election Committee met to begin the election process for next year.

5. Executive Director's Report—*Karl Quackenbush, Executive Director, Central Transportation Planning Staff*

There was no report.

6. Amendment Two, Paths to a Sustainable Region—*Anne McGahan, MPO Staff*

A. McGahan gave an overview of the proposed Amendment Two of the LRTP, which was released for public review last month. The draft amendment includes changes to project funding time bands, available revenues and cost estimates, and the climate change analysis.

Proposed Amendment Two

The proposed amendment would move the *Canton Interchange Project* from the FFYs 2021-25 timeband to the two time bands covering FFYs 2013-20. It would be funded with non-federal aid. The project would be constructed in three phases:

- *Phase 1: Reconstruction of Blue Hill Drive and the Intersection of Canton Street and University Avenue*
- *Phase 2: Construction of the Dedham Street ramp and the widening of Dedham Street.*
- *Phase 3: Interstates 95 and 93 Interchange*

(A map of the project area was displayed during the discussion.)

Prior to the public review period, corrections were made to Table 1 in the proposed amendment to show Phases 1 and 2 in the FFYs 2013-15 time band and Phase 3 in the FFY 2016-20 time band. Another correction was made recently to the project description (on page 10) to state that the project will increase roadways and other paved areas by 4.9 acres instead of decreasing them by 1.7 acres. Corrected copies were distributed to members.

The proposed amendment also reflects changes to the schedules of two projects: the *Weymouth – Route 18 Capacity Improvements* project and the *Randolph to Wellesley – Route 128 Add-A-Lane* project. These changes are consistent with proposed changes in the TIP.

The proposed amendment also includes adjustments to available revenue in the first two time bands of the LRTP – FFYs 2013-15 and 2016-20. The financial assumptions were updated to be consistent with the TIP. Project cost estimates were also updated where that information was available.

In addition, the proposed amendment includes updates to the LRTP's climate change analysis, which provides estimates of carbon dioxide (CO₂) emissions resulting from the projects in the LRTP.

Public Comments

The public review period for the proposed amendment was open from June 24 through July 23. Staff distributed a matrix containing summaries of the comments received.

Most of the public comments received pertained to the *Canton Interchange Project*. There were 11 comments in support of the project from the following:

- Congressman Stephen Lynch
- State Senator Brian Joyce (Norfolk, Bristol, Plymouth)
- Town of Westwood Board of Selectmen
- Town of Westwood Economic Development Advisory Board
- Town of Westwood Planning Board
- Town of Needham
- Neponset Valley Chamber of Commerce Regional Working Group
- Regional Transportation Advisory Council
- Three Rivers Interlocal Council
- Donahue Associates
- Emerald Holdings

Supporters expressed that the project would enhance the economic development opportunities in the region, reduce local and regional congestion, and improve safety. Some also noted that the full impact of the *Route 128 Add-a-Lane* improvements will not be realized until the interchange is reconstructed.

There were four comments opposing the Canton Interchange Project from:

- Conservation Law Foundation
- Transportation for Massachusetts
- Friends of the Community Path
- a resident of Somerville

Those opposed expressed the following:

- Funding the project is premature since the Transportation Bill has not yet become law.
- Funding the project may lead to a call on discretionary federal funds in the future or would put significant pressure on the MPO to pay for other projects that the state could otherwise fund.
- Programming the project at this time is premature since the pending tax bill creates a project selection advisory council with the mission of prioritizing the list of transportation projects to be funded over the next five years.
- The project increases CO₂ emissions over that which was included in the original LRTP; this would not help the Commonwealth reach its goals set in the Global Warming Solutions Act or MassDOT's mode shift goal.
- This funding could be used for bike, pedestrian, and highway funding flexed to transit to help reduce CO₂ emissions.

In addition, there were two letters voicing opposition to the *Bruce Freeman Rail Trail* project. Both letters were from residents of Sudbury who made the following points:

- Transportation funds should not be used for multi-use trails that have not been shown to reduce automobile traffic in a substantial or measurable way.
- This project is not justified as mitigating congestion.
- This trail will be used for recreation rather than for transportation.
- There are too many other transportation needs that should take priority over this project.
- There are concerns about the environmental impacts of the project.

(Other letters of support for this project were received during the public review period for the TIP.)

On July 16, during the public review period, the MPO staff held a public workshop in Norwood. A summary of the meeting was provided to members. Fifteen people attended. The *Canton Interchange Project* was the focus of the discussion. Most attendees were interested in the project's design details and construction schedule rather than in the programming steps. Diane Madden, MassDOT Highway Division, attended the workshop and answered specific questions about the design of the project.

The questions focused on design of the Dedham Street off-ramp, the widening of Dedham Street, and the Interstate 95 southbound/Blue Hill Drive off-ramp. Staff also received phone calls prior to the workshop regarding the discontinuation of Green Lodge Street.

A project fact sheet, prepared by MassDOT, was distributed to members at today's meeting.

Discussion

Following A. McGahan's presentation, members asked questions and made comments:

David Koses, At-Large City (City of Newton), asked for more information about how many residents and businesses would be affected by the *Canton Interchange Project*. The project manager, Michael Furlong of MassDOT Environmental, explained that minor right-of-way takings would be required to accommodate retaining walls. MassDOT had been exploring the option of taking one home (Ann Kennedy's). MassDOT is attempting to keep the improvements within the existing state-owned right-of-way as there are wetlands and parklands surrounding the highway. He stated that the project is not a roadway widening project, rather it will provide more "decision area" in the lanes to reduce traffic weaving. The project would have minor impacts to wetlands, he said.

D. Mohler added that consideration is being given to acquiring that one residence in a way that accommodates both the homeowner and the project need. MassDOT is not taking any property against the owners' wishes, he said.

Dennis Crowley, South West Advisory Planning Committee (Town of Medway), inquired about the impact that the University Station development would have on the traffic situation in the area and what the effect would be on that development if the *Canton Interchange Project* was not constructed. M. Furlong replied that the development would probably not get approved or it would have to be scaled back. He indicated where added traffic from the new development would cause back-ups on Interstate 95 and result in intersection failure if the improvements were not made.

S. Olanoff noted that the Friends of the Blue Hills and the Neponset River Watershed Association support the project for its environmental benefits.

Eric Bourassa, MAPC, noted that the project is at the pre-25% design stage and asked if MassDOT has any more clarity on the Interstate 95 South portion of the design. M. Furlong replied that MassDOT has an internal meeting today to discuss the issue.

M. Furlong then discussed some of the environmental benefits that will result from the project. The project will involve a reconfiguration of wetlands that will serve to protect habitat of the endangered Blanding's turtle. New hiking trails will be built as well as a footbridge over the river that would allow bicycle and pedestrian access to the train station. New stormwater standards will be met or exceeded.

D. Mohler asked for information about the safety benefits of the project. M. Furlong reported that the project area is currently a high crash location; a high number of truck roll overs occur on the clover leaf and rear end collisions occur on the highway. The project will help to address those problems by reducing congestion, improving traffic flow, and improving the geometry of the interchange.

In response to a question from D. Mohler, M. Furlong discussed the problem of cut-through traffic that affects the Town of Canton. With improved traffic flow, he explained, drivers will no longer feel the need to get off the highway to avoid the interchange. Tom O'Rourke, Three Rivers Interlocal Council (Town of Norwood/NVCC), added that the cut-through traffic also affects the Town of Norwood and other towns in the area.

M. Furlong also noted that the project would address a flood prone area by raising the profile of the roadway and increasing the area where flood waters can be accommodated.

Dennis Giombetti, MetroWest Regional Collaborative (Town of Framingham), asked for more information about the economic benefits of the project. M. Jaillet responded by discussing the University Station development. A million square feet of the development has been approved contingent that intersection improvements are made prior to occupancy. The master plan calls for a total of 2.2 million square feet. M. Jaillet noted that there could be difficulties attracting business tenants if occupancy permits are being withheld. He also discussed the benefits that attracting businesses to the area would have for Canton, Dedham, and Norwood.

Tom Bent, Inner Core Committee (City of Somerville), asked what the projected cost of the *Canton Interchange Project* would be if it were delayed. (The cost is \$238 million now.) A. McGahan replied that staff applies an inflation factor of 4% per year to estimate

future project costs. As currently programmed in the outer time band of the LRTP, the cost is \$377 million for the interchange portion and \$56 million for the off-ramp portion.

T. O'Rourke spoke further about the economic development benefits associated with the project, including the mixed-use development at University Station and other redevelopment areas.

D. Crowley asked for information about the programming history of the *Canton Interchange Project* in the LRTP. D. Mohler noted that the project had, in the past, been programmed in an earlier time band, and then was moved farther out.

A motion to approve Amendment Two of the LRTP was made by the MassDOT Highway Division (John Romano), and seconded by the Advisory Council (S. Olanoff).

Members discussed the motion.

E. Bourassa stated that MAPC will not be supporting the amendment and explained why. MAPC recognizes the economic development benefits of the *Canton Interchange Project* and supports the creation of new housing around transit stations. The agency does support Phase 1 and 2 of the project. However, MAPC is concerned with the retail portion of the improvements and the trip generation that would result from it. Further, the project will not help to achieve MassDOT's mode shift goal, will not reduce greenhouse gas emissions, and is inconsistent with MAPC's MetroFuture land use plan. MAPC is looking forward to the revisiting highway investment commitments in light of other transit and strategic expansion needs in the next LRTP and finding better ways to measure progress toward the mode shift goal.

T. Bent announced that he would not be voting on the amendment due to a possible conflict of interest. The Inner Core Committee (City of Somerville) alternate designee, Hayes Morrison, would be voting in his stead.

Richard Reed, Minuteman Advisory Group on Interlocal Coordination (Town of Bedford) asked how the provision that would establish a project selection advisory committee was entered into the transportation finance bill and whether it was proposed by the Administration. He also asked whether MassDOT has considered how to address that provision and what projects would be under the committee's oversight. D. Mohler replied that the provision was not proposed by the Administration and that he was not aware of who sponsored the provision. MassDOT is in the process of analyzing the new legislation and determining staffing for the requirement. D. Mohler noted that the legislation calls for a broad membership on the committee, which would be staffed by MassDOT. Six public meetings will be held. The timeframe for the committee's work has

not yet been established. D. Mohler noted that it appears the committee would be addressing all projects that would receive state funding.

Members then discussed the issue that the committee's work would likely take longer than the annual TIP cycle. P. Regan discussed the amount of time that the Transportation Finance Commission required to come to its conclusions and noted that this new committee would be addressing the same issues. He expressed concern about delaying the MPO's decisions in order to wait for the findings of another legislatively appointed committee.

J. Gillooly also recommended that the MPO not delay its decision-making. He remarked upon the possibility that project priorities may be reshuffled when a new administration take office, but called for the MPO to not abdicate its responsibilities today.

T. O'Rourke spoke about the support the *Canton Interchange Project* has received from the business community, residents, and the environmental community.

Raising a point that he expressed at the meeting of June 20, D. Crowley asked for MassDOT to provide assurances that if the MPO votes to support the *Canton Interchange Project* today that MassDOT will not return to the MPO at a later date seeking federal aid for cost overruns. D. Mohler assured him that MassDOT would not request federal aid for the project. If a federal TIGER grant is awarded to the project, however, MassDOT would ask the MPO to program it. (Programming a TIGER grant would have no impact on MPO target funds.) D. Mohler pointed out that if the MPO does not support the *Canton Interchange Project* today, it would remain in the outer time bands of the LRTP and that the MPO would be asked to fund it with federal aid in the future.

D. Giombetti expressed concern that some communities are using tax incentives, intended to attract businesses. The purpose of these practices should be to bring in businesses from out of state, not to draw businesses away from other communities within the Commonwealth.

Members then voted on the motion to approve Amendment Two of the LRTP. The motion carried. MAPC voted against the motion.

7. FFYs 2014-17 Transportation Improvement Program—Sean Pfalzer, MPO Staff

S. Pfalzer provided an overview of the Revision to the Draft FFYs 2014-17 TIP and a summary of public comments received during the public review period. Members were provided with TIP tables and matrices with a summary of public comments.

The three phases of the *Canton Interchange Project* are programmed in this TIP in the following annual elements:

- FFY 2014: Phase 1: *Reconstruction of Blue Hill Drive* (\$5 million) and the *Intersection of Canton Street and University Avenue* (\$5 million)
- FFY 2015: Phase 2: *Construction of the Dedham Street ramp and the widening of Dedham Street* (\$38 million)
- FFY 2016: Phase 3: *Interstates 95 and 93 Interchange* (\$190 million)

Other changes include the following:

- cost adjustments to nine projects programmed under the Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding category
- the addition of three new projects (in addition to the *Canton Interchange Project*):
 - *Regionwide – HOV Lane Movable Barrier Transfer Vehicles*
 - *Brookline – Pedestrian Bridge Rehabilitation (Carlton Street Bridge)*
 - *Wakefield – Bridge Deck Replacement, Hopkins Street over Interstate 95/Route 128*
- adjustments to funding amounts in the Clean Air and Mobility Program and the *Route 128 Add-a-lane* project in the FFY 2016 element
- programming of a portion of the *Medway – Reconstruction of Route 109* project and the *Boston – Improvements at Audubon Circle* project under the Transportation Alternatives Program (TAP) funding category
- schedule change to the *Everett and Medford – Bridge Replacements, Revere Beach Parkway (Route 16)*

The MPO received public comments expressing the following:

- support for the *Canton Interchange Project*
- opposition to the *Canton Interchange Project*
- support for the *Bruce Freeman Rail Trail* project
- opposition to the *Bruce Freeman Rail Trail* project
- support for the *Southborough – Reconstruction of Main Street (Route 30)* project
- support for the *Green Line Extension* project
- support for the *Brookline – Intersection and Signal Improvements at Route 9 and Village Square (Gateway East)* project
- support for the *Stoneham, Winchester, and Woburn – Tri-Community Bikeway* project
- request for reconsideration of the *Walpole – Reconstruction of Route 1A* project

- support for the *Needham and Newton – Reconstruction of Highland Avenue* project
- request to consider a design change to the *Arlington – Bikeway Connection at Route 3 and Route 60* project

Discussion

Christine Stickney, South Shore Coalition (Town of Braintree), asked for an explanation for the cost increase of the *Duxbury – Intersection Improvements at Kingstown Way (Route 53) and Winter Street* project. S. Pfalzer replied that the project was in the design pipeline for a number of years and the cost increase represents an adjustment since the older design.

C. Stickney asked for more information about cost changes for the *Needham and Wellesley – Rehabilitation and Replacement of Six Bridges on Interstate 95/Route 128 (Add-a-lane, Contract V)* project. S. Pfalzer explained that \$151 million is programmed for the *Add-a-lane* project over the years of FFY 2013 through FFY 2017. In the FFY 2016 element of the TIP, \$1.1 million was reduced from the Clean Air and Mobility Program and applied to the *Add-a-lane* project.

Regarding project cost changes, David Anderson, MassDOT, added that MassDOT project engineers updated all project costs for the TIP.

Ed Tarallo, North Suburban Planning Council (City of Woburn), asked staff to make sure that all public comments received, including those from the initial public comment period, be included in the final TIP document. S. Pfalzer assured him that all would be included in Appendix F of the document.

A motion to approve the FFYs 2014-17 TIP, as shown in the Revision to the Draft FFYs 2014-17 TIP, was made by the Minuteman Advisory Group on Interlocal Coordination (Town of Bedford) (R. Reed), and seconded by the Advisory Council (S. Olanoff). The motion carried. MAPC voted against the motion.

8. MPO Meeting Minutes—Maureen Kelly, MPO Staff

A motion to approve the minutes of the meeting of June 20 was made by the At-Large City of Newton (D. Koses), and seconded by the MBTA Advisory Board (P. Regan). The motion carried.

A motion to approve the minutes of the meeting of July 11 was made by the At-Large City of Newton (D. Koses), and seconded by the MBTA Advisory Board (P. Regan). The Minuteman Advisory Group on Interlocal Coordination (Town of Bedford) and the North Suburban Planning Council (City of Woburn) abstained.

9. State Implementation Plan—*Matt Ciborowski, MassDOT*

M. Ciborowski reported that MassDOT submitted its annual report on the State Implementation Plan (SIP) to the Massachusetts Department of Environmental Protection (DEP) in July. These agencies will be holding an annual public hearing regarding this report in September.

In the report, there are updates concerning the construction of new stations that are part of the *Fairmount Line Improvement* project. Most new stations along the corridor are open, however, the Blue Hill Avenue Station is not open or under construction. The report also discusses mitigation measures implemented as a result of project delays, and the new fares on the line designed to encourage ridership.

The report also provides a number of design and process updates regarding the *Green Line Extension* project including progress on the New Starts process, real estate work, coordination with communities, public meetings, and the bidding process for final consultant teams. Phase 1 of the project is underway.

MassDOT continues to wait for a response from DEP to MassDOT's petition to remove the *Red Line/Blue Line Connector Design* project from the SIP.

Discussion

Laura Wiener, At-Large Town of Arlington, asked about the status of the New Starts submittal for the *Green Line Extension* project. M. Ciborowski replied that the report discusses changes to the New Starts process as a result of the new federal transportation legislation (MAP-21). MassDOT will be updating its submittal to the Federal Transit Administration (FTA) after FTA prepares guidelines for those submittals.

10. Members Items

D. Mohler announced that the MPO would be meeting on August 1 and 15. The agenda of the August 1 meeting will be focused on the final amendment to the FFYs 2013-16 TIP.

E. Bourassa announced that MAPC and the MBTA Advisory Board are beginning to plan for the next MPO election in October. The seats currently held by Inner Core Committee (City of Somerville) and the MetroWest Regional Collaborative (Town of Framingham) are up for election this year.

11. Adjourn

A motion to adjourn was made by the MAPC (E. Bourassa) and seconded by the Three Rivers Interlocal Council (Town of Norwood/NVCC) (T. O'Rourke). The motion carried.

Attendance

Members

Representatives and Alternates

At-Large City (City of Newton)	David Koses
At-Large Town (Town of Arlington)	Laura Wiener
At-Large Town (Town of Lexington)	Hank Manz
City of Boston (Boston Redevelopment Authority)	Lara Mérida
City of Boston (Boston Transportation Department)	Jim Gillooly
	Tom Kadzis
Federal Highway Administration	Michael Chong
Inner Core Committee (City of Somerville)	Tom Bent
	Hayes Morrison
Massachusetts Department of Transportation	David Mohler
	David Anderson
MassDOT Highway Division	John Romano
Massachusetts Bay Transportation Authority (MBTA)	Ron Morgan
Massachusetts Port Authority	Paul Christner
MBTA Advisory Board	Paul Regan
Metropolitan Area Planning Council	Eric Bourassa
MetroWest Regional Collaborative (Town of Framingham)	Dennis Giombetti
Minuteman Advisory Group on Interlocal Coordination (Town of Bedford)	Richard Reed
North Suburban Planning Council (City of Woburn)	Ed Tarallo
Regional Transportation Advisory Council	Steve Olanoff
South Shore Coalition (Town of Braintree)	Christine Stickney
South West Advisory Planning Committee (Town of Medway)	Dennis Crowley
Three Rivers Interlocal Council (Town of Norwood/NVCC)	Tom O'Rourke

Other Attendees	Affiliation
Amanda Bernardo	Office of State Representative Denise Gorlick
Bill Boland	Town of Southborough, Board of Selectmen
Sarah Bradbury	MassDOT District 3
Matt Ciborowski	MassDOT Office of Transportation Planning
Alison Coffey	MassDOT
Rebecca Davis	MAPC
Nick Downing	MAPC
John Ferrante	MassPIRG
Michael Furlong	MassDOT Environmental
Rep. William Galvin	State Representative
Kristen Guichard	Town of Acton
Michael Jaillet	Town of Westwood
Seth Kaplan	Conservation Law Foundation
Ann Kennedy	Canton resident
Diane Madden	MassDOT
Rafael Mares	Conservation Law Foundation
Chris Moranville	Town of Southborough, Department of Public Works
Doug McGorah	Foley Hoag / Town of Canton
Richard Meadow	Canton Resident
Meredith Mooney	Boston University – Government Affairs
Joe Onorato	MassDOT Highway Division
Cecilia Pontoriero	Conservation Law Foundation
Sheri Warrington	MassDOT Office of Transportation Planning
Lizzi Weyant	Transportation for Massachusetts
Wig Zamore	

MPO Staff/Central Transportation Planning Staff

Karl Quackenbush, Executive Director
Maureen Kelly
Robin Mannion
Anne McGahan
Elizabeth Moore
Scott Peterson
Sean Pfalzer
Pam Wolfe
