

# **MPO Meeting Minutes**

## **Draft Memorandum for the Record**

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

**March 31, 2022, Meeting**

10:00 AM–1:39 PM, Zoom Video Conferencing Platform

David Mohler, 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:

- Approve the minutes of the meeting of February 17, 2022
- Approve the Massachusetts Bay Transportation Authority (MBTA) Boston Free Bus Fare Equity Analysis work program
- Approve the proposed federal fiscal year (FFY) 2022 updated transit safety performance targets
- Release the FFYs 2022-26 Transportation Improvement Program (TIP) Amendment Three for a 21-day public review period
- Approve the draft FFYs 2023–27 TIP programming scenario

## **Meeting Agenda**

### **1. Introductions**

See attendance beginning on page 17.

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

D. Mohler stated that the US Department of Transportation has released the [Multimodal Project Discretionary Grant \(MPDG\) opportunity](#), a combined application for applying to receive funds under three grant programs included in the Bipartisan Infrastructure Law: the National Infrastructure Project Assistance grants program (Mega), the Nationally Significant Multimodal Freight and Highways Projects grants program (INFRA), and the Rural Surface Transportation Grant program (Rural). Applications are due May 23, 2022.

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

T. Teich stated that during the MPO's 2019 federal certification review process, it was recommended that MPO staff develop an operations plan to clarify the roles of the Chair and Vice Chair of the MPO; define roles of MPO board subcommittees; and generally enforce collaboration, communication, and work assignments. Further details on the federal recommendation are available in a [memorandum available on the MPO website](#). This memorandum also includes an initial framework for having conversations on topics including the following:

- MPO elections processes and documentation
- Roles and responsibilities of MPO board members
- Logistics of the facilitation of MPO board meetings
- The function of MPO committees
- How information is shared with the board

T. Teich stated that the operations plan will address items that are not already codified in the MPO's Memorandum of Understanding (MOU).

T. Teich, D. Mohler, and Eric Bourassa (Metropolitan Area Planning Council) have discussed this directive with the Administration and Finance (A&F) Committee, chaired by Brian Kane (MBTA Advisory Board). This discussion led to an agreement that the A&F Committee is an appropriate forum for launching the development of an operations plan.

Marc Draisen (Metropolitan Area Planning Council) noted the effort undertaken in developing the outline for the operations plan. He emphasized that the MOU is not being opened at this time. Some issues may be resolved without amending the MPO's MOU. The above memorandum attempts to address procedural and substantive issues that relate to operations. He noted that members should feel free to express items that should be added or removed from the memorandum.

B. Kane stated that the A&F Committee is prepared to assume the role of spearheading the operations plan. The A&F Committee represents a wide swath of MPO membership, and the committee intends to work collaboratively with all MPO board members. He expressed that the A&F Committee is an appropriate forum for developing a regionally representative operations plan.

T. Teich noted that MPO staff are working with the Massachusetts Port Authority (Massport) to conduct its air passenger survey, which assists in determining the mode share of access to Logan Airport. MPO data collectors will conduct work in April and May, with an anticipated result of approximately six thousand completed surveys of air passengers.

Sarah Lee (Massport) stated that the air passenger survey allows Massport to examine the travel patterns of visitors to Logan Airport. The survey provides important information for Massport's decision-making and reporting; the survey also informs the CTPS travel model. The previous air passenger survey was conducted in 2019.

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

Public comments were stated by various attendees to the meeting. Their public comments can be viewed here: <https://youtu.be/ex7DLcZdAAM?t=1254>

Representative Christine Barber, 34<sup>th</sup> Middlesex, thanked the MPO for the long-term support of the planned Green Line Extension (GLX) stop at Route 16/Mystic Valley Parkway. C. Barber stated the GLX opening was a win for Somerville. C. Barber reiterated that the MPO had previously programmed funding for the extension to Route 16/Mystic Valley Parkway a number of years ago, and in 2016 the MPO voted to move \$150 million of from Phase II project funds to Phase I. At the time of the vote, then Secretary Pollack had committed that MassDOT would complete an environmental review. C. Barber further stated that the environmental work has not begun. C. Barber reiterated the importance of this project to open public transport to environmental justice communities in Medford and Arlington.

Representative Michael Day, 31<sup>st</sup> Middlesex, spoke about the Stoneham Shuttle Service project. M. Day stated that the Stoneham Shuttle Service is a project that fits perfectly within the Community Connections grant program. M. Day described Stoneham's location within the MBTA service area. He referred to Stoneham as a spoke in the larger MBTA wheel, where commuter rail lines run on either side of the town, while Stoneham has only one bus line. With only a single bus line, there are businesses and residents in Stoneham that currently have no access to public transportation. This shuttle would help to provide transportation in this currently underserved community. M. Day stated that the project has longstanding support from the Town, the chamber of commerce, and surrounding communities, all of whom are trying to make sure that businesses and residents are able to move intermodally between the communities without automobiles. M. Day encouraged the MPO to adopt the recommendation for the Community Connections program, particularly the Stoneham Shuttle.

Representative Tommy Vitolo, 15<sup>th</sup> Norfolk, expressed strong support for Scenario 2, especially for the Rehabilitation of Washington Street project in Brookline. T. Vitolo stated that the area was a suburban designed street in an urban area; the streets are wide from curb to curb, with no appropriate infrastructure for the MBTA's Route 65 bus, and the crossings are not particularly safe. T. Vitolo further stated that the Washington Street project area also contains two K-8 schoolhouses, the main branch of the public library, the police department, the courthouse, and two commercial districts. T. Vitolo expressed that the project has potential to become a 21<sup>st</sup> century Complete Street, and that Brookline needs the funding help. T. Vitolo stated that the state legislature is working to encourage surface transportation to get into a vision zero mindset.

Glen Clancy, Town Engineer for the Town of Belmont, thanked the MPO for considering the funding of the Belmont Community Path Project. G. Clancy stated that the project is currently at the 25 percent design stage and under review by MassDOT. The Town of Belmont has the design funding in hand to complete the design of the project and is poised to push the project through to the 75 percent design stage. G. Clancy wanted everyone to be aware that the Town is fully funded for design and looks forward to receiving construction funding.

Bonnie Freidman, Vice Chair of the Belmont Community Path Project Committee, stated that she was thrilled to see that Scenario 2b has the Belmont Community Path programmed for FFY 2026. B. Friedman stated that the committee has worked hard to support the guidelines the MPO has put in place, further stating that the committee liked the new guidelines that are stricter about readiness to be programmed. B. Friedman thanked the MPO for considering what the committee has been doing to get ready and she said the committee will continue to work toward having the project ready in FFY 2026 or sooner. B. Friedman stated that the MPO might be aware that the Waltham Rail Trail section of the Mass Central Rail Trail is not going through the TIP process because it is being funded by the Town of Waltham, so the Belmont link would be the last link to the suburbs. B. Friedman further thanked Matt Genova (MPO staff) for all his support and communication in this process.

Erin Chute Gallentine, Commissioner of Public Works for the Town of Brookline, urged the MPO to prioritize funding for the Rehabilitation of Washington Street, a Complete Streets project in Brookline. E. Gallentine stated that the project area extends from Beacon Street to Brookline Village. E. Gallentine further stated that these improvements would completely transform this main arterial connection. E. Gallentine further stated that, in addition to the support for the project, the Town of Brookline was delighted that the MPO was considering the project in two scenarios and would like to share Brookline's preference for Scenario 2a, which would fund the project in FFY 2027.

Selecting this Complete Streets project furthers both the goals of the MPO and the Town of Brookline's Complete Streets goal: The project will enhance safety and better accommodate all modes of transportation, particularly healthy and sustainable ones such as biking walking and micromobility, transit signal priority, and signal jumping. The project will be fully ADA compliant and include green infrastructure, street trees, and pedestrian scale lighting, with hopes of extending pedestrian use year-round, especially to support older residents who are aided by robust street lighting. The Town of Brookline is committed to a robust public process. The town has recently kicked-off a design review committee to work with consultants and staff to oversee predevelopment of 25 percent design plans for the public hearing. The committee includes local appointed and elected officials and representatives from the Safe Routes to Schools program, abutter representatives, and staff from all relevant departments, including public safety. The Town of Brookline is fully committed to the project and has allocated 100 percent of plans and specs through the Town's capital improvement program. E. Gallentine stated that this project is positioned for success and urged the MPO's support and funding for FFY 2027.

Erin Wortman, Director of Planning and Community Development for the Town of Stoneham, spoke regarding the Community Connections application for the Stoneham Shuttle Service project based on the initial comments from the March 17 MPO meeting. E. Wortman stated that the Stoneham shuttle creates a first- and last-mile solution that is complementary to existing MBTA bus service, that it supports existing workforce needs, and that it is currently the only Community Connections application from the North Suburban Planning Council subregion. The project scored six out of 11 applications and scored favorably in both the scoring criteria and the cost-effective scenarios, as well as the most recently shared Scenario 2A. E. Wortman acknowledged that the municipality is not a transit agency, and another project proposal is designed to use third party transit expertise to design and make data-driven decisions for the routes and scheduling. This project scored a 10 out of 10 for fiscal sustainability and demonstrated its viability after MPO funding support. E. Wortman urged the MPO to support the Stoneham Shuttle project.

Robert King, Engineering and Transportation Director for the Town of Brookline, offered support for funding Scenario 2a, specifically for project #610932, the Rehabilitation of Washington Street. R. King stated he joined an organization that advocates for increased safety and provides improved accommodations for all users. R. King stated that this project will promote walking, biking, and micromobility, and provide safe and accessible infrastructure for all users, prioritizing people before automobiles. R. King said that Brookline's ongoing collaboration with the MBTA Bus Priority team demonstrates the Town's commitment to improving public transportation opportunities,

and commitment to ADA and PROWAG standards. The project encompasses three schools, and Brookline's civic campus with Town Hall, Town Library, and the Health Building, are all components of that project. R. King stated that Brookline prides itself on a diverse representation from all corners of the town. R. King stated that all consultant fees are currently programed through the Brookline Capital Improvement Program to 100 percent design and specifications. R. King stated that Brookline knows how to deliver on goals and supports the funding of Scenario 2a.

**5. Committee Chairs' Reports—*Derek Krevat, Chair, Unified Planning Work Program (UPWP) Committee***

D. Krevat stated that the UPWP Committee discussed the requirements surrounding the 21-day public comment period for UPWP amendments, as well as converting corridor studies that CTPS performs into recurring projects. MPO staff will return to the committee with further information based on direction provided by the committee.

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

Lenard Diggins stated that the Advisory Council had a meeting last week to talk about the TIP scenarios with Matt Genova (MPO staff). The meeting creates a model to review the scenarios early in the process before the draft TIP document is created annually.

**7. Action Item: Approval of February 17, 2022, MPO Meeting Minutes, *Matt Archer, MPO Staff***

*Document posted to the MPO meeting calendar*

[February 17, 2022, MPO Meeting Minutes](#)

***Vote***

A motion to approve the minutes of the meeting of February 17, 2022, was made by the Metropolitan Area Planning Council (E. Bourassa) and seconded by the Inner Core Committee (Tom Bent). The motion carried.

**8. Action Item: Work Scope, MBTA Boston Free Bus Fare Equity Analysis—*Rose McCarron, MPO Staff***

*Document posted to the MPO meeting calendar*

[Work Program, MBTA Boston Free Bus Fare Equity Analysis](#)

Rose McCarron presented the work program for the MBTA Boston Free Bus Fare Equity Analysis. To ensure that fare changes are not discriminatory, the MBTA must complete a Fare Equity Analysis whenever a fare is changed. The Federal Transit Administration (FTA) published Circular 4702.1B, which provides guidelines for how transit agencies should conduct this fare equity analysis. On March 1, 2022, the MBTA, in collaboration with the City of Boston, launched a two-year fare-free program for MBTA bus Routes 23, 28 and 29. This fare change triggers the requirement for a fare equity analysis.

The work program consists of three tasks: the first task will define the analysis approach. The fare-free program is different from other fare changes in that it applies only to specific bus routes. MPO staff will review available data and consider how to incorporate pandemic-related changes to bus ridership to best model how the program will impact fares. The second task will use the information gathered to complete a fare equity analysis in accordance with the FTA Circular guidance. The third task will produce a technical memorandum that details the analysis methodology and findings.

#### ***Discussion***

There was no discussion.

#### ***Vote***

A motion to approve the work program for the Boston Free Bus Fare Equity Analysis was made by the MBTA Advisory Board (Brian Kane) and seconded by the Regional Transportation Advisory Council (L. Diggins). The motion carried.

### **9. Action Item: 2022 Update of Boston Region Transit Safety Performance Targets—*Michelle Scott, MPO Staff, and Matt DeDonato, MBTA***

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

1. [Transit Safety Performance Targets—2022 Update](#)
2. [MBTA Transit Safety Plan](#)
3. [MetroWest Regional Transit Authority Safety Plan](#)
4. [Cape Ann Transportation Authority Public Transportation Agency Safety Plan](#)

Michelle Scott and Matt DeDonato presented updated transit safety information and proposed transit safety performance targets for federally required measures. The presentation and discussion can be viewed here:

<https://youtu.be/ex7DLcZdAAM?t=3118>

M. Scott reported that transit agencies and MPOs must set performance targets for transit safety measures, per federal rules. MPO staff recommend that the MPO adopt the MBTA's, the Cape Ann Transportation Authority's (CATA), and the MetroWest Regional Transit Authority's (MWRTA) updated 2022 safety targets as targets for the Boston region. The MPO has the opportunity to consider transit safety performance when programming funds for the TIP.

M. Scott explained that the purpose of federal transit safety performance requirements is to incorporate new safety management approaches to improve safety on transit systems; more information is available in the memo posted. Transit agencies are required to implement safety management systems and to set performance requirements for federally required measures. MPOs set transit safety targets for their regions, consider transit capital programming in the context of safety performance, and incorporate transit safety information and targets into planning documents. Federal transit safety performance measures fall into four categories: fatalities, injuries, safety events, and system reliability.

**Table 1**  
**Federally Required Transit Safety Performance Measures**

<b>Measure Category</b>	<b>Measure</b>	<b>Desired Direction</b>
Fatalities	Total number of reportable fatalities by mode	Decrease
Fatalities	Fatality rate per total vehicle revenue-miles (VRM) by mode	Decrease
Injuries	Total number of reportable injuries by mode	Decrease
Injuries	Injury rate per total VRM by mode	Decrease



Safety Events	Total number of reportable safety events by mode	Decrease
Safety Events	Rate of safety events per total VRM by mode	Decrease
System Reliability	Mean distance between major mechanical failures by mode (measured in VRM)	Increase

Transit agencies can use a standardizing value to express rate measures. The values for measures in these three categories should be minimized as much as possible. The system reliability measure is expressed as vehicle revenue-miles operated per major mechanical failure. This measure reflects the amount of safe service transit agencies are able to provide between instances of these major mechanical failures occurring, so larger values are more desirable.

M. Scott added that transit agencies' safety performance targets reflect a one-year timeframe and are based on these agencies' modes, past data, local context, and planned policies, investments, and strategies to improve transit safety outcomes. Transit agencies, states, and MPOs do not experience rewards or penalties based on whether these targets are achieved. The proposed regional transit safety targets for 2022 incorporate targets from the MBTA, MWRTA, and CATA.

M. DeDonato reported that in 2020, the MBTA developed and published a public transportation agency safety plan in accordance with FTA's Public Transit Agency Safety Plan rule (Title 49 Code of Federal Regulations Part 673). This new plan evolved from a system safety approach to a safety management system (SMS) approach to managing safety risk. Data-driven decision making is central to the SMS approach, so FTA requires agencies to collect data and set targets for key metrics. There are four core components of a SMS: Safety Management Policy, Safety Risk Management, Safety Assurance, and Safety Promotion. The Safety Management Policy is where leadership sets the tone with safety goals and objectives as well as responsibilities for all employees. Safety Risk Management involves identifying hazards and mitigating risks. Both Safety Risk Management and Safety Assurance create a continuous loop

that drives the SMS process. Safety Assurance relies heavily on system monitoring and data collection to ensure objectives are being met and mitigation steps are having their intended impact. Performance measurement is key to tracking progress and ensuring progress toward the MBTA's goals. Safety Promotion focuses on building a strong safety culture through communication and training to ensure people have the tools and knowledge to make the system work.

M. DeDonato explained links between transit safety and transit asset management. Both areas are overseen by the transit agency's accountable executive (in the MBTA's case, the General Manager), who has access to all the information to assist in decision-making. Performance targets and asset state-of-good-repair information that comes from the transit asset management process also feed into the SMS program, so asset condition assessments must be analyzed for associated risks and support safety assurance for the purpose of continuous improvement. One example of the interplay between safety and transit asset management is that members of the MBTA's safety team review all capital investment project charters and assign them scores based on risk and safety assurance system data; so, projects that address more safety risks will be prioritized for funding.

M. Scott and M. DeDonato described recent transit agency safety performance and 2022 safety targets for the MBTA, CATA, and MWRTA using tables from the distributed memo.

M. Scott described the ways that transportation agencies in the region address transit safety. The MassDOT Capital Investment Plan (CIP) allocates federal and state dollars to CIP programs that support MBTA and regional transit authority (RTA) asset improvement. The criteria used to evaluate projects to receive funding from these programs account for known safety concerns and the potential for improvement. MPOs consider MBTA and RTA investments in a safety context when they are presented for inclusion in the upcoming TIP. Also, MPO staff research safety needs affecting the Boston region, and the MPO considers opportunities to address safety needs through projects funded through MPO investment programs.

MPO staff requested that the Boston Region MPO vote to support the staff-recommended 2022 update of transit safety targets during the FFYs 2023-27 TIP development process. MPO will incorporate updated transit safety targets and information about how planned investments may affect transit safety performance into the FFYs 2023-27 TIP.

**Vote**

A motion to approve the updated Boston Region Transit Safety Performance Targets was made by the Metropolitan Area Planning Council (E. Bourassa) and seconded by the At-Large Town, Town of Arlington (Daniel Amstutz). The motion carried.

**10. Federal Fiscal Years (FFYs) 2023-27 Transportation Improvement Program (TIP) Development: Regional Transit Authority (RTA) Capital Planning Process—Joy Glynn, MetroWest Regional Transit Authority (MWRTA) and Shona Norman, Cape Ann Transportation Authority (CATA)**

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

1. [Draft FFYs 2023-27 TIP MWRTA Programming](#)
2. [Draft FFYs 2023-27 TIP CATA Programming](#)

Joy Glynn of MWRTA presented MWRTA's five-year Capital Investment Program. The presentation can be viewed here: <https://youtu.be/ex7DLcZdAAM?t=4939>

J. Glynn presented the MWRTA Front Entrance Blandin (FEB) project, which is nearing construction completion in spring of 2022. The project utilized federal Disadvantaged Business Enterprise (DBE) program funds for the paving and included security aspects to ensure customer safety. The project aligns with the MPO's Long-Range Transportation Plan, *Destination 2040*, by promoting continued maintenance and modernization of MetroWest's public transportation infrastructure, shaping its resiliency, and promoting a state of good repair and reliability. Installation of electric vehicle (EV) infrastructure ensures the ability to address climate and other environmental impacts. The project also aligns with the federal Justice40 Initiative by accelerating mobility, advancing environmental justice, and spurring economic opportunity for disadvantaged communities. Finally, it provides equitable accessibility enhancements with a renovated travel surface, level with bus access on a slip-resistant concrete surface.

The MWRTA receives Section 5307 funds each year, including approximately \$2.3 million for compressed natural gas (CNG) facilities, vehicle maintenance garage, and solar photovoltaic (PV) projects. Project funding sources include FTA Section 5307, 5310, and 5339; the Coronavirus Aid, Relief, and Economic Security (CARES) Act; Coronavirus Response and Relief Supplemental Appropriations (CRRSA) Act; American Rescue Plan Act; RTACAP; State Contract Assistance (SCA), Discretionary, Local Assessment, as well as public and private grant opportunities. The MWRTA anticipates a small increase in 5307 funds, which will help reduce the state-of-good-repair (SGR) investment backlog by repairing and upgrading aging transit infrastructure and modernizing the bus fleet.

In FY 2023, the MWRTA plans capital infrastructure improvements to the Blandin Avenue Facility, the replacement of vehicles that reach the end of their useful life, the Electric Vehicle (EV) Pilot Project, the Back Entrance Blandin Project, and the Technology Enhancements (Electronic Sign Board) project. In FY 2024, the MWRTA plans capital infrastructure improvements to the Blandin Avenue Facility, the EV Infrastructure project, and the construction of an auto body shop and the East Street Garage with solar PV panels. In FY 2025 the MWRTA plans capital infrastructure improvements to the Blandin Avenue Facility, the EV Project, and the transition to Automated Fare Collection (AFC) with Application Programming Interface (API) to work with Charlie Card 2.0. In FYs 2026 and 2027, the MWRTA plans capital infrastructure improvements to the Blandin Avenue Facility and the EV Project.

Shona Norman of CATA presented CATA's Capital Planning Process. The presentation can be viewed here: <https://youtu.be/ex7DLcZdAAM?t=5477>

S. Norman reviewed the CATA capital needs of the agency over the next five years. S. Norman stated that because the CATA is smaller compared to other RTAs, it receives a limited amount of FTA Section 5307 funds, typically between \$500,000 and \$550,000 annually. CATA historically programs \$285,000 to \$325,000 for preventive maintenance each year. The Transit Asset Management (TAM) plan documents vehicle needs and other capital requirements, which are reviewed and discussed amongst CATA and contractors, including maintenance equipment, building repairs and upkeep, and technology/software requirements.

In the second quarter of the year, CATA prepares an internal draft five-year capital plan. In the third quarter, FTA announces 5307 formula funds for the Boston urbanized area, and funds are distributed to designated recipients according to the 5307 Split Agreement. In the fourth quarter, CATA provides background information to MassDOT for scoring regional transit authority (RTA) projects, and MassDOT reviews and approves/disapproves projects on the CATA project list. CATA's project list moves to the MPO for review, discussion, and approval; the TIP is released and endorsed; and CATA applies for FTA 5307 formula funds.

The five-year plan is as follows. In FY 2023, the plan funds preventative maintenance, small capital items, and the replacement of two vehicles that reached the end of their useful life in 2020/2021. In FY 2024, the plan funds preventive maintenance, small capital items, and repaving the parking lot of the administration and operations facilities. In FY 2025, the plan funds preventative maintenance, small capital items, and the replacement of three vehicles that reached the end of their useful life in 2022/2023. In FY 2026, the plan funds preventive maintenance, small capital items, and the replacement of six vehicles that reached the end of their useful life in 2023/2024. In FY

2027, the plan funds preventative maintenance and small capital items. The Bipartisan Infrastructure Law should allow CATA to provide a higher percentage of contribution to capital projects and allow CATA to pursue alternative fuel vehicles.

### ***Discussion***

There was no discussion.

## **11. Action Item: FFYs 2023-27 TIP Development: Draft Programming Scenario Approval—Matt Genova, MPO Staff, TIP Manager**

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

1. [Draft FFYs 2023-27 TIP Scenario 2A Scoring Criteria and MPO Feedback](#)
2. [Draft FFYs 2023-27 TIP Project Descriptions and Scoring Results](#)
3. [Draft FFYs 2023-27 TIP Scoring Summary of All Projects \(UPDATED\)](#)
4. [Draft FFYs 2023-27 TIP Public Comments Received as of March 29, 2022](#)

Matt Genova, MPO staff, presented the FFYs 2023-27 TIP Final Programming Scenario. The presentation and discussion can be viewed here:  
<https://youtu.be/ex7DLcZdAAM?t=5744>

M. Genova stated that there are two goals for MPO members: to address the significant funding surplus that exists in FFY 2022, and to finalize a draft programming scenario for FFYs 2023-27. He noted that the programming scenario agreed upon by members will be included in the larger draft TIP, which will be released for public comment in late April 2022, pending the MPO's approval of a programming scenario.

M. Genova provided an overview of written comments submitted to MPO staff, which are available on the [MPO website](#).

M. Genova noted that MPO members have previously discussed three draft programming scenarios, which are also available on the MPO website:

- Scenario 1, which is a summary of the baseline cost and readiness conditions for all currently funded projects
- Scenario 2, which prioritizes new projects for funding, primarily based on evaluation scores
- Scenario 3, which prioritizes new projects for funding based mainly on cost-effectiveness evaluations

MPO members expressed a preference for Scenario 2. As such, the proposed programming scenario ([Scenario 2A](#)) is a revised version of the original Scenario 2,

which was updated based on members' feedback and additional project information received by MPO staff since the March 17, 2022, MPO meeting.

M. Genova noted that all proposed programming scenarios reflect the most current project information available to MPO staff, including information on each project's design status and cost. Costs and design status information are updated before each MPO meeting. Each scenario also accounts for project readiness; projects that were recommended to be delayed to a later year by MassDOT have been shown as such in each scenario. M. Genova noted that all scenarios assume that the MPO will opt to fund the three cost increases that exceeded the MPO's newly adopted 25 percent cost increase threshold.

M. Genova stated that Scenario 2A proposes funding the highest scoring projects within each investment program, striving to maximize the number of projects that can be programmed by funding projects in FFYs 2026 and 2027. Scenario 2A includes the funding of projects which are more advanced in design in FFY 2026; projects that are funded or are proposed for funding in FFY 2026 have submitted 25 percent design plans. The proposed scenario also includes the first year of funding for two large, multi-year projects: the McGrath Boulevard project in Somerville (#607981) and the Western Avenue project in Lynn (#609246).

M. Genova stated that the MPO Board expressed several priorities during discussion of the previously proposed programming scenarios:

- Considering MBTA projects for a portion of the surplus funding in FFYs 2023 and 2024
- The possibility of leaving some funding unallocated across all FFYs to account for potential future cost increases
- A preference for funding all capital projects under consideration through the Community Connections program

M. Genova noted that some members expressed a willingness to consider funding all projects submitted to the Community Connections program.

At the March 17, 2022, MPO meeting, members asked MPO staff if there are currently programmed projects that can be moved into an earlier fiscal year. M. Genova noted that project #603739 (Construction of I-495/Route 1A Ramps in Wrentham) has been identified as having the potential to be accelerated into an earlier fiscal year; the project is currently programmed in FFY 2024.

M. Genova stated that the MPO requested clarification on staff capacity to administer new Community Connections projects. M. Genova stated that MPO staff feel there is sufficient capacity to advance these projects, and he noted that a priority for this discussion will be to determine the MPO's selection of Community Connections projects.

MPO members previously requested the inclusion of a cost per unit measure in the scoring summary for the Community Connections projects. M. Genova stated that a cost per monthly user has been calculated for each of the Community Connections projects and can be found on the [TIP scoring summary available on the MPO website](#). Cost effectiveness was determined based on demand estimates provided by project proponents and submitted as a part of their funding applications.

Amendment Three proposed the removal of the MPO's funding for the Green Line Extension project in FFY 2022, as these funds are no longer needed to complete the project. Amendment Three also proposed the addition of project #607670, Superstructure Replacement on Maffa Way and Mystic Avenue in Boston, in FFY 2022. This project was proposed for funding using the MPO's reallocated Green Line Extension funds, new funds available to the MPO from the passage of the Bipartisan Infrastructure Law, and MassDOT funding through the statewide highway program. Two separate motions were held in concurrence; a motion to vote on releasing the FFYs 2022-26 TIP Amendment Three for a 21-day public review period, and a motion to approve the draft FFYs 2023-27 TIP programming scenario.

***Vote on FFYs 2022-26 TIP Amendment Three for a 21-day Comment Period***

A motion to release the FFYs 2022-26 TIP Amendment Three for a 21-day public review period was made by the Regional Transportation Advisory Council (L. Diggins) and seconded by the MassDOT, Highway Division (John Romano). The motion carried.

***Vote on FFYs 2023-27 TIP Final Programming Scenario Approval***

A motion to approve the draft FFYs 2023-27 TIP programming scenario was made by the Regional Transportation Advisory Council (L. Diggins) and seconded by the MassDOT, Highway Division (J. Romano). The motion carried.

## **12. Members Items**

Jillian Linnell (MBTA) stated that the MBTA released its proposed FYs 2023–27 CIP last week. It is available on the MBTA's website. Public meetings for the CIP start this evening at 6:00 PM. Additional public meetings will be scheduled over the next two weeks for the public to participate. The MBTA will also be coming before the MPO in mid-April to present the CIP.

### **13. Adjourn**

A motion to adjourn was made by the MBTA Advisory Board (B. Kane) and seconded by the Metropolitan Area Planning Council (E. Bourassa). The motion carried.



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## 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)	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	Kenneth Miller
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)	Jillian Linnell
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)	Austin Cyganiewicz
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
South West Advisory Planning Committee (Town of Medway)	Peter Pelletier
Three Rivers Interlocal Council (Town of Norwood/Neponset Valley Chamber of Commerce)	Tom O'Rourke
	Steven Olanoff

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<b>Other Attendees</b>	<b>Affiliation</b>
Christine Barber	State Representative
Tommy Vitolo	State Representative
Felicia Webb	Cape Ann Transportation Authority (CATA)
Shona Norman	CATA
Richard Benevento	WorldTech Engineering
Joy Glynn	MetroWest Regional Transit Authority (MWRTA)
Tyler Terrasi	MWRTA
Casey Auch	MassDOT
Sarah Bradbury	MassDOT District 3
Cassandra Ostrander	FHWA
Paul Cobuzzi	
Megan Day	Stoneham Chamber of Commerce
Erin Wortman	Town of Stoneham
Sophia Galimore	TransAction Associates
Steven Povich	MBTA
Glenn Clancy	Town of Belmont
Valerie Gingrich	Town of Wilmington
Dan Hudson	Office of Representative Day
Derek Krevat	MassDOT Office of Transportation Planning
Bonnie Friedman	Belmont Community Path Project Committee (CPPC)
Todd Kirrane	Town of Brookline
Derek Shooster	MassDOT Office of Transportation Planning
Ali Kleyman	City of Somerville
Josh Klingenstein	MBTA
Derek Krevat	MassDOT Office of Transportation Planning
Brad Rawson	City of Somerville
Aleida Leza	
Matthew DeDonato	MBTA
Benjamin Muller	MassDOT District 6
Eva Willens	
Jack Moran	MassDOT
Russ Leino	Belmont CPPC
Makayla Comas	LivableStreets Alliance
Jon Seward	Mass Moves / Regional Transportation Advisory Council
Adi Nochur	MAPC
Colette Aufranc	Town of Wellesley
Marc Draisen	MAPC
Bridgette Maynard	
Jay Carroll	
Erin Chute Gallentine	
Paula Doucette	
Robert King	
Catherine Bowen	
Laura Castelli	

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<b>Other Attendees</b>	<b>Affiliation</b>
Pamela Haznar	MassDOT District 6
James Lee	
Marzie Galazka	Town of Swampscott
Barbara Lachance	MassDOT District 5
John Bowman	
Laura Wiener	City of Watertown
Michelle Ho	MassDOT
Sara Smith	
Owen MacDonald	Town of Weymouth
Vincent Stanton	
Josh Trearchis	
Mark Kagan	Belmont CPPC
Chris Klem	MassDOT
Emily Van Dewoestine	MWRTA

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**MPO Staff/Central Transportation Planning Staff**

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Tegin Teich, Executive Director  
Gina Perille  
Annette Demchur  
Hiral Gandhi  
Matt Genova  
Sandy Johnston  
Silva Ayvazyan  
Anne McGahan  
Sean Rourke  
Michelle Scott  
Stella Jordan  
Betsy Harvey  
Emily Domanico  
Rose McCarron  
Rebecca Morgan  
Marty Milkovits  
Heyne Kim  
Paul Christner  
Srilekha Murthy  
Matt Archer

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**Title VI Specialist**

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**By Telephone:**

857.702.3702 (voice)

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