

MPO Meeting Minutes

Draft Memorandum for the Record

Boston Region Metropolitan Planning Organization Meeting

April 4, 2024, Meeting

10:00 AM–1:00 PM, State Transportation Boardroom and Zoom Video Conferencing Platform

David Mohler, Chair, representing Monica Tibbits-Nutt, Secretary of Transportation and Chief Executive Officer of the Massachusetts Department of Transportation (MassDOT)

Decisions

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

- Approve the minutes of the meeting of February 15, 2024
- Endorse the Federal Fiscal Years (FFYs) 2024–28 Transportation Improvement Program (TIP) Amendment Five
- Approve a final scenario for inclusion in the draft FFYs 2025–29 TIP

Meeting Agenda

1. Introductions

See attendance on page 13.

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

There was none.

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

T. Teich stated that a quarterly meeting of the Inner Core Committee Transportation Group was held on April 3, 2024.

T. Teich stated that engagement staff participated in a Union Capital Boston engagement event and spoke with 150 community members on transportation concerns and priorities.

4. Public Comments

Representative Michelle Ciccolo, Middlesex 15th District, spoke in support of the Routes 4 and 225 and Bedford Street and Hartwell Avenue Complete Streets reconstruction project included in the *Destination 2050* Long-Range Transportation Plan (LRTP).

Representative Ciccolo advocated for the project to be funded in the FFYs 2025–29 TIP within the 2026 LRTP Project Design category and discussed the project's local and regional benefits and the need to advance project design in tandem with other local transportation efforts.

Representative James Arena-DeRosa, Middlesex 8th District, spoke in support of the Routes 16 and 126 project in Sherborn, advocated for the project to receive design funding in the FFYs 2025–29 TIP, and stated his appreciation for the MPO's support for smaller municipalities in the region.

Mayor Mike Concannon, Town of Woburn, spoke in support of the Woburn downtown improvement project, spoke of Woburn's commitment to the project and its status as a top priority for new town leadership, and advocated for the project to remain on the FFYs 2025–29 TIP.

Zack McKeever, Metacomet Greenway Association, spoke in support of the Metacomet Greenway design project and advocated for its inclusion in the FFYs 2025–29 TIP.

Mike Espejo, Town of Burlington, spoke in support of Burlington's town center design project and advocated for its inclusion in the FFYs 2025–29 TIP.

Kristina Johnson, Town of Hudson, spoke about the project prioritization process, particularly regarding Project Design Pilot applications, and advocated for the inclusion of the Massachusetts Central Rail Trail design project in the FFYs 2025–29 TIP despite its relatively low evaluation score. She also raised concerns about whether scoring accurately reflects expected local and regional benefits of some smaller projects like this one.

Eric Johnson, City of Framingham, spoke in support of the Route 126/Route 135 Grade Separation project in Framingham, which is included in the *Destination 2050* LRTP, advocated for the project to be funded in the FFYs 2025–29 TIP through the 2026 LRTP Project Design category, and discussed the project's regional benefits, including economic development and the critical nature of the rail crossing involved in the project. E. Johnson discussed the public outreach already undertaken and noted that outreach is expected to continue during the design process.

Marcia Rasmussen, Town of Sudbury, spoke in support of the Sudbury Bruce Freeman Rail Trail Phase Three project, spoke of the project's significance as a regional connector, and advocated for the funding scenario that programs the project in the FFYs 2025–29 TIP.

Tom DiPersio, Town of Marlborough, spoke in support of the Granger Boulevard Route 20 design project in Marlborough, discussed the project's local and environmental justice benefits, and advocated for the project's inclusion in the FFYs 2025–29 TIP.

Cynthia Dittbrenner, The Trustees of the Reservations, spoke in support of the Ipswich Argilla Road project and advocated for the funding scenario that programs the project in the FFYs 2025–29 TIP. C. Dittbrenner discussed the environmental concerns and urgent resilience needs in the project area, which the project would address, spoke of the congressional support for the project, discussed project scoring, noted that the project did not score points for bicycle and pedestrian facilities due to environmental permitting issues barring such facilities in the project area, and stated that the design team is now looking into the addition of extra road striping to create buffers for bicyclists and pedestrians within the roadway.

Melisa Tintocalis, Town of Burlington, spoke in support of the Burlington design project and advocated for its inclusion in the FFYs 2025–29 TIP. She discussed the different contexts in the suburban municipalities of the MPO region and the importance of transportation investments to support transit-oriented development and economic development in those municipalities that ultimately benefits the entire region.

Yan Lip, City of Malden, spoke in support of the Malden Route 60 Complete Streets design project and advocated for its inclusion in the FFYs 2025–29 TIP.

Brad Rawson, City of Somerville, encouraged municipalities and project proponents to stay engaged with the MPO and the TIP cycle for the long term, and not only during the project programming decision-making period. B. Rawson noted that the next TIP development cycle will be starting in the fall with fiscal challenges like the current cycle expected. He also discussed the importance of coalition-building and regional and subregional collaboration throughout the TIP development process.

5. Committee Chairs' Reports

Derek Krevat, MassDOT, stated that the Unified Planning Work Program Committee will meet next week to discuss proposed discrete studies for FFY 2025.

Tom Bent, Inner Core Committee (City of Somerville), stated that the Memorandum of Understanding (MOU) Update Committee met yesterday to continue its work. The committee received a progress update from staff regarding the update to the language in the MOU about the Advisory Council's mission and role, an update on the fiduciary agreement between the Central Transportation Planning Staff (CTPS) and Metropolitan Area Planning Council (MAPC), and the committee's recommendation in the regional

transit authority (RTA) representation memo, which will be presented to the MPO board on April 18 to vote upon.

Jen Rowe, City of Boston (Boston Transportation Department), stated that the TIP Process, Engagement, and Readiness Committee met and put forward a recommendation to delay the Woburn Town Common project to FFY 2029. This topic would be discussed in more detail later in this meeting.

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

L. Diggins stated that there has not been an Advisory Council meeting since the previous MPO meeting.

7. Action Item: Approval of February 15, 2024, MPO Meeting Minutes Documents posted to the MPO meeting calendar

1. February 15, 2024 Meeting Minutes ([pdf](#)) ([html](#))

Vote

A motion to approve the minutes of the meeting of February 15, 2024, was made by the Metropolitan Area Planning Council (MAPC) (Eric Bourasa) and seconded by the MetroWest Regional Collaborative, City of Framingham (Dennis Giombetti). The motion carried.

8. Action Item: FFYs 2024-28 TIP Amendment Five—*Ethan Lapointe, MPO Staff*

Documents posted to the MPO meeting calendar

1. Amendment Five ([pdf](#)) ([html](#))
2. Amendment Five Public Comment ([pdf](#)) ([html](#))

E. Lapointe stated that FFYs 2024–28 TIP Amendment Five proposes these changes to the Statewide Highway Program in FFYs 2024 and 2025:

- Delay of Middleton—Bridge Replacement of Route 62 over Ipswich River from FFY 2024 to FFY 2025
- Delay of Boston—Bridge Preservation, 5 Bridges Carrying State Route 1A (East Boston) and Ramps to FFY 2025
- Additional detail in the document for existing MBTA projects

E. Lapointe stated that one comment was received during the public comment in opposition to converting rail corridors for bicycle use, and in favor of transit expansion.

Vote

A motion to endorse the FFYs 2024–28 TIP Amendment Five was made by the MAPC (E. Bourassa) and seconded by the City of Framingham (D. Giombetti). The motion carried.

9. Action Item: FFYs 2025-29 TIP Final Project Programming Scenario—*Ethan Lapointe, MPO Staff*

Documents posted to the MPO meeting calendar

1. Scenario Three ([pdf](#)) ([html](#))
2. Scenario Four ([pdf](#)) ([html](#))
3. Scenario Parameters ([pdf](#)) ([html](#))
4. Letters of Support ([pdf](#))
5. TIP Process, Engagement, and Readiness Committee Presentation ([pdf](#))

E. Lapointe stated that the public comment period of the FFYs 2025–29 TIP will begin on April 22 and conclude on May 22, 2024. Staff are looking for opportunities to share information on the TIP and other MPO activities at community events this spring and summer.

E. Lapointe stated that the March 28 meeting of the TIP Process, Engagement, and Readiness Committee included a brief update on Newton’s NewMo operations in FFY 2025.

The committee heard progress reports and readiness updates on seven projects under consideration for adjustments in FFY 2027. The committee identified Scenario 3F as a preferred scenario from the ones presented, adjusting the Woburn Common project. Scenario 4, posted to the MPO meeting calendar, will serve as the final scenario for discussion.

Scenario 3E would delay of the Woburn Town Common project, costing \$17.38 million, from FFY 2027 to FFY 2029. The project is not at 25 percent design and has been on the TIP since the FFYs 2021–25 TIP. The cost has not been revised since its original cycle and the cost may increase once 25 percent design is attained. With inflation, the budget will increase to \$18.76 million in FFY 2029. The scenario does not propose funding new projects in full, achieving fiscal constraint. Feedback on this scenario included interest in leveraging Advance Construction to permit funding new projects in FFY 2029. This would increase future funding obligations in the FFYs 2026–30 TIP.

Scenario 4B would fund the following in FFY 2029:

- Woburn Town Common: \$9.35 million

- NEW—Bellingham Route 126: \$8.34 million
- NEW—Ipswich Argilla Road: \$3 million
- NEW—Sudbury Bruce Freeman Phase Three: \$4.26 million

Scenario 4B funds these four projects, half in FFY 2029 and half in FFY 2030. Other financial obligations in FFY 2030 include \$45 million for the Boston—Rutherford Avenue project, \$5 million for Somerville—McGrath Boulevard, and \$10,897,600 for Lynn—Western Avenue.

For the FFY 2025 design pilot, the initial \$10 million set-aside exceeds MassDOT's capacity to manage the pilot. The proposed scenario funds \$6.15 million in FFY 2025 for six design projects:

- Arlington—Broadway Complete Streets 100% Design: \$1.40 million
- Framingham—Chris Walsh Trail Phase Two: \$0.85 million
- Holliston—Intersection Improvements at Route 16 and Whitney Street: \$0.25 million
- Marlborough—Reconstruction of Granger Boulevard: \$1.22 million
- Norfolk, Wrentham, and Walpole—Metacomet Greenway Construction: \$1.55 million
- Sherborn—Reconstruction of Route 27 and Route 16: \$0.9 million

E. Lapointe stated that the FFY 2025 Project Design Pilot spurred interest from proponents in seeking funding to design their projects. Staff propose applying \$3.05 million in FFY 2026 for two projects: \$1.65 million for Lexington to work to bring the first phase of the Routes 4/225 project to 25 percent design and \$1.4 million for Framingham to update its design and perform public engagement work. Both projects are listed in the MPO's *Destination 2050* LRTP.

E. Lapointe stated that \$21.78 million remains in FFY 2025 to program towards MBTA projects. MBTA projects for consideration include the following:

- Accessibility Improvements: Central Square (Cambridge): \$5 million
- Accessibility Improvements: Pedal and Park Modernization (12-13 Stations, 9 Municipalities): \$1.5–\$2.5 million
- Rail Modernization: Fitchburg Line Improvements (Weston): \$14 million
- Transit Priority: Mattapan Square Reconfiguration (Boston): \$20 million
- Transit Priority: Nubian Square Accessibility and Operational Improvements (Boston): \$5 million

MassDOT Highway projects that have been proposed to receive fill-in funds in FFY 2025 include the following:

- Arlington—Stratton School Improvements (Safe Routes to Schools): \$1,625,250
- Medford—Shared Use Path Connection at the Route 28/Wellington Underpass: \$4,385,416

Action items for decision from the board are as follows:

1. Fund all or some of the FFY 2025 Community Connections applications
2. Fund all or some of the FFYs 2025 and 2026 regional transit authority projects
3. Select which new MBTA or MassDOT projects, if any, to fund in FFY 2025
4. Select a preferred alternative scenario for FFY 2027 and FFY 2029 project funding from either Scenario 4A or 4B, or an amended version of either
5. Select six projects costing a total of approximately \$6.15 million for the FFY 2025 Project Design Pilot
6. Program \$3.05 million in FFY 2026 to support the initial development of two projects in *Destination 2050*

Discussion

E. Bourassa asked approximately how much money remains in FFY 2030 in Scenario 4B. E. Lapointe stated that, assuming level funding from that of this year, there is \$160 million total. E. Bourassa expressed concern about overcommitting to fund projects in FFY 2030 and stated that the board may face tough decisions in the future.

L. Diggins expressed support for Scenario 4B and interest in ensuring that the Ipswich Argilla Road resilience project is funded.

Jay Monty, City of Everett, asked if the new projects being considered in FFY 2029 have all reached a 25 percent design status. E. Lapointe stated that Sudbury's Bruce Freeman Rail Trail Phase Three project will reach 25 percent design in June; Bellingham's Route 126 project scope was recently expanded, so it remains to be approved by MassDOT's Project Review Committee; and Ipswich's Argilla Road project has a revised scope to meet Massachusetts Department of Environmental Protection requirements. J. Monty asked if the presented cost estimates are recent. E. Lapointe stated that these projects received committee approval in the last two years, so cost estimates may potentially increase.

D. Giombetti expressed support for Scenario 4B and discussed the importance of continuing to program new projects and its connection to the project pipeline.

D. Giombetti stated that the TIP Process, Engagement, and Readiness Committee could play a role in improving the project review process.

Melisa Tintocalis, North Suburban Planning Council (Town of Burlington), asked if there is a high-level policy that is favored between Scenarios 4A and 4B. E. Lapointe stated that funding the Woburn Town Common entirely in FFY 2029, as proposed in Scenario 4A, would leave more funding unprogrammed in FFY 2030. Scenario 4B uses Advance Construction to offset lower project application volumes by programming the three new construction projects that applied to the TIP this year, but this scenario lowers available funding in FFY 2030.

Tom Bent, Inner Core Committee (City of Somerville), asked if the Woburn Town Common project could be constructed entirely in FFY 2029. D. Mohler stated that for a project to be funded with Advance Construction, it must have a construction season that lasts more than one year.

J. Monty asked if there would likely be another year with few project applications in the next TIP cycle. E. Lapointe stated that project applications have decreased over the last four TIP cycles to a low of three construction projects this year and it is unlikely for the application volume to be restored to its greater volume in the next cycle.

J. Rowe discussed the importance of engaging with project proponents to ensure that projects are progressing towards construction.

John Alessi, Town of Arlington, expressed support for Scenario 4B and discussed opportunities to continue discussions in the TIP Process, Engagement, and Readiness Committee.

Vote

A motion to approve Scenario 4B for inclusion in the draft FFYs 2025–29 TIP document was made by the Town of Burlington (M. Tintocalis) and seconded by the Regional Transportation Advisory Council (L. Diggins). The motion carried.

Vote

A motion to approve the proposed Community Connections projects for inclusion in the draft FFYs 2025–29 TIP was made by MAPC (E. Bourassa) and seconded by the Town of Burlington (M. Tintocalis). The motion carried.

Vote

A motion to approve the regional transit authority projects for inclusion in the draft FFYs 2025–29 TIP was made by the City of Framingham (D. Giombetti) and seconded by the MAPC (E. Bourassa). The motion carried.

Discussion (continued)

D. Mohler asked how much funding is available in FFY 2025 to fund MBTA projects.

E. Lapointe stated that there is \$21.7 million in FFY 2025.

D. Mohler asked if the MBTA has a priority from its proposed projects to be funded. Sandy Johnston, MBTA, stated that priority projects include the Central Square and Nubian Square Accessibility projects and discussed the merits of each proposed project.

Jim Fitzgerald, City of Boston (Boston Planning and Development Agency), discussed the MBTA's Nubian Square Accessibility and Operational Improvements project and its connection to other projects and improvements in the square.

Brian Kane, MBTA Advisory Board, discussed the regional impacts that are possible with the proposed MBTA projects.

Vote

A motion to approve the MBTA items (Central Square Station for \$5 million, Nubian Square for \$5 million, and Pedal and Park Modernization for \$2.5 million) in the draft FFYs 2025–29 TIP was made by the MBTA (S. Johnston) and seconded by the MAPC (E. Bourassa). The motion carried.

Discussion (continued)

John Bechard, MassDOT, discussed the proposed MassDOT Highway projects for fill-in programming in the Regional Target section of the TIP. These projects are the Arlington Stratton School Safe Routes to School (SRTS) project and the Medford Wellington Underpass project, both of which were proposed for programming in FFY 2025.

J. Rowe asked for information on where the two proposed projects are in their design.

J. Bechard stated that both projects are at 75 percent design.

J. Alessi stated that Arlington is moving forward with the right-of-way acquisition process in coordination with the MassDOT Right of Way Bureau.

Vote

A motion to approve the two projects presented by MassDOT (Arlington SRTS and Medford Wellington Underpass) for programming with Regional Target funds in the draft FFYs 2025–29 TIP was made by MassDOT (J. Bechard) and seconded by the MAPC (E. Bourassa). The motion carried.

Discussion (continued)

D. Mohler observed that there are two proposed design pilot projects in each of the Complete Streets, Bicycle and Pedestrian, and Intersection Improvements investment programs and asked if there is rationale as to why. E. Lapointe discussed project scoring results.

Ken Miller, Federal Highway Administration, asked who will be providing the match for each design project. E. Lapointe stated that it will be a municipal match.

K. Miller asked if proponent capacity to oversee projects was factored into the criteria. E. Lapointe stated that staff met with each project applicant individually to discuss expectations associated with the reimbursable contract that the funds would be administered with. E. Lapointe stated that each proponent has not had a project receiving Regional Target funding in a decade.

L. Diggins asked if numerous small projects contribute to capacity limitations in programming design funds. E. Lapointe discussed lessons learned from administering other small budget projects in the Community Connections program.

Rachel Benson, SouthWest Advisory Planning Council (Town of Wrentham), discussed the importance of not disregarding commercial sites.

D. Giombetti discussed the importance of scaling the design pilot in a way that ensures its success.

D. Mohler asked how the design cost estimates were generated. E. Lapointe stated that some applications were developed in conjunction with consultants, and some were generated using the MassDOT cost estimate tool. E. Lapointe stated that staff followed up with applicants whose cost estimates appeared to be outliers.

E. Bourassa asked what would happen if a design project proponent needed additional funds to achieve a complete design. R. Benson stated that there is robust local support to generate any additional funding.

J. Bechard stated that two projects went through the Project Review Committee and expressed support for working with communities to make the design pilot a success.

Sarkis Sarkisian, City of Framingham, stated that the City is committed to securing any additional funding necessary to complete the design of the Chris Walsh Trail Phase Two project.

J. Monty asked what percent of design the programmed projects would receive.

D. Mohler stated that funds would cover 100 percent design.

D. Mohler asked about the status of the Chris Walsh Trail Phase One project.

S. Sarkisian stated that this project is at the 25 percent design stage and the plans have yet to be submitted to MassDOT.

S. Johnston stated that proponents moving forward with the design pilot should coordinate early with the appropriate regional transit authority.

Vote

A motion to approve the six projects totaling \$6.15 million (listed on page 6 above) to be funded under the FFY 2025 Project Design Pilot was made by the City of Framingham (D. Giombetti) and seconded by the SouthWest Advisory Planning Council, Town of Wrentham (R. Benson). The motion carried.

Discussion (continued)

D. Mohler asked why the two LRTP projects proposed for design funding were not considered for the design pilot in FFY 2025. E. Lapointe stated that funding these two projects in FFY 2026 would allow for additional, smaller projects to be administered in FFY 2025, while still advancing design work for the larger projects.

D. Mohler asked how project design cost estimates were developed. E. Lapointe stated that the Framingham request for \$1.40 million reflects a similar grant application submitted through MAPC. E. Lapointe stated that the Lexington request for \$1.65 million was developed with its consultant to bring the Interstate 95 and Routes 4/225 interchange to 25 percent design.

D. Mohler asked what level the funding would bring the Framingham project to.

D. Giombetti discussed the importance of the project, its conceptual design from 12 years ago, and the need to reevaluate the design due to changes in the surrounding community. E. Johnson discussed the project history and stated that funding could bring the project to approximately ten percent design status.

D. Mohler asked what the scope of work for Lexington's project would be. E. Lapointe stated that this would fund design progress for the Routes 4/225 and Interstate 95 interchange, which would provide the capacity necessary for future requirements of the total project. Sheila Page, Town of Lexington, stated that funding would enable the Town and consultants to determine if the bridge carrying the interchange needs maintenance work or a replacement. E. Bourassa asked if there is precedent for a municipality leading design work for MassDOT roadways. J. Bechard stated that MassDOT District 4 is involved in the project and that he expects the necessary funding for design to exceed the requested \$1.65 million. S. Page discussed steps for the Town to secure funding to complete design and potential grants to fund the construction phase of the project.

Vote

A motion to approve the two LRTP projects (Routes 4 and 225 and Bedford Street and Hartwell Avenue in Lexington and the Route 126/Route 135 Grade Separation in Framingham) for project design funding in FFY 2026 was made by the City of Framingham (D. Giombetti) and seconded by the Town of Wrentham (R. Benson). The motion carried.

10. Members' Items

There were none.

11. Adjourn

A motion to adjourn was made by the City of Framingham (D. Giombetti). The motion carried.

Attendance

Members	Representatives and Alternates
At-Large City (City of Everett)	Jay Monty
At-Large City (City of Newton)	David Koses Ned Codd
At-Large Town (Town of Arlington)	John Alessi
At-Large Town (Town of Brookline)	Erin Chute
City of Boston (Boston Planning & Development Agency)	Jim Fitzgerald
City of Boston (Boston Transportation Department)	Jen Rowe
Federal Highway Administration	Kenneth Miller
Federal Transit Administration	
Inner Core Committee (City of Somerville)	Tom Bent Brad Rawson
Massachusetts Department of Transportation	David Mohler John Bechard
MassDOT Highway Division	John Romano
Massachusetts Bay Transportation Authority (MBTA)	Sandy Johnston
Massachusetts Port Authority	Sarah Lee
MBTA Advisory Board	Brian Kane
Metropolitan Area Planning Council	Eric Bourassa
MetroWest Regional Collaborative (City of Framingham)	Dennis Giombetti
Minuteman Advisory Group on Interlocal Coordination (Town of Acton)	Kristen Guichard
North Shore Task Force (City of Beverly)	Darlene Wynne
North Suburban Planning Council (Town of Burlington)	Melisa Tintocalis
Regional Transportation Advisory Council	Lenard Diggins
South Shore Coalition (Town of Hull)	Chris Dilorio
South West Advisory Planning Committee (Town of Wrentham)	Rachel Benson
Three Rivers Interlocal Council (Town of Norwood)	Tom O'Rourke Steve Olanoff

Other Attendees	Affiliation
Stephanie Abundo	
Travis Ahern	Town of Holliston
Sarah Bradbury	MassDOT
Sarah Cahill	
Representative Michelle Ciccolo	State Representative
Rick Clarke	Town of Ipswich
Tom DiPersio	
Cynthia Dittbrenner	The Trustees of the Reservations
Trish Domigan	VHB
Somaye Dovirani	
Heidi Doyle	Town of Sherborn
John Drobinski	
Nicholas Duffy	
Deb Duhamel	City of Salem
Wes Edwards	MBTA
Select Board Member Mike Espejo	Town of Burlington Select Board
JR Frey	Town of Hingham
Glenn Geiler	MBTA
Joy Glynn	MetroWest Regional Transit Authority (MWRTA)
Jarrod Goentzel	Friends of the Belmont Community Path
Pam Helinek	Town of Hudson
Representative James Arena-DeRosa	State Representative
Kristina Johnson	Town of Hudson
Eric Johnson	City of Framingham
Sean Killeen	Town of Sherborn
Raissah Kouame	MassDOT
Aleida Leza	
Yan Lip	City of Medford
Owen MacDonald	Town of Weymouth
Jeremy Marsette	Town of Sherborn
Tom McHugh	Metacomet Greenway
Ken McKee	Metacomet Greenway
Anne McKee	Metacomet Greenway
Ashley Miller	
Benjamin Muller	MassDOT
Jim Nee	MWRTA
Makaela Niles	MassDOT

Other Attendees	Affiliation
Eitan Normand	
Ryan Norton	Metacomet Greenway
Josh Ostroff	MBTA
Sheila Page	Town of Lexington
Marcia Rasmussen	Town of Sudbury
Pete Robie	MBTA
Jon Rockwell	TEC, Inc.
Tom Rovero	
Gareth Sanders	MassDOT
Sarkis Sarkisian	City of Framingham
Kaila Sauer	Town of Acton
Michelle Scott	MassDOT
Cheryll-Ann Senior	MassDOT
Cam Sullivan	MWRTA
Tyler Terrasi	MWRTA
Frank Tramontozzi	City of Quincy
Marjorie Turner	Town of Hollman
Frank Ventimiglia	Town of Ipswich
Julia Wallerce	MAPC
Andrew Wang	MassDOT
Addie Mae Weiss	Town of Sherborn

MPO Staff/Central Transportation Planning Staff

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Ethan Lapointe

Erin Maguire

Rose McCarron

Marty Milkovits

Rebecca Morgan

Gina Perille

Sarah Philbrick

Sam Taylor

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