

MPO Meeting Minutes

Draft Memorandum for the Record

Boston Region Metropolitan Planning Organization Meeting

June 20, 2024, Meeting

10:00 AM–11:46 AM, Zoom Video Conferencing Platform

Steve Woelfel, 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 April 18, 2024
- Approve the work scope for the Impact of Bus Priority Lanes on Emergency Services
- Endorse the Federal Fiscal Year (FFY) 2025 Unified Planning Work Program (UPWP)
- Release the FFYs 2024–28 Transportation Improvement Program (TIP) Amendment Eight
- Release the FFYs 2024–28 TIP Amendment Ten
- Approve the Central Transportation Planning Staff (CTPS) State Fiscal Year (SFY) 2025 Proposed Operating Budget

Meeting Agenda

1. Introductions

See attendance on pages 16–18.

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

There was none.

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

Tegin Teich, Executive Director, announced staff updates, including three new staff members who would be joining MPO staff in July 2024 and two new positions posted to the MPO website.

T. Teich spoke about grant and funding updates. T. Teich stated that work on the Regional Vision Zero Action Plan began internally with the development of the Vision

Zero Task Force in May 2024. T. Teich stated that MPO staff are focusing on developing the safety analysis and stakeholder and public engagement strategy for the plan. The second Vision Zero Task Force meeting will be held in late July or early August.

T. Teich also spoke about a grant opportunity, the Active Transportation Infrastructure Investment Program. MPO staff are planning to pursue \$500,000 that would be used to advance a regional bicycle and pedestrian plan.

In addition, MPO staff are coordinating with several other MPOs and the Metropolitan Area Planning Council (MAPC) on a joint grant application to plan and design interregional bicycle and pedestrian connections.

T. Teich stated that the MPO has been awarded the Mobility, Access, and Transportation Insecurity (MATI) grant. The grant's purpose is to identify and address contributing factors leading to transportation insecurity. T. Teich stated that in April 2024, MPO staff proposed to design a pilot program partnering with an electric vehicle (EV) car share company to use affordable community EV car sharing to enhance access to multimodal transportation systems. The program will focus on transit-centric areas for residents within Revere, Chelsea, and Everett struggling with transportation insecurity. Designing the pilot program would allow for the program to be considered for the second phase of grant funding, which would be used to implement the program.

T. Teich also highlighted an aspect of an agenda item, the FFY 2025 UPWP. MPO staff plan to include a recent proposal for using deobligated planning (PL) funds in the FFY 2025 UPWP. The proposal would follow guidelines released by MassDOT. In addition, the MPO has a balance of federal PL funds that had been appropriated but unused in recent years. T. Teich stated that MPO staff submitted a proposal to reobligate some of that funding to support strategic initiatives in the upcoming FFY.

Jen Rowe, City of Boston, asked, if the MATI grant funds the second phase of the pilot program, would the program only be applied to Revere, Chelsea, and Everett, or would it be a regional program.

Rebecca Morgan, MPO staff, responded that the second phase of the grant would only include Revere, Chelsea, and Everett, but that as MPO staff develop the pilot, they will consider expanding it and other funding opportunities to go beyond the three communities.

T. Teich overviewed the meeting agenda, which included five action items and one presentation.

4. Public Comments

There were none.

5. Committee Chairs' Reports

There were none.

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

Lenard Diggins, Regional Transportation Advisory Council, stated that the Advisory Council had an extensive conversation about the Freight Decarbonization Strategies in the North Suffolk Area study. In addition, the Advisory Council discussed the Community Planning Lab, which is the MPO's effort to engage community members in a long-term education process with the goal of getting individuals involved in the transportation planning process. The next Advisory Council meeting will be held on July 10, 2024.

7. Action Item: Approval of April 18, 2024, MPO Meeting Minutes Documents posted to the MPO meeting calendar

1. Meeting Minutes of April 18, 2024 ([pdf](#)) ([html](#))

J. Rowe requested a revision under the Sustainability and Decarbonization in Freight and Logistics agenda item, which clarified information about Boston Delivers, Boston's electric cargo bike delivery pilot program serving businesses in Allston, led by Harper Mills, City of Boston.

Steve Olanoff, Three Rivers Interlocal Council (Town of Norwood), requested a revision due to a misquotation. S. Olanoff clarified that he did not express support for the Route 128 and Blue Hill Avenue projects.

Vote

A motion to approve the minutes of the meeting of April 18, 2024, was made by the City of Boston (J. Rowe) and seconded by the MAPC (Eric Bourassa). The motion carried. The following member abstained: MetroWest Regional Collaborative (City of Framingham) (Eric Johnson).

8. Action Item: Work Scope: Impact of Bus Priority Lanes on Emergency Services—*Steven Andrews, MPO Staff*

Documents posted to the MPO meeting calendar

1. Impact of Bus Priority Lanes on Emergency Services ([pdf](#)) ([html](#))

Steven Andrews, MPO staff, presented the work scope for the *Impact of Bus Priority Lanes on Emergency Services*. The budget for the work is \$100,000 and is funded through MassDOT-directed PL funds. S. Andrews stated he expects the project timeline to be about a year, beginning in FFY 2024 and expanding into FFY 2025.

S. Andrews stated that the MassDOT project manager for the project would be Arnav Chatterjee.

S. Andrews stated that bus lanes have been becoming more prevalent, and the MBTA intends to continue adding them. This project expands on the current body of work on the ancillary effects of bus priority lanes by focusing on emergency vehicles such as ambulances, police vehicles, and fire trucks.

S. Andrews stated that MPO staff plan to approach the project in two ways. First, they want to learn about emergency vehicle drivers' and operators' experiences with and perceptions of bus priority lanes by developing a survey and summarizing the consensus from respondents. Secondly, they plan to perform an analysis of emergency response times with a focus on extracting the impacts of travel times. Finally, the project will result in a technical memorandum describing the work and results.

Discussion

Joe Blankenship, City of Boston, emphasized the importance of connecting with emergency service personnel in the project. J. Blankenship stated that media outlets have already reached out to Boston emergency services (EMS) regarding the project. J. Blankenship recommended reaching out to Laura Segal, Boston EMS, and Matt Moran, City of Boston. J. Blankenship also stated that EMS personnel support the implementation of bus priority lanes in Boston because the lanes help to reduce fatal and serious injury crashes on roadways.

Erin Chute, Town of Brookline, stated that there was a joint press release with the MBTA and the Town of Brookline announcing a new bus priority lane. There is a fire station in the middle of the intersection where the lane will be added, and E. Chute stated that EMS personnel expressed support for the addition of the lane because emergency vehicles would have better access to the fire station.

Alex Hallowell, MBTA, stated that the MBTA had not reached out to EMS yet because the MBTA anticipated scoping the specific corridors that would be included in the final analysis, and they did not want to reach out to EMS personnel preemptively. A. Hallowell clarified that the MBTA would collaborate heavily with Boston EMS on the project.

L. Diggins asked if other first responders' perspectives would be considered in addition to EMS personnel.

Steve Woelfel, MassDOT, responded that the project is in the very early stages, and that the project will incorporate that feedback.

Vote

A motion to approve the work scope on the Impact of Bus Priority Lanes on Emergency Services was made by the City of Boston (J. Blankenship) and seconded by the MAPC (E. Bourassa). The motion carried.

9. Action Item: Federal Fiscal Year (FFY) 2025 Unified Planning Work Program (UPWP)—*Srilekha Murthy, MPO Staff*

Documents posted to the MPO meeting calendar

1. FFY 2025 UPWP ([pdf](#)) ([html](#))
2. FFY 2025 UPWP Appendices ([html](#))

Srilekha Murthy, MPO staff, presented the comments received during the public review period and the edits and additions made to the FFY 2025 UPWP by MPO staff.

MPO staff received five comments:

- Two from members of the public
- One from the Regional Transportation Advisory Council
- One from the MBTA Rider Oversight Committee
- One from the 495/MetroWest Partnership

S. Murthy stated that the public comments were generally supportive and offered suggestions for staff to consider. Public comments included the following overarching points:

- Support for the roadway-pricing discreet study
- Increasing evaluation of projects and policies
- Support for the development of the Community Leadership Institute
- Disagreement with the discrete studies chosen

S. Murthy stated both supportive and constructive comments helped inform the decision-making process and the conversations had at the MPO.

S. Murthy stated that MPO staff made minor edits to the document, including copy edits, changes to syntax, more descriptive language, and updated tables to reflect the most accurate funding information.

S. Murthy stated that the MPO submitted proposals to gain access to previously unused PL funds, and a subset of those proposals were approved for FFY 2025. This information was presented to the UPWP Committee on June 13, 2024, and MPO staff are working on incorporating the proposed items into the document. These items are listed below in Table 1.

Table 1
De-Obligated PL Funds Part of the FFY 2025 UPWP

	Total Request	80% Federal Share	20% Match
Identity and Rebranding	\$100,000	\$80,000	\$20,000
Website Redesign	\$100,000	\$80,000	\$20,000
FTA STOPS Model	\$100,000	\$80,000	\$20,000
DEIA Assessment	\$35,000	\$28,000	\$7,000
Eco-Counters (6)	\$35,600	\$28,480	\$7,120
Total	\$370,600	\$296,480	\$74,120

DEIA = Diversity, Equity, Inclusion, and Accessibility. FTA = Federal Transportation Administration.

Discussion

J. Blankenship expressed support for three of the discrete studies, including the Roadway-Pricing study, Bluebikes and MBTA Connections, and Decarbonizing the Freight Sector.

Vote

A motion to endorse the FFY 2025 UPWP was made by the MAPC (E. Bourassa) and seconded by the Three Rivers Interlocal Council (Town of Norwood) (Steven Olanoff). The motion carried.

10. Action Item: FFYs 2024-28 Transportation Improvement Program (TIP) Amendment Eight—David Hong, MPO Staff

Documents posted to the MPO meeting calendar

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

Dave Hong, MPO staff, presented FFYs 2024–28 TIP Amendment Eight, which proposed changes to the FFY 2024 Statewide Highway Program and the FFY 2024 TIP Transit Program for the Cape Ann Transportation Authority's (CATA) projects. These changes include the following:

- Cost increase for the West Roxbury Parkway over MBTA Bridge Replacement in Boston
- Cost increase for a bridge preservation contract on 10 structures carrying Interstate 93 in Medford
- CATA projects that include purchases of miscellaneous capital equipment and funding adjustments for two replica trolleys

There were no public comments received during the 21-day public review period.

Vote

A motion to endorse FFYs 2024–28 TIP Amendment Eight following the public review period was made by the MAPC (E. Bourassa) and seconded by the City of Boston (J. Rowe). The motion carried.

11. Action Item: FFYs 2024-28 Transportation Improvement Program (TIP) Amendment Ten—David Hong, MPO Staff

Documents posted to the MPO meeting calendar

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

D. Hong presented FFY 2024–28 TIP Amendment Ten, which proposed changes to the FFY 2024 Earmark Discretionary, Statewide Highway, and Transit Programs. These changes include the following:

- Programming of a federal discretionary grant and Congressionally Directed Spending for projects in Cambridge and Lynn
- Cost increases for two roadway projects in Cohasset, Scituate, and Somerville
- Programming of State Fiscal Year (SFY) 2024 Community Transit Grant vehicle awards
- Reallocation of Regional Transit Authority (RTA) Capital funding for MetroWest Regional Transit Authority (MWRTA) projects

D. Hong presented the changes to earmark and discretionary funding.

Project S12802, Lynn—Broad Street Corridor Transit Signal Priority, is receiving a \$220,000 federal earmark with \$55,000 in matching funding.

Project S12997, Cambridge—Pedestrian/Bicycle Crossing of the Fitchburg MBTA Commuter Rail Line, is a new project with a budget of \$2,999,067 from a grant through the Reconnecting Communities and Neighborhoods Program.

D. Hong presented the changes to the Statewide Highway Program.

There are cost increases to Project 608007, Cohasset-Scituate—Corridor Improvements and Related Work on Justice Cushing Highway, due to fill disposal and water quality protection activities in the contract.

There are also cost increases to Project 608562, Somerville—Signal and Intersection Improvement on I-93 at Mystic Avenue and McGrath Highway, due to hazardous materials that could not be disposed of within the project area.

D. Hong presented changes to the Transit Program.

There was a cost decrease for Project T00038, MWRTA—Electronic Sign Board.

Two new projects were added: MWRTA011872, MWRTA—Purchase of Type E Van (1), Type E2A Van (1), and MWRTA011873, MWRTA—Acquire Support Vehicles Hybrid (3).

D. Hong presented a list of new projects in the Community Transit Grant Program. These projects included the following:

- CATA011847: CATA – Purchase of Type CB Vans (4)
- MBTA011877: Arlington Council on Aging – Purchase of Type A EV Van (1)
- MBTA011878: Brookline Council on Aging – Purchase of Type A EV Van (1)
- MBTA011879: Beverly – Purchase of Type Low Floor Van
- MBTA011885: Concord – Purchase of Type CB Van (1)
- MBTA011881: Danvers Council on Aging – Purchase of Type A Van (1), E Van (1) Purchase of Type CB Vans (4)
- MBTA011887: Dedham – Purchase of Type Low Floor Van
- MBTA011882: Littleton Elder and Human Services, Council on Aging – Purchase of Type A EV Van (1)
- MBTA011883: Peabody Council on Aging – Purchase of Type CA Vans (3)

- MBTA011880: Salem Council on Aging – Purchase of Type A EV Vans (2)
- MBTA011896: SCM Community Transportation - Purchase of Type E2B Van
- MBTA011880: Swampscott Council on Aging – Purchase of Type A EV Van (1)
- MBTA011889: Topsfield Council on Aging – Purchase of Type CB Van (1)
- MBTA011891: Weston – Purchase of Type A Van (1)
- MBTA011893: Weymouth Elder Services – Purchase of Type Low Floor Van

Discussion

L. Diggins stated that he believed the MPO previously programmed design funding for Project S12997, Cambridge—Pedestrian/Bicycle Crossing of the Fitchburg MBTA Commuter Rail Line, in the FFYs 2024–28 TIP and asked if the new funding for the project that was presented was the same funding that the MPO programmed towards the project in the TIP, or if it was from a different funding source.

D. Hong responded that he believed the funding was from grants, but that he would check and get back to him.

L. Diggins also asked clarifying questions about the cost increase to Project 608007, Cohasset-Scituate—Corridor Improvements and Related Work on Justice Cushing Highway, and asked for more context concerning the large cost increase when the project is at 100 percent design.

John Bechard, MassDOT, stated that Project 608007 is undergoing unexpected permitting with the Massachusetts Department of Environmental Protection due to a change in the environmental stormwater requirements, which resulted in changes to the design and significant cost increases.

In addition, J. Bechard stated that MassDOT no longer can dispose of hazardous materials within several project areas, including Project 608562, Somerville—Signal and Intersection Improvement on I-93 at Mystic Avenue and McGrath Highway. This results in cost increases for many projects.

L. Diggins repeated his question regarding Project S12997, and Derek Shooster, MassDOT, responded that this project is funded by a Reconnecting Communities and Neighborhoods grant that was received in 2023. The funds are ready to be obligated in FFY 2024, so the project needs to be programmed into the FFYs 2024–28 TIP.

JR Frey, Town of Hingham, asked J. Bechard for the engineering directives regarding the hazardous contamination, and if he happened to know what triggered them. J. Frey stated that he would like to mitigate risk for Hingham projects.

J. Bechard stated that the directives have not been issued yet, but that there are others that have been issued that are available on the MassDOT website.

Returning to L. Diggin's question about funding for Project S12997, J. Rowe stated that the MPO opted not to fund the project through the TIP because the project may receive funding from other sources. D. Hong agreed.

Vote

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

12. Action Item: Central Transportation Planning Staff (CTPS) State Fiscal Year (SFY) 2025 Proposed Operating Budget—*Brian Kane, Administration and Finance Committee Chair, and Hiral Gandhi, MPO Staff*

Documents posted to the MPO meeting calendar

1. SFY 2025 Projected Revenue ([pdf](#)) ([html](#))
2. SFY 2025 Operating Budget Memorandum ([pdf](#)) ([html](#))
3. Memo from Chair for Budget Approval ([pdf](#)) ([html](#))

Brian Kane, MBTA Advisory Board, stated that the Administration and Finance (A&F) Committee met on May 30, 2024, to discuss and review the SFY 2025 Proposed Operating Budget, which is set at \$8.5 million. B. Kane stated that the budget supports 61 positions and represents an 8 percent increase over the SFY 2024 budget of \$7.85 million. The Proposed Operating Budget is supported by an overhead rate anticipated to be the same as SFY 2024 at 120.3 percent.

B. Kane stated that, with respect to revenue, total MPO PL funds are expected to increase by 3 percent, and the MPO's PL funds constitute approximately 70 percent of the total revenue. MassDOT and MBTA sources constitute approximately 7 percent of the remaining projected revenue, and Safe Streets and Roads for All discretionary grants constitute approximately 15 percent.

B. Kane stated that there are some small changes in expenses, which included an assumed increase in office space costs due to potential office relocation or the signing of a new lease at 10 Park Plaza. B. Kane stated that there is funding for a compensation consulting firm to revise the CTPS compensation plan, which is due for review in 2025.

In addition, B. Kane stated that there was the inclusion of deobligated funds from previous budgets that were recently amended. The Operating Budget will need to be amended to reflect the deobligated funds, and MPO staff are working on incorporating those changes.

T. Teich expressed appreciation to the A&F Committee members for all their work.

Vote

A motion to approve the SFY 2025 Proposed Operating Budget was made by the MBTA Advisory Board (B. Kane) and seconded by the MAPC (E. Bourassa). The motion carried.

13. Sumner Tunnel Update—*John Romano, Massachusetts Department of Transportation*

John Romano, MassDOT, stated that there has been a change in the timeline for the weekend closure of the Sumner Tunnel and that it will no longer be closed the weekend of June 22, 2024, because enough work has been advanced and completed on the deck of the tunnel.

Neil Boudreau, MassDOT, briefly reviewed the agenda for the presentation.

N. Boudreau spoke about the project overview, which included the following information:

- Contractor: JF White, Framingham, Massachusetts
- Project Type: Design-Build
- Project Cost: \$136 million plus ancillary expenses
- Bid Date: June 26, 2021
- Completion of Major Construction: September 1, 2024
- Project Contract Completion: December 2024

N. Boudreau stated that MassDOT is on track for major construction to be completed by September 1, 2024.

N. Boudreau displayed a tunnel schematic demonstrating the technical work that will be done to the Sumner Tunnel.

N. Boudreau overviewed completed work to date, which included the following:

- Removed and replaced the tunnel ceiling and overhead arch
- Repaired tunnel walls
- Installed painted fireproof panels

- Installed new LED lighting
- Upgraded CCTV and fire alarm systems

N. Boudreau stated that full tunnel closures in 2024 were shortened from July 5 to August 5 instead of August 31. After August 5, there will be some weekend closures, but the contractor hopes that they will make good progress during the full tunnel closure and the number of weekend closures will be limited.

N. Boudreau stated that MassDOT wants the public to understand that many people will be impacted by the closure, and MassDOT encourages individuals to use public transit rather than a personal vehicle.

N. Boudreau stated that working groups have resumed with the same mitigation strategy as 2023. MassDOT wants to build on 2023 successes and work to identify additional solutions and strategies to reduce impacts for all modes of transportation.

In addition, N. Boudreau stated that MassDOT created a new annual construction sequencing document using heat map graphics. This map references all the major projects throughout Massachusetts. N. Boudreau stated that MassDOT communicates with the MBTA, Massachusetts Port Authority, and other major capital programs to coordinate the impacts of different projects on traffic. N. Boudreau stated that the goal is to make it the best possible traffic scenario for those traveling in and out of the city during the closure.

N. Boudreau also spoke about the contract requirements and how they manage other types of impacts. These requirements included the following:

- Isolated intersection improvements—signal phasing and timing changes, turn restrictions, lane utilization/lane changes
- Disposal of runoff and materials offsite
- Field Monitoring Units—dust, water, noise, pest control, etc.
- Real Time Traffic Monitoring
- Incentives/disincentives for Design-Build teams to ensure compliance with contract timelines

N. Boudreau spoke about managing impacts related to public safety, which included the following initiatives:

- Tunnel emergency management system—developed by MassDOT in partnership with federal officials and public safety officials and updated on an annual basis

- Sumner Tunnel Contingency Plan—scenario planning document to ensure that an action plan is in place should things go wrong
- Increased ambulatory service—adding extra ambulances and shifts with ongoing monitoring of response time metrics and adjusting as needed during construction

N. Boudreau spoke about how the tunnel closure would affect traveling routes. There was a 19 percent increase of travelers using the Tobin Bridge, a 27 percent increase of travelers using the Ted Williams Tunnel, and the remaining 54 percent used alternate modes of transportation, did not make the trip, or sought other routes.

N. Boudreau also stated that in the previous year, MassDOT worked with Mass511, which provides live cameras and current traffic conditions, to actively encourage travelers to use alternative modes of transportation. N. Boudreau stated that alternate routes for vehicles are provided, but that MassDOT encourages individuals to use alternate modes, such as the ferry and the MBTA.

N. Boudreau spoke about service adjustments and the alternative travel options to and from East Boston and the North End, which included the following:

- Free MBTA Blue Line rides
- MBTA removed all Blue Line speed restrictions
- An additional train will be added to the Blue Line in the midday period
- All MBTA parking lots and garages on the Blue Line will be reduced to \$2 per day
- Additional free parking is available near Wood Island Station
- Fare-free service for customers boarding key bus routes in Chelsea: Routes 111, 112, 114, 116, and 117, and Silver Line 3
- Discounted tolls will be provided for the Tobin Bridge and Ted Williams Tunnel for those in the Resident Discount Program
- Real-time traffic monitoring will be available at 13 local intersections
- The East Boston ferry will be free during the full tunnel closure

N. Boudreau spoke about service adjustments and the alternative travel options to and from the North Shore, which included the following:

- MBTA Commuter Rail and Parking
 - Zone 1A (\$2.40) fares along the Newburyport/Rockport Commuter Rail Line
 - Parking at Salem and Swampscott is just \$2 per day

- Free parking at lots north of Salem, including Beverly, Gloucester, Hamilton/Wenham, Newburyport, North Beverly, Monserrat, Rowley, and West Gloucester
- Lynn Ferry
 - Riders may use a Zone 1A fare (\$2.40)
 - Free parking at the City of Lynn-owned lot will be available near the Blossom Street Pier
- MBTA will operate Winthrop Ferry service/\$2.40 one-way trip

N. Boudreau spoke about service adjustments and the alternative travel options to and from Logan Airport, which included the following:

- 25 percent discount when Logan Express tickets are bought online, and children under 17 ride free
- Adding additional parking capacity at Braintree Logan Express
- MBTA Silver Line (SL1 and SL3) buses can use the I-90 eastbound emergency ramp
- Passengers who take water transportation to the airport will receive a “Ticket to Skip” to the front of the line for checkpoint screening
- Added stop at Logan Airport by the Winthrop Ferry

N. Boudreau also spoke about methods for public outreach in 2024. These methods included public meetings, legislative briefings, stakeholder and community group meetings, direct outreach to stakeholders, and information provided through the website, emails to subscribers, social media, news reports, and press releases.

Discussion

Sarah Lee, Massachusetts Port Authority, encouraged those traveling to or from Logan Airport during the tunnel closures to plan their routes beforehand due to anticipated traffic slowdowns. S. Lee also encouraged individuals to take advantage of the incentives that MassDOT and the MBTA are offering.

L. Diggins asked what contributed to less work needing to be done on the deck of the tunnel, which allowed MassDOT to limit weekend closures.

N. Boudreau stated that the deck was less deteriorated than MassDOT originally thought it would be.

J. Rowe expressed appreciation for the robust communication about the tunnel closure and the efforts to mitigate the impact of the tunnel closure, particularly the

encouragement to use public transit. J. Rowe asked if there were any lessons learned from this project that could be applied to future roadway closures, particularly the effectiveness of communication strategies and mitigation measures.

N. Boudreau stated that using incentives to encourage alternative modes of transportation was effective in mitigating potential gridlock situations.

J. Romano added that working with the different agencies, businesses, and elected officials was very helpful to communicate the tunnel closure.

14. Members' Items

There were none.

15. Adjourn

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

Attendance

Members

Representatives and Alternates

At-Large City (City of Everett)	Jay Monty
At-Large City (City of Newton)	Jenn Martin
At-Large Town (Town of Brookline)	Erin Chute
City of Boston (Boston Planning & Development Agency)	Joe Blankenship
City of Boston (Boston Transportation Department)	Jen Rowe
Inner Core Committee (City of Somerville)	Tom Bent
Massachusetts Department of Transportation	Steve Woelfel
	John Bechard
MassDOT Highway Division	John Romano
Massachusetts Bay Transportation Authority (MBTA)	Laura Gilmore
	Sandy Johnston
Massachusetts Port Authority	Sarah Lee
MBTA Advisory Board	Brian Kane
Metropolitan Area Planning Council	Eric Bourassa
	Julia Wallerice
MetroWest Regional Collaborative (City of Framingham)	Dennis Giombetti
	Eric Johnson
North Shore Task Force (City of Beverly)	Darlene Wynne
Regional Transportation Advisory Council	Lenard Diggins
South Shore Coalition (Town of Hull)	Christopher Diiorio
Three Rivers Interlocal Council (Town of Norwood)	Steven Olanoff

Other Attendees	Affiliation
Eddie Marques	CATA
Arnav Chatterjee	MassDOT
Benjamin Muller	MassDOT
Chris Klem	MassDOT
Derek Shooster	MassDOT
Heidi Yeb	MassDOT
Mike Drew	MassDOT
Raissah Kouame	MassDOT
Gus Bickford	MassDOT
Miranda Briseño	MassDOT
Neil Boudreau	MassDOT
Jay Maddox	MBTA
Alex Hallowell	MBTA
Jim Nee	MWRTA
JR Frey	Town of Hingham
Sheila Page	Town of Lexington
Owen MacDonald	Town of Weymouth
Anna Duffy	
Barbara Lachance	
Chuck Sabella	
Gary McNaughton	
Taylor O'Neill	

MPO Staff/Central Transportation Planning Staff

Tegin Teich, Executive Director

Abby Cutrumbes

Ali Kleyman

Annette Demchur

Betsy Harvey

Dave Hong

Erin Maguire

Gina Perille

Hiral Gandhi

Jia Huang

Joe Delorto

Judy Day

Lauren Magee

Rebecca Morgan

Rose McCarron

Sam Taylor

Sarah Philbrick

Sean Rourke

Srilekha Murthy

Steven Andrews

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