

Draft Memorandum for the Record

Boston Region Metropolitan Planning Organization Meeting

March 1, 2018 Meeting

10:00 AM–12:45 PM, State Transportation Building, Conference Rooms 2 and 3, 10 Park Plaza, Boston

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

Decisions

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

- Approve the minutes of the January 18, 2018, meeting
- Approve the Work Program for *Green Line Corridor Study Support*
- Approve the Work Program for *MBTA Commuter Rail Counts*
- Approve Amendment Three to the federal fiscal years (FFYs) 2018–22 Transportation Improvement Program (TIP)

Meeting Agenda

1. Public Comments

Mayor Thomas M. McGee (City of Lynn), former Massachusetts state senator for the Third Essex district and chair of the senate transportation committee, stated that he is looking forward to working with MassDOT, the MPO, and particularly Beverly Mayor Michael Cahill [who was in attendance], on continuing to advocate for transportation investment in the region and on the North Shore. He stated that he plans to be much more closely involved with the TIP process, citing TIP project #602077 (Reconstruction on Route 129 (Lynnfield Street) in Lynn) as one reason. (This project is currently programmed in FFY 2020.) Mayor McGee (City of Lynn) noted that this project is very important to the community, and that Lynn is continuing to advance the project design in anticipation of advertisement for construction in 2020.

Mayor Michael Cahill (City of Beverly) and Rich Benevento (WorldTech Engineering) advocated on behalf of two projects located in Beverly. Mayor Cahill also expressed a desire to work with colleagues on the North Shore, including Mayor McGee (City of Lynn), to improve transportation. The first project Mayor Cahill noted was TIP project #608347 (Intersection Improvements at Three Locations in Beverly). This project is currently programmed in FFY 2021. Mayor Cahill thanked the MPO for funding this project and stressed its importance to the city and the region. Mayor Cahill noted that

Beverly is opening a new middle school in August of 2018, which will be served by two of these intersections and asked that this project remain in FFY 2021, if not earlier. R. Benevento added that the 25 percent design package for this project was submitted in June of 2017. Beverly anticipates a comment resolution meeting soon, and plans to hold a 25 percent design public hearing in April or May of 2018 in advance of submitting 75 percent design materials in fall 2018. R. Benevento stated his belief that the project will be ready for advertisement in June 2019. There are only three permitted easements needed for this project. R. Benevento noted that the cost estimate for this project listed in the TIP materials provided at this meeting is \$4.4 million, but WorldTech's [construction cost] estimate is actually \$3.5 million.

Mayor Cahill also advocated for the inclusion of project #608348 (Rehabilitation of Bridge St. in Beverly), in the FFYs 2019–2023 TIP. Bridge Street connects downtown Beverly to the Beverly Depot Commuter Rail Station and to communities to the west, including Danvers and Middleton. Mayor Cahill noted that regional housing needs and a range of transit-oriented development planned along the Bass River waterfront underscore the importance of this project.

Jay Monty (At-Large City) (City of Everett) and Rich Benevento (WorldTech Engineering) advocated for project #607652 (Reconstruction of Ferry St. in Everett), currently programmed in FFY 2019. Ferry Street is a two and a half mile corridor that runs from east to west in Everett. The project has been flagged by MassDOT as a candidate for moving into a later year of the TIP because of schedule concerns stemming from right-of-way issues. There are approximately 300 easements that must be obtained for the construction of this project. J. Monty stated that many of these construction easements can be obtained through rights of entry. Everett submitted the twenty five percent design materials in November of 2016 and anticipates a comment resolution meeting within the next few weeks. R. Benevento added that the city plans to hold a 25 percent design public hearing in April or May and submit 75 percent design materials in late fall 2018. There are no environmental permits necessary for this project. The city and its consultant believe it is on track for advertisement in 2019.

Mayor Gary Christenson (City of Malden), Councillor Ryan O'Malley (Malden City Council), Deborah Drake (Malden Redevelopment Authority), and Rick Azzalina (Stanec) advocated for the inclusion of project #608275 (Exchange Street Downtown Improvement Project in Malden) in the FFYs 2019–2023 TIP. This project is located next to the Malden Center MBTA Orange Line Station, which services roughly 12 to 15 thousand passengers daily. The project focuses on improving the pedestrian and bicycle environment on Exchange Street. The city anticipates the submittal of 25 percent design plans in April 2018 and believes that the project could be ready for

advertisement as early as FFY 2019. Much of the private investment taking place in this area is set to occur in 2019. R. O'Malley added that the project is a 1.5 million dollar investment in an increasingly congested corridor. Exchange Street is a direct connection from the Malden Center MBTA Station to the Northern Strand Community Trail. The Northern Strand Community Trail was recently funded by MassDOT and will eventually connect to Lynn. Exchange Street also stands to see increased congestion as a result of the Wynn Casino development. R. Azzalina added that the project is a true Complete Streets project with sidewalk level separated bike lanes, reconstruction of wheelchair ramps, resurfacing, new lighting, and landscaping. R. Azzalina stressed that this project could be ready for advertisement in FFY 2019.

Ken Kruckemeyer (Friends of Melnea Cass Boulevard, LivableStreets Alliance), remarked on the openness and thorough nature of the MPO's public process, which he viewed as a significant improvement from his experience working at the then-Massachusetts Department of Public Works in the 1980s. K. Kruckemeyer advocated for several specific changes to the design of project #605789 (Reconstruction of Melnea Cass Boulevard in Boston). (This project is currently programmed in FFY 2019.) K. Kruckemeyer noted that he was the project manager for Melnea Cass Boulevard when it was originally designed in the 1970s, acknowledging that mistakes were made and that project #605789 represents the corrections of those mistakes. K. Kruckemeyer noted that MassDOT is holding a 25 percent design hearing for this project on the evening of this MPO meeting, March 1, 2018. K. Kruckemeyer stated that the separated bike facilities included in the current design for this project are complex and would be difficult to maintain, especially with regard to snow removal. He provided a handout illustrating these issues and providing alternatives that he believes are affordable and more appropriate for the neighborhood. (This handout is posted to the MPO's meeting calendar.) K. Kruckemeyer added that it is important to move the bike lane facilities in the design behind the trees lining the roadway rather than next to the roadway.

Roland Bartl (Town Planner, Town of Acton) thanked the MPO board for the continued inclusion of project #608229 (Intersection Improvements at Massachusetts Avenue (Route 111) and Main Street (Route 27) (Kelley's Corner) in Acton) in FFY 2022 despite cost increases. The project has increased in cost from approximately eight million to approximately 16 million dollars, reflecting the addition of two new signals and a left turn lane. R. Bartl noted that these additions would significantly improve capacity management at the intersection. Dennis Crowley (South West Advisory Planning Committee) (Town of Medway) asked R. Bartl to explain why these aspects were not included in the original design. R. Bartl replied that while advancing the design, town staff identified needs that could be more fully addressed by these project design elements.

Beth Suedmeyer (Environmental Planner, Town of Sudbury) advocated for the inclusion of project #607249 (Intersection improvements at Route 20 and Landham Rd. in Sudbury) in the FFYs 2019–2023 TIP. This is a MassDOT proposed project that is also a major priority for the town. This intersection has a crash rate double that of the district average. The 100 percent design materials are under review by MassDOT and MassDOT staff has previously indicated that the project could be ready to advertise as early as FFY 2019, although the materials presented at this meeting show the earliest advertisement date as FFY 2020. B. Suedmeyer also provided an update on project #608164 (Bruce Freeman Rail Trail, Phase 2D), which is currently programmed in FFY 2022. Sudbury submitted 25 percent design materials to MassDOT in September 2017 and is currently working to address comments received. The materials distributed by MPO staff at this meeting identified this project as being at risk of not meeting the goal of advertisement in FFY 2022. B. Suedmeyer stated that she was unaware of why this might be and asked that MassDOT clarify why it was noted as such.

Don DiMartino (Town of Bellingham) advocated for the inclusion of project #608887 (South Main Street (Route 126) - Douglas Drive to Mechanic Street Reconstruction (Route 140) in Bellingham) in the FFYs 2019–2023 TIP. D. DiMartino stated that MPO staff conducted a study of the Route 126 corridor in 2011, which identified several opportunities for improvement along the 9.2 miles of Route 126 located in Bellingham. The town has pursued some improvement projects along the corridor on its own and hopes to secure MPO target funding or private developer funding to do more. The current project design does not include the intersection of Routes 140 and 126 because the town is hoping to secure mitigation funds from a developer for these improvements. The corridor serves residential and commercial development as well as several churches and a middle school. The roadway has drainage and pavement condition issues. The town's consultant submitted 25 percent design materials in January 2018. There are no major right-of way-acquisitions or environmental permitting associated with the project. D. Crowley expressed his support for this project.

Yolanda Greaves (Board of Selectmen, Town of Ashland) and Sheila Page (Town Planner, Town of Ashland) advocated on behalf of project #604123 (Reconstruction on Route 126 (Pond St.) in Ashland), which is currently programmed in FFY 2020, but is noted as being high risk for not being able to be advertised for construction in the current programming year. Y. Greaves noted that public comment letters in support of this project have been submitted to the MPO by the Towns of Holliston and Sherborn, as well as the 495/MetroWest Corridor Partnership Inc. Y. Greaves stated that letters are forthcoming from state senator Karen Spilka and state representative Jack Lewis. Y. Greaves reported that the town and its consultant, Green International Engineers, are working on completion of the 75 percent design submission as well as some right-of-

way issues. The Town of Ashland is current pursuing construction of a portion of the Upper Charles Rail Trail, which intersects with this project. Y. Greaves noted that community members are very excited about this project.

Dennis Giombetti (MetroWest Regional Collaborative) (City of Framingham) asked D. Mohler to expand upon the right-of way-schedule issues that seem to be affecting many of the projects for which municipalities are advocating. D. Mohler responded that the board will take this up under the TIP discussion agenda item later in the meeting.

Jim Johnson (Town Administrator, Town of Walpole), William Buckley (Office of State Representative John H. Rogers), and Michael Gallant (Chief of Staff, Office of State Senator Paul R. Feeney's) advocated on behalf of #602261 (Reconstruction on Route 1A (Main St.) in Walpole). This project is currently programmed in FFY 2020 but is indicated as at risk of moving to FFY 2021. J. Johnson stressed the importance of this project to the town of Walpole and Norwood, citing safety issues and schools nearby. The town anticipates the submittal of 100 percent design plans in April 2018. J. Johnson acknowledged that there are some right-of-way issues with this project but added that this project has been in the MPO's Universe of Projects for possible funding with target funds since 1997 and those issues will still exist if the project is pushed out to a later year. J. Johnson attested to his personal relationship with many residents and business owners in town and his belief in the town's ability to address these right of way issues in a timely manner. W. Buckley also stated Senator Rogers' support for this project, particularly the need to address safety issues along the corridor, and stressed the regional importance of this project.

Roger Fernandes (Town Engineer, Town of Hingham) and Rob Cahoon (DCI Consultants) advocated for the inclusion of project #605168 (Summer Street/Rockland Street Roadway and Streetscape Improvements in Hingham) in the FFYs 2019–2023 TIP. The project consists of approximately 1.5 miles of the Route 3A corridor. MPO staff studied this corridor in 2016, identifying a number of safety, mobility, and access problems. This corridor is heavily impacted by seasonal traffic and has safety concerns. Summer Street is above the state average for crashes resulting in injuries. The project proposes to reduce the four lane roadway to two lanes to address the safety issues. Because of the lane reduction there will be no right-of-way or utility relocation issues. Hingham has met with the Towns of Hull and Cohasset and the MassDOT district. The project has an evaluation score of 52. The town plans to submit 25 percent design plans in fall 2018. The town will be administering a pilot program throughout summer 2018, which will temporarily change the lane configuration along the corridor to test traffic modeling and public reaction and collect more data ahead of the 25 percent submittal.

Pat Brown (Board of Selectmen, Town of Sudbury) advocated for the inclusion of project #607249 (Intersection improvements at Route 20 and Landham Road in Sudbury) on the FFYs 2019–2023 TIP. P. Brown noted that numerous members of the community have submitted written comment letters in support of this project, including from the chair of the Sudbury Planning Board and the Minuteman Advisory Group on the Interlocal Coordination subregional group. This intersection is not currently signalized and has a number of crashes that double the district average. The project is at 100 percent design and is estimated to cost less than two million dollars. This project has been a priority for Sudbury since 2009. There is significant residential development happening at this intersection and all along the Route 20 corridor.

Janie Dretler (resident of Sudbury) also advocated for the inclusion of project #607249 (Intersection improvements at Route 20 and Landham Road in Sudbury) in the FFYs 2019–2023 TIP. J. Dretler noted that there were 14 fatalities along Route 20 between 2002 and 2011. The fatality that occurred in 2011 was at the Landham Road intersection. The area expects to see about 1,000 new residential units, highlighting the need to improve the intersection. J. Dretler also echoed B. Suedmeyer's comments regarding project #608164 (Bruce Freeman Rail Trail, Phase 2D).

Jamie Errickson (Town of Natick) advocated on behalf of project #605034 (Reconstruction of Route 27 (North Main St.) in Natick). This project is currently programmed in FFY 2019 but has been flagged for moving out to FFY 2020. The project consists of an approximately 2.5-mile corridor from Natick Center to the Wayland town line. There are residential and commercial units along this corridor, including major employers. The town is working to keep this project on schedule and plans to submit 75 percent design materials in July 2018. There are right-of way-concerns along the corridor, which the town is working to incorporate into the 75 percent design submission. The town plans to take a vote on the necessary easements at its spring 2019 town meeting and has set aside the needed funds for full design.

James Fisher (TransitMatters) reported on the paper recently released by TransitMatters that advocates for a new business model for the MBTA Commuter Rail. TransitMatters advocates moving toward more frequent service all day; electrifying the system; building high-level platforms at stations to speed the boarding process and improve accessibility; strategically improving infrastructure for several specific bottlenecks; and offering free transfers between the commuter rail and the MBTA's rapid transit and bus service.

Brad Rawson (Inner Core Committee) (City of Somerville) advocated for several projects on behalf of the Inner Core Committee subregional group. A formal comment

letter will also be submitted to the board. B. Rawson noted the committee's support for the following projects:

- #607777 (Rehabilitation of Mount Auburn St. (Route 16) in Watertown), currently programmed in FFY 2022.
- #608955 (Intersection Improvements at Squantum Street and Adams Street in Milton), currently unprogrammed and not included in the list of evaluated projects.
- #608449 (Commonwealth Avenue, phases 3 and 4 in Boston), currently unprogrammed and included in the list of evaluated projects.
- #608275 (Exchange Street Downtown Improvements in Malden), currently unprogrammed and included in the list of evaluated projects.
- #601704 (Reconstruction and Signal Improvements on Walnut St. in Newton), currently unprogrammed and included in the list of evaluated projects.
- #608707 (Reconstruction of Sea Street in Quincy), currently unprogrammed and included in the list of evaluated projects.
- #607981 (McGrath Boulevard in Somerville), currently unprogrammed and included in the list of evaluated projects.
- #607244 (Revere Street Roadway Improvements in Winthrop), currently unprogrammed and included in the list of evaluated projects.

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

There was none.

3. Committee Chairs' Reports

There were none.

4. Regional Transportation Advisory Council Report—*Tegin Teich, Chair, Regional Transportation Advisory Council*

There were none.

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

K. Quackenbush reminded members of the Unified Planning Work Program (UPWP) Committee to submit survey responses to UPWP Manager Sandy Johnston by March 8, 2018. K. Quackenbush updated the board on the planned federal certification review, which will begin in July 2018. The MPO will receive a letter from the Federal Highway and Federal Transit Administrations (FHWA and FTA) concerning materials needed to conduct the review, which happens every four years. K. Quackenbush stated that

FHWA and FTA have indicated that some areas of focus may be the MPO's Performance-Based Planning and Programming (PBPP) and freight programs.

Ken Miller (FHWA) noted that there are some outstanding issues from the last certification review process and suggested that the MPO take action to address them.

6. Action Item: Approval of MPO Meeting Minutes—*Róisín Foley, MPO Staff*

A motion to approve the minutes of the meeting of January 18, 2018 was made by the MassDOT Highway Division (John Romano) and seconded by the South Shore Coalition (Town of Braintree) (Christine Stickney). The motion carried.

7. Action Item: Work Program for Green Line Corridor Study Support—*Scott Peterson, MPO Staff*

MassDOT and the MBTA are presently conducting extensive work to understand the rapid transit system's short- and long-term capacity and demand needs. The Green Line presents current and future capacity challenges. The MBTA is evaluating a variety of capital investments aimed at overcoming these capacity limitations. MassDOT's Green Line Corridor study will build upon earlier work that identified anticipated Green Line capacity constraints in 2040. MPO staff will support MassDOT and its project team by collecting data about current Green Line use, assisting in the development of transit service planning scenarios, and using the Boston Region MPO regional travel demand model set to assess existing conditions and analyze proposed land use and transit scenarios. MPO staff could also update the Green Line Simulation Tool (GLST) and use it to examine operational questions. The project is estimated to take nine months and cost \$160,100.

Vote

A motion to approve the work program for Green Line Corridor Study Support was made by the MBTA Advisory Board (Paul Regan) and seconded by the Minuteman Advisory Group on Interlocal Coordination (Town of Bedford) (Rick Reed). The motion carried.

8. Action Item: Work Program for MBTA Commuter Rail Counts—*Annette Demchur, MPO Staff*

MPO staff last conducted a comprehensive count of commuter rail riders in 2012. There is currently no electronic means to collect passenger information on the commuter rail. The objective of this project is to obtain passenger counts for each line and station of the MBTA commuter rail system by conducting full station counts and to create a composite for each line and station representing ridership on a typical weekday. Counts

will not be scheduled on days when ridership is expected to be significantly below average, such as during summer months, school vacation weeks, or holidays. To the extent possible, counts will be conducted Tuesdays through Thursdays. If it becomes necessary to conduct counts on some Mondays and Fridays, counts will not be conducted before mid-morning on Mondays or after mid-afternoon on Fridays to minimize the influence of weekend travel patterns on the results. This project is estimated to last 10 months and cost \$240,850.

Discussion

P. Regan asked whether staff will make any comparisons between this data and counts that Keolis has conducted or daily commuter rail conductor counts. A. Demchur replied that staff will compare its counts with current Keolis data and counts from 2008 and 2009. This project does not include a count of ferry passengers, although ferries are also administered by Keolis.

Vote

A motion to approve the work program for MBTA Commuter Rail Counts was made by the City of Boston (Boston Transportation Department) (Jim Gillooly) and seconded by the South Shore Coalition (Town of Braintree) (C. Stickney). The motion carried.

9. Action Item: Draft Federal Fiscal Years (FFYs) 2018-22 Transportation Improvement Program (TIP) Amendment Three— Alexandra (Ali) Kleyman, MPO Staff

Documents Posted to the MPO Meeting Calendar

1. FFYs 2018–22 TIP Draft Amendment Three Tables
2. FFYs 2018–22 TIP Draft Amendment Three Summary

All of the changes proposed in Amendment Three concern highway projects in FFY 2018. Amendment Three adds two new MassDOT-prioritized projects and incorporates cost increases for two projects (including the MPO target-funded project #600518: Hingham Intersection Improvements at Derby Street, Whiting Street [Route 53], and Gardner Street). Project #600518 is increasing in cost. This cost increase will be covered under statewide funding. For a summary of the changes proposed as part of Amendment Three, refer to the table posted to the MPO's meeting calendar. MPO staff did not receive any comments from the public concerning Amendment Three.

Discussion

Connie Raphael (MassDOT Highway District 4) clarified that project #604804 (Resurfacing and Related Work on Route 28 in Reading) will not include a road diet as was previously planned, as the town rejected this aspect of the project.

Vote

A motion to approve the FFYs 2018–22 TIP Amendment Three was made by the MetroWest Regional Collaborative (City of Framingham) (D. Giombetti) and seconded by the MBTA Advisory Board (P. Regan). The motion carried.

10. FFYs 2019-23 TIP Development: First-Tier List of Projects and Baseline Programming Scenario—*Alexandra (Ali) Kleyman, MPO Staff*

Documents posted to the MPO Meeting Calendar:

1. FFYs 2019–23 TIP Development: Public Comment Letters Received as of February 28, 2018
2. FFYs 2019–23 TIP Development: Final Project Evaluations and First-Tier List, Revised February 28, 2018
3. FFYs 2019–23 TIP Development: Baseline Programming Scenario: Identification of Project Cost and Readiness

A. Kleyman recapped the FFYs 2019–23 TIP development process so far, pointing out the [TIP Development Page](http://ctps.org/tip-dev) (<http://ctps.org/tip-dev>) located on the MPO’s website, which provides an overview of the process, a time line of meetings, and all relevant documents. On February 14, 2018, MPO staff met with MassDOT staff to review project cost and readiness changes that will impact the programming for 2019–23. This information is presented in the Baseline Programming Scenario document posted to the MPO meeting calendar. The table indicates which currently programmed projects have been identified as being at high risk for not being able to advertise for construction in their scheduled year. The movement of currently programmed projects will impact the funding levels available in each year of the TIP and affect which new projects can be programmed and in which years. Projects in purple have been recommended for moving into a later year of the TIP, and projects in yellow have a change in cost. This table shows approximately \$37.5 million dollars available in FFY 2019, \$8 million in FFY 2020; a \$42 million in deficit in FFY 2021, and a \$2 million in deficit in FFY 2022. MPO staff will continue to meet with MassDOT staff to ascertain which programming changes will need to be made and devise a list of new projects for programming in FFY 2023 and other years with available funding.

Discussion

K. Miller pointed out that the current evaluation criteria do not address the magnitude of specific projects. K. Miller gave the example of a small project area with a high crash rate, which may reduce the number of crashes in that area significantly, but may not have the regional impact of a large project with the potential to reduce crashes

significantly for a large area. K. Miller suggested adding a separate project category for “limited access” projects.

D. Crowley noted that there is approximately \$37 million available in FFY 2019, and that despite MassDOT’s suggestion to move several projects out from that year, representatives from some of these municipalities stated during the public comment period that they believe they will be ready to advertise in that year. D. Crowley asked MassDOT to explain the reasoning behind this disconnect.

D. Mohler replied that several issues could cause MassDOT to suggest that a project be moved into a later year, including the time MassDOT estimates it will take to secure right-of-way takings, and time needed to complete the design process in a satisfactory fashion.

D. Giombetti followed up on an earlier question about this issue, stating that it seems that right-of-way issues are significantly impacting the ability of projects to advertise in their scheduled year. D. Giombetti asked MassDOT to elaborate on why specific projects are candidates to move, and asked what municipalities, the MPO, and MassDOT can do to mitigate this issue. D. Mohler responded that MassDOT will provide an update on the specific issues facing projects at the next meeting, but will not debate municipalities regarding readiness in front of the MPO. D. Mohler added that he understands the frustration of municipalities in cases where projects are suggested to be moved because of right of way and MassDOT is responsible for handling right of takings. In these situations, D. Mohler stated that they are working internally to streamline this process.

Tom O’Rourke (Three Rivers Interlocal Council) (Town of Norwood/NVCC) asked whether there are new projects that could use the \$37 million available in FFY 2019. D. Mohler replied that there are not enough new projects ready for advertisement in FFY 2019 to use all the funding, but that there are cash flows and other ways to address this.

K. Miller reiterated FHWA’s position that MassDOT and the MPO must make sure projects are ready for advertisement in the year in which they are programmed and minimize the number of conditional right-of-way certifications they request from FHWA. D. Mohler responded that MassDOT has taken this request to heart and is pursuing the goal of no certification requests. K. Miller added that federal regulations for right of way takings exist to protect property owners, and FHWA wants to ensure that no shortcuts are taken.

11.Members Items

J. Gillooly announced that the 25 percent design hearing for project #605789 (Reconstruction of Melnea Cass Boulevard in Boston) will be held at 7:00 PM, March 1, 2018, at the Boston Water and Sewer Commission location in Roxbury. (This is an MPO target-funded project programmed in FFY 2019.)

D. Crowley announced that this will be his last meeting and Glenn Trindade, a member of the Medway Board of Selectmen, will begin representing SWAP at the MPO.

D. Mohler noted that the MPO will also hear from MassDOT regarding the readiness of state-prioritized projects at the next meeting.

12.Adjourn

A motion to adjourn was made by the MetroWest Regional Collaborative (City of Framingham) (D. Giombetti) and seconded by the MBTA Advisory Board (P. Regan). The motion carried.

Attendance

Members	Representatives and Alternates
At-Large City (City of Everett)	Jay Monty
At-Large City (City of Newton)	David Koses
At-Large Town (Town of Arlington)	
At-Large Town (Town of Lexington)	David Kucharsky
City of Boston (Boston Planning & Development Agency)	Jim Fitzgerald
City of Boston (Boston Transportation Department)	Jim Gillooly
Federal Highway Administration	Kenneth Miller
Federal Transit Administration	
Inner Core Committee (City of Somerville)	Brad Rawson
Massachusetts Department of Transportation	David Mohler
MassDOT Highway Division	John Bechard
	John Romano
Massachusetts Bay Transportation Authority (MBTA)	Eric Waaramaa
Massachusetts Port Authority	
MBTA Advisory Board	Paul Regan
Metropolitan Area Planning Council	Eric Bourassa
MetroWest Regional Collaborative (City of Framingham)	Dennis Giombetti
Minuteman Advisory Group on Interlocal Coordination (Town of Bedford)	Richard Reed
North Shore Task Force (City of Beverly)	Aaron Clausen
North Suburban Planning Council (City of Woburn)	Tina Cassidy
Regional Transportation Advisory Council	Tegin Teich
South Shore Coalition (Town of Braintree)	Christine Stickney
South West Advisory Planning Committee (Town of Medway)	Dennis Crowley
Three Rivers Interlocal Council (Town of Norwood/NVCC)	Tom O'Rourke

Other Attendees	Affiliation
Ali Carter	Town of Arlington
Matt Shuman	Town of Watertown
Ken Kruckemeyer	MBTA FMCB, Livable Streets
Scott Crisafulli	Town of Milford
Michael Dean	Town of Milford
Roland Bartl	Town of Acton
Rhain Hoyland	Town of Needham
Cassie Chase	FHWA
Frank Tramontozzi	City of Quincy
Tracie Lenhardt	VHB
Mayor Thomas M. McGee	City of Lynn
Mayor Gary Christenson	City of Malden
Councillor Ryan O'Malley	City of Malden
Deborah Drake	City of Malden
Michael Gallant	Sen. Paul Feeney's Office
Beth Suedmeyer	Town of Sudbury
Rich Benevento	WorldTech Engineering
Bill Mertz	WorldTech Engineering
Sarah Bradbury	MassDOT Highway District 3
Don DiMartino	Town of Bellingham
Rick Azzalina	Stantec
Yolanda Greaves	Town of Ashland
Clodagh Stoker-Long	City of Medford
Jim Johnson	Town of Walpole
Tom Molinari	Town of Hingham
Roger Fernandes	Town of Hingham
Pat Brown	Sudbury Board of Selectmen
Constance Raphael	MassDOT
Janie Dretler	Sudbury Resident
Jamie Errickson	Town of Natick
Laura Wiener	Town of Watertown
Mayor Michael Cahill	City of Beverly
Steve Olanoff	TRIC Alternate
Glenn Trindade	Town of Medway
William Buckley	Rep. John Rogers' Office
Ellen White	Patrick Engineering

Other Attendees	Affiliation
Kevin McHugh	Coneco/Town of Ipswich
James Fisher	TransitMatters
Rob Cahoon	DCI/Hingham
Christopher Smith	Sen. Sal DiDomenico's Office
Tom Kadzis	BTD
Mike Tremblay	City of Somerville

MPO Staff/Central Transportation Planning Staff

Karl Quackenbush, Executive Director
Lourenço Dantas
Annette Demchur
Róisín Foley
Alexandra (Ali) Kleyman
Scott Peterson
Jen Rowe
