

# **MPO Meeting Minutes**

## **Draft Memorandum for the Record**

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

**November 21, 2024, Meeting**

10:00 AM–12:00 PM, 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 October 10, 2024
- Endorse Federal Fiscal Years (FFYs) 2025–29 Transportation Improvement Program (TIP) Amendment One
- Endorse FFYs 2025–29 TIP Amendment Three
- Endorse FFYs 2025–29 TIP Adjustment One
- Release Long-Range Transportation Plan (LRTP) Amendment One for a 21-day public comment period
- Release FFYs 2025–29 TIP Amendment Four for a 21-day public comment period
- Waive the 21-day public comment period and endorse FFY 2025 Unified Planning Work Program (UPWP) Amendment One
- Approve the work scope for MBTA Bus Shelter Maps
- Approve the work scope for Mapping for MBTA Bus Network Redesign

## **Meeting Agenda**

### **1. Introductions**

See attendance starting on page 16.

### **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, reflected on the MPO's November 14, 2024, Annual Meeting. T. Teich thanked board members for attending the meeting and provided links

to additional resources on the Association of Metropolitan Planning Organization's (AMPO) website. T. Teich acknowledged remarks given by board members and other speakers that supported and recognized the value of regional transportation planning and collaboration, such as the presentation from the MassDOT Highway Division. T. Teich also reflected on AMPO's presentation, which provided insight into the organization's legislative priorities in the upcoming transportation reauthorization. Lastly, T. Teich reflected on presentations from MPO staff members that highlighted the MPO's work and regional impact. T. Teich encouraged board members to reach out with recommendations for the next Annual Meeting.

T. Teich announced that the MPO will be holding the first TIP quarterly readiness review at the TIP Process, Engagement, and Readiness Committee meeting on December 19, 2024. T. Teich stated that there would be presentations about a couple of the relevant TIP projects at the December 19, 2024, board meeting preceding the committee meeting.

T. Teich stated that MPO staff are actively recruiting for manager and planner roles. T. Teich encouraged board members to spread the word about the open roles.

T. Teich reviewed the agenda, which consisted of eight action items and one presentation.

T. Teich reminded members about the upcoming MPO board meetings on December 5 and December 19, 2024.

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

There were none.

#### **5. Committee Chairs' Reports**

Derek Krevat, MassDOT, stated that there is an action item in the agenda to endorse the FFY 2025 UPWP Amendment One and waive the 21-day public comment period.

D. Krevat stated that the UPWP Committee met on November 7, 2024, to recommend this action to the MPO. The amendment consists of a series of federal grant awards that are being programmed in the FFY 2025 UPWP. Waiving the public comment period would allow the grant awards to be obligated quickly. D. Krevat stated that the amendment consists of one item that was not presented to the UPWP Committee—the City of Salem's MBTA South Salem Commuter Rail Stop Conceptual Design, which was received in partnership with the MBTA for the FFY 2024 United States Department of Transportation's (USDOT) Rebuilding American Infrastructure with Sustainability and

Equity (RAISE) grant program. D. Krevat stated that the committee is proposing to add this item to the amendment.

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

There was none.

**7. Action Item: Approval of October 10, 2024, MPO Meeting Minutes Documents posted to the MPO meeting calendar**

1. October 10, 2024, MPO Meeting Minutes ([pdf](#)) ([html](#))

**Vote**

A motion to approve the minutes of the meeting of October 10, 2024, was made by the Metropolitan Area Planning Council (MAPC) (Eric Bourassa) and seconded by the MBTA Advisory Board (Hanna Switekowski). The motion carried. The following member abstained: MetroWest Regional Transit Authority (MWRTA) (Jim Nee).

**8. Action Item: FFYs 2025-29 TIP Amendment One—*Adriana Jacobsen, MPO Staff***

**Documents posted to the MPO meeting calendar**

1. FFYs 2025–29 TIP Amendment One ([pdf](#)) ([html](#))

Adriana Jacobsen, MPO staff, presented FFYs 2025–29 TIP Amendment One, which includes changes to the FFY 2025 Earmark Discretionary and Regional Target Programs, reprogrammed earmarks and discretionary grants from FFY 2024, new grant awards under the federal Safe Streets and Roads for All (SS4A) and Charging and Fueling Infrastructure programs, and the delay of a project from FFY 2025 of the Regional Target Program to FFY 2026.

A. Jacobsen stated that the funding amount initially proposed for Project S12997, Cambridge Pedestrian/Bicycle Crossing of the MBTA Fitchburg Line, was incorrectly listed at \$2,999,067. This figure reflected the one programmed in the FFYs 2024–28 TIP but does not represent the full \$2.4 million discretionary grant award and the \$600,000 match. MPO staff requested this correction to \$3 million be included in this amendment.

A. Jacobsen stated that the public comment period for this amendment began on October 14, 2024, and concluded November 4, 2024. MPO staff received and responded to two public comments during this period. One comment, pertaining to the earmark for a separated bicycle lane in Cambridge, expressed opposition due to

parking availability around Steel Place. MPO staff responded and relayed the comment to the City of Cambridge for consideration. The second comment provided a recommendation, not pertaining to any projects in this amendment, to consider a “pod” system of transportation in the Boston region.

***Vote***

A motion to endorse FFYs 2025–29 TIP Amendment One, was made by the MAPC (E. Bourassa) and seconded by the City of Boston (Patrick Hoey). The motion carried.

**9. Action Item: FFYs 2025-29 TIP Amendment Three—*Ethan Lapointe, MPO Staff***

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

1. FFYs 2025–29 TIP Amendment Three ([pdf](#)) ([html](#))

Ethan Lapointe, MPO staff, presented FFYs 2025–29 TIP Amendment Three, which includes changes to the FFY 2025 Earmark Discretionary Program and the FFY 2025 and 2026 Transit Programs. The amendment proposes new programming of 17 federal discretionary grant awards and four previously programmed discretionary grants.

Based on discussions with the City of Salem, a correction to the funding amount for Project S13148, Salem—South Salem Commuter Rail Stop Project, was proposed. The item previously accounted for matching funds for the FFY 2024 RAISE Grant Award. However, the award was given through the Areas of Persistent Poverty section of the RAISE grant, and a match is not required. The corrected award amount is \$2,776,000.

E. Lapointe stated that the public comment period for Amendment Three began Monday, October 28, 2024, and concluded November 18, 2024, at 5:00 PM. MPO staff received no public comments on this amendment.

***Discussion***

Lynsey Heffernan, MBTA, expressed appreciation for the MPO and its support for the several discretionary grants awarded to the MBTA included in Amendment Three.

L. Heffernan reviewed some of the MBTA projects and grants included in Amendment Three, including Reconnecting Communities grants for the Cities of Lynn and Everett, the Lower Broadway Everett Corridor RAISE grant, and Green Line Accessibility project through an All Stations Accessibility Program grant.

In addition, L. Heffernan stated that the MBTA’s North Station Draw One Bridge Replacement project is estimated to cost \$1.2 billion and construction is expected to last approximately eight years. L. Heffernan stated that the project includes the replacement of a Depression-era drawbridge spanning the Charles River and connecting the City of

Boston and the City of Cambridge. L. Heffernan stated that the drawbridge is heavily used by the MBTA's regional rail network, and the project will support the MBTA's efforts to modernize the rail network in the face of increasing demand for regional rail.

Jen Rowe, City of Boston, expressed appreciation for programming these projects in an expedited fashion and stated that each project in Amendment Three represents an immense amount of grant application work from project proponents. J. Rowe also expressed appreciation for MPO staff members who worked to put the amendment together on a short timeline.

In addition, J. Rowe expressed concern about the bicycle and pedestrian connection that was removed from the MBTA's North Station Draw One Bridge Replacement project scope. J. Rowe expressed understanding of the criticality of the project but noted that the bicycle and pedestrian connection bridges a significant gap in the regional bicycle and pedestrian network between North Station in Boston and North Point Park in Cambridge. J. Rowe requested that the relevant state agencies come before the MPO with a plan for building the bicycle and pedestrian connection and asked D. Mohler to include a commitment to coordinating a joint presentation in one of the MPO meetings in January 2025.

D. Mohler stated that he cannot commit other state agencies to a presentation but said that he would speak with others on the topic.

Tom Bent, Inner Core Committee (City of Somerville), expressed support for J. Rowe's concerns and requested a presentation and additional information on the project, specifically the bicycle and pedestrian connection.

### ***Vote***

A motion to endorse FFYs 2025–29 TIP Amendment Three was made by the Inner Core Committee (City of Somerville) (T. Bent) and seconded by the City of Boston (J. Rowe). The motion carried.

## **10. Action Item: FFYs 2025-29 TIP Adjustment One—*Ethan Lapointe, MPO Staff***

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

1. FFYs 2025–29 TIP Adjustment One ([pdf](#)) ([html](#))

E. Lapointe presented FFYs 2025–29 TIP Adjustment One, which incorporates Project 613605, District 4–District 6–Vulnerable Road Users Systemic Safety Project Near Bus Stops, into the Boston Region FFY 2025 Statewide Highway Program. The project is currently listed on the State Transportation Improvement Program (STIP) and includes

work sites within several Boston region communities—Burlington, Everett, Medford, and Revere. The project would use Vulnerable User Safety funding and have a budget of \$1.74 million. The project will improve conditions near bus stops for vulnerable road users by creating pedestrian refuge islands, installing flashing warning signs or other signs, painting high-visibility crosswalks, and adding curb extensions and other items.

### **Vote**

A motion to endorse FFYs 2025–29 TIP Adjustment One was made by the Advisory Council (Lenard Diggins) and seconded by the MBTA Advisory Board (Hanna Switekowski). The motion carried.

### **11. Action Item: LRTP Amendment One—Erin Maguire, MPO Staff** ***Documents posted to the MPO meeting calendar***

1. LRTP Amendment One Memo ([pdf](#)) ([html](#))
2. MBTA Federal Capital Program—FTA Formula Funds ([pdf](#)) ([html](#))
3. MBTA Capital Program—Federal Funding ([pdf](#)) ([html](#))

L. Heffernan presented on an MBTA item included in LRTP Amendment One, the MBTA's Green Line Transformation Core Capacity Program, which would advance safety, resiliency, reliability, and modernization for the Green Line. The project is a part of the Federal Transit Administration's (FTA) Capital Investment Grant (CIG) Core Capacity Program. The CIG Core Capacity Program provides a structured pathway for projects to receive federal funding through a multi-step evaluation and rating process, and projects must demonstrate the ability to increase corridor capacity by at least ten percent. L. Heffernan stated that the MBTA entered the Project Development Phase in 2022 and is preparing to submit its request to the FTA to enter the Engineering Phase.

L. Heffernan stated that the project is largely centered around the new Type 10 vehicles. The MBTA is procuring 102 Type 10 vehicles, which have fully accessible low floors, are 114 feet long, and have a seven-module car body with Americans with Disabilities Act-compliant doors. The MBTA's Green Line Transformation Core Capacity Program will increase capacity by procuring an additional 58 Type 10 vehicles.

L. Heffernan stated that the new transit infrastructure will improve service reliability and overall system capacity. In addition, the infrastructure will focus on improving accessible and equitable transportation options throughout the Green Line.

L. Heffernan stated that the projects are currently listed as 17 different line items on the TIP and LRTP amendments and requested that they be consolidated into a single line item labeled Green Line CIG Core Capacity, which would support the MBTA's efforts to apply for discretionary grants.

Then Erin Maguire, MPO staff, presented LRTP Amendment One, which includes the addition of the 17 Green Line Transformation Core Capacity Program projects.

E. Maguire stated that MPO staff are proposing a shortened public comment period to allow the MBTA to submit its grant application by the deadline in late December 2024.

***Discussion***

Lenard Diggins, Advisory Council, asked what the source of the remaining \$1.5 billion in funding would be.

L. Heffernan stated that the MBTA is required to match 30 percent of the estimated project cost to enter the engineering phase, which the MBTA has through its Capital Investment Plan. L. Heffernan stated that the MBTA will need to obtain 50 percent of the MBTA's share by the time the MBTA enters the full funding grant agreement in approximately two years. L. Heffernan stated that the MBTA will continue to contribute to the project from MBTA funding, federal formula funding, and state funding to reach its match requirement.

L. Diggins clarified that he asked the question to know how much the MPO would be contributing to the project.

L. Heffernan responded that the MBTA is not asking the MPO for funding.

David Koses, City of Newton, expressed appreciation for the MBTA's efforts to apply for the discretionary grants and stated that he assumes the Green Line project will not affect the development of housing in Riverside near the Green Line.

L. Heffernan stated that the MBTA is coordinating with the development projects in Riverside.

T. Bent stated that while he will support the amendment, he was disappointed that the MPO board is being asked to make a large decision with little time to consider it. In addition, T. Bent asked if the MBTA's Green Line Extension was already anticipated in the Green Line CIG Core Capacity design, or if it will need to be included.

L. Heffernan stated that the Green Line Extension is in good shape to accommodate the new vehicles included in the Green Line CIG Core Capacity Project.

T. Bent expressed appreciation for the information and asked a question about Project 10 in the Green Line CIG Core Capacity design, specifically regarding the expansion of the MBTA's yard storage and potential land acquisition.

L. Heffernan responded that the MBTA is not anticipating acquiring any more land in that area.

T. Bent stated that he believed that the owner of a property on Inner Belt Road in the City of Somerville was having conversations regarding land acquisition. T. Bent stated that the City of Somerville would like to have more information about the MBTA's projects in Somerville and improved communication between the City and the MBTA.

L. Heffernan stated that the MBTA had previously made some land purchases, but there are no more impending purchases. L. Heffernan stated that the MBTA would follow up directly with T. Bent.

J. Rowe stated that the City of Boston is appreciative of the MBTA's efforts to modernize the Green Line and understands the unique constraints and urgency of the project's timeline. J. Rowe stated that the City is overall appreciative of the project and its alignment with the MPO's regional goals. J. Rowe also expressed appreciation for the MPO staff's work on the memorandum for this item. In addition, J. Rowe stated that the City is looking forward to collaborating with the MBTA on aspects of the project relevant to the City of Boston and ensuring that the stations are maximizing accessibility.

### ***Vote***

A motion to release LRTP Amendment One for a 21-day public comment period was made by the Advisory Council (L. Diggins) and seconded by the Town of Brookline (Erin Chute). The motion carried.

## **12. Action Item: FFYs 2025-29 TIP Amendment Four—*Ethan Lapointe, MPO Staff***

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

1. FFYs 2025–29 TIP Amendment Four ([pdf](#)) ([html](#))

E. Lapointe presented FFYs 2025–29 TIP Amendment Four, which includes changes to the FFY 2025 Statewide Highway Program, FFY 2025 Earmark Discretionary Program and FFYs 2025 through 2029 of the Transit Program. Amendment Four incorporates a cost reduction on an interstate resurfacing and bridge preservation contract on Interstate 93 and Interstate 95 and a cost increase for resurfacing Route 9 in the Town of Brookline and City of Newton. In addition, Amendment Four programs a discretionary grant award for the City of Boston.

E. Lapointe reviewed changes to the Statewide Highway Program, shown in Table 1.



**Table 1**  
**Amendment Four Project Changes—FFY 2025 Statewide Highway Program**

<b>Project ID and Name</b>	<b>Change Type</b>	<b>Funding Source</b>	<b>Current Budget</b>	<b>New Budget</b>
612094: Randolph–Canton– Dedham–Milton– Westwood– Pavement and Bridge Preservation on I- 95 and I-93	Cost Decrease	NHPP	\$29,899,107	\$18,333,731
612044: Brookline–Newton– Resurfacing and Related Work on Route 9	Cost Increase	NHPP	\$8,343,250	\$9,547,287

NHPP = National Highway Performance Program.

E. Lapointe reviewed changes to the Earmark discretionary program, included in Table 2.

**Table 2**  
**Amendment Four Project Changes—FFY 2025 Earmark Discretionary Program**

<b>Project ID and Name</b>	<b>Change Type</b>	<b>Funding Source</b>	<b>Current Budget</b>	<b>New Budget</b>
S13149: Boston–Roxbury– Resilient Corridors	New Project	FFY 2022 RAISE	\$0	\$25,000,000

RAISE = Rebuilding American Infrastructure with Sustainability and Equity.

E. Lapointe reviewed the changes to the Transit Program, reflected in Table 3.

**Table 3**  
**Amendment Four Project Changes—FFY 2025 Transit Program**  
**(Core Capacity Funding)**

<b>Project ID and Name</b>	<b>Change Type</b>	<b>Funding Source</b>	<b>New Budget</b>
12.23.03: Green Line CIG—Core Capacity (Proposed Funding)	New Program	FTA CIG	\$1,507,020,668

CIG = Capital Investment Grants Program. FFY = Federal Fiscal Year. FTA = Federal Transit Administration.

E. Lapointe described the items included in Project 12.23.03, Green Line CIG—Core Capacity, in the FFYs 2025 through 2029 elements of the TIP and the different federal formula funding categories for the MBTA, including FTA Sections 5307, 5337, and 5339, and other federal funding sources. The MBTA anticipates applying for funding to support all these projects through the FTA Capital Investment Grants Program.

**Discussion**

E. Bourassa stated that many of the MBTA’s projects have been previously presented and asked if this amendment could be characterized as helping agencies and their administrations manage their finances in relation to these projects by consolidating the 17 projects into one line item.

E. Lapointe stated that when these projects were previously programmed on the TIP, the purpose was to support the ability of those projects to execute before the end of FFY 2024. E. Lapointe stated that this amendment would support the execution of those projects for the end of the calendar year, based on what the project proponents have communicated.

L. Diggins stated that he was impressed by the cost decrease in Project 612094, Randolph—Canton—Dedham—Milton—Westwood Pavement and Bridge Preservation on I-95 and I-93, and asked for the cause of the cost decrease.

E. Lapointe stated that he would have to defer to MassDOT’s Highway Division on questions about the scope of that contract.

John Bechard, MassDOT Highway Division, responded that a section of the roadway was paved as a part of a different project in District 6, so the Highway Division removed some of the pier protection and preservation work in the project’s scope.

**Vote**

A motion to release FFYs 2025–29 TIP Amendment Four for a 21-day public comment period was made by the SouthWest Advisory Planning Committee (Town of Wrentham) (Rachel Benson) and seconded by the MAPC (E. Bourassa). The motion carried.

**13. Action Item: FFY 2025 UPWP Amendment One—*Dave Hong, MPO Staff***

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

1. FFY 2025 UPWP Amendment One ([pdf](#)) ([html](#))
2. FFY 2025 UPWP Amendment One Redline ([pdf](#))
3. FFY 2025 UPWP Amendment One Appendices ([html](#))
4. FFY 2025 UPWP Amendment One Memo ([pdf](#)) ([html](#))

Dave Hong, MPO staff, presented FFY 2025 UPWP Amendment One, which reflects the addition of six grant-funded studies, including those listed in Table 4.

**Table 4  
 FFY 2025 UPWP Amendment One**

<b>Project Title</b>	<b>Proponent</b>	<b>Grant</b>	<b>Award</b>
Greening Chelsea Creek Waterfront	City of Boston	2023 RCN	\$2,500,000
Bicycle Pedestrian Crossing of the Fitchburg Commuter Rail Line	City of Cambridge	2023 RCN	\$2,400,000
SS4A Supplemental Demonstration Grant	City of Everett	SS4A	\$113,400
Uniting Neighborhoods and Transit Opportunities	City of Everett	2023 RCN	\$1,200,000
River Works Reimagined	City of Lynn	2023 RCN	\$561,000
MBTA South Salem Commuter Rail Stop Design	City of Salem	2024 RCN	\$2,776,000

FFY = Federal Fiscal Year. MBTA = Massachusetts Bay Transportation Authority. RCN = Reconnecting Communities and Neighborhoods Grant. SS4A = Safe Streets and Roads for All. UPWP = Unified Planning Work Program.

D. Hong stated that the Federal Highway Administration (FHWA) requested that these studies be included in the UPWP in a timely way to obligate these funds to their recipients as soon as possible.

***Vote***

A motion to waive the 21-day public comment period and endorse FFY 2025 UPWP Amendment One was made by the MAPC (E. Bourassa) and seconded by the Advisory Council (L. Diggins). The motion carried.

**14. Action Item: Work Scope for MBTA Bus Shelter Maps—Ken Dumas, MPO Staff**

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

1. Work Scope for MBTA Bus Shelter Maps ([pdf](#)) ([html](#))

Ken Dumas, MPO staff, presented the work scope for MBTA Bus Shelter Maps. K. Dumas stated that MPO staff began working with the MBTA to create hundreds of custom maps that are specific to each bus shelter in 2020. K. Dumas stated that the MBTA plans to construct and install an additional 40–60 bus shelters, and the MBTA has asked MPO staff to create custom maps for the new bus shelters.

The work scope has a total budget of \$21,183 and will take 24 months to complete from the notice to proceed.

***Vote***

A motion to approve the work scope for MBTA Bus Shelter Maps was made by the MAPC (E. Bourassa) and seconded by the City of Boston (J. Rowe). The motion carried.

**15. Action Item: Work Scope for Mapping for MBTA Bus Network Redesign—Ken Dumas, MPO Staff**

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

1. Work Scope for Mapping for MBTA Bus Network Redesign ([pdf](#)) ([html](#))

K. Dumas presented the work scope for Mapping for MBTA Bus Network Redesign. K. Dumas stated that the MBTA is nearing the completion of Phase I of an endeavor to create a network of high-frequency buses. MPO staff have been contracted to update the MBTA's maps to show the high-frequency bus routes. The budget for the work scope is \$93,204 and the work is scheduled to take 48 months to complete.

***Discussion***

Sandy Johnston, MBTA, stated that Phase I of the MBTA's bus network redesign will be rolling out on December 13, 2024, and encouraged board members to let others know.

***Vote***

A motion to approve the work scope for Mapping for MBTA Bus Network Redesign was made by the MBTA (S. Johnston) and seconded by the SouthWest Advisory Planning Committee (Town of Wrentham) (Rachel Benson). The motion carried.

**16. Lab and Municipal Parking Phase II—*Sophie Fox, MPO Staff***

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

1. Lab and Municipal Parking Phase II Memo ([pdf](#)) ([html](#))

Sophie Fox, MPO staff, presented Lab and Municipal Parking Phase II, a FFY 2024 UPWP discrete study that was conducted in consultation with the MAPC and builds off the first phase of the study that was completed in FFY 2023.

S. Fox stated that the growth of the life sciences industry in the Boston region has led to the need for exploration of parking usage at lab and life science facilities. S. Fox stated that MPO staff explored the relationships between parking requirements, supply, and usage at life science facilities in through market research and interviews with stakeholders.

Data collection efforts included a property manager survey, on-site data collection, and retrieval of parking count data from the City of Cambridge. S. Fox stated that MPO staff obtained data from 24 properties and explored factors such as parking characteristics and transportation characteristics.

S. Fox stated that the parking supply varied more than demand and was on average twice as large. S. Fox stated that the demand did not exceed two spaces per thousand square feet for any of the properties, and MPO staff found the difference between average supply and demand was greatest in municipalities further from the urban core of the region. S. Fox stated that none of the properties in the data set met the full capacity for parking, and as the parking supply grew, the demand grew, but at a slower rate, resulting in a lower utilization rate.

MPO staff also explored transit accessibility and found that the properties that lack convenient walking access to rapid transit supply much more parking on average than the closer properties.

S. Fox stated that MPO staff also used Conveyal, a web-based analysis tool that demonstrates how people are connected to destinations through different modes of travel. MPO staff developed calculations to determine transit and biking ratios based on the number of people who can access property within a 45- or 30-minute transit or bike

trip compared to the number of people who can access property within a 45-minute driving trip.

Results demonstrated that properties closer to Boston's urban core had a higher percentage of people who could reach the properties by car and could also reach them by bike or transit. These properties also had higher transit ratios than their corresponding biking ratios due to transit availability. Properties further from the urban core had higher biking ratios than transit ratios but had much lower ratios overall.

The final analysis included a Transportation Demand Management (TDM) Policy Review, which included reviewing TDM plans shared by the City of Cambridge from 1999, 2019, and 2021. S. Fox stated that MPO staff did not have sufficient data to evaluate the impact of TDM on parking demand at lab and life science facilities, but MPO staff identified several strategies that promote the use of non-single occupancy vehicle commutes and how these strategies have adapted over time. These strategies included the following:

- Shuttle service and rideshare
- Transportation information
- Transit subsidies and parking costs
- Biking
- Monitoring

MPO staff concluded that occupancy rates decreased as supply increased and areas with more robust transit systems used parking more efficiently. Limitations for the study included a small sample of properties and the inability to explore all possible factors. Potential future work includes developing ways to support other municipalities in parking data collection efforts and conducting future studies relating to repurposing parking or shared parking.

### ***Discussion***

L. Diggins expressed appreciation for the work MPO staff put into the study, especially considering the limited data. L. Diggins asked about possibilities for overcoming the limitations due to data availability.

S. Fox stated that MPO staff are considering ways to overcome the limitation of data availability, and that distributing more information about the MPO and the work that MPO staff do will help increase data availability.

L. Diggins also expressed appreciation for the use of Conveyal and the development of the transit ratios.

E. Bourassa expressed appreciation for the study and MPO staff's work. E. Bourassa also stated that this study complements the work that the MAPC has been conducting on parking in residential areas.

Patrick Hoey, City of Boston, stated that this study is relevant to the work being done in the Boston Streets Cabinet and the Boston Planning Department, particularly the Article 80 Development Review Process and strategies that can reduce the number of parking spaces and overbuilding. P. Hoey expressed that the City of Boston wants to encourage additional studies such as this one.

T. Bent expressed appreciation for the MPO staff's work on this study and asked if the decrease in the lab space market may have contributed to the lack of participation in the study. T. Bent also suggested reaching out to the Chambers of Commerce to connect with commercial communities.

S. Fox thanked T. Bent for his help throughout the study and stated that there were some stakeholders who reached out, but were disappointed they could not participate because the properties were not full yet.

Tom O'Rourke, Three Rivers Interlocal Council (Town of Norwood), stated that he has contacts with Chambers of Commerce in the Boston region and offered to put MPO staff in contact with them.

## **17. Members' Items**

There were none.

## **18. Adjourn**

A motion to adjourn was made by the MBTA Advisory Board (Hanna Switekowski) and seconded by the Inner Core Committee (City of Somerville) (T. Bent). The motion carried.

## Attendance

<b>Members</b>	<b>Representatives and Alternates</b>
At-Large City (City of Everett)	Eric Molinari
At-Large City (City of Newton)	David Koses
At-Large Town (Town of Arlington)	John Alessi
At-Large Town (Town of Brookline)	Erin Chute
City of Boston	Jen Rowe
	Nayeli Rodriguez
	Patrick Hoey
Federal Highway Administration (FHWA)	Kenneth Miller
	Kirstie (Hostetter)
	Tirandazi
Federal Transit Administration (FTA)	Brad Rawson
Inner Core Committee (City of Somerville)	Tom Bent
	Lynsey Heffernan
Massachusetts Bay Transportation Authority (MBTA)	Sandy Johnston
	David Mohler
Massachusetts Department of Transportation (MassDOT)	Derek Krevat
	Sarah Lee
Massachusetts Port Authority (Massport)	John Bechard
MassDOT Highway Division	John Romano
	Frank Tramontozzi
MBTA Advisory Board	Hanna Switekowski
	Eric Bourassa
Metropolitan Area Planning Council (MAPC)	Julia Wallerce
	Dennis Giombetti
MetroWest Regional Collaborative (City of Framingham)	
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 Transit Authorities (RTAs)	Jim Nee
	Felicia Webb
	Tyler Terrasi
Regional Transportation Advisory Council	Lenard Diggins
SouthWest Advisory Planning Committee (Town of Wrentham)	Rachel Benson
Three Rivers Interlocal Council (Town of Norwood)	Steven Olanoff
	Tom O'Rourke



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<b>Other Attendees</b>	<b>Affiliation</b>
Srilekha Murthy	BETA Group, Inc.
Cian Fields	Boston Public Schools Transportation Department
Judith Gibson-Okunieff	City of Boston
Maria Daniela Castillo	City of Boston
Charlie Creagh	City of Cambridge
Bill Deignan	City of Cambridge
Aaron Clausen	City of Lynn
Lauren Drago	City of Lynn
Casey Hagerty	City of Woburn
Samira Saad	FHWA
Anthony Jones	FHWA
Sarah Bradbury	MassDOT
Barbara Lachance	MassDOT
Cheryll-Ann Senior	MassDOT
Derek Shooster	MassDOT
Michelle Scott	MassDOT
Andrew Wang	MassDOT
Stephanie Abundo	MassDOT
Glenn Geiler	MBTA
Matt Conover	MBTA
Margot Fleischman	MBTA
Mike Malia	MBTA
Jay Maddox	MBTA
Isabella MacKinnon	MBTA Advisory Board
Joy Glynn	MWRTA
Benjamin Coulombe	MWRTA
Emmett Greenberg	Northeastern University
Julia Evelyn	Rhode Island Public Transit Authority
Beth Debski	Salem Partnership
Meghan McNamara	Town of Lexington
Shane Mark	Town of Needham
Sheila Page	Town of Wellesley
Qi Kang	
Shiyi Zhan	
George Thiel	
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