

Draft Memorandum for the Record

Boston Region Metropolitan Planning Organization Meeting

November 15, 2012 Meeting

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

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

Decisions

The Boston Region Metropolitan Planning Organization agreed to the following:

- approve the work program for the *MBTA East Lynn Commuter Rail Station Feasibility Study*
- approve the work program for the *MBTA 2013 Review of Fare Structure, Tariffs, and Service*
- take the minutes of the meeting of October 18 off of the table and postpone action to allow staff to consider a possible revision
- approve the minutes of the meeting of November 1 with a correction
- approve Amendment Two of the federal fiscal years (FFYs) 2013-16 Transportation Improvement Program (TIP) as amended (details are provided in the body of these minutes)
- release Amendment Three of the FFYs 2013-16 TIP for a 30-day public review period

Meeting Agenda

1. Public Comments

There were none.

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

There was none.

3. Committee Chairs' Reports

There were none.

4. Regional Transportation Advisory Council Report—*Steve Olanoff, Chair, Regional Transportation Advisory Council*

S. Olanoff reported that the Advisory Council met on November 14 and heard several presentations. Jessica Casey, Executive Office of Housing and Economic Development, gave a presentation on plans for housing growth in the Commonwealth. Barry Keppard, MAPC, gave a presentation on land use and smart growth policy in the Interstate 495 corridor.

Also, Paul Regan, MBTA Advisory Board, gave a report on the MPO's recommendations regarding the Advisory Council's elections procedures and voting membership. The Advisory Council plans to convene its Membership Committee to consider the recommended changes and update the bylaws as needed. The chair is working to find new members to serve on the Membership Committee, since it was recommended that MPO members should no longer be voting members of the Advisory Council.

S. Olanoff also reported that some members of the Advisory Council were displeased that the MPO did not act on the Advisory Council's request that the MPO submit a letter of comment regarding scoping for the High Speed Rail Environmental Impact Statement (EIS) being considered by the Federal Railroad Administration (FRA) for improvements to the Northeast rail corridor. The Advisory Council members also expected that the MPO would have prepared a reply to the Advisory Council Explaining the MPO's decision not to act on the Advisory Council's request.

S. Olanoff encouraged MPO members to participate in the Advisory Council meetings.

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

K. Quackenbush reminded members that the MPO meeting of December 6 will be held in Norwood.

He also announced that Mary Ellen Sullivan, MPO staff, will be retiring in December after 28 years of service in a variety of capacities. Most recently, she served as the Unified Planning Work Program (UPWP) Manager in the Certification Activities Group of Central Transportation Planning Staff (CTPS). Pam Wolfe, Manager of Certification Activities, also remarked on M.E. Sullivan's years of excellent service and many contributions to the MPO. The MPO applauded M.E. Sullivan for her service.

Michelle Scott has been hired as UPWP Manager.

6. Transportation Improvement Program Amendment Two—*Sean Pfalzer, MPO Staff*

Revised tables of draft Amendment Two of the federal fiscal years (FFYs) 2013-16 Transportation Improvement Program (TIP) were distributed. The original draft of the amendment included programming for two repurposed earmarks: one for the *Longfellow Bridge* project in Boston, and other for the repair of the roof of the Cape Ann Transportation Authority's (CATA) maintenance facility.

The revised amendment includes funding for the *Longfellow Bridge* project, which will be advertised by December 31. The funding for the CATA project has been withdrawn, however. It is now proposed that the \$408,179 originally intended for CATA will be directed toward the *MBTA Wachusett Commuter Rail Extension* project. The revised amendment programs two other federal earmarks for the *MBTA Wachusett Commuter Rail Extension* project, as well.

The amendment also includes two other earmarks. A \$1.6 million earmark for the *Boston Inner Harbor Ferry Service* project was originally programmed in the FFY 2012 TIP element; however, it was not obligated in that year. It is now proposed for reprogramming in the FFY 2013 element. It would fund the purchase of two ferry vessels.

Also programmed are the balances of two earmarks that funded Phase 1 of the *Watertown Bike Path* project. The balances plus \$200,000 from the City of Cambridge and approximately \$820,000 from the Department of Conservation and Recreation (DCR) are programmed for the *Watertown Bike Path, Phase 2 Right-of-Way Acquisition* project.

The MPO received two comments during the public review period for the amendment with requests that are reflected in the revised amendment. MassDOT informed the MPO that the advance construction balances for the *Route 99 (Alford Street) Bridge* project in Boston have been paid in full. Therefore, it is no longer necessary to program the \$7.7 million in FFY 2013 or the \$3 million in FFY 2014 for this project in the amendment. The MetroWest Regional Transit Authority (RTA) notified the MPO that it received a grant of \$1,025,000 through the Veterans Transportation Community Living Initiative (VTCLI) for the development of paratransit call center and requested that the MPO program those funds in the TIP.

Members discussed the proposed changes:

James Errickson (At-Large City of Everett) inquired about the source of the non-federal match for the *Watertown Bike Path, Phase 2 Right-of-Way Acquisition* project. S. Pfalzer replied that the match is from a portion of the funds contributed by DCR. DCR is providing an over-match.

Dennis Crowley, South West Advisory Planning Committee (Town of Medway), asked for more explanation about the use of the balance created from the removal of the *Route 99 (Alford Street) Bridge* project from the TIP. D. Mohler explained that MassDOT paid for the project a year earlier than originally planned by using funds that were redistributed by the federal government. The use of the redistribution funds freed a total of \$10.7 million in FFYs 2013-14 TIP that was then applied to another bridge project in another region.

David Koses, At-Large City of Newton, asked for a description of the *Watertown Bike Path, Phase 2 Right-of-Way Acquisition* project and asked why the City of Cambridge is contributing. D. Mohler replied that the project is for the acquisition of right-of-way along the Watertown Branch, which goes through a portion of Cambridge. S. Pfalzer added that the trail would connect the Charles River Path and the Minuteman Trail.

J. Errickson asked for a description of the *MBTA Wachusett Commuter Rail Extension* project. D. Mohler replied that the project would extend the Fitchburg commuter rail line to Wachusett Station. This project will be under construction soon. Joe Cosgrove, MBTA, added that the earmarks for the Wachusett extension supplement TIGER (Transportation Investment Generating Economic Recovery) funding for the *Fitchburg Commuter Rail Extension* project.

Richard Canale, At-Large Town of Lexington, asked if the funding for the *MBTA Wachusett Commuter Rail Extension* project will cover the cost of reconstructing four bridges on the Wachusett extension. J. Cosgrove replied that bridges are included as part of the cost.

J. Errickson asked if the Fitchburg extension will be funded separately from the Wachusett extension. J. Cosgrove replied yes, and noted that there is still a funding gap for this project.

D. Mohler noted that the earmark originally directed to CATA is being repurposed for the *MBTA Wachusett Commuter Rail Extension* project. The reason for this is that CATA is currently ineligible to access federal funds because it must act to correct problems having to do with Title VI and civil rights issues. CATA is working on correcting these issues, but will be unable to use the repurposed earmarks by the end of December when the funds must be obligated. Other funds, originally intended for a freight and rail

project in New Bedford, are being repurposed for the Wachusett project because they cannot be spent on the New Bedford project by the end of December.

D. Mohler asked staff to clarify on the TIP tables that two earmarks for the Wachusett project are repurposed earmarks.

D. Mohler asked for more information about the MetroWest RTA's project for developing a paratransit call center and inquired as to whether the RTA owns the location where the center would be built. Dennis Giombetti, MetroWest Regional Collaborative (Town of Framingham), indicated that the RTA is leasing the location and has an option to buy. As there was no representative from the MetroWest RTA in attendance to answer questions about the project, members decided to postpone their decision about programming this particular grant.

D. Mohler suggested programming in the FFY 2013 TIP element a Transportation and Community System Preservation Program (TCSP) grant for the *Fairmount Corridor Business Development and Ridership Initiative*. This project was originally programmed in the FFY 2012 element, but did not get obligated that year. J. Cosgrove then gave a description of the project, which is associated with the *Fairmount Line Improvement* project. The *Fairmount Corridor Business Development and Ridership Initiative* project would develop strategies for growing ridership and business development along the Fairmount line. In response to a question from Laura Wiener, At-Large Town of Arlington, J. Cosgrove noted that the grant must be programmed on the TIP in order to be obligated.

D. Crowley raised questions about the process for vetting and prioritizing the projects that would be added to the TIP. In response, J. Cosgrove and D. Mohler noted that several of the projects had been reviewed by the MPO previously and programmed in the FFY 2012 element of the FFY 2012-15 TIP. They are proposed to be moved forward because they were not obligated in FFY 2012. Others are repurposed earmarks for specific projects; if left unprogrammed, those funds would be returned to the federal government.

S. Olanoff noted that several Safe Routes to School projects programmed in the FFY 2014 TIP element do not have MassDOT Project ID numbers. D. Mohler noted that those projects will have numbers soon.

D. Mohler advised staff to itemize toll credits separately on the TIP tables.

A motion to approve Amendment Two of the FFYs 2013-16 TIP as presented – with the addition of the TCSP grant for the *Fairmount Corridor Business Development and*

Ridership Initiative, the removal of the VTCLI grant for the MetroWest RTA's paratransit call center, and edits to clarify project funding sources – was made by the Inner Core Committee (City of Somerville) (Tom Bent), and seconded by the MBTA (J. Cosgrove).

During a discussion of the motion, D. Giombetti asked for clarification about the process for restoring the VTCLI grant to the TIP, if it is removed today. D. Mohler stated that the MPO could release a third amendment to the TIP for public review, which would delay the MetroWest RTA from accessing the grant by one month.

Christine Stickney, South Shore Coalition (Town of Braintree), asked for the amount proposed for the *Fairmount Corridor Business Development and Ridership Initiative*. J. Cosgrove replied that the project would use \$352,500 in federal aid with a 20 percent match of \$88,125 (for a total of \$440,625).

D. Koses suggested postponing the vote until the MPO could hear from the representative from the MetroWest RTA. Members agreed to lay aside the amendment until later in the meeting.

7. Work Programs—Karl Quackenbush, Executive Director, Central Transportation Planning Staff

K. Quackenbush introduced two new work programs.

MBTA East Lynn Commuter Rail Station Feasibility Study

The work program for the *MBTA East Lynn Commuter Rail Station Feasibility Study* would support MassDOT's work to examine the feasibility of restoring commuter rail service to East Lynn on the Newburyport/Rockport commuter rail line. There once was a station in East Lynn, between the Swampscott and Downtown Lynn stations; it has been closed since the 1950s. Through this study, CTPS would conduct a ridership forecasting analysis for a potential station in East Lynn.

Members discussed this study.

D. Koses asked if CTPS would assume a change in the bus network when conducting modeling for this project. K. Quackenbush replied that the modeling would probably assume existing services, though staff may consider modifying bus routes if it makes sense to do so.

Jim Gillooly, City of Boston (Boston Transportation Department), asked if the study is included in the UPWP. K. Quackenbush replied that it is not explicitly named, but that it would be funded through a program in the UPWP entitled *MassDOT Transit Planning*

Assistance. That is the same source of funding being used for the *MBTA Silver Line to Chelsea: Alternatives Analysis, Phase 2*, which members approved earlier this month.

A motion to approve the work program for the *MBTA East Lynn Commuter Rail Station Feasibility Study* was made by the City of Boston (Boston Transportation Department) (J. Gillooly), and seconded by the Inner Core Committee (City of Somerville) (T. Bent). The motion carried.

The MBTA 2013 Review of Fare Structure, Tariffs, and Service

Through the work program for the *MBTA 2013 Review of Fare Structure, Tariffs, and Service*, CTPS would assist the MBTA to evaluate possible changes to the MBTA's fare system. This work program would involve forecasting revenue and ridership implications under new fare scenarios, as well as conducting air quality, Title VI, and environmental justice analyses. Staff would use the regional travel model and a spreadsheet tool to forecast ridership and revenue. CTPS has conducted similar work in the past, including prior to the fare and service changes that went into effect this past summer.

As the study develops, staff would interact with the MBTA Rider Oversight Committee's Finance Subcommittee, which focuses on customer satisfaction issues. Tasks 1-7 of the study would involve the development and analysis of a single scenario involving potential fare and service changes. Task 8 could involve testing other scenarios that might be developed resulting from a public hearing process. The study would be funded by the MBTA.

Members discussed this study.

R. Canale asked about plans for the review of the draft and the scope of the outreach process for this study. J. Cosgrove replied that the MBTA's most intensive outreach is conducted prior to the implementation of fare and service changes. Before changes were implemented last summer, for example, the MBTA held 32 public meetings. There will likely be the same level of outreach with any upcoming fare or service change.

S. Olanoff remarked on a problem of the MBTA's fare structure given that riders who use the Fairmount commuter rail line and switch to another mode must pay two fares to travel into the city. He asked if that issue would be addressed in this study. J. Cosgrove stated that the issue would not be addressed directly through this study, however, the MBTA has heard this concern from the public. D. Mohler added that the issue needs to be examined in the context of the entire fare structure for all parts of the MBTA service area.

D. Koses raised questions regarding the timing of this study in relation to the timing of MBTA budget decisions that would affect fares next year. D. Mohler noted that the schedule for this study is meant to coincide with the outcomes of MassDOT's public visioning conversations and the MBTA's schedule for budget decision-making. J. Cosgrove added that the schedule conforms to the time required to work through the federal Title VI process as well.

Richard Reed, Minuteman Advisory Group on Interlocal Coordination (Town of Bedford), inquired as to whether staff has the ability to determine if previous forecasts about the impacts of fare and service changes were accurate. K. Quackenbush replied that staff conducted a post fare change review in 2007. CTPS had projected a 21 percent increase in revenue, while the actual increase was 23 percent, and CTPS projected a 5 percent decrease in ridership, while the actual decrease was 9.5 percent. CTPS has not yet conducted a post fare change review for the changes that went into effect last summer. There were complicating factors, including trends affecting ridership such as an increase in the cost of gas and an increase in employment in the region. Staff will be better able to determine the accuracy of their forecasts when information is available about the magnitude of these influences and data is available broken down by market sector.

D. Mohler asked if staff will recalibrate the model after the necessary information is gathered and analyzed. K. Quackenbush replied yes, that the information would help to create a new baseline for modeling.

J. Errickson asked if the study would involve consideration of demand-based pricing structures (that offer reduced fares during non-peak travel times and higher fares at peak travel times). D. Mohler replied that consideration of demand-based pricing is not included in this study. He noted that such pricing structures raise policy questions given the possibility that peak-pricing could lead people to turn away from using the transit system in favor of traveling by car, which is counter to existing MassDOT policies to increase transit ridership.

Wig Zamore, Somerville Transportation Equity Partnership / Mystic View Task Force and a member of the MBTA Rider Oversight Committee, made several points about the process for developing fare and service changes. He stated that objective guidance from CTPS and the MBTA have been helpful when fare increase and service changes were considered in the past. He noted the limits on the Rider Oversight Committee's input to the process given that the body does not have access to fare and service change information prior to the time the general public receives the information. He raised the issue that the heart of the environmental justice matters in these cases have

to do with the fact that while there have been significant fare increases, there have been no increases to the gas tax. Lastly, he suggested using an econometric model to better understand outside factors that influence ridership.

A motion to approve the work program for the *MBTA 2013 Review of Fare Structure, Tariffs, and Service* was made by the Inner Core Committee (City of Somerville) (T. Bent), and seconded by the MetroWest Regional Collaborative (Town of Framingham) (D. Giombetti). The motion carried.

8. Meeting Minutes—Maureen Kelly, MPO Staff

A motion to approve the minutes of the meeting of October 18 was made by the MassDOT Highway Division (J. Romano), and seconded by the Three Rivers Interlocal Council (Town of Norwood/NVCC) (Tom O'Rourke).

During a discussion of this motion, S. Olanoff requested a correction to the minutes to reflect that he abstained from a motion and to change the wording of a motion that he made. Staff was directed to check the audio recording of the meeting and correct the minutes as necessary.

A motion to take the minutes of the meeting of October 18 from the table was made by the Advisory Council (S. Olanoff), and seconded by the Three Rivers Interlocal Council (Town of Norwood / Neponset Valley Chamber of Commerce) (Tom O'Rourke). The motion carried.

A motion to approve the minutes of the meeting of November 1 – with a correction to page 14 as recommended by S. Olanoff – was made by the Inner Core Committee (City of Somerville) (T. Bent), and seconded by the North Suburban Planning Council (City of Woburn) (E. Tarallo). The motion carried. The At-Large City of Everett (J. Errickson) abstained.

9. FFY 2012 Community Technical Assistance Report—Karl Quackenbush, Executive Director, Central Transportation Planning Staff, and Seth Asante, MPO Staff

K. Quackenbush introduced the report on the work conducted in FFY 2012 through the MPO's Community Technical Assistance Program. This program, which is a collaborative effort between CTPS and the Metropolitan Area Planning Council (MAPC), is designed to provide quick-response transportation planning and traffic engineering advice to communities as a supplement to the larger, more structured studies that staff does

This program began in FFY 2010 and is entering its fourth year. Each year CTPS and MAPC staff conduct outreach to communities in the region and solicit interest in the program. For interested communities, CTPS and MAPC staff will examine issues relating to traffic safety, traffic circulation, parking, bicycle and pedestrian safety and accessibility, bus stop locations, and transit access. The program has been very well received in affected communities. Prior to FFY2012, staff provided technical assistance to the communities of Walpole, Wrentham, Arlington, Millis, Marshfield, Weston, Sudbury, and Rockport.

S. Asante then gave a presentation on the projects conducted in FFY 2012 in the municipalities of Winchester, Danvers, Revere, and Swampscott.

Winchester Study

For the Town of Winchester, staff provided modeling services to assist with the Winchester Downtown Traffic Study. Staff provided data regarding cut-through traffic and traffic volume changes resulting from land use changes and changes to the transportation network.

Revere Study

In the City of Revere, staff examined problems associated with queues and delays on Crescent Avenue, traffic accessing the Beachmont Veteran Memorial School, and congestion on Bennington Street. Specifically, they examined the intersection of Crescent and Winthrop Avenues. Staff made short-term and long-term recommendations to address the problems.

In the short-term, staff recommended converting the one-way Crescent Avenue into a two-way street. They provided three options for long-term improvements: 1) convert Crescent Avenue into a two-way street; 2) signalize the intersection of Bennington Street and Crescent Avenue and provide signal coordination; and 3) convert Crescent Avenue into a two-way street and add an exclusive right-turn lane on Winthrop Avenue eastbound.

The City of Revere has expressed interest in implementing the short-term recommendations, and is working with MassDOT to upgrade the traffic signals. The city is also interested in the first and third option for long-term improvements.

Swampscott Study

In the Town of Swampscott, staff studied the intersection of Humphrey Street (Route 129), Burrill Street, and Monument Avenue, where there are problems with traffic circulation. The town is interested in improving the traffic situation while preserving the historic character of the area.

For short-term improvements, staff recommended constructing a raised traffic island, striping the roadway to create a one-way street and channel traffic onto Burrill Street, and adding signage. Staff recommended two options for long-term improvements: 1) replace the intersection with a roundabout, or; 2) signalize the intersection. The roundabout option would improve traffic circulation and reduce conflict points at the intersection, however, it would alter the historic appearance of the area. The town is implementing the short-term improvements.

Danvers Study

In the Town of Danvers, staff studied the location where the Danvers Rail Trail crosses Poplar Street (Route 62) in Danvers. The location experiences a high volume of traffic, which increases the risk for trail users.

Options identified for improving this location include installing the following: 1) pedestrian-activated flashing beacons; 2) solar-powered rectangular rapid-flashing beacons; 3) pedestrian hybrid beacons, or; 4) pedestrian crossing signals.

The Town of Danvers has chosen to install a rectangular rapid-flashing beacon, a new type of warning device which flashes when a pedestrian or bicyclist approaches the intersection.

Discussion

Members discussed the report.

D. Mohler complemented staff on their work and for providing useful solutions for the communities.

D. Crowley also expressed support for this program. He inquired about the number of applications staff received from communities requesting technical assistance. K. Quackenbush replied that the number of requests vary by year. During the first year of the program staff was not able to take on all requests for assistance, but by the second year, most requests were accommodated. Efi Pagitsas, MPO staff, added that staff accepted all the applications that were submitted in FFY 2012. Typically, staff is able to accept 90-100 percent of the requests after screening the applications. Staff is able to study four or five locations a year with the program's \$40,000 budget.

J. Gillooly asked about the accessibility features on the rectangular rapid-flashing beacons. S. Asante replied that the signals have push buttons for pedestrians and that there is also the option to provide passive detection.

10.State Implementation Plan—*David Mohler, MassDOT*

D. Mohler provided MassDOT's monthly update on the State Implementation Plan (SIP).

MassDOT has submitted its annual SIP report. The responses to comments are due in January.

For the *Green Line Extension* project, the MBTA Board has approved the use of the Construction Manager/General Contractor (CM/GC) project delivery approach. MassDOT is awaiting authorization from the Office of the Inspector General to employ CM/GC. AECOM and HNTB are working as the final design team. A value engineering workshop will be held and a new cost estimate for the project will be developed.

MassDOT expects to give an award for the design of new Green Line vehicles this fall. Phase 1 construction is ongoing; this includes the reconstruction of the Harvard Street and Medford Street Bridges and the demolition of 21 Water Street.

Members discussed the report.

D. Crowley raised a question about the timing for ordering new Green Line vehicles considering that the federal government has not yet approved funding for the *Green Line Extension* project. He asked whether the vehicles being ordered for the extension could be used to supplement the existing Green Line. J. Cosgrove replied that the new vehicles are needed as part of the operating plan of the extension and to maintain air quality when the extension is operating.

D. Crowley asked if MassDOT has opened bids for the vehicle design. D. Mohler replied that the technical proposals have been opened.

J. Cosgrove noted that there was a "soft opening" of the new Talbot Station on the Fairmount commuter rail line this week.

11.Transportation Improvement Program Amendment Two—*Sean Pfalzer, MPO Staff*

Members returned to the topic of the TIP amendment, which was laid aside earlier during this meeting.

A motion to take Amendment Two of the FFYs 2013-16 TIP from the table was made by the MetroWest Regional Collaborative (Town of Framingham) (D. Giombetti), and seconded by the Inner Core Committee (City of Somerville) (T. Bent). The motion carried.

A motion to remove the VTCLI grant for the MetroWest RTA's paratransit call center from Amendment Two of the FFYs 2013-16 TIP was made by the MassDOT Highway Division (J. Romano), and seconded by the Inner Core Committee (City of Somerville) (T. Bent). The motion carried.

A motion to approve Amendment Two of the FFYs 2013-16 TIP as presented by staff and amended – with the addition of the TCSP grant for the *Fairmount Corridor Business Development and Ridership Initiative*, the removal of the VTCLI grant for the MetroWest RTA's paratransit call center, and edits to clarify project funding sources – was made by the MassDOT Highway Division (J. Romano), and seconded by the Inner Core Committee (City of Somerville) (T. Bent). The motion carried.

A motion to release Amendment Three of the FFYs 2013-16 TIP – which adds the VTCLI grant for the MetroWest RTA's paratransit call center – for a 30-day public review period was made by the MetroWest Regional Collaborative (Town of Framingham) (D. Giombetti), and seconded by the Inner Core Committee (City of Somerville) (T. Bent). The motion carried.

With these actions, the MPO gave notice to the MetroWest RTA that they would like a representative from the RTA to be present at the meeting of December 6 (in Norwood) and/or December 20 (in Boston) to answer questions about the paratransit call center project.

12.Members Items

D. Koses inquired about the schedule for reviewing MPO Committee assignments. D. Mohler then asked staff to distribute a list of current committee assignments to members, and noted that members can review their assignments and consider if they would like to change their assignments.

D. Mohler announced that MassDOT will be holding one of its Your Vision, Our Future meetings in Mattapan this evening from 5:30PM to 7:30 PM. J. Romano added that another meeting will be held in the State Transportation Building on November 29. Additional meetings have been added as well. Staff was asked to send the updated list of meetings to the MPO. The complete list of Your Vision, Our Future meetings is listed on MassDOT's website.

13.Adjourn

A motion to adjourn was made by the At-Large Town of Lexington (R. Canale) and seconded by the Inner Core Committee (City of Somerville) (T. Bent). The motion carried.

Attendance

Members	Representatives and Alternates
At-Large City (City of Everett)	James Errickson
At-Large City (City of Newton)	David Koses
At-Large Town (Town of Arlington)	Laura Wiener
At-Large Town (Town of Lexington)	Richard Canale
City of Boston (Boston Redevelopment Authority)	Lara Mérida
City of Boston (Boston Transportation Department)	Jim Gillooly
Federal Highway Administration	Michael Chong
Inner Core Committee (City of Somerville)	Tom Bent
Massachusetts Department of Transportation	David Mohler
MassDOT Highway Division	John Romano
Massachusetts Bay Transportation Authority (MBTA)	Joe Cosgrove
Metropolitan Area Planning Council	Eric Halvorsen
MetroWest Regional Collaborative (Town of Framingham)	Dennis Giombetti
Minuteman Advisory Group on Interlocal Coordination (Town of Bedford)	Richard Reed
North Shore Task Force (City of Beverly)	Denise Deschamps
North Suburban Planning Council (City of Woburn)	Ed Tarallo
Regional Transportation Advisory Council	Steve Olanoff
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
Calli Cenizal	MassDOT
Ivria Fried	Conservation Law Foundation
Joe Onorato	MassDOT Highway District 4
Amanda Richard	Office of State Senator McGee
Wig Zamore	Somerville Transportation Equity Partnership / Mystic View Task Force

MPO Staff/Central Transportation Planning Staff

Karl Quackenbush, Executive Director

Daniel Amstutz

Seth Asante

David Fargen

Maureen Kelly

Robin Mannion

Anne McGahan

Elizabeth Moore

Efi Pagitsas

Scott Peterson

Sean Pfalzer

Mary Ellen Sullivan

Pam Wolfe
