

**Draft Memorandum for the Record
Boston Region Metropolitan Planning Organization (MPO) Meeting**

March 15, 2012 Meeting

10:00 AM – 12:45 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 *Safe Access to Transit for Pedestrians and Bicyclists, FFY 2012*
- approve the *Boston Region MPO's 2010 Freight Study*
- approve the study, *Low-Cost Improvements to Bottleneck Locations, Phase 2*
- approve the minutes of the meeting of March 1
- direct MPO staff to continue work on the two locations identified by staff for further study in the *Priority Corridors for Long-Range Transportation (LRTP) Needs Assessment* project

Meeting Agenda

1. Public Comments

Steve Olanoff, Regional Transportation Advisory Council, stated that members of the Advisory Council's Freight Committee would be commenting on the MPO's 2010 Freight Study during the discussion of that agenda item.

2. Chair's Report – David Mohler, MassDOT

A transportation bond bill has been filed with the legislature.

The MBTA has concluded the public hearings on the proposed fare increase and service cuts scenarios. A draft budget for closing the MBTA's fiscal year (FY) 2013 budget gap was presented to the MBTA Board of Directors. The board is scheduled to vote on the budget in April.

MassDOT has released draft financial targets for the Transportation Improvement Program (TIP). They will be discussed at the March 26 meeting of the Massachusetts Association of Regional Planning Agencies (MARPA).

3. Committee Chairs' Reports – Mary Ellen Sullivan, UPWP Manager, MPO Staff

The Unified Planning Work Program (UPWP) Committee met this morning. The committee discussed a revised universe of projects and reviewed the draft UPWP (with the exception of the budget). The committee will meet next on March 29 to discuss the staff recommendations for the UPWP. The committee will present their recommendation for the UPWP to the MPO on April 5.

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

The Advisory Council met on March 14. Staff of the City of Quincy gave a presentation on the *Adams Green* project. Bill Kuttner, MPO staff, gave a presentation on the study, *The Southeast Expressway: A Conceptual Plan*.

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

There was none.

6. Work Program for Safe Access to Transit – *Karl Quackenbush, Executive Director, Central Transportation Planning Staff*

Members were presented with the work program for *Safe Access to Transit for Pedestrians and Bicyclists, FFY 2012* at the meeting of March 1. This work program would identify low-cost improvements to bicycle and pedestrian amenities near selected transit stations.

Bill Deignan, City of Cambridge, asked if staff would be focusing on project implementation and financing through this work program. K. Quackenbush replied that as part of the site selection process, staff would give priority to selecting locations in communities where municipal officials have expressed interest in implementing study recommendations. The scope of the work does not include implementation, however.

Tom Kadzis, City of Boston, inquired about the screening process for selecting stations for study. K. Quackenbush replied that staff would be engaging community officials and gaging their level of interest in implementing recommendations.

A motion to approve the work program for *Safe Access to Transit for Pedestrians and Bicyclists, FFY 2012* was made by Tom Bent, Inner Core Committee (City of Somerville), and seconded by Eric Bourassa, Metropolitan Area Planning Council (MAPC). The motion carried.

7. Boston Region MPO's 2010 Freight Study – *Michael Callahan, MPO Staff*

K. Quackenbush introduced the *Boston Region MPO's 2010 Freight Study*. This study examined truck traffic – which is the dominant means of transporting freight in the region – on the transportation system. This study serves as a basis for further freight planning. M. Callahan then gave an overview of the study. A handout summarizing the findings was provided.

In conducting this study, staff considered a truck to be any vehicle with at least two axles and six or more wheels. Staff further classified them into three categories: single unit trucks, tractor trailers, and multi-unit trucks. The study relied on four data sources: the MPO's truck model; traffic classification counts (from MassDOT); toll collection data; and crash records from the Registry of Motor Vehicles.

Some of the findings of the study are as follows:

- about 66 percent of trucks on the region's highway are making trips within the region
- about a quarter of the truck traffic is either entering or leaving the region
- trucks represent about eight percent of vehicle miles traveled (VMT) in the region on a typical weekday
- truck traffic is higher in the morning peak period and throughout the day, and lessens in the evening peak period

The study examined volumes of traffic on the regions highways. Interstate 495 has the high truck volumes, with trucks representing about 10-15 percent of weekday traffic, and it carries a higher ratio of multiple trailer trucks than all other express highways. Volumes are lower within Route 128 where truck traffic makes up 3-5 percent of the traffic.

According to the State Freight Plan, the New York City metropolitan area is Massachusetts' major trading partner. About 60 percent of trucks coming from out of state via Interstate 84 use Interstate 90 to access Interstates 290 and 495.

The study also examined top crash locations for trucks. Based on crash data from 2006 through 2008, six percent of crashes in the region involved trucks (about 10,000 of 178,000 crashes). Trucks were involved in eight percent of fatal crashes and four percent of injurious crashes. Interchanges between express highways are high truck crash locations. High crash areas include Interstate 93 between Woburn and the Braintree Split, and Route 16 in Medford and Everett.

In conducting this study, staff has identified a need for more data from classification counts.

Following the presentation, members and attendees asked questions and made comments.

S. Olanoff inquired about the next step for the MPO's freight work. M. Callahan stated that he is working on developing a second phase of the study and will be interested to get feedback from the Advisory Council's Freight Committee.

Dennis Giombetti, MetroWest Regional Collaborative (Town of Framingham), asked if staff had any hypotheses about the causes of truck crashes. M. Callahan noted that the study is a building block towards future study and that further research might involve examining highway ramps as well as acceleration and deceleration lanes.

Several members had suggestions for the second phase of the study. James Errickson, At-Large City (City of Everett), and David Koses, At-Large City (City of Newton) suggested that staff examine whether trucks take certain routes (to avoid tolls, for example) on local roads, as this could be a reason for crashes. K. Quackenbush stated that staff has considered surveying truckers in a future phase to determine their vehicles' origins, destinations, and cargo. This would shed light on the question.

Christine Stickney, South Shore Coalition (Town of Braintree), suggested that higher fuel prices might have an impact on trucking and suggested using more current counts in the next phase. She also suggested researching the time of that day truck crashes are occurring.

T. Bent also expressed interest in studying the reasons for truck traffic on McGrath Highway in Somerville.

Frank DeMasi, Advisory Council, thanked the MPO for commissioning this study and for supporting the Advisory Council's Freight Committee. He remarked on the future work that could be done to improve freight distribution in the region, such as: identifying the needs of the trucking and distribution industry; supporting short rail freight distribution and double stacking to take trucks off the roads; considering intermodal freight issues (including air freight through Logan Airport); and adding truck stops to reduce accidents caused by driver fatigue. He also noted that the Federal Highway Administration (FHWA) requires the MPO to conduct freight planning.

Rafael Mares, Conservation Law Foundation, asked if the study considered greenhouse gas (GHG) emissions. M. Callahan replied that GHGs were not considered in this phase of the study, but staff hopes to consider GHG emission factors in the next phase.

Arnold Pinsley noted that the rising cost of diesel fuel will mean higher costs for food and other items as trucks deliver almost everything we use.

Don D'Eramo, Co-chair of the Advisory Council's Freight Committee, noted that the MPO is not doing the level of freight planning that is required by FHWA. He also remarked on the future impacts to roadways as freight traffic is projected to increase by 70 percent by 2030.

A motion to approve the *Boston Region MPO's 2010 Freight Study* was made by T. Bent and seconded by E. Bourassa. The motion carried.

8. Low-Cost Improvements to Bottleneck Locations, Phase 2 – Chen-Yuan Wang, MPO Staff

Staff presented the results of the study, *Low-Cost Improvements to Bottleneck Locations, Phase 2*. K. Quackenbush introduced the topic by noting that this is an MPO funded study. It is the second in a series of studies that were started at the direction of FHWA, which directed MPOs to begin looking for opportunities to address bottleneck locations by implementing relatively low-cost solutions. The first phase of this study was the catalyst for improvements that MassDOT is currently implementing at the intersection of Interstate 90 and Route 128.

C. Wang gave a PowerPoint presentation and presented the results of phase 2. He defined bottlenecks as congested highway segments with recurring operational problems, such as merges, diverges, lane drops, abrupt changes in highway alignment, and short entry or

exit ramps. Seven locations were identified as candidates for study; two of those locations were selected with input from MassDOT's Highway Division.

The first location was Interstate 95 between Interchange 28B (Waltham) and Interchange 29A (Lexington). To improve traffic operations and safety at this location, staff recommended extending the deceleration lanes on both sides of Interstate 95. Due to the presence of wetlands on the southbound side, the lane may not be fully extended on that side. These solutions would cost between \$1 million and \$1.3 million for the northbound improvements, and \$800,000 to \$1 million for the southbound improvements.

The second location was Interstate 95 southbound at the Interchange 32B off-ramp (Burlington). Staff recommended expanding the off-ramp to two lanes to improve the level of service at that location. This solution would cost between \$2 million and \$3 million.

Members discussed the study.

Dennis Crowley, South West Advisory Planning Committee (Town of Medway), asked if implementing the recommendation for the Burlington location would entirely correct the traffic problem. C. Wang stated that the solution would relieve the problem but not solve it entirely. Traffic would still back up at the location, but the solution would remove the traffic queue from the main travel lanes.

D. Crowley asked about the process for moving forward to implement the recommendations. D. Mohler replied that the next steps, if the recommendations are adopted, would be for MassDOT to design the projects. Then the MPO would be asked to fund them.

David Anderson, MassDOT Highway Division, stated that the MassDOT Highway District office has identified the bridge carrying Route 2 over Route 128 as a top priority for improvements. He noted that there may be an opportunity to incorporate the recommendations from this study into that project. He also cautioned that the presence of wetlands and needs for wetland protection can expand the scope of projects.

Referring to the Waltham/Lexington location, Richard Canale, At-Large Town (Town of Lexington), noted that the Route 2 westbound area is problematic. Regarding the Burlington location, he raised the idea of including the recommendations from this study as part of a planned project to improve the Middlesex Turnpike.

A motion to approve the study, *Low-Cost Improvements to Bottleneck Locations, Phase 2*, was made by E. Bourassa, MAPC, and seconded by Paul Regan, MBTA Advisory Board. The motion carried.

9. Meeting Minutes – Maureen Kelly, MPO Staff

A motion to approve the minutes of the meeting of March 1 was made by Tom Bent, Inner Core Committee (City of Somerville), and seconded by D. Giombetti. The motion

carried. The following members abstained: MassDOT Highway Division; At-Large City (City of Everett); MetroWest Regional Collaborative (Town of Framingham); and South Shore Coalition (Town of Braintree).

10. Work Program for MBTA Assembly Square Station Service and Fare Equity

Analysis– *Karl Quackenbush, Executive Director, Central Transportation Planning Staff*

K. Quackenbush presented the work program for the *MBTA Assembly Square Station Service and Fare Equity Analysis*. Through this work program staff would perform a fare equity analysis for the new Assembly Square Station on the Orange Line. The Federal Transit Administration (FTA) requires this analysis as part of its Small Starts Program. The work will be paid for by the MBTA.

Staff would use the MPO's travel demand model to identify four types of travelers – minority, low-income, non-minority, and non-low-income – and compare travel time impacts for each group under a build and no-build scenario (with a new station and without a new station). The forecast year would be 2035. It is hoped that there would be no disparity between low-income and minority populations and non-low-income and non-minority populations. Possible disbenefits to building a new station could be due to train dwell time that would lengthen the time a passenger must travel.

Members discussed the work program.

T. Bent pointed out that the study would take into account the new development that would exist in the Assembly Square area by the forecast year of 2035.

David Koses, At-Large City (City of Newton), asked how staff would predict the number of minorities and low-income people that would be living in the area in 2035 given that the area is not yet fully developed. K. Quackenbush replied that staff uses traffic analysis zones (TAZs) as a basis for travel modeling and that low-income and minority populated TAZs are identified. For the purposes of this study, staff would assume that the same demographic pattern exists in the future.

11. Technical Memorandum: Maintenance Costs for Municipally Controlled

Federal-Aid Eligible Roadways – *Seth Asante, MPO Staff*

Members were presented with a memorandum titled, *Maintenance Costs for Municipally Controlled Federal-Aid Eligible Roadways*, which is the result of an MPO study designed to establish the cost of maintaining municipally controlled federal-aid eligible roadways.

K. Quackenbush introduced the topic by explaining that FHWA provided guidance to MPOs that called on them to determine the costs of maintaining those roadways. Subsequently, MARPA formed a Pavement Management Subcommittee to help RPAs in Massachusetts that did not have a Pavement Management System (PMS) to estimate those costs. The Boston Region MPO staff provided a rough estimate of the costs for this region and then was directed by the MPO to conduct more research to help the MPO determine if it should establish a PMS for this region.

S. Asante gave a PowerPoint presentation with the results of that research. He described a PMS as a set of tools, methods, and processes for managing pavement maintenance for a roadway network, which helps decision-makers to find cost-effective strategies for funding projects.

The purpose of the study was to determine the following:

- how municipalities in the region make pavement management decisions
- how a PMS run by the MPO would relate to pavement management activities of municipalities
- tools that are available for a PMS
- the cost of implementing a PMS

Staff reviewed the pavement management plans of other RPAs in the state and MassDOT Highway. Staff also conducted an online survey of municipalities in the region; 33 municipalities responded.

The survey revealed the following information:

- municipalities rely largely on pavement condition data and the knowledge and experience of managers when developing road-paving programs
- Chapter 90 funds are the primary source of funding for road-paving programs
- additional funds largely come from municipal budgets
- respondents reported that there are not enough Chapter 90 funds to meet their road paving needs
- RPAs and municipalities rely on different data sources to determine pavement condition
- neighboring RPAs all use PMS software to predict future pavement conditions and funding needs; they allocated between \$15,000 to \$45,000 for PMS in their UPWPs
- MassDOT's pavement management practices are not compatible with those of the RPAs

The study results indicated that a Boston Region MPO PMS would require programming between \$67,000 and \$75,000 annually in the UPWP. The program would cover 2,804 miles of roadway. Staff would use software to predict future pavement condition.

Staff determined that a PMS would be beneficial in terms of providing information that the MPO could use to make cost-effective decisions for TIP and Long-Range Transportation Plan (LRTP) projects. It also would allow the MPO to help municipalities implement cost-effective maintenance strategies. Additionally, it would address FHWA's concerns. Staff recommended that the MPO implement a PMS. The MPO will consider this recommendation.

12. Bicycle Programs Update: Regional Hubway, MPO Bike Racks, and Boston Bike Infrastructure – *David Loutzenheiser, MAPC, and Nicole Freedman, City of Boston*

E. Bourassa introduced this agenda item, an update on MPO-funded bicycle programs in the region and other efforts by the City of Boston to improve bicycling in the city.

D. Loutzenheiser began with a PowerPoint presentation and an overview of the Regional Bike Parking Program and Hubway program. Both programs have been funded by the MPO.

Seventy-five municipalities are participating in the Regional Bike Parking Program, which provides bicycle racks to municipalities. The program is also supplying “cycle stalls,” which provide 14 bicycle parking spaces in the space of one car parking space. The MPO has funded 1,300 bicycle parking spaces so far. Municipalities with the most spaces are Boston, Cambridge, Newton, Somerville, Lexington, Salem, and Belmont. The City of Salem has launched a bike share program called Salem Spins. Other communities are developing custom logos for their programs.

The development of Hubway began in 2008, when the City of Boston approached MAPC to procure a regional bike share program. In 2010, the program was funded with a \$3 million federal grant and MPO funding. Alta Bike Share was selected as the vendor. Hubway was launched in July 2011. The program is set to expand to Cambridge, Somerville, and Brookline in 2012. Other communities have expressed interest as well.

N. Freedman then gave a PowerPoint presentation on the Hubway program. She thanked the MPO, MassDOT, MBTA, and MAPC for their contributions to the program. The program has cost about \$12 million to implement to date, and the MPO has contributed about 12-15 percent of the cost.

Planning for the program began in 2007 when Mayor Menino convened the Boston Bikes Summit and announced intentions to make Boston a world class bicycling city. Since then Boston has achieved silver level ranking by the League of American Bicyclists and is ranked among the top 12 cities for bicycling in the nation. Boston has seen a 50 percent increase in bicycle ridership.

Hubway launched in July 2011. There are stations in downtown Boston, Roxbury, Allston, and Brighton, and 30 more stations are planned for Boston. It has about 3,750 members. About 60 percent are annual members and 40 percent are casual users. The city offers subsidized memberships, which cost \$5 for low-income residents. It also has a helmet program to encourage safety.

Other milestones in Boston’s bicycling program include the addition of the 50th mile of bicycle lanes in the city, on Massachusetts Avenue, as well as the HarborBike lane connecting the Seaport area to Charlestown. More bicycle lanes are being added downtown and way finding systems are being installed. MassDOT has also added bicycle lanes on BU Bridge. Plans are underway to expand the bicycling network.

Economic development is being generated from the new focus on bicycling in the city. Eleven new businesses have been started and over 200 jobs created as a result.

The city has started a Community Bike Program that provides refurbished bicycles to low-income residents, instructs youth on riding bicycles, and offers bicycle repair at farmer's markets.

Moving forward, the city aims to expand the bike share program, complete a network plan, add more bicycle lanes and parking, continue the helmet and community biking programs, and hold more bicycle events.

Following the presentations, D. Crowley asked for more details on the investment into Hubway. N. Freeman replied that the city invested about \$6 million, FTA provided \$1.8 million, \$3.1 million came from grants, \$1.8 million from corporate sponsorships, and \$500,000 from advertisements. The MPO has contributed about 12-15 percent of the cost of the program.

13. Mystic Valley Parkway Green Line Community Visioning Project Update – Eric Halvorsen, MAPC

E. Bourassa introduced the Mystic Valley Parkway Green Line Community Visioning project. He stated that the project began two years ago when MassDOT approached MAPC with a request to study land use changes and the potential for development associated with the *Green Line Extension* project. The project involved extensive community outreach.

E. Halvorsen gave a PowerPoint presentation and discussed the project. He provided background information on the *Green Line Extension* project, described the public engagement process, outlined opportunities for land uses around the potential stations, and discussed potential impacts of extending the Green Line to Route 16.

The first phase of the *Green Line Extension* project will extend the line to College Avenue in Medford with a spur to Union Square. The second phase, which is included in the LRTP, would extend the line to Route 16. The visioning project considered this second phase. The extension to Route 16 is expected to result in daily ridership of 2,000 people, shift nearly 600 drivers to transit, and reduce travel time to downtown Boston. MAPC's visioning process focused on the area immediately around the proposed site of the Route 16 station.

MAPC contracted with the Massachusetts Office of Public Collaboration in 2011 to hold five public meetings and three neighborhood meetings. These meetings engaged over 550 people. Multiple engagement techniques were used in the meetings including key pad polling.

Participants identified topics of concern such as traffic, parking, air quality, noise, and managing neighborhood change. They discussed benefits of extending the Green Line and conducted an "asset mapping" exercise to identify features they want to preserve or to change. They also conducted a visioning exercise using a 3-D visualization model that allowed them to choose various options for land use and development in the future.

The 3-D visualization exercise allowed participants to choose options for redevelopment, such as adding affordable housing or commercial development, and to see the impact of those choices in terms of taxes, traffic, and air quality. There were four focus areas, two at Boston Avenue, one at the Walking Court housing development, and another at the Whole Foods market.

Participants developed options for redevelopment that were multi-level mixed use developments that include residential (including senior affordable housing and family housing), office, commercial, grocery, restaurant, parking, and research and development uses. Design sketches of the proposed redevelopment were shown in the presentation.

The potential benefits of extending the Green Line to Route 16 were found to include the addition of new housing units, and office and commercial space. The economic impacts include the potential for the creation of 240 new jobs, a doubling of the tax base, and increased home equity.

The potential negative impacts could include increased traffic, on-street parking, and noise, as well as reduced air quality. Concerns about tax increases, gentrification, and displacement of residents were also raised. E. Halvorsen noted that alternatives to mitigate displacement could include implementing inclusionary zoning policies to provide affordable housing, condo conversion ordinances, and circuit breaker policies to limit the rate of tax increases.

The report on this project can be found on MAPC's website.

Following the presentation, T. Bent noted that the meetings went well in both Medford and Somerville. He asked if consideration was given to rising rents. E. Halvorsen replied that it is likely rents would increase given that transit availability and new development often increases the desirability of a location.

Joe Cosgrove, MBTA, commented on one of the conclusions drawn from the exercise – that property taxes would likely rise. He noted that a new commercial tax base could mitigate property tax hikes. E. Halvorsen explained that MAPC's analysis concerning taxes was based on property values increasing over time. He agreed that commercial tax sources would have benefits, but that there needs to be recognition of impacts to home owners.

14. Priority Corridors for Long-Range Transportation Plan Needs Assessment –
Karl Quackenbush, Executive Director, Central Transportation Planning Staff
Members were presented with a memorandum titled, *Priority Corridors for Long-Range Transportation (LRTP) Needs Assessment: Selection of Study Locations*. The MPO authorized the MPO staff to begin a study in January to address mobility and safety concerns on corridors identified in the LRTP's Needs Assessment. This memorandum describes the selection process staff used to determine which corridors to study.

Out of a possible 29 locations, staff recommended two locations for further study based on factors including safety and congestion conditions, traffic and regional significance, and implementation potential. The recommended locations are Route 114 in Danvers and Route 203 in Boston.

MassDOT Highway District offices are interested in making improvements at both locations. Route 114 requires improvements for bicyclists and pedestrians (there was a pedestrian fatality at that location) and possibly signal progression or re-timing. District 6 is working towards making improvements on Route 203 as well.

The MPO expressed consensus in approval of the two locations identified by staff for further study and directed staff to continue their work on this project.

15. State Implementation Plan Update – David Mohler, MassDOT

MassDOT's monthly status report on the implementation of the *State Implementation Plan* was distributed. D. Mohler provided an update on the SIP projects since the last report.

There have been delays to the construction of the Four Corners and New Market Stations, which are part of the *Fairmount Line Improvement* project.

Wonderland Garage, part of the *1,000 New Parking Spaces* project, is expected to open in May.

MassDOT is expecting FTA to issue a Finding of No Significant Impact (FONSI) for the *Green Line Extension* project by the end of April. Preliminary engineering can begin after the FONSI is received.

T. Bent reported that U.S. DOT Secretary Ray LaHood has said that the FONSI for the *Green Line Extension* project will be issued in April.

16. Members Items

T. Bent asked about the next steps on the MPO's PMS work. D. Mohler indicated that one next step might be for the UPWP Committee to address staff's recommendation to fund a PMS program.

T. Kadzis asked the MPO to consider making an administrative modification to the TIP to add a \$129,000 earmark for the design of the *Boston – Warren Street and Blue Hill Avenue* project. The programming of this earmark would have no impact on the programming of other TIP projects. D. Mohler asked staff to add this item to April 5 meeting agenda.

S. Olanoff pointed out a change in the MPO's voting policy on work products. D. Mohler confirmed that the MPO is now voting on technical memoranda the same day that the products are presented since staff is not expected to make changes to those completed

projects. The MPO will continue to have two weeks to review work programs before a vote.

In response to a question from D. Crowley, K. Quackenbush reported that staff has been emailing status reports of MPO approved work programs to members after each new approval.

P. Wolfe reminded members that the UPWP Committee will meet on March 29. She also noted that staff will send their TIP recommendation to the MPO by March 22. The MPO is scheduled to discuss the recommendation on April 5 and to vote to release a draft TIP for public review on April 19.

17. Adjourn

A motion to adjourn was made by T. Bent, and seconded by E. Bourassa. The motion carried.

**Boston Region Metropolitan Planning Organization Meeting Attendance
Thursday, March 15, 2012, 10:00 AM**

Members

At-Large City (City of Everett)
At-Large City (City of Newton)
At-Large Town (Town of Arlington)
At-Large Town (Town of Lexington)
City of Boston (Boston Transportation Department)
Inner Core Committee (City of Somerville)
Massachusetts Department of Transportation
MassDOT Highway Division

Massachusetts Bay Transportation Authority (MBTA)
MBTA Advisory Board
Metropolitan Area Planning Council

MetroWest Regional Collaborative (Town of Framingham)
North Shore Task Force (City of Beverly)
North Suburban Planning Council (City of Woburn)
Regional Transportation Advisory Council
South Shore Coalition (Town of Braintree)
South West Advisory Planning Committee (Town of Medway)
Three Rivers Interlocal Council (Town of Norwood/NVCC)

Representatives and Alternates

James Errickson
David Koses
Laura Wiener
Richard Canale
Tom Kadzis
Tom Bent
David Mohler
David Anderson
John Romano
Joe Cosgrove
Paul Regan
Eric Bourassa
Eric Halvorsen
Dennis Giombetti
Tina Cassidy
Ed Tarallo
Steve Olanoff
Christine Stickney
Dennis Crowley
Tom O'Rourke

MPO Staff/Central Transportation Planning Staff

Karl Quackenbush, Executive Director

Daniel Amstutz

Michael Callahan

Maureen Kelly

Robin Mannion

Anne McGahan

Efi Pagitsas

Sean Pfalzer

Chen-Yuan Wang

Pam Wolfe

Other Attendees

Callida Cenizal

MassDOT Office of Transportation Planning

Ned Codd

MassDOT

Bill Deignan

City of Cambridge

Don D'Eramos

Regional Transportation Advisory Council

Frank DeMasi

Regional Transportation Advisory Council

Raffi Freedman-Gurspan

Office of State Representative Carl Sciortino

Nicole Freedman

City of Boston

David Loutzenheiser

MAPC

Rafael Mares

Conservation Law Foundation

Joe Onorato

MassDOT Highway

Arnold Pinsley