

Dedham developer plans \$500 million project

Plans include lab, R&D, apartments, senior housing off Route 128

By Catherine Carlock
GLOBE STAFF

A Dedham developer is in the early stages of planning a large-scale project that could, at full buildout, be more than twice the size of the town's Legacy Place shopping center.

The Supreme Cos., a Dedham real estate concern led by Giorgio Petruzzello, is mulling an up to 1.5 million-square-foot, \$500 million laboratory, research and development, and housing project on 57 acres near the Route 128 and 135 interchange.

If approved, the project could become the largest commercial development in Dedham since the Legacy Place retail shopping center opened in 2009, said Dedham Planning Director Jeremy

Rosenberger. A project of 1.5 million square feet would be about as large as The Hub on Causeway, the mixed-use project at North Station and TD Garden in Boston.

The project, which is tentatively called "The Campus at 128," has not yet been formally proposed to the town, and is in its "infancy," said Peter Zahka, an attorney representing Supreme Cos. But given its scale and scope, he and Petruzzello wanted to start the public process early; they gave a preliminary presentation to the Dedham Select Board last month.

"It's very important that you're here in front of us. It's not typical at all for you to be coming in ... but this is not a real typical project," said Dedham Select

Board Vice Chair Dimitria Sullivan at the July meeting. "Something of this magnitude (is) really different than what we have seen."

Large-scale campus development proposals have been rare in Greater Boston since the COVID-19 pandemic upended the global commercial real estate market. The Select Board last month wrestled with potential benefits and drawbacks of a project of such magnitude: while it could bring much-needed commercial tax revenue and create local jobs and housing, it would also generate substantial change for an area that has historically been a quiet suburban residential enclave.

Bringing in commercial develop-
DEDHAM, Page D3



SUPREME COS. OF DEDHAM HANDOUT

Supreme Cos. of Dedham is in the early stages of planning an up to 1.5 million-square-foot lab and housing development off Routes 128 and 135.



PHOTOS BY LANE TURNER/GLOBE STAFF

Jay Cashman took a bike ride with a Globe reporter near his Back Bay home to discuss what he sees as the future of bike lanes in Boston.

WRONG WAY

How a Back Bay bike lane pitted one Boston businessman against Mayor Michelle Wu

SHIRLEY LEUNG



Boston construction mogul Jay Cashman used to be a big supporter of Mayor Michelle Wu. Then came the bike lane on Dartmouth Street in front of his Back Bay mansion.

That was last fall, and the two haven't talked since.

"This is about the whole city for me now," Cashman recalled telling Wu in October. "You basically woke me up. This thing is really wrong."

Cashman is taking bike lane backlash to a whole new level. He's pouring his own time and money



Cashman is pouring his time and money into an advocacy group he launched called Pedal Safe Boston. And while it would be easy to paint Cashman as anti-bike lane, he insists he's not that guy.

'I'm for bike lanes ... but I'm for bike lanes that basically are safe.'

JAY CASHMAN, *Pedal Safe Boston*

into an advocacy group he launched called Pedal Safe Boston. He's convening neighborhood groups and meeting with lawmakers about legislative fixes to create bike lane standards.

He has even spent \$100,000 to evaluate whether a statewide ballot measure to regulate bike lanes would be a more effective way to make streets safer.

Earlier this month, the 72-year-old businessman took me on a two-hour, 10-mile ride to show me what he called "the good, the bad, and the ugly" of bike lanes in Boston.

It would be easy to paint Cashman as anti-bike lane. He insists he's not that guy. He describes himself as a regular cyclist who knows his way around public infrastructure, having made his money as a contractor on massive projects from the Big Dig to dredging harbors.

And when he bikes around Boston, he sees a lot of mistakes and missed opportunities, blaming Wu for prioritizing quantity over quality. Since 2022, the city has added 15 miles of protected bike lanes —

LEUNG, Page D2

How can state health policy panel do its job?

With commission restructured, some are citing concerns

JON CHESTO

CHESTO MEANS BUSINESS



Massachusetts lawmakers created the Health Policy Commission in 2012 with one goal in mind: keeping a lid on health care costs.

Easier said than done.

For a while, the HPC's scrutiny seemed to pay off, with medical inflation in Massachusetts curbed at a modest 2 or 3 percent a year. But in the wake of the COVID-19 pandemic, the figure has blown past a 3.6 percent benchmark during the past three years with no sign of abating, similar to national trends. (In the most recent year tracked, 2023, it hit 9.6 percent, nearly triple the preferred rate of growth.)

And this is in a state where the biggest players — hospitals and health insurers — are nonprofits.

The dilemma around reining in the cost of health care has loomed over a fierce Beacon Hill debate about the Health Policy Commission's makeup.

The dilemma around reining in the cost of health care has loomed over a fierce Beacon Hill debate about the Health Policy Commission's makeup. Last year, lobbyists for hospitals and biotech pushed for seats on the HPC, while insurers and employer groups resisted. Legislators finally passed a health care reform bill in the last days of December, with the session about to end. Out the door: seats for an employer rep and for a primary care doc. Incoming: representatives from the hospital and biotech sectors.

Proponents argued that the commission had been largely made up of academics and retirees, and would benefit from more real-world experience. Critics, meanwhile, kept making the "fox in the henhouse" analogy — why ask someone whose organization could benefit from rising prices to be responsible for keeping them in check?

With the change in seats baked into law, it seemed all but inevitable that the debate would reemerge when it came time for Governor Maura Healey to make her appointments.

Sure enough, it did.

CHESTO MEANS BUSINESS, Page D3

Can a restructured health policy panel do its job?

►CHESTO MEANS BUSINESS
Continued from Page D1

In this case, the uproar last month was mainly caused by Healey’s intention to appoint Steve Walsh, head of the Massachusetts Health & Hospital Association, to the commis-

sion. Despite a last-minute lobbying blitz to stop it, Healey went ahead and named Walsh to the commission — with Walsh saying he’ll recuse himself from issues concerning his members, likely a long list. (To some extent, this endeavor is personal for Walsh because he helped write the original 2012 law establishing the HPC, as a state rep at the time.) The new biopharma seat, meanwhile, went to Biogen executive Chris Leib-

man; his sector isn’t directly regulated by the HPC like Walsh’s. With those two seats in play, some had hoped Healey would pick someone who doesn’t currently work in the sector they represent; the governor did this for two other seats by appointing Umesh Kurpad, former chief financial officer of insurer Point32Health, and Sandra Cottrell, recently retired CEO of the Codman Square Health Center.

Patty Houpt, who held the “employer rep” seat until it was legislated out from under her, isn’t thrilled that an employer-friendly voice will be missing now. Before Houpt, formerly the head of the New England Employee Benefits Council, the seat was held by Rick Lord, the longtime Associated Industries of Massachusetts president. From Houpt’s perspective, the nearly 4 million people in the state with employer-sponsored insurance should still be at the table, especially as employers and workers pay an increasingly disproportionate share of health care costs.

This game of musical chairs frustrates Jon Hurst, the president of the Retailers Association of Massachusetts. He has long decried the burden that insurance premiums place on his struggling small-business members. This grand HPC experiment simply isn’t living up to expectations, from his perspective, not if the mom-and-pop shops in his association keep facing double-digit increases. He doesn’t believe the HPC’s limited penalties are anywhere near large enough to meaningfully affect hospital budgets, and there aren’t any penalties at all for drug and med-device companies.



Legislators passed a health care reform bill in the last days of December that changed the makeup of the commission.

So how does the HPC keep a lid on costs? The 65-person agency regularly analyzes the major drivers and reports on them, sometimes issuing policy recommendations. There’s also intense oversight work: Any big merger or acquisition gets scrutinized. And then there’s the threat of a Performance Improvement Plan: The HPC secretly grills dozens of health care providers and insurers each year if they exceed the benchmark inflation rate. While these reviews don’t sound fun, they haven’t been financially painful, either: Only one provider, Mass General Brigham, has had to trim its costs to patients because of a PIP, paring them back over an 18-month period that wrapped up early last year.

The end-of-2024 legislation does give the HPC a few more responsibilities, including the remit to analyze the impact of drug costs and more oversight over transactions involving private equity firms or real estate investment trusts. To some extent, lawmakers were reacting to the debacle involving Steward Health Care hospitals, not to mention the rise of PE firms in parts of the health care system.

One thing this legislation did not do: increase the punishment for noncompliance. The maximum fine for dodging a PIP is \$500,000, a rounding error for a hospital group like MGB, with its \$20 billion annual budget. Paul Hattis, a former HPC member who works with the Lown Institute health care think tank, says the weak penalties give providers too much leeway to decide whether or not they truly need to rein in their

health care spending growth.

Then there’s the fact that some of the biggest drivers of health care costs — labor, pharmaceuticals, medical supplies — aren’t directly regulated by the HPC.

As Healey was assembling her new lineup of commissioners, an email went out to hospital networks that raised eyebrows. The note came from Sarah Iselin, chief executive of Blue Cross Blue Shield of Massachusetts, the state’s largest health insurer. Iselin’s message: No more messing around. She takes the benchmark seriously, and wants hospital CEOs to do the same in upcoming contract negotiations with Blue Cross. The insurer plans to hold the average increase for providers across its network below the 3.6 percent threshold.

While hospital executives may disagree with this ultimatum, it’s hard to argue with its sense of urgency. Big cuts in Medicaid and other federal funding sources are on the horizon, making it more important than ever to get costs under control.

The threats posed by the federal spending pullback and the intrusion of national for-profit players would ideally bring our hospitals and insurers together to work on solutions. But maybe not, if the dustup over Walsh’s appointment is any indication.

The bottom line: While the most recent legislation brings some new faces to the table, it’s not yet clear how it brings the HPC any closer to its ultimate goal.

Jon Chesto can be reached at jon.chesto@globe.com. Follow him @jonchesto.

Dedham developer planning \$500m lab, housing project

►DEDHAM
Continued from Page D1

ment and multifamily apartments to a town with a majority residential tax base would be a boon to Dedham’s municipal finances, particularly the town’s “operational deficit,” Rosenberger said. In Dedham, commercial owners pay more than twice the residential property tax rate: a commercial property in fiscal 2025 was taxed at \$26.20 per \$1,000 of assessed value, compared to \$12.62 per \$1,000 for residences.

Still, he said he’s heard from neighbors concerned about potential negative environmental impacts and more traffic.

“The more commercial we can provide, the better off the residential tax base can be,” he said. “It’s human nature to be concerned about a project of this magnitude. ... There’s going to be impacts that are going to be to direct abutters, to traffic, that will need to be figured out.”

Early plans shown to the Select Board last month show a possible 400,000 square feet of lab space, 470,000 square feet of research and development space, and 644 apartments on the acreage. Petruzzello later told the Globe he would also plan to include at least one residential building reserved for people age 55 and older.

Creating hundreds of apartments would both help ease the region’s massive housing shortage and ease concerns of future

lab or R&D tenants when they consider where their employees are going to live, Petruzzello and Zahka said. And Designing Dedham 2035, a master plan approved by the town’s planning board last year, calls for promoting resources that would allow more senior homeowners to age in place.

“It’s a project that we think, if done correctly ... could be a grand slam for everybody,” Zahka said.

Also at the July meeting, abutting landowner David Newman asked what consideration Supreme Cos. has given to neighbors at this stage of the development process.

“I, frankly, don’t see any consideration to the abutters,” Newman said. “I know we’re early on in the project, but you’re obviously out of the gate, causing a lot of sleepless nights to most residents on our street.”

Select Board Chair Erin Boles Welch said the Planning Board will hold regular meetings that would include public comment.

A 2022 Town Meeting vote allowed for a planned commercial development on land within a specific residential zoning district, if that commercial development met certain restrictions. At least 60 percent of the project would need to meet the definition of “laboratory, research and development” standards and front Route 128/Interstate 95. That vote sparked the idea that the vacant land could host some-

thing substantial, Petruzzello said.

Three years ago, when Dedham voters approved future lab campuses in residential areas with highway frontage, the life-science lab market in Greater Boston was peaking in demand and development. These days, however, the landscape looks very different. Nearly 36 percent of life-science lab in the region stands empty, with little by way of tenant demand to fill it.

In an interview, Petruzzello and Zacha said that 57 acres off Route 128 is an ideal location for a planned commercial development. The campus could be home to “tough tech” labs, or labs for artificial intelligence or robotics companies, rather than life-science labs, Petruzzello said. Commercial real estate markets can change swiftly — and he wants to be ready with a project when tenants are once again ready to lease up.

“It’s going to take us two years to permit, and we want to be ready ... when they’re knocking on our door,” Petruzzello said.

Petruzzello said the mix of potential uses for The Campus at 128 is still in flux, but he would aim to formally propose a project with town officials “some-time in 2026, for sure.”

Catherine Carlock can be reached at catherine.carlock@globe.com. Follow her @bycathcarlock.

boston.com/classifieds

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NOTICE TO TRADE CONTRACTORS

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
10 Park Plaza
Boston, MA 02116

Request for Qualifications for Trade Contractor
MBTA Project No. A26CN06R
CMAR Foxboro Station Project Foxborough, MA

In accordance with M.G.L. Chapter 149A, § 8 the Massachusetts Bay Transportation Authority (MBTA) requests that qualified and experienced Trade Subcontractors submit Trade Contractor Statement of Qualifications ("SOQ") forms in response to the Request for Qualification ("RFQ") for Trade Contractors.

The RFQ for Trade Contractors will be available online on starting August 15, 2025, at Bid Express <https://www.bid-express.com/businesses/83754/home>

Trade Contractors Firms interested in responding to this RFQ MUST submit a completed Trade Contractor SOQ Inter-Form to alddelivery@mbta.com as soon as possible and BEFORE the SOQ submittal.

SOQs must be submitted electronically on the Bid Express website by September 11, 2025, at 10:00 AM. Full submission instructions are available in the RFQ.

Trade Contractor Statement of Qualifications Forms from interested trade subcontractors are sought for the following categories of work:

Trade Category	Estimated Construction Cost
Miscellaneous Metals and Ornamental Iron	\$289,950
Painting	\$76,500
Electrical Work	\$2,093,380

This RFQ is the first phase of a two-phase procurement process as set forth in M.G.L. Chapter 149A, § 8. The MBTA, through its Trade Contractor Prequalification Committee, is prequalifying firms interested in providing public Trade Contractor services on this CMAR Project through this RFQ process. Only prequalified firms will be permitted to submit bids for the category of work in which they were prequalified.

Statements of Qualifications shall be evaluated in accordance with the following criteria: (1) Management Experience; (2) References including a Public Project Record and (3) Capacity to Complete Projects. The MBTA intends to award five (5) points to any Supplier Diversity Office (SDO) certified trade contractor. In order to receive the 5 points, the trade contractor must provide with their submittal a current SDO certification.

There will be no public opening of Statement of Qualification responses, but the list of the prequalified Trade Contractors for this project will be posted on the MBTA and Bid Express website

Monica Tibbitts-Nutt
MassDOT Secretary and Chief Executive Officer

Phillip Eng
MBTA General Manager & Chief Executive Officer

UNITED STATES DISTRICT COURT
DISTRICT OF MASSACHUSETTS

CIVIL ACTION No. 1:25-cv-12177-GAO

IN ADMIRALITY

In the Matter of:

VICTOR CREATINI, owner of M/V Satori, a 1979 28' +/- O DAY, HIN # XDYNO117M79J, USCG official #607990, her engines, tackle, apparel, appurtenances, fittings, etc.

For Exoneration from
and/or Limitation of Liability

NOTICE OF COMPLAINT FOR EXONERATION FROM OR LIMITATION OF LIABILITY

PLEASE TAKE NOTICE that Victor Creatini as owner of the M/V SATORI (Q.N.607990), a 1979 28' O day vessel, has filed a Complaint claiming the right to Exoneration from or Limitation of Liability ("Complaint") pursuant to U.S. Maritime law, the vessel owner's Limitation of Liability Act, 46 U.S.C. §§ 30501, et seq., involving admiralty and maritime claims within the meaning of rule 9(h) of the Federal Rules of Civil Procedure, and Rule F of the Supplemental Rules for Admiralty or Maritime Claims and Asset Forfeiture Actions of the Federal Rules of Civil Procedure for all claims, injuries, losses, damages and/or expenses arising out of the loss of the Vessel on or about January 9, 2025, as more fully described in the Verified Complaint;

PLEASE TAKE FURTHER NOTICE that all persons, firms, entities, or corporations, having any claim or suit against Plaintiff arising or resulting from the casualty as described in the Complaint must file a Claim as provided for in Rule F of the Supplemental Rules for Admiralty or Maritime Claims and Asset Forfeiture Actions of the Federal Rules of Civil Procedure, with the Clerk of the Court, at the United States Courthouse, District of Massachusetts 1 Courthouse Way Boston, Massachusetts 02210, and must deliver or mail to the attorneys for the Plaintiff, David S. Smith, Farrell Smith O'Connell 27 Congress Street, Suite 508, Salem, Massachusetts 01970 a copy on or before the 6th DAY OF October, 2025 or their claimant, desiring to contest Plaintiff's right either to Exoneration from or Limitation of Liability shall file an Answer to the Complaint on or before the aforesaid date as required by Rule F of the Supplemental Rules for Admiralty or Maritime Claims and Asset Forfeiture Actions of the Federal Rules of Civil Procedure and deliver or mail a copy to the attorneys for the Plaintiff, or be defaulted. *Dated: August 5, 2025*

/s/ George A. O'Toole, Jr.
United States District Judge
District of Massachusetts
By Deputy Clerk

City Of Boston Public Improvement Commission

August 14, 2025

Ordered: That due notice be given that this Commission is of the opinion that in said City of Boston the following public improvements will be considered at the request of the petitioners: GUGV II 212 Stuart Property Owning LLC and the Boston Redevelopment Authority (d/b/a the City of Boston Planning Department).

On a set of joint petitions by the petitioners for the **Discontinuance** of any and all rights to travel the public ways have had within segments of the following public ways in Boston Proper:

●**Stuart Street**— on its southerly side at address no. 212, east of Church Street;
●**Shawmut Street** — on its northerly side between Church Street and Cocoanut Grove Lane.

This Commission appoints **September 25, 2025**, at 10:00 AM, in Boston City Hall room 801, as the time and place for the Public Hearing to consider the petitions of the petitioners.

JASCHA FRANKLIN-HODGE
EAMON SHELTON
NICHOLAS GOVE
TANIA DEL RIO
HENRY VITALE
KRISTEN MCCOSH
PUBLIC IMPROVEMENT COMMISSION

A true copy of an order passed by said Commission on said day.
Attest:
Ashley A. Biggins
Acting Executive Secretary

City Of Boston Public Improvement Commission

August 14, 2025

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PUBLIC IMPROVEMENT COMMISSION

A true copy of an order passed by said Commission on said day.
Attest:
Ashley A. Biggins
Acting Executive Secretary

City Of Boston Public Improvement Commission

August 14, 2025

Ordered: That due notice be given that this Commission is of the opinion that in said City of Boston the following public improvements will be considered at the request of the petitioner: Atlantic Oliver II 346 D Street LLC.

On a petition by the petitioner for the making of **Specific Repairs** within **Hawes Street** (public way), Boston Proper, located at the side of 12 Post Office Square and 10 Liberty Square, generally between Congress Street and Kilby Street.

This Commission appoints **August 28, 2025**, at 10:00 AM, in Boston City Hall room 801, as the time and place for the Public Hearing to consider the petition of the petitioner.

JASCHA FRANKLIN-HODGE
EAMON SHELTON
NICHOLAS GOVE
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Ashley A. Biggins
Acting Executive Secretary

City Of Boston Public Improvement Commission

August 14, 2025

Ordered: That due notice be given that this Commission is of the opinion that in said City of Boston the following public improvements will be considered at the request of the petitioner: Atlantic Oliver II 346 D Street LLC.

On a petition by the petitioner for the making of **Specific Repairs** within the following public ways in South Boston:

●**D Street**— at address no. 346, generally between West First Street and Cypher Street;
●**West First Street** — between C Street and D Street;
●**C Street** — generally between West First Street and Cypher Street.

This Commission appoints **August 28, 2025**, at 10:00 AM, in Boston City Hall room 801, as the time and place for the Public Hearing to consider the petition of the petitioner.

JASCHA FRANKLIN-HODGE
EAMON SHELTON
NICHOLAS GOVE
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KRISTEN MCCOSH
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Attest:
Ashley A. Biggins
Acting Executive Secretary

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LEGAL NOTICES

LEGAL NOTICES

City Of Boston Public Improvement Commission

August 14, 2025

Ordered: That due notice be given that this Commission is of the opinion that in said City of Boston the following public improvements will be considered at the request of the petitioner: the City of Boston Public Facilities Department.

On a petition by the petitioner for the making of **Specific Repairs** within **Dry Dock Avenue**, South Boston, located at address no. 34, generally north of Black Falcon Avenue.

This Commission appoints **August 28, 2025**, at 10:00 AM, in Boston City Hall room 801, as the time and place for the Public Hearing to consider the petition of the petitioner.

JASCHA FRANKLIN-HODGE
EAMON SHELTON
NICHOLAS GOVE
TANIA DEL RIO
HENRY VITALE
KRISTEN MCCOSH
PUBLIC IMPROVEMENT COMMISSION

A true copy of an order passed by said Commission on said day.
Attest:
Ashley A. Biggins
Acting Executive Secretary

City Of Boston Public Improvement Commission

August 14, 2025

Ordered: That due notice be given that this Commission is of the opinion that in said City of Boston the following public improvements will be considered at the request of the petitioner: NSTAR Electric Co. (d/b/a Eversource Energy).

On a petition by the petitioner for a **Grant of Location** to install an electric transformer vault and associated infrastructure within **Whitty Street** (public way), East Boston, located at address no. 16 generally northwest of Ford Street.

This Commission appoints **August 28, 2025**, at 10:00 AM, in Boston City Hall room 801, as the time and place for the Public Hearing to consider the petition of the petitioner.

JASCHA FRANKLIN-HODGE
EAMON SHELTON
NICHOLAS GOVE
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KRISTEN MCCOSH
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Attest:
Ashley A. Biggins
Acting Executive Secretary

City Of Boston Public Improvement Commission

August 14, 2025

Ordered: That due notice be given that this Commission is of the opinion that in said City of Boston the following public improvements will be considered at the request of the petitioner: Verizon New England, Inc.

On a petition by the petitioner for a **Grant of Location** with lead company status to install new telecommunication infrastructure with City shadow conduit within **Englewood Avenue** (public way), Brighton, located generally between Chiswick Road and Sutherland Road.

This Commission appoints **August 28, 2025**, at 10:00 AM, in Boston City Hall room 801, as the time and place for the Public Hearing to consider the petition of the petitioner.

JASCHA FRANKLIN-HODGE
EAMON SHELTON
NICHOLAS GOVE
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PUBLIC IMPROVEMENT COMMISSION

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Acting Executive Secretary

City Of Boston Public Improvement Commission

August 14, 2025

Ordered: That due notice be given that this Commission is of the opinion that in said City of Boston the following public improvements will be considered at the request of the petitioner: National Grid.

On a petition by the petitioner for a **Grant of Location** to install one gas regulator station and associated infrastructure within the following public ways in West Roxbury:

●**Walworth Street** — generally north of Washington Street/ Beech Street;
●**Washington Street** — generally at Walworth Street/ Beech Street.

JASCHA FRANKLIN-HODGE
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Ashley A. Biggins
Acting Executive Secretary

City Of Boston Public Improvement Commission

August 14, 2025

Ordered: That due notice be given that this Commission is of the opinion that in said City of Boston the following public improvements will be considered at the request of the petitioner: Atlantic Oliver II 346 D Street LLC.

On a petition by the petitioner for the granting of a **Projection License** for the installation of a canopy over a portion of the sidewalk within **D Street** (public way), South Boston, located on its northerly side at address no. 346, generally between West First Street and Cypher Street.

This Commission appoints **August 28, 2025**, at 10:00 AM, in Boston City Hall room 801, as the time and place for the Public Hearing to consider the petition of the petitioner.

JASCHA FRANKLIN-HODGE
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NICHOLAS GOVE
TANIA DEL RIO
HENRY VITALE
KRISTEN MCCOSH
PUBLIC IMPROVEMENT COMMISSION

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Attest:
Ashley A. Biggins
Acting Executive Secretary

City Of Boston Public Improvement Commission

August 14, 2025

Ordered: That due notice be given that this Commission is of the opinion that in said City of Boston the following public improvements will be considered at the request of the petitioner: Atlantic Oliver II 346 D Street LLC.

On a petition by the petitioner for the acceptance of a **Pedestrian Easement** adjacent to **West First Street** (public way), South Boston, located on its northeasterly side at the side of 346 D Street, between C Street and D Street.

This Commission appoints **August 28, 2025**, at 10:00 AM, in Boston City Hall room 801, as the time and place for the Public Hearing to consider the petition of the petitioner.

JASCHA FRANKLIN-HODGE
EAMON SHELTON
NICHOLAS GOVE
TANIA DEL RIO
HENRY VITALE
KRISTEN MCCOSH
PUBLIC IMPROVEMENT COMMISSION

A true copy of an order passed by said Commission on said day.
Attest:
Ashley A. Biggins
Acting Executive Secretary

notices & more

LEGAL NOTICES

Massachusetts State Lottery Commission
NOTICE OF PUBLIC HEARING

Notice is hereby provided that in accordance with M.G.L. c. 30A, §2, the Massachusetts State Lottery Commission will hold a public hearing for purposes of gathering comments relative to proposed amendments to 961 CMR 2.00: Rules and Regulations. The amendments are authorized by M.G.L. c. 10, §24.

The amendments add an additional daily drawing to MASS CASH that will go into effect on July 20, 2025, and will eliminate the sale of Season Tickets. These regulations are governed by M.G.L. c. 10, §24 and M.G.L. c. 30A.

The Massachusetts State Lottery Commission will hold this public hearing remotely on Thursday, September 11, 2025, at 1:00 p.m. To participate in the remote public hearing by telephone, call 1-972-901-8269 and enter conference ID number 510 769 4224 when prompted.

A copy of the proposed amendments referenced above may be downloaded by visiting www.masslottery.com. Anyone wishing to offer comments may participate in the remote public hearing at the designated date and time above or submit written comments. Those who wish to receive a written copy of the proposed amendments, or to submit written comments, may do so by sending an email to cporche@masslottery.com, or by mail to Cecilia Porche, Massachusetts State Lottery Commission, 150 Mount Vernon Street, Dorchester, MA 02125. Written comments must be received by 4:00 p.m. on September 12, 2025.

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