

**Memorandum for the Record  
Transportation Planning and Programming Committee of the  
Boston Region Metropolitan Planning Organization (MPO)**

**June 30, 2011 Meeting**

10:00 AM – 12:30 PM, State Transportation Building, Conference Rooms 2 & 3, 10 Park Plaza, Boston

Clinton Bench and David Mohler, Chairs, representing Jeffrey Mullan, Secretary and Chief Executive Officer, Massachusetts Department of Transportation (MassDOT)

**Decisions**

The Transportation Planning and Programming Committee agreed to the following:

- approve the federal fiscal year (FFY) 2012 Operating Budget for Central Transportation Planning Staff (CTPS)
- approve the Draft FFY 2012 Unified Planning Work Program (UPWP) for public review
- approve Amendment Four to the FFYs 2011 – 2014 Transportation Improvement Program (TIP) for recommendation for MPO endorsement
- approve the minutes of the meetings of May 26, June 2, and June 9 with recommended changes

**Meeting Agenda**

C. Bench chaired the meeting through the first five agenda items then D. Mohler chaired the remainder of the meeting.

**1. Public Comments**

Victor Pap, Town of Weymouth, expressed concerns about the *Quincy/Weymouth—Fore River Bridge* replacement project. He noted that the cost of the project has ballooned to \$282 million. He also expressed concern about the plans to widen the channel, noting that MassDOT's project design would have detrimental effects from an economic planning perspective and would change the fabric of South Shore communities.

Gary Peters, Fore River Bridge Neighborhood Association, objected to the current design of the *Quincy/Weymouth—Fore River Bridge* replacement project citing the size and height of the proposed vertical lift bridge, which he said would change the landscape and alter the character of the South Shore. He also expressed that MassDOT has not been forthcoming with documentation that would allow members of the public to participate in the design decisions in a meaningful way. He provided documentation regarding his public records request and information on the benefits of alternative bridge designs. (See attached.)

Michael Lang, East Braintree Civic Association, also raised concerns about the large scale of the *Quincy/Weymouth—Fore River Bridge* replacement project, noting that the project is being designed to accommodate post panamax size ships which require a 50 foot deep channel to navigate. He raised the issue of the cost of dredging ports to

accommodate such ships. He also reported that MassDOT has denied members of the public access to the project planning documents and data used to determine whether millions of dollars of public funds are to be spent. In response to a question from the chair, he expressed support for the MPO's proposed action to remove the project from the FFY 2011 element of the Transportation Improvement Program (TIP).

Tom Yardley, Medical Academic and Scientific Community Organization, Inc. (MASCO), expressed gratitude for the MPO's support of transportation projects in the Longwood Medical Area (LMA), such as improvements to Yawkey and Ruggles Stations. He noted that the MPO's Needs Assessment for the Long-Range Transportation Plan (LRTP) identifies gaps in service in the LMA area and he asked the MPO to fund components of the *Urban Ring* that could be implemented incrementally in the short-term, such as improvements to Ruggles Station and Melnea Cass Boulevard, and the addition of bus lanes on Albany Street. He also expressed support for including Illustrative Projects in the LRTP.

Richard Parr, A Better City, expressed support for including Illustrative Projects in the LRTP and stated that it is important to have a vision of what the transportation system should be.

## **2. Chair's Report – Clinton Bench, MassDOT**

C. Bench commented on a series of roundtable meetings that the Secretary of MassDOT is holding to communicate more directly with MassDOT staff about issues of concern for employees. He remarked upon the cultural shift underway at MassDOT as transportation reform continues to be implemented and as the consolidation of the state's transportation agencies occurs. He invited members to attend the roundtables.

## **3. Subcommittee Chairs' Reports**

There were none.

## **4. Regional Transportation Advisory Council Report – Laura Wiener, Chair, Regional Transportation Advisory Council**

L. Wiener distributed a letter prepared by the Advisory Council, which suggest changes to the state's Transportation Enhancements Program. (See attached.) She also reported that the Town of Belmont has joined the Advisory Council.

The Advisory Council will meet next in August to discuss the TIP and LRTP.

## **5. Director's Report – Karl Quackenbush, Acting Director, Central Transportation Planning Staff (CTPS)**

There was none.

**6. CTPS Budget** – *Paul Regan, Chair, Administration and Finance Subcommittee, and Karl Quackenbush, Acting Director, Central Transportation Planning Staff (CTPS)* Members were provided with the draft FFY 2012 Operating Budget for CTPS. (See attached.) P. Regan reported that the proposed budget is conservative and level funded compared to the previous year.

A motion to approve the FFY 2012 Operating Budget for CTPS was made by P. Regan, and seconded by Jim Gillooly, City of Boston. The motion carried.

During a discussion of this motion, J. Gillooly asked for an explanation of why a \$100,000 line item for consultants that was in the FFY 2011 budget was dropped in the FFY 2012 budget. K. Quackenbush replied that last year CTPS, working with MAPC, released two RFPs to attract consultants to transfer an advanced model from another MPO to CTPS. There were no responsive bids and the line item went unspent.

L. Wiener asked about what assumptions were used in regard to the CTPS director's position. P. Regan replied that the budget includes the salary for the new CTPS director's position. He reported that the position has been advertised and that the search process will close in July.

**7. Draft FFY 2012 Unified Planning Work Program** – *Stephen Woelfel, Chair, UPWP Subcommittee, and Mary Ellen Sullivan, UPWP Manager, MPO Staff* Members were provided with the Draft FFY 2012 Unified Planning Work Program (UPWP). (The document is available on the MPO's website.)

S. Woelfel reported that the draft UPWP is level funded as compared to last year's UPWP. The UPWP Subcommittee took an approach that favored lower-cost projects that could be done in the short term. He highlighted several new projects (shown in the attached table):

- *Priority Corridors for LRTP Needs Assessment*
- *Analysis of the JARC and New Freedom Projects*
- *Freight Survey*
- *MBTA Systemwide Passenger Survey: Comparison of Results*
- *Pavement Management System Development*
- *Regional Transit Service Planning Technical Support*
- *Safe Access to Transit for Pedestrians and Bicyclists*
- *TIP Project Impacts Before and After Evaluation*

K. Quackenbush added that the new projects represent about \$341,000 of the funding in the UPWP. Most funds are devoted to on-going projects.

Eric Bourassa, Metropolitan Area Planning Council (MAPC), noted that MAPC's activities in the budget pertain to on-going work for the MPO, the MPO election process, subregion work, regional demographics, and land use. He also highlighted a new project regarding development of the Framingham Technology Park, which will be funded

through the UPWP and the Metro Boston Consortium for Sustainable Communities initiative.

A motion to approve the Draft FFY 2012 Unified Planning Work Program for public release was made by P. Regan, and seconded by J. Gillooly. The motion carried.

During a discussion of this motion, K. Quackenbush explained that the *Freight Survey* involves a survey of motor carriers to better understand the movement of commodities in the region. Also, Lourenço Dantes, Massachusetts Port Authority, requested a correction to the listing of the *MassPort Technical Assistance* project.

**8. Transportation Improvement Program Amendment Four – Hayes Morrison, TIP Manager, MPO Staff**

Members were provided with the draft Amendment Four to the FFYs 2011 – 2014 Transportation Improvement Program (TIP), a memorandum summarizing the changes, along with public comments received, and a matrix summarizing those comments. (See attached TIP tables, memorandum, and comment matrix.)

H. Morrison summarized the public comments received, which include requests to:

- include an earmark for the *Belmont – Trapelo Road* project
- fully fund the *Concord – Route 2 (Crosby's Corner)* project
- support the Town of Acton's *Dial-A-Ride* project
- include a \$539,000 of earmark for the *Framingham – Reconstruction of Route 126* project
- include the Town of Stow with the Towns of Acton and Maynard for the design of the *Assabet River Rail Trail*
- include an additional \$62,000 for the design of the *Franklin – Route 140* project

The attached memorandum, titled “Summary of Amendment Four – 2011 Element of the FFYs 2011-14 Transportation Improvement Program,” provides details of the staff-proposed changes to the TIP. H. Morrison discussed these changes including changes resulting from public comments, which include the following:

- the addition of the earmark for the *Framingham – Reconstruction of Route 126* project
- the exchange of one earmark for another to fund the *Somerville – Improvements to Broadway in Somerville Construction* project
- additional funding from an earmark for the *Franklin – Route 140* project
- changes to the Interstate Maintenance projects

Members asked questions regarding these changes:

D. Mohler inquired as to whether the City of Boston needs second year funding obligated now for the *Boston – Bike Share* project since the project will be launched this year. E. Bourassa stated that when the contract is approved, the City will need second year funding. He stated that he would work with the City to provide clarity on this issue. M.

Pratt raised the possibility of using that second year funding (if it is not needed by the City) to purchase another head end power unit for the MBTA.

J. Gillooly asked why the project for Interstate Maintenance (IM) in Somerville and Boston was moved forward. David Anderson, MassDOT Highway Division, explained that part of the reason is due to the current work on the *Interstate 93 Fast 14* project. He stated that the IM project is expected to be ready in the spring of 2012.

J. Gillooly inquired as to whether the MBTA has discretion to determine what portion of program funds are directed to sub-projects within program categories. (See *Systemwide Accessibility Program*, for example.) H. Morrison replied that the MBTA does have that discretion and that the MBTA will be giving monthly spending reports to the MPO on those items. Those figures will also be reflected on the TIP Interactive Database.

Dennis Giombetti, Town of Framingham, asked about what is included in the *Parking Program* under the *Systemwide Facilities Upgrades Program*. P. Regan replied that the details can be found in the MBTA's Capital Investment Program (CIP).

D. Mohler asked staff to include listings of Section 5307 Toll Credit funding among the Section 5307 line items on the TIP tables in the future.

D. Mohler raised a concern about the possibility of Section 5309 award funds lapsing for the *MetroWest RTA Capital Assistance Program*, since the award was made in 2009. Jennette Orsino, Massachusetts Association of Regional Transit Authorities assured him that the funds are not lapsing.

P. Regan noted that the funding for the *Red Line Number 2 Car* project under the *Systemwide Vehicles Program* does not appear to reflect the full amount of funding for the project. D. Mohler stated that no federal funds are being spent on that line item.

It was noted that the *Boston Harbor Islands Bicycle and Pedestrian Facilities* project will be implemented by the National Park Service.

D. Mohler asked if the funding for the construction of the *Framingham – Reconstruction of Route 126* project should be programmed in this amendment. H. Morrison replied that the project would be proposed for programming in the FFY 2013 element of the FFY 2012-15 TIP.

A motion to approve Amendment Four to the FFYs 2011 – 2014 Transportation Improvement Program (TIP) was made by Dennis Giombetti, and seconded by J. Gillooly. The motion carried.

**9. Meeting Minutes – Pam Wolfe, Manager of Certification Activities, MPO Staff**  
A motion to approve the minutes of the meeting of May 26 – with changes recommended by Jen Molinsky, City of Newton, and L. Dantas to pages 5 and 7 respectively – was

made by P. Regan, and seconded by David Anderson, MassDOT Highway Division. The motion carried.

At the request of the Cities of Newton and Somerville, staff was directed to report how members voted on a motion having to do with the Memorandum of Understanding at the May 26 meeting. Members then discussed the MPO's policy for recording votes. In the future, members may ask for a recorded vote and the chair will take a roll call vote.

A motion to approve the minutes of the meeting of June 2 – with changes recommended by L. Dantas to page 4– was made by Ron Morgan, MBTA, and seconded by John Romano. The motion carried.

A motion to approve the minutes of the meeting of June 9 was made by John Romano, MassDOT Highway Division, and second by P. Regan. The motion carried.

**10. Long-Range Transportation Plan** – *Anne McGahan, Plan Manager, MPO Staff*  
Members were provided with copies of the public comments regarding the Long-Range Transportation Plan (LRTP) that the MPO received since the last meeting on June 9. A. McGahan provided a summary of those comments for members. (See attached comment matrix.)

Members were also provided with three draft chapters of the LRTP (see attached summary sheets):

- Chapter 1, “Introduction and Plan Development Process”
- Chapter 2, “MPO Visions and Policies”
- Chapter 6, “Transportation Equity”

Chapter 1 defines the purpose of the LRTP and details the MPO structure, the relationship of the LRTP to other MPO planning documents, the LRTP development process, and future steps. Chapter 2 defines the visions and policies for seven topic areas of the LRTP, and describes how the MPO is implementing its policies. Chapter 6 defines the MPO's Transportation Equity Program, problems and issues identified by residents of environmental justice communities and community organization, and the MPO's work to achieve its visions for improving transportation equity.

D. Mohler suggested a text change to Chapter 2.

In response to a question from a member of the public, A. McGahan reported that the LRTP is scheduled to be released for public review in mid-July, assuming that the MPO receives transit finance information from MassDOT by that time.

Members then discussed whether to include Illustrative Projects in the LRTP. These are projects that the MPO would support if funding were available.

L. Dantas expressed concern about listing Illustrative Projects given that listing them might create confusion that the projects are actually in the LRTP when in fact they are

not part of the fiscally constrained document. P. Regan added that the state has a backlog of highway and transit state-of-good-repair projects that would cost billions of dollars, and that if the MPO had more funding it should prioritize maintenance projects rather than Illustrative Projects.

J. Gillooly spoke of a desire to recognize a vision for the region and suggested including an appendix to the LRTP that records the projects people have requested. He also suggested including language in the LRTP to explain that the MPO would support those projects if the MPO had the funds. A. McGahan noted that the Universe of Projects contains projects that were listed in past LRTPs and information about the project source (for example, if the project was suggested in public comments, generated from a study, etc.).

L. Dantas suggested that the MPO conduct a planning exercise that would involve modeling various scenarios for project implementation.

Members agreed not to include Illustrative Projects in the LRTP, but to add an asterisk to the projects listed in the Universe of Projects that were Illustrative Projects in the previous LRTP, as suggested by J. Gillooly.

**11. Work Programs** – *Karl Quackenbush, Acting Director, Central Transportation Planning Staff (CTPS)*

Members were presented with the work programs for the *Milford/Hopedale Commuter Rail Extension Feasibility Study* and *Low-Cost Improvements to Bottleneck Locations*. (See attached.) K. Quackenbush provided an overview of each work program.

The *Milford/Hopedale Commuter Rail Extension Feasibility Study* stems from a request MassDOT officials received from officials from the Town of Hopedale who asked for a feasibility study for extending the Franklin commuter rail line to Hopedale. CTPS conducted a similar study 14 years ago that examined the feasibility of extending commuter rail service to Milford. This study will build upon the last using new demographic and service level data.

CTPS will conduct ridership forecasts and analyses of operating and capital costs, projected revenues, and air quality impacts. CTPS will also examine community and environmental impacts, and the impacts and costs of relocating a commuter rail lay-over facility.

The work program for *Low-Cost Improvements to Bottleneck Locations* is the second phase of the work to identify ways to reduce congestion on express highways. The study will examine two locations. (The first phase of the study was presented to members by Seth Asante, MPO staff, on June 9.)

D. Giombetti suggested that MPO staff report on the results of the implementation of recommendations from the *Low-Cost Improvements to Bottleneck Locations* studies. K.

Quackenbush noted that staff has an inventory of the status of recommendations from all studies, not just bottleneck studies, and that it could be updated if so desired.

Both work programs will be action items at the meeting of July 7.

### **12. Members Items**

J. Romano updated members on the *I-93 Fast 14* bridge replacement project. Nearly half of the bridges are completed.

### **13. Adjourn**

A motion to adjourn and to convene the MPO meeting was made by T. Bent, and seconded by J. Gillooly. The motion carried.



**Transportation Planning and Programming Committee Meeting Attendance**  
**Thursday, June 30, 2011, 10:00 AM**

**Member Agencies**

MassDOT  
  
MassDOT Highway  
  
City of Boston  
  
City of Newton  
City of Somerville  
Federal Highway  
Administration  
MAPC  
  
Massachusetts Port  
Authority  
MBTA  
MBTA Advisory Board  
Regional Transportation  
Advisory Council  
Town of Bedford  
Town of Braintree  
Town of Framingham  
Town of Hopkinton

**Representatives and Alternates**

Clinton Bench  
David Mohler  
David Anderson  
John Romano  
Jim Gillooly  
Tom Kadzis  
Jen Molinsky  
Tom Bent  
Michael Chong  
  
Eric Bourassa  
Eric Halvorsen  
Lourenço Dantes  
  
Ron Morgan  
Paul Regan  
Laura Wiener  
  
Richard Reed  
Christine Stickney  
Dennis Giombetti  
Mary Pratt  
John Westerling

**MPO Staff/CTPS**

Michael Callahan  
Robin Mannion  
Anne McGahan  
Hayes Morrison  
Sean Pfalzer  
Karl Quackenbush  
Mary Ellen Sullivan  
Alicia Wilson  
Pam Wolfe

**Other Attendees**

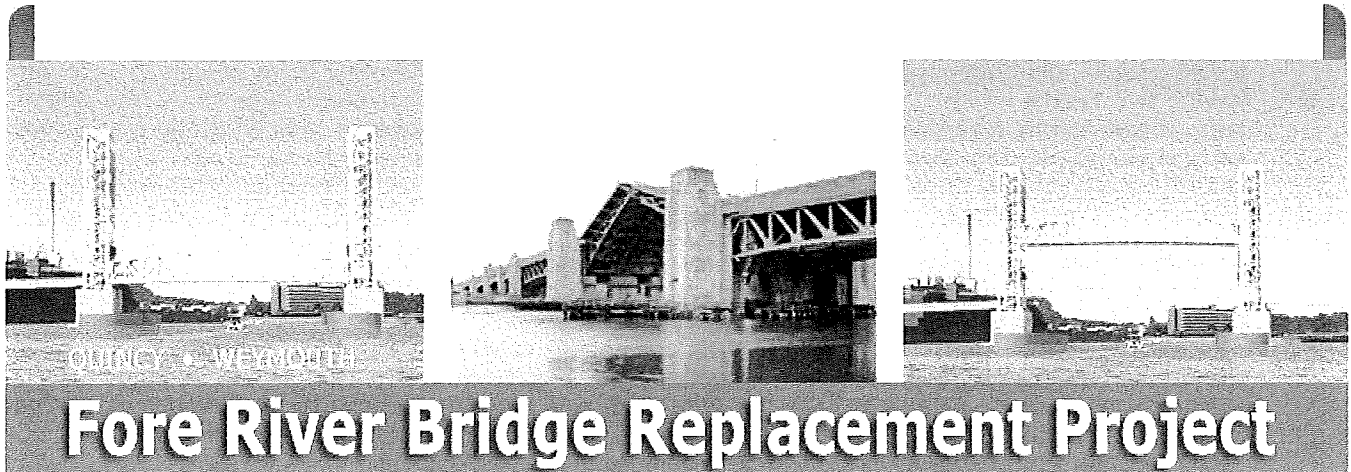
Paul Barden  
Will Brownsberger  
Paul Christner  
Mark Guenard  
Erin Kinahan  
Michael Lang  
Kevin McHugh  
Puja Mehta  
  
Lara Ménda-Fernandes  
Joe Onorato  
Tom O'Rourke  
  
Jennette Orsino  
  
Victor Pap  
Richard Parr

Town of Framingham  
State Representative  
Massachusetts Port Authority  
MassDOT  
MassDOT District 6  
East Braintree Civic Association  
Coneco Engineers and Scientists  
Office of State Senator Karen  
Spilka  
City of Boston  
MassDOT District 4  
Neponset Valley Chamber of  
Commerce  
Massachusetts Association of  
Regional Transit Authorities  
Town of Weymouth  
A Better City

Gary Peters	Fore River Bridge Neighborhood Association
Ken Petraglia	BETA Group
Julian M. Suso	Town of Framingham
Paul Talbot	Cape Ann Transportation Authority
Chris Walsh	State Representative
Tom Yardley	Medical Academic and Scientific Community Organization, Inc.

Mass.gov

## Accelerated Bridge Program

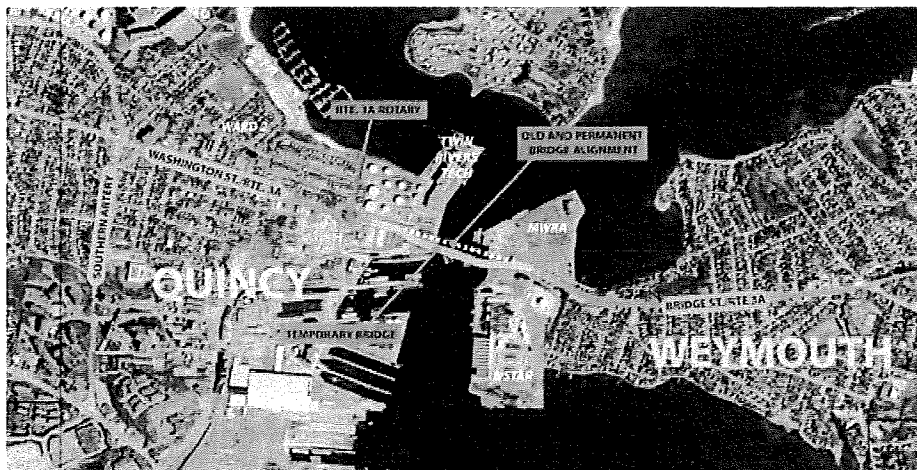
**massDOT**  
 Massachusetts Department of Transportation


## PROJECT DESCRIPTION

The MassDOT Highway Division is undertaking the replacement of the Fore River Bridge. The bridge carries Route 3A over the Fore River between Quincy and Weymouth and serves as one of the important gateways to the South Shore. The goal of the project is to replace the current temporary bridge with a new, movable span that will safely and efficiently meet the needs of roadway users - including motorists, cyclists, pedestrians - and maritime users for the next 75 years. Replacement of the bridge is projected to cost \$271 million. 20% of this sum will come from the Commonwealth of Massachusetts and 80% will come from the Federal government.

**Background**

Based on traffic counts taken in 2009, the Fore River Bridge carries approximately 30,000 vehicles each weekday. It spans the navigable section of the Fore River which sees significant commercial shipping traffic to industrial users throughout the year, and a high volume of pleasure boat traffic during the summer months. The old Fore River Bridge, built in 1936, was a recognized local landmark; but in the late 1990's it was found to be deteriorated beyond the point of restoration. In 2002, traffic was redirected off the 1936 bridge to the current temporary movable span bridge. In 2004, after appropriate historical documentation under Section 106 of the National Historic Preservation Act of 1966, the 1936 span was demolished.

**Proposed Work**

The current phase of the project will provide a bridge Type Study, twenty-five percent design plans, and a twenty-five percent design-build procurement package which will be use for the competitive bidding process to select the contractor that will ultimately build the new Fore River Bridge.

The design team, lead by STV, is currently working through the bridge Type Study process. The Type Study compares two bridge types a vertical lift bridge and a bascule bridge.

- *Vertical lift spans* are typically used to span wider navigation channels because there is no maximum length for this type of bridge. The movable span of a vertical lift bridge is typically a truss that places the supporting superstructure above the roadway deck. By reducing the amount of superstructure below the roadway deck, the bottom of the structure is higher above the water allowing more vessels to pass without having to raise the bridge, thereby reducing impacts on vehicular traffic. For its type study, the design team is considering a vertical lift bridge with a 250-foot horizontal navigation clearance and a 58.5-foot vertical navigation clearance in the closed position. This vertical clearance will help to minimize summertime openings since the clearance will allow passage of most recreational sailboats without requiring bridge openings.
- *Bascule bridges* are typically used to span navigation channels of 200 feet or less. For bascule spans, each span leaf rotates about a horizontal access located at a pier. For the type study, the design team is considering a bascule bridge with a 225-foot horizontal navigation clearance and a vertical navigation clearance of 41 feet when the bridge is in the closed position. While this vertical clearance is greater than that of the 1936 bridge, it is significantly less than can be achieved with a vertical lift structure. If a bascule bridge were to be built to cross the Fore River with a horizontal navigation clearance of 225 feet, it would be the largest bridge of this type in the United States with piers roughly 100 feet wide to accommodate the counterweights required to balance the movable spans.

Regardless of bridge type, each direction of the new bridge will have two travel lanes, a bicycle lane and sidewalks, and will be fully compliant with the Americans with Disabilities Act. In addition, the new bridge will be designed to meet existing grade and layouts at the rotary in Quincy and just beyond Monatiquot Street in Weymouth. This is consistent with MassDOT's goal of avoiding any taking of homes or businesses.

### **Environmental Review**

The MassDOT Highway Division is committed to replacing the Fore River Bridge with due sensitivity to the natural and human environment. The project will file applications and/or documentation to comply with all applicable Federal regulations including the National Environmental Policy Act with the Federal Highway Administration, a Bridge Permit Application to the United States Coast Guard, a Section 404 permit with the United States Army Corps of Engineers, a Water Quality Certification Application to the Massachusetts Department of Environmental Protection, and a request for Consistency Certification from the Massachusetts Office of Coastal Zone Management.

### **Public Involvement Process**

The MassDOT Highway Division is committed to meaningful, effective, and inclusive public involvement as it is a significant component of the environmental review process. Since April 2009, the project team has conducted project briefings with open question and answer sessions. Briefings have included:

- April 2009 – local and state officials from Quincy, Weymouth and Braintree.
- June 2009 – a public briefing for residents of Quincy and Weymouth.
- July 2009 – a targeted briefing for members of the Quincy 2000 business development group.
- August 2009 – a targeted briefing for maritime users of the Fore River Channel.
- September 2009 – a targeted briefing for residents of North Weymouth.
- October 2009 – a targeted briefing for residents of Quincy Ward 2.
- February 2010 - a targeted briefing for commuters living in the area south of the bridge.
- April 2010 - a targeted briefing for residents of Quincy Ward 2.
- May 2010 - appearances by members of the project team before the Quincy and Weymouth Historic Commissions.
- June 2010 - appearances by members of the project team before the Quincy and Weymouth Conservation Commissions.
- June 2010 - a public briefing for residents of Quincy and Weymouth.
- January 2011 - a public briefing regarding the EA for residents of the project area.

The project team invites you to visit the project documents page of this Web site to review the PowerPoint presentations given at these meetings. Public involvement will be continued throughout the current 25% design phase and into construction.

## **CASCO BAY BRIDGE WITH A 200 FOOT CHANNEL**

### **++++++BENEFITS++++++**

- +Fastest Cycle Time **12-14 minutes**
- +Cheapest to build and operate **130 million**
- +Unlimited vertical clearance
- +Less Maintenance **No Painting Ugly Steel Towers**
- +Pre-order Spare Parts/Pack them in cosmoline
- +Fastest construction timetable
- +Provides the same functional capacity
- +Meets ADA 5% grade guidelines
- +Provides best opportunity for Historical Visuals **SEC 106**
- +Aesthetically pleasing to all/Preserves Quincy Rotary
- +Fewer Environmental Impacts/**Less Dredging**
- +Reduces Openings/Excellent sight lines
- +Very acceptable to the Public
- +State has experience building and maintaining them
- +Smoother permitting with all of the Agencies

#



© 2000 [www.maine.rr.com](http://www.maine.rr.com) Road Runner of Maine



**The Commonwealth of Massachusetts**  
William Francis Galvin, Secretary of the Commonwealth  
Public Records Division

Alan N. Cote  
Supervisor of Records

September 24, 2010

Mr. Ulysses Jacks  
Legal Counsel  
Massachusetts Department of Transportation  
10 Park Plaza  
Boston, Massachusetts 02116

Dear Atty. Jacks:

This office has received a petition from Mr. Gary Peters appealing the lack of compliance of the Department to his July 7, 2010 request for a copy of minutes with regard to Project 604382. On July 8<sup>th</sup> you acknowledged receipt of Mr. Peters' request. On August 23<sup>rd</sup> Mr. Peters appealed to this office, which in turn sent a query to you on August 23<sup>rd</sup>. To date, neither Mr. Peters, nor this office has heard anything further on the matter.

"Public records" is broadly defined to include all documentary materials or data, regardless of physical form or characteristics, made or received by any officer or employee of any town of the Commonwealth, unless falling within a statutory exemption. G. L. c. 4, § 7(26) (2008 ed.).

This office believes that all records made or received by a governmental body, officer or employee of the Commonwealth are public and must be provided upon request. Subject to redaction, the requested documents are public records. (There is a presumption that all governmental records are public records. G. L. c. 66, § 10(c) (2008 ed.); 950 C.M.R. 32.08(4)).

A custodian shall, at reasonable times and without unreasonable delay, permit a public record, or any segregable portion of a record, to be inspected and examined by any person, and furnish one copy upon payment of a reasonable fee. See G. L. c. 66, § 10(a) (2008 ed.).

There are fifteen statutory exemptions to the Public Records Law. It is the burden of the custodian to demonstrate the application of an exemption in order to withhold a requested record. G. L. c. 66, § 10(a) (2008 ed.); see also District Attorney for the Norfolk Dist. V. Flatley, 419 Mass. 507, 511 (1995) (custodian has burden of establishing applicability of exemption).

Mr. Ulysses Jacks  
Page Two  
September 24, 2010

A custodian is required to maintain procedures to avoid unreasonable delays and to allow inspection and copying by any person during regular business hours. 950 C.M.R. 32.05(1).

A custodian of a public record shall, within ten days following receipt of a request for inspection or copy of a public record, comply with such request. G. L. c. 66, § 10(b) (2008 ed.).

A custodian may assess a reasonable fee for complying with a public records request. G. L. c. 66, § 10(a) (2008 ed.); see also 950 C.M.R. 32.06(2) (where cost of complying with a public records request is expected to exceed ten dollars (\$10.00), custodian shall provide written good faith estimate).

The failure of a custodian to comply with a public record request by refusing to allow inspection or by refusing to provide a copy of a public record may be a violation of law which may subject the custodian to criminal or civil penalties.

If you have any questions regarding the responsibilities of a records custodian under the Massachusetts Public Records Law, please contact this office at (617) 727-2832.

Very truly yours,

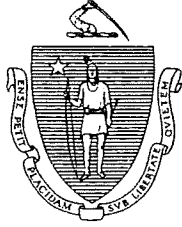


Alan N. Cote  
Supervisor of Records

ANC/js

cc: Mr. Gary Peters





**The Commonwealth of Massachusetts**  
William Francis Galvin, Secretary of the Commonwealth  
Public Records Division

June 23, 2011  
SPR11/171

Mr. Gary Peters  
Fore River Bridge Neighborhood Association  
34 Bluff Road  
Weymouth, MA 02191

Dear Mr. Peters:

I have received your letter appealing the response of the Massachusetts Department of Transportation to your request for records.

I have directed a member of my staff, Attorney Rebecca S. Murray, to review this matter. Upon completion of the review, I will advise you in writing of the disposition of this case. If in the interim you receive a satisfactory response to your request, please notify this office immediately.

Any further correspondence concerning this specific appeal should refer to the SPR case number listed under the date of this letter.

Very truly yours,

A handwritten signature in black ink that reads "Shawn Williams". The signature is written in a cursive, flowing style.

Shawn A. Williams  
Assistant Director

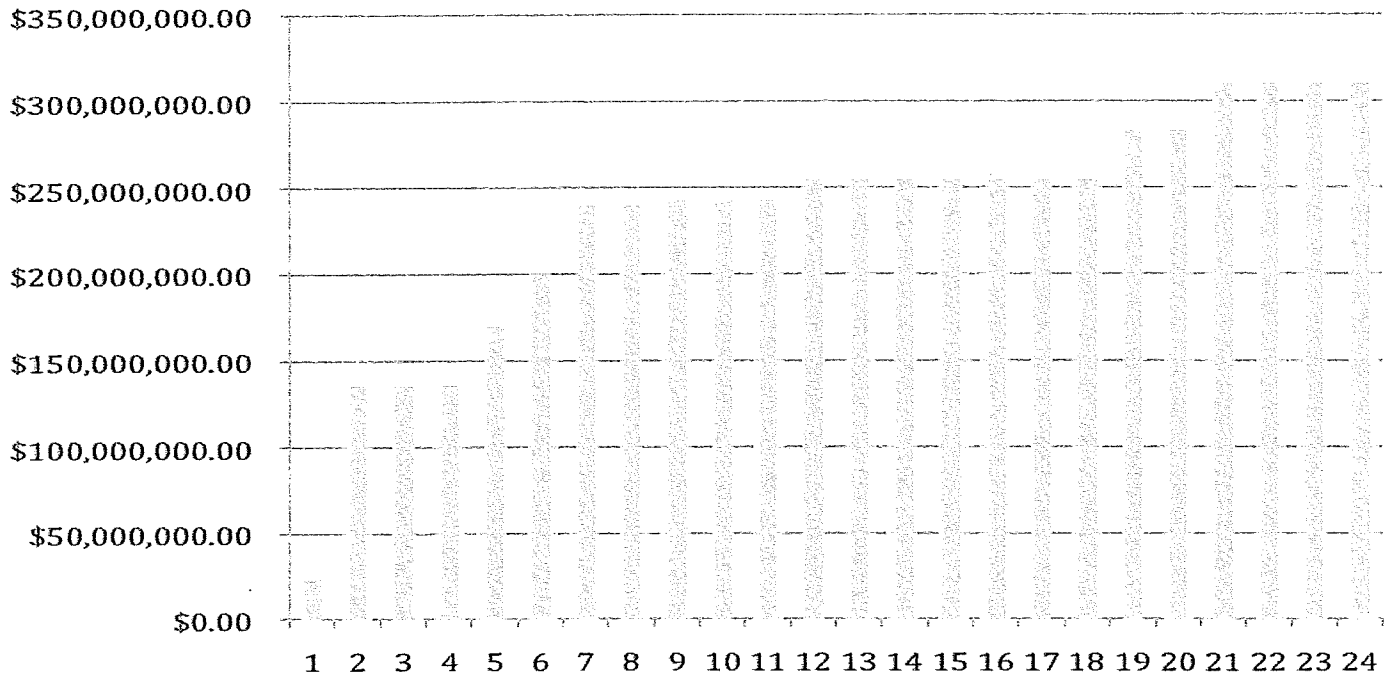
SAW/js

cc: MassDOT



# Fore River Bridge Replacement Project

**Published Estimated Bridge Construction Cost**



	<b>Date</b>	<b>Document</b>	<b>Cost</b>
1	6-7/1974	Fore River Bridge Reconstruction Evaluation (1973 Prices)	\$23,200,000.
2	1/2011	U.S.C.G. Bridge Permit Application - Table J-2	\$136,000,000.
3	12/2010	Table 10.0-1 Comparable Summary of Movable Bridge Alternatives	\$136,000,000.
4		Table 4.3-5 Comparable Summary of Movable Bridge Alternatives	\$136,000,000.
5	1/2002	Vollmer Study - Lift Bridge - 40' Vertical Clearance	\$170,000,000.
6	1/2002	Vollmer Study - Lift Bridge - 70' Vertical Clearance	\$200,000,000.
7	3/26/2010	U.S.C.G. Pilots Meeting Minutes "Page 12 - "MOD""	\$240,000,000.
8	4/12/2010	Fore River Clubhouse Meeting Minutes	\$240,000,000.
9	5/3/2010	Accelerated Bridge Program - June 2010 Update	\$242,492,000.
10	4/18/2011	MPO Project Information Form	\$242,592,000.
11	11/5/2010	MassHighway District	\$242,592,000.
12	7/6/2010	Transportation Planning & Prog. Comm. Draft, June 24, 2010	\$255,000,000.
13	8/19/2010	Tran. Improvement Prog. & Air Quality Conform. Determination	\$255,000,000.
14	5/9/2010	Globe South Article	\$255,000,000.
15	6/23/2009	Crane Library Meeting Minutes	\$255,000,000.
16	2/24/2010	Hingham Town Hall Meeting Minutes	\$255,000,000.
17	3/26/2010	U.S.C.G. Pilots Meeting Minutes	\$255,000,000.
18	6/14/2010	Abigail Adams Meeting Handout	\$255,000,000.
19	3/2/2011	Accelerated Bridge Program - March 2011 Update	\$282,500,000.
20	6/6/2011	Accelerated Bridge Program - June 2011 Update	\$282,500,000.
21	8/2/2010	S.E. Mass FFY 2011 - Transportation Improvement Program	\$310,000,000.
22	12/2/2010	Draft Amendment One FFY 2011 Element	\$310,000,000.
23	4/24/2011	Draft Amendment Four FFY 2011 Element	\$310,000,000.
24	4/24/2011	Amendment Three FFY 2011 Element	\$310,000,000.



## Fore River Bridge Replacement Project Proposed Vertical Lift Bridge



**Channels (279)** A Federal project provides for a 35-foot channel which leads from the sea through Nantasket Roads, Hull Gut, and Hingham Bay, thence into Weymouth Fore River to the head of the project, 0.5 mile above the bridge crossing the river at Quincy Point; a turning basin is on the south side of the channel at Kings Cove. In 2007, the controlling depth was 33.2 feet in the dredged channel from the entrance to the head of the project (except for a 27-foot spot along the south edge of the channel in about  $42^{\circ}19'02''N.$ ,  $70^{\circ}54'30''W.$ ); the turning basin had depths of 34 to 35 feet. In 2008, depths to 1.3 feet were available to Braintree Yacht Club, about 1.3 miles above the turning basin. Source: NOAA, Chapter 11 - Coast Pilot 1 - Edition 41, 2011

## Casco Bay Bridge, Portland, Maine



**FACTS** • Portland is the second largest crude oil port on the U.S. East Coast. • Portland is the third largest oil terminal port on the U.S. East Coast. • Portland is the largest throughput port based on tonnage in New England • Portland is the second largest international passenger port in New England. • Portland's cruise ship calls will increase from 16 in 1999 to 49 in 2000. Source: State of Maine Departments of Environmental Protection and Transportation, City of Portland Department of Transportation and Waterfront, Massachusetts Port Authority, Portland Fish Pier Authority. Statistics based on 1998 Totals and FY 99 Totals for City facilities.





# TERMINAL INFORMATION

## TERMINAL LINKS

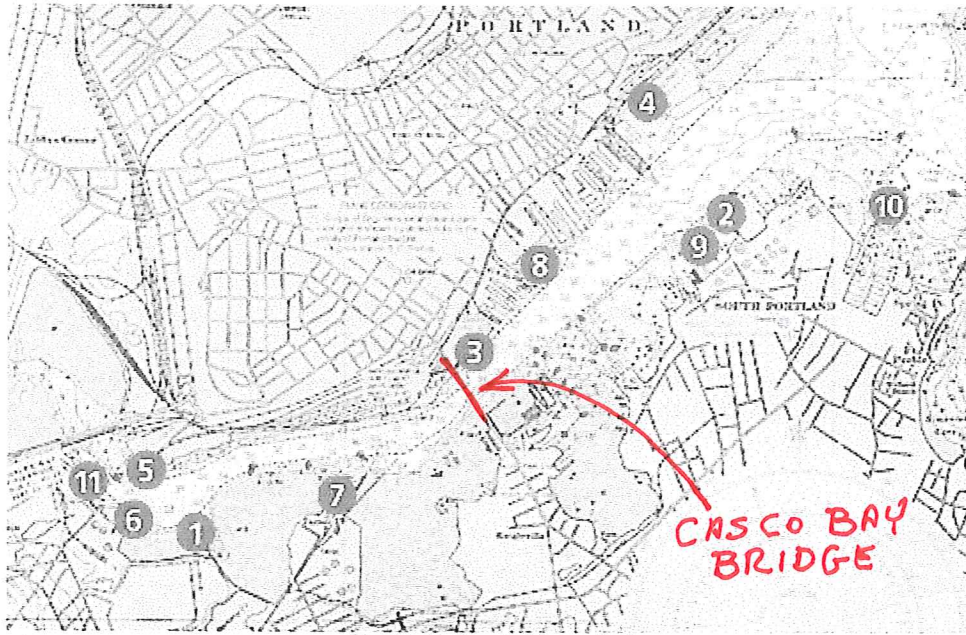


Chart not to be used for navigation

- 1. Cargill Petroleum**
- 2. Gulf Oil Terminal**
- 3. International Marine Terminal**  
(click here for a detailed diagram)
- 4 Maine State Pier**  
(Portland Ocean Terminal, Casco Bay Lines)
- 5. Merrill Marine Terminal**
- 6. Mobil Oil Terminal**
- 7. Motiva Terminal**
- 8. Portland Fish Pier**
- 9 & 10. Portland Pipe Line Pier**  
One (9) and Pier Two (10)
- 11. Sprague Energy Terminal**

## TERMINAL LINKS

Casco Bay Lines  
 Portland Fish Exchange  
 Portland Ocean Terminal Development  
 For information on Maine Port Facilities





# REGIONAL TRANSPORTATION ADVISORY COUNCIL



June 28, 2011

David Mohler, Chair  
Transportation Planning and Programming Committee  
Boston Region Metropolitan Planning Organization  
State Transportation Building  
10 Park Plaza, Suite 4150  
Boston, MA 02116

RE: Transportation Enhancements Program in Massachusetts

Dear Mr. Mohler,

The Regional Transportation Advisory Council (Advisory Council) is an independent group of citizen and regional advocacy groups, municipal officials, and agencies charged by the Boston Region Metropolitan Planning Organization (MPO) with providing public input on transportation planning and programming.

Recently the state's Transportation Enhancements program has come to the attention of the Advisory Council. We are especially interested in this program because federal Transportation Enhancements funds can advance the Advisory Council's priority of giving people alternatives to driving for their transportation needs.

We appreciate the update Jim Cope gave the Advisory Council in April regarding the state's work to streamline its Transportation Enhancements program. MassDOT's decision to eliminate the redundant application process required for projects seeking Transportation Enhancements funds is a good step that will attract more applications. However, the projects will still be required to go through the long and expensive design review process intended more for large highway projects. We think that making it easier to apply for the funds without streamlining the design review will simply result in long delays during the review process, and project cost increases.

It is our understanding that all transportation projects, including Transportation Enhancements projects, are required by the Massachusetts Office of the Federal Highway Administration (FHWA) to go through the full design review process as a result of FHWA concerns stemming from the Central Artery/Tunnel project. While the design review process is important and necessary, Transportation Enhancements projects in other states are allowed to go through a less extensive review process than large highway projects. Many states award Transportation Enhancements funds through a grant program where municipalities hire a design team and seek bids for a project with much less oversight by the state. We believe that more Transportation Enhancements projects would be built in Massachusetts if MassDOT could award the funds

through a grant program. Projects would be built more quickly, and scarce MassDOT staff time could be dedicated to other projects.

We request that the Boston Region MPO share our concerns with MassDOT and the Massachusetts Office of the Federal Highway Administration and ask them to revisit their requirement that Transportation Enhancement projects in Massachusetts go through the same design review process as large projects. The impact of these projects is often much less than large highway projects and therefore should not require the same level of scrutiny. These projects are important because they can encourage people to use alternatives to driving for their transportation needs, which reduce emissions, saves money, and supports healthy transportation.

We are ready to help MPO communicate these concerns with the appropriate officials at FWHA.

Sincerely,

A handwritten signature in cursive script that reads "Laura Wiener".

Laura Wiener, Chair

# CTPS Funding by Source - FY2012 Draft Operating Budget

(July 1, 2011 - June 30, 2012)

Client	MAPC Contract Number	Description	Contract Budget	Direct Costs	Salary & Overhead	Start Date	End Date	FY2012 Sal & OH	FY2012 Direct	FY2012 Total
MPO	592	FY2011 3C - PL	\$2,661,858	\$41,000	\$2,620,858	Oct-10	Sep-11	\$655,200	\$2,000	\$657,200
MPO	680	FY2011 3C - Section 5303	\$1,012,564	\$39,000	\$973,564	Feb-11	Sep-11	\$365,100	\$3,000	\$368,100
MPO	594	FY2012 3C - PL	\$2,661,858	\$37,500	\$2,624,358	Oct-11	Sep-12	\$1,968,300	\$35,000	\$2,003,300
MPO	682	FY2012 3C - Section 5303	\$1,246,400	\$22,500	\$1,223,900	Oct-11	Sep-12	\$917,900	\$24,000	\$941,900
MPO Subtotal:								\$3,906,500	\$64,000	\$3,970,500
MassDOT	681	FY2011 MassDOT/MBTA Section 5303	\$544,177	\$5,000	\$539,177	Feb-11	Sep-11	\$202,200	\$800	\$203,000
MassDOT	683	FY2012 MassDOT/MBTA Section 5303	\$307,341	\$5,000	\$302,341	Oct-11	Sep-12	\$224,400	\$3,200	\$227,600
MassDOT	587	SPR Projects	\$498,500	\$16,000	\$482,500	Apr-11	Mar-12	\$361,900	\$12,000	\$373,900
MassDOT	xxx	SPR Projects	\$498,500	\$16,000	\$482,500	Apr-12	Mar-13	\$120,600	\$4,000	\$124,600
MassDOT	704	Green Line FEIR	\$342,700	\$0	\$342,700	Feb-10	Dec-11	\$75,000	\$0	\$75,000
MassDOT	705	South Coast Rail FEIR	\$147,000	\$0	\$147,000	Mar-10	Dec-11	\$75,000	\$0	\$75,000
MassDOT	706	MassDOT Title VI	\$145,688	\$2,000	\$143,688	Mar-11	Jun-12	\$114,950	\$0	\$114,950
MassDOT	378	Intercity Bus Study	\$167,057	\$2,000	\$165,057	May-11	Apr-12	\$151,300	\$2,000	\$153,300
MassDOT Subtotal:								\$1,325,350	\$22,000	\$1,347,350
MBTA	345	Rider Oversight Committee Support	\$59,900	\$0	\$59,900	Jan-06	Nov-11	\$3,500	\$0	\$3,500
MBTA	xxx	Rider Oversight Committee Support	\$30,000	\$0	\$30,000	Dec-11	Dec-13	\$7,500	\$0	\$7,500
MBTA	xxx	FY2012 NTD - Purchased Services	\$20,000	\$200	\$19,800	Jul-11	Nov-12	\$20,000	\$200	\$20,200
MBTA	xxx	FY2012 NTD - Directly Operated Services	\$92,800	\$0	\$92,800	Jul-11	Nov-12	\$92,800	\$0	\$92,800
MBTA	373	Bus Data Collection VII	\$453,900	\$0	\$453,900	Mar-10	Mar-12	\$171,000	\$0	\$171,000
MBTA	xxx	Bus Data Collection VIII	\$453,900	\$0	\$453,900	Apr-12	Mar-14	\$57,000	\$0	\$57,000
MBTA	xxx	Support to Operations	\$125,000	\$0	\$125,000	Jul-11	Jun-12	\$125,000	\$0	\$125,000
MBTA	xxx	Neighborhood Maps	\$30,000	\$0	\$30,000	Jul-11	Jun-12	\$30,000	\$0	\$30,000
MBTA Subtotal:								\$476,800	\$200	\$507,000
MAPC	802	I-495 Corridor Land Use Study	\$45,000	\$0	\$45,000	May-11	Apr-12	\$37,500	\$0	\$37,500
MASCO	xxx	Travel Modeling Support	\$0	\$0	\$25,000	Jul-11	Jun-12	\$0	\$0	\$0
Massport	xxx	Technical Support Services	\$25,000	\$0	\$25,000	Jul-11	Jun-12	\$25,000	\$0	\$25,000
TOTAL								\$5,771,150	\$86,200	\$5,887,350

**CTPS - FY12 Draft Operating Budget**  
**July 1, 2011 - June 30, 2012**

Acct No.	Item	Approved FY2011 Budget	Projected to 30-Jun-11	Draft FY2012 Budget
<b>Annual Direct Salaries</b>		<b>\$3,048,900</b>	<b>\$2,931,900</b>	<b>\$2,981,500</b>
<b>Other Direct Expenses</b>		<b>\$185,100</b>	<b>\$74,567</b>	<b>\$86,200</b>
540502	General Office Equipment	\$0	\$0	\$0
540503	Data Processing Equipment	\$42,000	\$42,000	\$42,700
540904	Consultants	\$100,000	\$0	\$0
541204	Printing	\$2,500	\$148	\$0
541302	Travel & Transportation	\$20,600	\$12,500	\$20,000
541602	Other	\$20,000	\$19,919	\$23,500
<b>Annual Indirect Expenses</b>		<b>\$2,764,900</b>	<b>\$2,599,100</b>	<b>\$2,819,650</b>
<b>Indirect Timesheet Costs</b>		<b>\$1,445,700</b>	<b>\$1,406,100</b>	<b>\$1,479,600</b>
12702	Fringe Benefits	\$816,700	\$796,100	\$831,300
12703	Admin Salaries	\$629,000	\$610,000	\$648,300
<b>Employee Insurance</b>		<b>\$208,000</b>	<b>\$184,650</b>	<b>\$205,500</b>
600301	Medical	\$92,000	\$84,650	\$92,000
600302	Workman's Comp	\$1,000	\$0	\$1,000
600303	Unemployment	\$20,000	\$14,000	\$15,000
600304	Medicare / FICA	\$48,500	\$45,000	\$47,000
600305	Long-Term Disability	\$34,500	\$26,900	\$33,500
600307	Med. Sec. Trust	\$2,000	\$5,000	\$6,000
600315	Short-Term Disability	\$10,000	\$9,100	\$11,000
<b>Employee Benefits &amp; Other</b>		<b>\$112,000</b>	<b>\$80,200</b>	<b>\$117,000</b>
600310	Tuition Assistance	\$5,000	\$1,500	\$5,000
600311	Recruitment	\$3,000	\$2,700	\$4,500
600312	Training	\$30,000	\$11,000	\$35,000
600313	Transit Subsidy	\$74,000	\$65,000	\$72,500
<b>Supplies</b>		<b>\$43,000</b>	<b>\$28,500</b>	<b>\$51,350</b>
600402	General Office	\$10,000	\$7,000	\$18,350
600403	Data Processing	\$30,000	\$20,000	\$30,000
600404	Design & Graphics	\$3,000	\$1,500	\$3,000
<b>Equip (Buy, Lease, Maint)</b>		<b>\$176,400</b>	<b>\$177,510</b>	<b>\$179,900</b>
600502	General Office	\$2,000	\$200	\$2,000
600503	Data Processing	\$30,000	\$30,000	\$25,000
600504	Graphics	\$400	\$110	\$400
600509	General Equip. Lease	\$1,000	\$0	\$1,000
600512	General Equip. Maint.	\$2,000	\$700	\$2,000
600513	Data Proc. HW & SW Contr.	\$140,000	\$146,000	\$148,000
600514	Graphics Equip. Maint.	\$0	\$500	\$500
600517	Data Proc. Equip. Repairs	\$1,000	\$0	\$1,000
<b>Premises</b>		<b>\$322,000</b>	<b>\$320,910</b>	<b>\$328,000</b>
600603	Office Maint. & Repair	\$2,000	\$680	\$5,000
600604	Office Rent	\$320,000	\$320,000	\$320,000
600606	Misc. Premises	\$0	\$230	\$3,000

Acct No.	Item	Draft FY2011 Budget	Projected to 30-Jun-11 Budget	Draft FY2012 Budget
	<b>Communications</b>	<b>\$83,000</b>	<b>\$63,700</b>	<b>\$76,000</b>
600802	Telephone	\$15,000	\$13,700	\$14,000
600804	Postage	\$17,000	\$8,000	\$10,000
600805	Advertising	\$11,000	\$8,000	\$12,000
600806	Internet	\$40,000	\$34,000	\$40,000
	<b>Professional Services</b>	<b>\$10,000</b>	<b>\$3,000</b>	<b>\$10,000</b>
600903	Legal Fees	\$5,000	\$0	\$5,000
600912	Temporary Help	\$5,000	\$3,000	\$5,000
	<b>Meetings &amp; Conferences</b>	<b>\$1,000</b>	<b>\$1,620</b>	<b>\$2,000</b>
601004	In-State Conferences	\$1,000	\$1,620	\$2,000
	<b>Professional Fees</b>	<b>\$4,500</b>	<b>\$4,320</b>	<b>\$5,800</b>
601102	Memberships	\$300	\$630	\$1,400
601103	Subscriptions	\$4,000	\$3,500	\$4,000
601104	Publications	\$200	\$190	\$400
	<b>Reproduction</b>	<b>\$60,100</b>	<b>\$46,000</b>	<b>\$65,000</b>
601202	Maps (Purchased)	\$100	\$0	\$0
601203	Photocopy (lease, per copy cost, maint.)	\$20,000	\$11,000	\$20,000
601204	Printing (external vendor)	\$40,000	\$35,000	\$45,000
	<b>Travel &amp; Transportation</b>	<b>\$2,000</b>	<b>\$500</b>	<b>\$4,500</b>
601302	Travel	\$1,500	\$300	\$4,000
601306	Transportation (couriers, ship.)	\$500	\$200	\$500
	<b>Other Costs</b>	<b>\$5,000</b>	<b>\$120</b>	<b>\$5,000</b>
601602	Misc. & Petty Cash	\$5,000	\$120	\$5,000
	<b>Other Overhead</b>	<b>\$292,200</b>	<b>\$281,970</b>	<b>\$290,000</b>
800000	MAPC "Pass On" Cost	\$292,200	\$281,970	\$290,000
<b>Total Annual Costs</b>		<b>\$5,998,900</b>	<b>\$5,605,567</b>	<b>\$5,887,350</b>
<b>Overhead Rate</b>		<b>90.69%</b>	<b>88.65%</b>	<b>94.57%</b>



Highlighted rows indicate recommended new MPO-funded projects.

Project #	Technical Support Projects	Total Project Budget	FFY 11 UPWP Budget	Status as of 10/1/11	PL	§5303 CTPS	SPR	Mass DOT	Mass DOT §5303	MBTA	Other	FFY 12 CTPS UPWP Budget
TBD	Analysis of JARC and New Freedom Projects	20,000	N/A	0%		20,000						20,000
13150	Community Technical Assistance Program (CTPS Portion Only)	N/A	30,000	Ongoing	27,200	12,800						40,000
11141	Emergency Evacuation and Hazard Mitigation Mapping Phase II	30,000	30,000	50%	10,200	4,800						15,000
TBD	Freight Survey	60,000	N/A	0%	21,000							21,000
11374	Impacts of Walking Radius /Transit Reliability and Frequency	50,000	50,000	20%		20,000						20,000
11702	Integrating Land Use in Regional Transportation Models	N/A	40,000	Ongoing	20,400	9,600						30,000
11375	Intercity Bus Study	167,100	167,100	30%				65,000				65,000
13801	Livable Communities Workshop Program (CTPS Portion Only)	N/A	30,000	Ongoing	40,900	19,100						60,000
MassDOT Highway Planning and Research Program Assist		N/A		Ongoing								0
95038	Accelerated Bridge Program Support	60,000		50%			35,000					35,000
95023	Balanced Volumes on State Highways	33,600		100%			32,300					32,300
95018	Diversity Posters	10,000		80%			8,000					8,000
95027	Global Warming Solutions Act Support	3,500		50%			3,500					3,500
95019	Miscellaneous SPR Graphics	8,000		100%			8,000					8,000
95021	MassDOT Road Inventory File	50,000		90%			50,000					50,000
95022	MassDOT Bicycle Asset Database	50,000		30%			15,200					15,200
95034	Ramp Numbering System	5,000		100%			0					0
TBD	Statewide Modeling Support	15,000		100%			18,500					18,500
95033	Traffic Volumes: Historic and Projected	18,000		100%			18,000					18,000
TBD	Other CTPS SPR Assistance to be Identified by MassDOT						149,500					149,500
13151 & 113xx	MassDOT Title VI Program (includes MBTA Title VI Program Monitoring)	246,600	N/A	60%				135,000				135,000
MassDOT Transit Planning Assistance		N/A		Ongoing								0
TBD	MBTA Strategic Visioning for Bus Service	100,000	62,000	95%				1,000				1,000
TBD	Other CTPS Transit Planning Assistance to be Identified by MassDOT							233,200				233,200
14318	MBTA 2011 National Transit Database: Purchased Bus	23,900	16,800	95%						800		800
14319	MBTA 2011 National Transit Database: Directly Operated Bus	88,100	79,700	95%						800		800
14326	MBTA 2012 National Transit Database: Directly Operated Bus	93,000	N/A	24%						69,000		69,000
14325	MBTA 2012 National Transit Database: Purchased Bus	23,900	N/A	2%						15,000		15,000
TBD	MBTA 2013 National Transit Database: Directly Operated Bus	N/A	N/A	N/A						13,800		13,800
TBD	MBTA 2013 National Transit Database: Purchased Bus	N/A	N/A	N/A						5,000		5,000
11369	MBTA Bus Service Data Collection VII	453,900	230,100	75%						114,000		114,000
TBD	MBTA Bus Service Data Collection VIII	453,900	N/A	0%						114,000		114,000
TBD	MBTA Neighborhood Maps	30,000	N/A	Ongoing						21,000		21,000
TBD	MBTA Operations Support	125,000	N/A	20%						100,000		100,000
14303	MBTA Rider Oversight Committee Support	N/A	8,000	Ongoing						4,900		4,900
TBD	MBTA Systemwide Passenger Survey: Comparison of Results	30,000	N/A	0%		30,000						30,000
11142	MPO Freight Study Phase II	30,000	30,000	0%	30,000							30,000
TBD	Pavement Management System Development	375,000	62,500	0%	62,500							62,500
TBD	Regional Transit Service Planning Technical Support	20,000	N/A	Ongoing		20,000						20,000
13252	Roundabout Installation Screening Tool	40,000	40,000	99%	700							700
TBD	Safe Access to Transit for Pedestrians and Bicyclists	36,500	N/A	0%	8,300	28,200						36,500
TBD	TIP Project Impacts Before and After Evaluation	30,000	N/A	0%	28,500	1,500						30,000
90080	Travel Data Forecasts	N/A	N/A	Ongoing	6,800	3,200						10,000
90040	Travel Operations Analysis	N/A	3,000	Ongoing	6,800	3,200						10,000
UPWP Subtotal					263,300	172,400	338,000	200,000	234,200	458,300	0	1,666,200

CTPS Total 2012 Funds Programmed					2,661,900	1,246,400	500,000	310,000	307,300	460,500	59,200	5,545,300
Remaining CTPS, MassDOT & MBTA Funds to Be Programmed					0	0	0	0	0	0	0	0

Project #	3C Activities/Certification Requirements	Est. Total Project Budget	FFY 11 UPWP Budget	Status as of 10/1/11	MAPC PL	§5303 MAPC	SPR	Mass DOT	Mass DOT §5303	MBTA	Other	FFY 12 MAPC UPWP Budget
MAPC 1	MPO/MAPC Liaison and Support Activities	N/A	150,000	Ongoing	112,000	48,000						160,000
MAPC 2	Subregional Support Activities	N/A	160,000	Ongoing	112,000	48,000						160,000
MAPC 3	Unified Planning Work Program (MAPC)	N/A	10,000	Ongoing	7,000	3,000						10,000
UPWP Subtotal			320,000		231,000	99,000						330,000

Project #	Planning Studies	Total Project Budget	FFY 12 UPWP Budget	Status as of 10/1/11	MAPC PL	§5303 MAPC	SPR	Mass DOT	Mass DOT §5303	MBTA	Other	FFY 12 MAPC UPWP Budget
MAPC 4	Bicycle Network Evaluation (MAPC portion only)	30,000	30,000	0%	10,000	10,000						20,000
MAPC 5	Corridor Sub area Planning Studies: Land Use Reviews	N/A	34,700	Ongoing	76,000	39,000						115,000
MAPC 6	Land Use Development Project Reviews	N/A	50,900	Ongoing	52,800	27,200						80,000
MAPC 7	Regional Vision Implementation: MetroFuture	N/A	125,000	Ongoing	84,000	41,000						125,000
UPWP Subtotal			240,600		222,800	117,200						340,000

Project #	Technical Support Projects	Total Project Budget	FFY 12 UPWP Budget	Status as of 10/1/11	MAPC PL	§5303 MAPC	SPR	Mass DOT	Mass DOT §5303	MBTA	Other	FFY 12 MAPC UPWP Budget
MAPC 8	Alternative-Mode Planning and Coordination	N/A	174,600	Ongoing	113,800	65,800						179,600
MAPC 9	Community Technical Assistance Program (MAPC Portion Only)	N/A	30,000	Ongoing	15,000	15,000						30,000
MAPC 10	Integrating Land Use & Climate Change in Regional Transportation Modeling	N/A	50,000	Ongoing	33,400	16,600						50,000
MAPC 11	Livable Communities Program (MAPC Portion Only)	N/A	25,000	Ongoing	8,400	7,200						15,600
UPWP Subtotal			279,600		170,600	104,600						275,200

MAPC Total 2012 Funds Programmed					624,400	320,800	N/A	N/A	N/A	N/A	N/A	945,200
Remaining MAPC 2012 Funds to Be Programmed					0	0						



Highlighted rows indicate recommended new MPO-funded projects.

		PL	§5303 CTPS	SPR	Mass DOT	Mass DOT §5303	MBTA	Other	FFY 12 CTPS UPWP Budget
<b>FFY 2012 UPWP CTPS, MassDOT, and MBTA FUNDING ALLOCATIONS</b>		2,661,900	1,246,400	500,000	310,000	307,300	460,500	59,200	5,545,300

Project #	Administration and Resource Projects	Previous Total Budget	FFY 11 UPWP Budget	Status as of 10/1/11	PL	§5303 CTPS	SPR	Mass DOT	Mass DOT §5303	MBTA	Other	FFY 12 CTPS UPWP Budget
60400-92	Computer Resource Management	N/A	320,200	Ongoing	221,300	103,700						325,000
60110-600	Data Resources Management	N/A	392,500	Ongoing	289,400	135,600						425,000
90000	Direct Support (Includes household survey)	N/A	195,400	Ongoing	37,000	23,000	14,000		6,000	2,200		82,200
<b>UPWP Total</b>			<b>908,100</b>		<b>547,700</b>	<b>262,300</b>	<b>14,000</b>		<b>6,000</b>	<b>2,200</b>		<b>832,200</b>

Project #	3C Activities/Certification Requirements	Total Project Budget	FFY 11 UPWP Budget	Status as of 10/1/11	PL	§5303 CTPS	SPR	Mass DOT	Mass DOT §5303	MBTA	Other	CTPS UPWP Budget
90111	Support to MPO and Its Subcommittees	N/A	303,000	Ongoing	228,100	106,900						335,000
90014	Planning Topics	N/A	15,000	Ongoing	8,200	3,800						12,000
90019	Subregional Outreach	N/A	9,000	Ongoing	6,800	3,200						10,000
90021	RTAC Support	N/A	30,000	Ongoing	27,200	12,800						40,000
90025	Transportation	N/A	69,000	Ongoing	27,200	12,800						40,000
90026	Public Participation Process	N/A	93,000	Ongoing	32,000	15,000						47,000
90027	Boston MPO Web Site	N/A	68,000	Ongoing	43,600	20,400						64,000
90012	Professional Development	N/A	3,000	Ongoing	2,000	1,000						3,000
90090	General Graphics	N/A	118,000	Ongoing	85,100	39,900						125,000
10112	Air Quality Conformity Determinations	N/A	14,000	Ongoing	15,700	7,300						23,000
90061	Air Quality Support Activity	N/A	35,000	Ongoing	24,500	11,500						36,000
11355	Boston Region MPO Title VI Reporting	N/A	14,000	Ongoing	6,800	3,200						10,000
90024 & 90028	Disability Access Support (Also Includes Provision of Materials in Accessible Formats)	N/A	83,000	Ongoing	59,200	27,800						87,000
10101	Long-Range Transportation Plan	N/A	338,000	Ongoing	146,400	68,600						215,000
11244 & 11136	Regional Model Enhancement (Including support to Household Survey)	N/A	715,000	Ongoing	524,400	245,600						770,000
11131&2	Transportation Equity/Environmental Justice Support	N/A	107,000	Ongoing	72,900	34,100						107,000
10103	Transportation Improvement Program (CTPS)	N/A	175,000	Ongoing	102,800	48,200						151,000
10104	Unified Planning Work Program (CTPS)	N/A	59,000	Ongoing	47,700	22,300						70,000
<b>UPWP Subtotal</b>			<b>2,248,000</b>		<b>1,460,600</b>	<b>684,400</b>						<b>2,145,000</b>

Project #	Planning Studies	Total Project Budget	FFY 11 UPWP Budget	Status as of 10/1/11	PL	§5303 CTPS	SPR	Mass DOT	Mass DOT §5303	MBTA	Other	CTPS UPWP Budget
11247	Bicycle Network Evaluation (CTPS portion only)	40,000	40,000	25%	21,100	9,900						31,000
13209	Bicycle/Pedestrian Support Activities	N/A	70,000	Ongoing	34,100	15,900						50,000
11138	Congestion Management Process	N/A	177,000	Ongoing	146,400	68,600						215,000
22333	Green Line Extension Final EIR	342,700	66,900	90%				55,000				55,000
TBD	Green Line SIP Mitigation Strategies								20,000			20,000
11703	I-495 Land Use Study	45,000	N/A	45%							21,000	21,000
<b>MassDOT Highway Planning and Research Program Studies</b>		N/A		Ongoing								
TBD	2011-2012 I-93 North and Southeast Xway HOV Lane Monitoring	23,226	60,000				65,000					65,000
	Back Bay Ramp Study	N/A	38,000	0%			38,000					38,000
	McGrath Hgwy/Inner Belt De-elevation & Brick Bottom Land Use Study	120,000	N/A	30%			45,000					45,000
<b>MassDOT Transit Planning Studies</b>		N/A	N/A	Ongoing								
	MBTA Fairmount Line SIP Mitigation Strategies								2,100			2,100
	MBTA Hopedale Commuter Rail								0			0
	Roxbury-Dorchester-Mattapan Transit Needs								30,000			30,000
22334	Worcester/Grand Junction Commuter Rail Study								15,000			15,000
22123	Massport Technical Assistance SFY 2011-22012	28,600	N/A	Ongoing							37,500	37,500
23313	MBTA Bus Route 1 Transit Signal Priority Study	125,000	46,200	99%		1,000						1,000
TBD	Priority Corridors for LRTP Needs Assessment	120,600	N/A	0%	120,600							120,600
13250	Regional HOV-Lane Systems Planning Study	60,000	N/A	50%	20,400	9,600						30,000
13246	Safety and Operations Analyses at Selected Intersections	N/A	70,200	Ongoing	47,700	22,300						70,000
43212	South Coast Rail Extension	147,000	63,200	90%				55,000				55,000
53310	Wellesley Transit Study	33,400	25,200	TBD							700	700
<b>UPWP Subtotal</b>			<b>656,700</b>		<b>390,300</b>	<b>127,300</b>	<b>148,000</b>	<b>110,000</b>	<b>67,100</b>	<b>0</b>	<b>59,200</b>	<b>901,900</b>

## MEMORANDUM

**TO:** Transportation Planning and Programming Committee

**DATE:** June 30, 2011

**FROM:** Hayes Morrison, TIP Manager

**RE:** Summary of Amendment Four – 2011 Element of the FFYs 2011-14 Transportation Improvement Program (TIP)

This amendment was originally discussed with the Transportation Planning and Programming Committee at the April 14, 2011 meeting. At the May 19 meeting there were changes to the amendment proposed that resulted in an additional public comment period. On June 28 additional minor changes were made to Amendment Four. This memo will serve as a summary of all action that is before the Committee today.

### Draft Amendment Four – FFY 2011 Element of the FFYs 2011 – 2014 TIP

Page 1 of 9 –

#### **Recommendations of projects to be funded via the Clean Air and Mobility Program**

##### **Added:**

1) MetroWest RTA – Route 7 Saturday Service, year 3

This is the third and final year of funding for the currently operating service

2) Acton – Rail Shuttle, year 2

This is the second year of funding for this currently operating service

3) CATA – Stage Fort Shuttle, year 2

4) This is the second year of funding for this currently operating service (this is a summer only service)

5) MBTA – Three Head End Power Units

Funding for three head end power units for commuter rail locomotives (this is a change from the recommended four due to funding constraints)

6) 128 Business Council – Smart Bus Application

Funding for purchase/development of software, hardware, technology hosting, and installation of a system that will improve the way buses are routed and the way riders relate to their transit services

7) Boston – Bike Share, year 2

Second year of funding for this project projected to be operating late this summer

8) Brookline – Bike Share, year 1

First year of funding for this project projected to be operating late this summer

9) Cambridge – Bike Share, year 1

First year of funding for this project projected to be operating late this summer



**Removed:**

- 1) Hull – Ferry Service, year 2  
Hull has rescinded its request for funding

**Page 2 of 9 –**

**Add:**

- 1) Design of Southbound off ramp in Canton - 606086  
Project design to be funded by an earmark (TEA-21, HPP 864)
- 2) Framingham – 606209 – Reconstruction of Route 126 (Concord St)  
Project design to be funded by an earmark (TEA-21, HPP 684), construction to be funded in 2013 with a combination of earmark and local funding
- 3) Somerville – 605219 – Improvements to Broadway  
Project construction to be funding by an earmark (TEA-21, HPP 248) with a state match and local funding
- 4) Boston – CAP1A Transit Improvements, Flex to MBTA  
Project construction to be funded by an earmark (SAFETEA-LU, HPP 682) by the MBTA
- 5) Franklin – 604988 – Route 140 Design  
Additional earmark funds for design of this project, earmark (SAFETEA-LU, HPP 4279) will cover both design and construction (in 2013) of this project

**Removed:**

- 1) Somerville – 605219 – Improvements to Broadway (SAFETEA-LU, HPP 431)  
Project construction will now be funded with an earmark (TEA-21, HPP 248) with a state match and local funding

**Page 3 of 9 –**

**Remove:**

- 1) Cambridge – 604361 – Longfellow Bridge  
Project is moving to FFY 2012, this earmark will be reprogrammed in the FFYs 2012-15 TIP in the 2012 Element

**Add:**

- 1) Belmont – 604688 – Trapelo Road Design (MA 269)  
Project design to be funded by an earmark (STPP MA 269)

**Change:**

- 1) Hudson - 604006 – Houghton St over the Assabet River  
Project was previously estimated at \$2,541,322 and is now estimated at \$3,287,510

**Page 4 of 9 –**

**Remove:**

- 1) Cambridge – 604361 – Longfellow Bridge  
Project is moving to FFY 2012
- 2) Boston – 603654 – Morton St over the MBTA  
Project is moving to FFY 2012

**Change:**

- 1) Medford – 606255 – Interstate 93 Superstructure Replacement and Related Work (FAST-14)

Project was previously estimated at \$70M and is now estimated at \$100,751,980

**Remove:**

- 3) Quincy/Weymouth – 604382 – Fore River Bridge

Project is moving to FFY 2012

- 4) Boston/Somerville – 606167 – Interstate 93

**Change:**

- 2) Burlington – 605589 – Interstate 95

Project was previously estimated at \$10,800,000 and is now estimated at \$14,468,560

**Remove:**

- 5) Canton – 606166 – Interstate 95

Project is being merged with 605590

**Change:**

- 3) Danvers – 606163 – Interstate 95

Project estimate has changed from \$2,684,000 to \$5,539,404 - \$1M to be funded via Statewide Highway Safety Improvement Program

- 4) Walpole/Norwood/Sharon/Canton – 605590 – Interstate 95

Project is being merged with 605590, previously estimated at \$7,378,000 now \$11,568,581

**Added:**

- 1) Danvers – 606163 – Interstate 95

Project estimate has changed from \$2,684,000 to \$5,539,404 - \$1M to be funded via Statewide Highway Safety Improvement Program

**Remove:**

- 6) Marlborough – 606231 – Jaworek Elementary School

Project (Safe Routes to School) to be moved to 2012

Page 5 of 9 –

**Change:**

MBTA's Regional Transit Program will now list funding category with individual projects *italicized* and listed (pages 5,6, and 7)

Page 6 of 9 –

**Added:**

MetroWest RTA State matched 5307 funds to be used for building renovations and a snow removal tractor

**Remove:**

Additional 5307 Awards – This was a staff error in the listing of Cape Ann and MetroWest RTA's Capital Improvements for 2011

Page 7 of 9 –

**Added:**

- 1) Section 5309 Earmarks for the Green Line Extension

- 2) Section 5309 Earmark (MA04-0021-02 – 2009) for the MetroWest RTA to be used for building renovations and a snow removal tractor

Page 8 of 9 –

**Added:**

- 1) Additional 5309 Awards (Toll Credits) for CATA to purchase 30' Fixed Route Buses
- 2) Additional 5310 Awards (Toll Credits) for CATA to purchase 3 minibuses
- 3) Section 5316 (Job Access and Reverse Commute) Award for Interactive Voice Recognition equipment
- 4) Section 5309 Earmark (FFY 2009) for Quincy to purchase a high speed catamaran for the Quincy Harbor Express
- 5) Section 5309 Earmark (FFY 2009) for an intermodal parking garage in Quincy
- 6) Section 5309 Earmark (FFY 2009) for improvements to Wonderland Station
- 7) Section 5309 Earmark (FFY 2009) for improvements to Wonderland Station

**Change:**

- 1) Section 5309 Earmark (FFY 2009) for the MBTA Ferry System

Page 9 of 9 –

**Added:**

- 1) Section 5309 Earmark (FFY 2010) for the purchase of fair boxes
- 2) Section 5320 Transit in Parks (TRIPS) Award for bicycle and pedestrian facilities in the Boston Harbor Island Park(s)
- 3) Section 5320 Transit in Parks (TRIPS) Award for ferry service between Salem and the Baker Island Light

## Public Comments on the Draft Amendment Four to the FFYs 2011-14 TIP

Date	Affiliation/Name	Comment	MPO Action
5/2/2011	Steven Tolman, State Senator - 2nd Suffolk and Middlesex District, William Brownsberger, State Representative - 24th Middlesex District, Ralph Jones, Chair - Belmont Board of Selectmen, Mark Paolillo, Vice-Chair - Belmont Board of Selectmen, Angelo Firenzo, Member - Belmont Board of Selectmen	Appreciates the Committee including \$329K federal earmark for design of Trapelo Road. They would like to remind the Committee that the town of Belmont has already spent over \$2.7M on the project - \$1.4M for design to bring the project to 75% and \$1.5M on subsurface utility improvements. They are also please to see that they project was included as a corridor need in the "Needs Assessment" section of Paths to a Sustainable Region - 2035. All hope to see a continued commitment to the project in the Long Range Transportation Plan.	
5/11/2011	Michelle Ciccolo, Chair - Minuteman Advisory Group on Interlocal Coordination	Would like the Committee to know that they understand that the Crosby Corner project is no longer fully funded, but would urge the Committee to fully fund the project with the development of the FFYs 2012-15 TIP. The project is of critical importance to the regional transportation network and is a gateway project for the Route 2 corridor.	
5/17/2011	Franny Osman, resident - Acton	Would like the Committee to know that the change from a Suburban Mobility program to the Clean Air and Mobility program have lead to many of Acton's suburban mobility efforts unfunded. In particular, the second year of funding for the Acton demand response service was not approved, even though the service had only run for 6 months. The service had over 10 passenger trips a day in February. While Ms. Osman is a proponent of all transit, she would like to ask that the Committee fund one less head end unit retrofit in order for the Acton demand response project to go forward.	
6/13/2011	Jason A. Smith, Chair - Framingham Board of Selectman	Requests that the MPO continue to support projects that revitalize downtown Framingham. Framingham has been advancing this type of project at the intersections of Concord St. The town has funded the 25% designs for the project and would now like to access two federal earmarks to continue to advance the project. The earmarks total approximately \$4.5M. Framingham would like to use \$350,00 of one of those earmarks this year for further design of the project. To accomplish this, Framingham requests that the MPO includes this funding for design in Amendment Four.	

## Public Comments on the Draft Amendment Four to the FFYs 2011-14 TIP

Date	Affiliation/Name	Comment	MPO Action
6/16/2011	James H. Salvie, Chair - Stow Board of Selectman	Requests that the MPO include Stow with the towns of Acton and Maynard for design of the Assabet River Rail Trail (ARRT) in the FFYs 2011-14 TIP as previously listed. The town of Stow has acquired a two-mile right of way for the ARRT and would like to connect to the Acton-Maynard segment currently under design.	
6/17/2011	Bryan W. Taberner, Director of Planning and Community Development - Town of Franklin	Requests that the TIP be amended to include an additional \$62,500 for design of the Route 140 project. The earmark covers all of design and construction of the project. They down will be responsible for the 20% match for design and will provide that. A memo from Ronald Dionne, District Three Highway Director in support of this change is included.	
6/24/2011	Julian M. Suso, Town Manager - Town of Framingham	Following up on the letter from Jason A. Smith dated June 13, Framingham is requesting that the TIP include not only the remaining design work, but also construction of the project. Framingham requests that the design work be programmed in FFY 2011 and construction in FFY 2013. To expedite this request, Framingham has agreed to fund the 20% design match and acknowledges that Framingham is responsible for the costs associated with the right-of-way acquisition.	

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects - June 22, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Mike Gowing	Acton Board of Selectmen	The Town of Acton thanks the MPO for keeping the Assabet River Rail Trail and Bruce Freeman Rail Trail projects in the draft LRTP and asked that they remain in the final LRTP. Keeping the ARRT in the FFY 2016-20 timeband and the BFRT in the FFY 2021-25 timeband reflects Action's priorities with respect to these projects. The Town of Acton is committed to the completion of both trails and counts on the continued support of the MPO.	6/16/2011
Ed Beauchemin		Supports construction funding for the Assabet River Rail Trail (Acton-Maynard-Stow section). The Rail Trail will provide access between the Acton MBTA station and many businesses in the area. It will provide a safe path for commuters, walkers, joggers, bicyclists and other users, instead of using the busy streets. I encourage you to start the construction of this project as soon as possible.	6/21/2011
Carolyn Stock		Supports construction funding for the Assabet River Rail Trail (Acton-Maynard-Stow section).	6/21/2011
David Mark	Assabet River Rail Trail	Supports construction funding for the Assabet River Rail Trail (Acton-Maynard-Stow section). This part of ARRT will provide for safe, off-road commuting among the towns and the railroad station in Acton. Currently, non-car commuting is alongside Route 27, a busy road with narrow shoulders and in parts no sidewalks. I have been volunteering on ARRT projects since 2000.	6/21/2011
Stephen Wagner	Maynard resident	Supports construction funding for the Assabet River Rail Trail (Acton-Maynard-Stow section). I use the very short section in Maynard that has been cleared; the mulch between the rails is a great walking surface. If the trail were complete to South Acton, I'd use it regularly to walk to the commuter trains I use daily.	6/21/2011
Debra Mercurio		Supports construction funding for the Assabet River Rail Trail (Acton-Maynard-Stow section).	6/21/2011
Sara Hartman	Maynard resident	Supports construction funding for the Assabet River Rail Trail (Acton-Maynard-Stow section). The available public recreation space, especially in Maynard, is very limited and there are many Maynard residents who are eagerly supporting and waiting for a rail trail that will open up new possibilities in this area. The roads are not very safe for biking and the traffic has gotten increasingly heavy in the last 10 years. Any support you can give to this project would be greatly appreciated.	6/21/2011
Johanna MacAloney		Supports construction funding for the Assabet River Rail Trail (Acton-Maynard-Stow section). This project has been ongoing for more than 15 years and needs to be completed. The Acton and Maynard sections are likely to be the most heavily used portions of the trail. Delays in trail construction are only leading to higher overall costs. This is an important project for our communities and for the health of the environment.	6/21/2011
Charlie Flammer		Supports construction funding for the Assabet River Rail Trail (Acton-Maynard-Stow section). Like other areas that have developed bike paths, it will transform the towns by injecting a vitality into the area, as people make use of it to improve their health, and find ways to be active with others.	6/20/2011
Richard J. Fallon	Assabet River Rail Trail	Supports construction funding for the Assabet River Rail Trail (Acton-Maynard-Stow section). The part completed so far is excellent and well used.	6/20/2011
Lucille Spera		Support funding for the Assabet River Rail Trail completion. We so want to ride for miles from Marlboro through Hudson and Stow and on to Maynard...Sudbury...Concord...Let's connect it all for us and for our kids.	6/20/2011
Neal Silverman		Supports funding the Assabet River Rail Trail as quickly as possible.	6/20/2011
April Lowe		Supports construction funding for the Assabet River Rail Trail (Acton-Maynard-Stow section). The rail trail currently is a wonderful place for my family and I to walk and ride bikes. It needs funding for the continuation and lengthening of the trail and to make it more of a draw for bikers from around the state. Please fund this wonderful trail.	6/20/2011
Chris Spear	Assabet River Rail Trail	Supports construction funding for the Assabet River Rail Trail (Acton-Maynard-Stow section). My teenage son was able to use the dirt road to bike around our town of Stow and into Maynard without having to ride his bike on the busy Rt. 62 and 117 roads. It would save me at least a mile when biking to Maynard, Sudbury, and beyond. I am the Bicycling merit badge counselor, and I could plan more rides, and safer rides if the ARRT was completed between Marlborough and Acton.	6/20/2011
Priscilla Ryder	City of Marlborough Conservation Officer	Supports construction funding for the Assabet River Rail Trail (Acton-Maynard-Stow section). The trail is such an asset in Marlborough and Hudson and we would love to see the trail continue to it's full length of 12 miles from Marlborough to South Acton train station. This is a great non-motorized transportation corridor and is an asset to our region. Please be sure this funding remains in the plan.	6/20/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects - June 22, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Rebecca Arsenault	AECOM and Hudson resident	An avid user of the rail trail systems and local resident, I am a strong supporter of the 2011-2035 Long Range Transportation Plan of "Paths for a Sustainable Region" for road, bridge and bike trail projects. Please consider the continuous development of these projects to enhance our future as a sustainable region.	6/20/2011
John E. McNamara	Maynard resident, ARRT member	Supports construction funding for the Assabet River Rail Trail (Acton-Maynard-Stow section). I think that it would provide construction jobs and stimulate the economies of Stow, Maynard, and Acton. Last, but by no means least, it would get sedentary senior citizens like myself out on our bikes for healthy exercise!	6/19/2011
Sarah Johnson	Hudson resident	Supports construction funding for the Assabet River Rail Trail (Acton-Maynard-Stow section). The trail has added enormous value to the Hudson and Marlborough area and would greatly benefit by the expansion. The trail adds value to our homes and our livelihood. I often run on the trail by myself and then walk with my kids later in the day. We love to watch the others who are enjoying the trail as well, especially during the nice weather. The trail promotes exercise as well as adds value to the community as a whole.	
Richard Gelpke	Hudson resident	Supports the Assabet River Rail Trail project. I am a long time user (and before I retired) worked closely with AART. The rail trail is a tremendous asset to the Towns. I walk and bike it a lot in the summer (I am away in the winter) and I see a lot of people, especially younger ones now on the trail. It is a great way for families to be together--there is precious little of it happening now. It is also a great place to exercise, see the countryside and just plain enjoy the out-of-doors. Please do keep this a very high priority in your planning and funding process.	6/19/2011
Jezanna Gruber		Supports funding for the Assabet River Rail Trail through Acton, Maynard and Stow. I would use this trail frequently, along with the rest of my family. It would be lovely to be able to bike safely to Maynard instead of driving.	6/19/2011
Kathie Larsen		Supports construction funding for the Assabet River Rail Trail (Acton-Maynard-Stow section). This is valuable both for recreational purposes and commuting. With limited parking in S. Acton for non-Acton residents, this path allows us to ride bikes for our commute into Boston - both environmentally wise, and good for the exercise.	6/19/2011
Mary Hunter Utt	Assabet River Rail Trail	Supports the Assabet River Rail Trail. It is an important linkage for 5 communities, offering opportunities for recreation and commuting.	6/19/2011
Duncan Power	Assabet River Rail Trail	Supports completing the Assabet River Rail Trail (Acton-Maynard-Stow section) as soon as possible. The short, direct connection between commuter rail, Maynard business center, and Stow residences will benefit the economy.	6/19/2011
Michael B. Duclos	Assabet River Rail Trail	Supports construction funding for the Assabet River Rail Trail (Acton-Maynard-Stow section). Stow is perhaps the most isolated, beautiful and utilitarian section since it avoids travel on high traffic roads (117/62 or Hudson Rd) and passes between the Assabet River and National Wildlife Refuge, connecting major housing developments to downtown Maynard and South Acton Rail Station. It is difficult to imagine a higher leverage use of public dollars, in return for reduced automobile traffic, higher quality of life and fitness, and quiet access to a beautiful corner of Stow. Stow Town Meeting has enthusiastically and nearly unanimously voted financial support for this project for the obvious value it presents. Feel free to contact me for more 978-793-3189.	6/19/2011
Richard Denio		Supports the Assabet River Rail Trail. Trails provide more than just a place for healthy exercise they also encourage a sense of community among the users and economic benefit support to the towns they pass through. They must be of sufficient length, at least 12 miles, to attract a good number of cyclists and pedestrians. All successful trails are of a good length.	6/18/2011
Tom Kelleher	Assabet River Rail Trail, Inc.	Supports keeping construction funding for the Assabet River Rail Trail project (Acton-Maynard-Stow) in the 2016-2020 time slot of the LRTP, if not sooner.	6/18/2011
Tom Yardley	Medical Academic and Scientific Community Organization, Inc. (MASCO)	Commends the MPO for developing the Needs Assessment of the LRTP and comments on needs of the Central Area of the MPO region and the Longwood Medical Area (LMA). Supports including the Urban Ring as an Illustrative Project in the LRTP and notes that the Needs Assessment identifies the need for additional circumferential transit services in the Central Area. Requests that the Needs Assessment note that the LMA is not directly served by the commuter rail, further contributing to the need for improved circumferential transit, and that Yawkey Station does not have full rush hour service, requiring riders destined for the LMA to travel into Boston and then outbound again. MASCO is pleased about the upgrades to Yawkey Station. The Needs Assessment should note that further schedule changes are still needed to ensure that additional trains can be scheduled to stop when the station is rebuilt.	6/14/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects - June 22, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Michelle Ciccolo	Minuteman Advisory Group on Interlocal Coordination (MAGIC)	MAGIC's priority projects for the LRTP are: the Assabet River Rail Trail (Acton-Maynard-Stow, and Hudson-Stow segments); Bruce Freeman Rail Trail Phase 2A, 2B, 2C, 2D; and Concord Rotary. Requests that the Assabet River Rail Trail Phase 2 be programmed in the earliest available time band of the LRTP so that earmarked funds can be accessed for the remainder of design for the two-mile Track Road section of Stow. Also requests that all phases of the Bruce Freeman Rail Trail be programmed and that Phase 2B be coordinated with the Concord Rotary project. Also supports siting a multimodal transportation facility near Weston/Waltham along the Route 128 corridor and programming funding for it in the the LRPT as soon as feasible. (Letter also included comments on the TIP and UPWP. MAGIC's TIP priorities are: Crosby's Corner; Middlesex Turnpike Phase 3; and Minuteman Bikeway Extension. )	6/14/2011
Bernard McCourt	MassDOT Highway District Director	Asks the MPO to reinstate the Weymouth-Duxbury -- Route 3 South Improvements project in the LRTP. The Route 3 corridor has a history of severe traffic congestion and lacks adequate capacity to accommodate an acceptable corridor level of service. The ongoing impacts of the corridor deficiencies include increased air pollution and greenhouse gases, opportunity costs for commuters stalled in traffic, and detriments to economic activity and growth in the Old Colony region and the southern reaches of the Boston MPO region.	6/14/2011
Rep. Carl Sciortino; Rep. Denise Provost; Sen. Patricia Jehlen; Sen. Kenneth Donnelly	State Representatives and State Senators	Support the Green Line Extension to Route 16 project.	6/15/2011
Rep. James Dwyer; Rep. Jay Kaufman; Sen. Kenneth Donnelly; Sen. Patricia Jehlen	State Representatives and State Senators	Wrote (in regard to TIP programming) to express their support for the New Boston Street Bridge and Montvale Avenue projects in Woburn. The projects would enhance public safety, quality of life, and economic development in the City of Woburn and surrounding areas.	6/14/2011
Jim Nigrelli	Sudbury resident	The two rail trail projects listed in the draft LRTP are estimated to cost nearly \$54 million. Furthermore, according to the plan, the \$54 million does not include Phase 2B of the Bruce Freeman Rail Trail, which is part of the Concord Rotary/Route 2 project. At over \$4.5 million dollars a mile, the costs of these recreational trails will have little benefit to the transportation needs of the metro-west area compared to other, true transportation projects. For example, the recent expansion of CSX's rail facility in Worcester, will create improved freight service for businesses and improved service for commuters along the Worcester/Framingham line to Boston's South Station. At a cost of \$100 million, the CSX expansion will have far greater impact on congestion mitigation and air quality improvement than \$54 million spent on eleven miles of bike paths in the suburbs of Boston. With limited funds, the MPO should prioritize true transportation projects over those that are recreational and non-essential.	6/13/2011
Daniel A. DePompei	Sudbury resident	Compliments the MPO on maintaining a realistic long-range schedule/plan for the Assabet River and the Bruce Freeman Rail Trails. The Assabet is at a stage of maturity and acceptance that deserves inclusion in the long-range transportation plan. The Bruce Freeman does not enjoy this maturity. The Bruce Freeman does not belong on the current long- range plan for the following reasons: 1) The Towns along the currently proposed route for the Bruce Freeman are not united in a concept for the trail, 2) the Bruce Freeman creates significant, unresolved environmental, wildlife and small business conflicts along the proposed trail route, 3) there are no quantified transportation benefits applicable to the trail, and 4) future phases of the proposed trail (south Sudbury & Framingham) require additional real property purchases from CSX, the current owner. Who should purchase this property and how the purchase would be funded are problems requiring resolution prior to any additional planning for the Bruce Freeman.	6/12/2011
Martin Ferguson	Arlington resident	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16. This would be very convenient for East Arlington residents by the Medford line to travel to the hospital area in Boston.	6/9/2011
Robert Gentile	Regional Transportation Advisory Council/ Freight Committee	The Framingham 126/135 Grade Separation project is a waste of money if it is seen only as a highway modernization project. This project should be designed to benefit passenger and freight rail as well. This would involve grade separation of rails crossing 135 as well as those crossing 126. Otherwise, it will only speed up traffic going through downtown Framingham without making downtown a more desirable destination. A number of downtown merchants agree with this assessment.	6/8/2011



Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects - June 22, 2011

NAME	AFFILIATION	FEEDBACK	DATE
John Akers	Stow resident	Supports programming the Assabet River Rail Trail in the LRTP. Considerable local funds have been spent on right-of-way acquisition. Acton, Maynard, Hudson, Marlborough, and Stow are working together in a process that will promote and improve pedestrian and bicycle use, and increase fitness.	6/14/2011
Pat Brown	Sudbury resident	Concerned that the inclusion of the Bruce Freeman Rail Trail (Acton, Concord) in the 2021-2025 period of the LRTP does not state explicitly that the two segments are disjoint. The failure to include the Route 2 crossing leaves trail users from Acton with no safe passage to Concord; users from Concord cannot safely arrive at Acton, for the same reason. The Route 2 crossing (606223) of the trail must be included in the cost estimate and in the project description, or the trail does not provide safe access to public transportation at the West Concord commuter rail station for users from Acton and points north. Preliminary estimates for the Route 2 crossing, which has not reached 25% design, are currently \$6 million (see project 606223 in the MassDOT PROJIS database). Requests that these costs be included in the estimates for the Bruce Freeman Rail Trail. Alternatively, the Plan should indicate that the proposed segments are disjoint and describe the provision for the safety of trail users until they can be connected.	6/10/2011
Sarah Hamilton	MASCO	The Longwood Medical Area is the largest employment center outside of Downtown Boston but has limited transit access. MASCO is grateful to the state for its support of transit improvements in the area. To support job growth in the LMA area continued collaboration is needed to plan for LMA's infrastructure needs. MASCO supports modeling incremental components of the Urban Ring Locally Preferred Alternative and selecting some low-cost components for the LRTP. Suggestions for modeling are: Ruggles Station Platform Improvements; Melnea Cass Boulevard center median busway; Montfort Street Corridor improvements; Albany Street bus lanes in Boston; short term cross-town bus service improvements to the LMA from Sullivan Station to JFK/UMass station; and an alternative LMA tunnel for long range BRT service. The MPO's Needs Assessment reinforces these suggestions. MASCO requests that the MPO include the Urban Ring as an Illustrative Project in the LRTP. By taking incremental steps to evaluate elements of Central Area transit improvements, such as components of the Urban Ring, the state will be in a better position to achieve greenhouse gas reduction goals in the future.	6/8/2011
Carole Wolfe	Sudbury Citizens for Responsible Land Stewardship	Expresses concern about the Assabet River Rail Trail and Bruce Freeman Rail Trail. The number of people who would use the trails for transportation verses recreation has not been determined. There is no verifiable measurement to prove that congestion mitigation or air quality improvement would result from these multi-million dollar investments. It is unrealistic to believe the the BFRT will have any quantifiable impact on relieving congestion at the Concord rotary or that unplowed, unlighted suburban trails will significantly improve the region's transportation. The timeframes for the trials should be extended ones so that more accurate measures to calculate commuter use can be developed to better assess cost-benefit. In addition to the construction cost, there will be costs to maintain the trails and communities don't always have the financial resources for maintenance. Building the trails will also have a cost to wildlife and wildlife habitat. A Sudbury wildlife study has determined that trail construction would have irreparable consequences for wildlife, especially through riparian zones that provide the greatest amount of wildlife diversity. Acton and Concord should also conduct wildlife studies to understand the impacts that the trails will have on wildlife.	6/13/2011
Resa Blatman and Stefan Cooke	Somerville residents	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction.	6/7/2011
Richard C. Walker III	Federal Reserve Bank of Boston	The Federal Reserve Bank supports the Silver Line Phase 3 and T Under D projects. These projects can make a real difference in the continued success of the emerging South Boston Waterfront, in the revitalization of Dudley Square, and in better meeting the job and transportation needs of Boston and Greater Boston residents.	6/6/2011
Alex and Ami Feldman	Somerville residents	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction. This will link a network of paths, help reduce car usage, encourage people to exercise, and build community.	6/5/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects - June 22, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Winfred Kathy Martin and David L. Johnson	Somerville residents	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction.	6/3/2011
Shoshana Gourdin	Somerville resident	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP in the same timeframe as the Green Line Extension.	6/3/2011
David B. Clarke		Supports the Bruce Freeman Rail Trail, Phase 2 in the FFY 2016-20 timeband of the LRTP. It is important to him as a biker who will use the trail for local transportation instead of using a car.	6/3/2011
Tara Urspruch		Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	6/2/2011
John Kyper	Sierra Club, Massachusetts Chapter	The Sierra Club supports the Green Line Extension to Route 16 and is dismayed that the MPO is considering dropping the final link of the extension, thereby permanently terminating the Green Line at College Avenue. A terminus at Route 16 is better suited to serve motorists driving from suburban communities, than is the College Avenue station, which would be accessed by foot or bus primarily. The extension to Route 16 is critical for the entire metropolitan region. If it is to become a success in enhancing the urban fabric by providing alternatives to the private automobile, it must be well-designed and -built from the start.	6/2/2011
Rick Kaufman		Supports the Green Line Extension to Route 16.	6/2/2011
Linda Given	Somerville resident	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction. The path will improve the quality of life, encourage exercise and recreation, and provide access to Boston.	6/2/2011
Marc Gabriel	Somerville resident	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction.	6/2/2011
Keith Fallon		Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	6/2/2011
Robert Cowherd		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT, and references the bicycle safety aspect of the project. Proper infrastructure engineering is important for determining whether or not we travel by car or bicycle. People will reject the bicycle as a viable transportation alternative if there is not a safe, interconnected system for bicyclists.	6/2/2011
Susanna Barry	Somerville resident	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction.	6/2/2011
Mayor Michael McGlynn	Medford Mayor	Supports the Green Line Extension to Route 16. The mayor has requested over the years that the state define its proposed extension of the Green Line, analyze possible impacts, identify transit development opportunities while creating a plan to protect and preserve residential neighborhoods. It is premature to eliminate funding for the study while the MAPC Land Use Study is not complete. Supports preservation of residential neighborhoods in the Hillside while identifying opportunities for the expansion of the commercial tax base and creation of jobs. The Walking Court housing development could benefit from a public/private partnership to improve living conditions for seniors and providing a mix of uses. The redevelopment of the Whole Food's property should be evaluated to explore mixed use transit oriented opportunities.	6/1/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects - June 22, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Jared Ingersoll	Medford resident	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16. The proximity of this station to several environmental justice communities in Medford and Somerville makes the location at Rt. 16 and Boston Avenue essential for providing quality transportation to this neighborhood. The terminus at College Avenue does not fulfill the Commonwealth's requirement to serve the neighborhood of Medford Hillside. Extending the line all the way to Mystic Valley Parkway will provide the best environmental benefits and will insure Massachusetts meets the requirements of the Clean Air Act. Not meeting this puts millions of dollars in federal highway money in jeopardy.	6/1/2011
Loren Barcus	Somerville resident	Supports the Green Line Extension to Route 16. To not do this is short-sighted and not in the best interest of Medford, Somerville, or the Boston region.	6/1/2011
Enrique Tamayo		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. Encouraging more bicycling needs to happen to address issues of obesity, energy, etc. Neighborhood connections to the MBTA stations will generate more users and economic development which will benefit the surrounding communities of Cambridge and Somerville and set a positive civic example.	6/1/2011
Nicole Stewart	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
Ivey St. John	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. Charlestown was promised a redesigned Rutherford Avenue and Sullivan Square once the Big Dig was done, and the current plan meets that promise and will end Charlestown's role as a regional commuter route.	6/1/2011
Matt Porter		Supports the Rutherford Avenue project.	6/1/2011
Sean Nyhan	Charlestown Resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. Supports changing Rutherford Avenue from the current highway to a neighborhood boulevard, and adding green space and a bike path.	6/1/2011
Kate Namous		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. The project will improve neighborhood connections to the MBTA and give Charlestown better links to Cambridge, Somerville, and Everett.	6/1/2011
Andre Leroux	Massachusetts Smarth Growth Alliance	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction. This is a rare opportunity to transform connections across the region and turn a largely recreational trail system into a more functional one, safe and viable for commuters. Also supports the Green Line Extension to Route 16.	6/1/2011
Paul Morgan	Somerville resident	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction. The path will increase ridership on the Green Line. Many who would otherwise drive will use the path to commute to Boston. Air quality issues in the community and region are serious and without a change in thinking and leadership they are not going to get better.	6/1/2011
Janet C. Miller	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. The area is a blight on the neighborhood and hazardous, especially for bicyclists and pedestrians.	6/1/2011
William Messenger	Belmont resident	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction. The streets in this corridor are not safe for bicyclists. All people in the Greater Boston area would benefit from reduced auto traffic, lower health care costs, and improved air quality if the route were attractive, safe, and direct for bicycles.	6/1/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects - June 22, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Darlene and Brian Matthews	Somerville residents	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction. The path will benefit tourists and the local community by reducing pollution and traffic, as well as by encouraging physical activity, safe non-motorized vehicle travel, and a lifestyle that supports local businesses by putting the consumers near the markets.	6/1/2011
Sandra and Kevin Kelley	Charlestown residents	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. It will improve neighborhood connections to the MBTA stations and improve the surrounding communities of Cambridge and Somerville.	6/1/2011
Frank Hall	Everett resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. Would like to see more bike friendly roadways.	6/1/2011
Diana E. Gilchrist	Somerville resident	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction. The path will allow her to bike, walk, or take the T to work, and it will improve quality of life and increase property values.	6/1/2011
Marji Gere	Somerville resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. Supports connecting the new bicycle lanes on Washington Street in Somerville to the planned bicycle lanes in Charlestown.	6/1/2011
Sarah Freeman	Arborway Coalition	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. The Arborway Coalition supports improving neighborhood connections to MBTA stations throughout the region, and it promotes safety for all users: pedestrians, bicyclists, motorists, and residents.	6/1/2011
Rep. Carolyn C. Dykema	State Representative	Supports the Route 126/135 Grade Separation project in Framingham in the LRTP. It is important for five MetroWest Communities. Reliance on rail service is expected to increase given the significant economic activity in the region and the impending purchase of the rail line from CSX. The ability to meet this increased need will be constrained without a plan for addressing the longstanding concerns at the 126/135 intersection. Public safety at the intersection is also a concern. There is a high accident rate there which will only grow as rail service is increased.	6/1/2011
Kristine Daniel		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
Regina Capozzi	Sotheby's Realty	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. It is important for the safety and well being of residents (the rotary is dangerous), would provide neighborhood access to MBTA stations, and improve the surrounding communities of Cambridge and Somerville.	6/1/2011
Maureen Barillaro	Somerville Climate Action	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. It is important for neighborhood connections to the MBTA stations and improving surrounding communities of Cambridge and Somerville. The future of transportation depends on low energy, high volume transport in urban environments.	6/1/2011
Emile Baker	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. Would like more trees and better landscaping to decrease the noise on Rutherford Avenue.	6/1/2011
Rebecca Albrecht		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
Roland Bartl	Town of Acton	Requests programming of construction funding for the Assabet River Rail Trail in the LRTP which will allow access to a federal HPP earmark. Alternatively, the MPO should find another way or formula with the FHWA that will allow the ARRT communities to access the HPP earmark.	5/31/2011
Jennifer Truong	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. The redesign of this area is vital to improve pedestrian and cyclist safety, improve access to public transportation and green space, and to cope with traffic volumes and speeds.	6/1/2011
Aaron Spransy	Brighton resident	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction.	6/1/2011
Brad Simas		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011

**Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects - June 22, 2011**

<b>NAME</b>	<b>AFFILIATION</b>	<b>FEEDBACK</b>	<b>DATE</b>
Joanne Samuelson		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. Also supports the Green Line Extension to Union Square and neighborhood connections to MBTA stations.	6/1/2011
Mark Rosenshein	Chairman, Charlestown Neighborhood Council Development Committee	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. The Charlestown Neighborhood Council endorses the design concept. The community supports the improvements for pedestrian access, traffic flow management, reintegration of the MBTA stations with the community, a regional bike path, and increased community connectivity.	6/1/2011
Joe Rapoza		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
Daniel Pugatch	Somerville resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. The Sullivan Square rotary is dangerous. Suggests a footbridge for providing safer access for bicyclist and pedestrians around that location.	6/1/2011
Tanya Paglia	Somerville resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
Lorna Murphy		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. It will improve the appeal of Charlestown, Somerville, and Cambridge. With improvements being made off Middlesex Avenue, it is critical that Rutherford Avenue and Sullivan Square be able to handle the increase in traffic and keep up with the look and feel of the area.	6/1/2011
Tim Maimone	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
Bob Kindel	Somerville resident	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction. The Path will provide a safe way for students to get to school, tie together neighborhoods, provide commuting options, mitigate congestion, and increase MBTA ridership.	6/1/2011
Cynthia Gillham	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
Peter G. Furth		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. This dangerous site can be transformed into a transit-oriented development, a safer arterial, and linear path with bike paths.	6/1/2011
Chandler Blake	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. Supports continued bike improvements in Boston.	6/1/2011
Bathsheba Grossman	Somerville resident	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction.	6/1/2011
Steven Ozer	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. This is vital to make the gateway to Boston more attractive and accessible. It would improve alternative transportation options.	6/1/2011
Christopher Collier	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. These projects will enhance community and business development in Charlestown, Cambridge, and Somerville, improve access to the MBTA Orange Line, encourage multimodal transportation, and improve regional equity by benefitting the residents of the Mishawum Park housing development.	6/1/2011
Robert teDuits		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
Carl Jahn	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
Nathan Blanchet	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. Reconstruction is needed for safety, traffic flow efficiency, and neighborhood-friendly economic development.	6/1/2011
Tai Dinnan	Somerville resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
Wendy Landman	Executive Director, WalkBoston	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. Would provide greatly improved multi-modal transportation options to residents and employees of nearby Boston, Somerville, and Cambridge neighborhoods.	6/1/2011
George Ulrich		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. On behalf of the Boston Cyclists Union and Rozzie Bikes, supports the neighborhood connections to the MBTA stations and improvements to surrounding communities.	6/1/2011
Holger Zwickau	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
Jurgen Weiss	Somerville resident	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction. Creating a cycling infrastructure will have a tremendous positive impact on the energy footprint of the region.	6/1/2011
Kristin Valdmanis	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects - June 22, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Noel Twigg		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. It is an important link for the surrounding neighborhoods and much used by bikers, pedestrians, and those accessing MBTA stations.	6/1/2011
Brian Thomas		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
Annette Tecce	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. These roadways are hazardous for pedestrians, bicyclists, and cars.	6/1/2011
Daniel Shugrue		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
Gerald Robbins	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. It is critical to providing bicycle and pedestrian access to Sullivan Square Station and other parts of Boston, Somerville and Cambridge. It will improve traffic flow, especially when Assembly Square is realized.	6/1/2011
Anthony Reidy	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. These projects will complete the transformation of Charlestown and preapre the way to link it to Assembly Square in a seamles beautification of the neighborhoods. It will make a proper entry to the city for people coming off I-93 or Route 99.	6/1/2011
Louise Ambler Osborn	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. The Sullivan Square rotary is dangerous for drivers, bicyclists and pedestrians.	6/1/2011
Sarah Newlin	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. It is vital to the continued improvement of residential neighborhoods of Charlestown, Cambridge, and Somerville, and it will improve safety.	6/1/2011
Cory Mian	Somerville resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. This corridor is a major connector for the region. It has suffered from under-investment and is in need of state resources. The surrounding area is ripe for development.	6/1/2011
Nicholas Mian	Somerville resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. This area of Boston has untapped development potential.	6/1/2011
Kateri McGuinness	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. It will improve connections to MBTA stations and enhance quality of life in surrounding communties.	6/1/2011
Anthony A. McGuinness		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. It wil create connections to the MBTA an Sullivan Square and Community College making the MBTA more accessible.	6/1/2011
Linda Lintz		Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction.	6/1/2011
Liz and Chuck Levin	Charlestown residents	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. Improvements would provide good vehicular, transit, bicycle, and walking access to Charlestown, and more open space. MBTA stations are currently difficult to access.	6/1/2011
Nate Leskovic		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
William Lamb	Chair, Design Review Committee, Charlestown Preservation Society	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. The project would improve traffic flow, pedestrian safety, access to MBTA stations, and the regional bicycle network.	6/1/2011
Cindy Kimball		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
Kate Kennen	Co-Chair, Friends of Sullivan Square	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. Improvements would provide alternate modes of transportation, increased access to the MBTA, and new green space. It will benefit Somerville, Cambridge, and Everett.	6/1/2011
Doug and Leigh Hurd	Charlestown residents	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. Ideally it will include neighborhood connections to MBTA stations and improving the surrounding areas of Cambridge and Somerville.	6/1/2011
Burton Holmes	Somerville resident	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction.	6/1/2011
Justin Hildebrandt	Somerville resident	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction.	6/1/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects - June 22, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Alex Gershaw	Malden resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. It is an important corridor for travel to and from Boston, Charlestown, Somerville and Everett. The state should soon renovate the Alford Street Bridge on Route 99 in Everett and resurface Route 99 and Beacham Street in Everett. The Rutherford/Sullivan improvements will dovetail with these projects.	6/1/2011
Karen and Justin Ferguson	Charlestown residents	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. Current traffic patterns in the area area untenable and it is dangerous to cross the rotary on foot.	6/1/2011
Jeanine Jenks Farley	Somerville resident	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP in the same time frame as the Green Line Extension. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction.	6/1/2011
Glen Fant and Anne-Marie Wayne	Medford residents	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP in the same time frame as the Green Line Extension. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction. The Path will add to the commercial benefits of the Green Line Extension funneling foot and bicycle traffic from as far away as Lexington.	6/1/2011
Debbie Collier	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. It will improve traffic and enhance community and business development in Charlestown, Cambridge, and Somerville, and it will improve access to MBTA Orange Line stations.	6/1/2011
Amy Branger	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. Charlestown has had to bear the brunt of Central Artery construction impacts and it's time to reclaim Rutherford for the community.	6/1/2011
Blythe Robertson and Mary Perkins	Charlestown residents	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
Jean Bourguignon	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
Ted Bach	Somerville resident	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction. Having strong mixed mode transity will help reduce dependance on cars and increase MBTA ridership.	6/1/2011
Nancy Arents	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. The area is unsafe for pedestrians and an eyesore.	6/1/2011
Neil and Ivy Ahluwalia		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
Patrice Kastenholz	West Medford resident	Supports Green Line Extension to Route 16 and would prefer that it go farther to West Medford center.	5/31/2011
Elizabeth Bolton	Medford resident	Supports full funding for the Green Line Extension to Route 16. It is inexcusable to leave the neighborhood beyond Tufts without subway access. Subway access is critical due to roadway congestion, air pollution, and rising fuel costs. It will make the neighborhood more vibrant.	5/31/2011
Justin Ashton	Citizen / Resident of Somerville	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/31/2011
Laura Solano	Medford Resident	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/31/2011
Judith Siegel	East Arlington Resident	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/31/2011
Conor McKenzie	Unidentified	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/31/2011
Alex Bilsky	Arlington resident	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/30/2011
R. P. Marlin	East Arlington resident	Supports Option 1 of the proposed LRTP Investment Strategies and the Green Line Extension to Route 16. Looks forward to biking to new Green Line station to reduce car use, the reduction of traffic along Route 16, the Mass. Ave. area becoming more bicycle and pedestrian friendly, seeing more businesses attracted to the area, and residential areas revitalized.	5/29/2011
John Reinhardt	Unidentified	Supports Green Line to Route 16.	5/29/2011
David von Schack	Unidentified	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/28/2011
Jeanie Tietjen	Arlington resident	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/27/2011
Chris Nitche		Supports the Green Line Extension to Route 16. The Mystic River area has existing pathways that make this a natural corridor for pedestrian and bicycle traffic. It makes sense to connect the Green Line to this corridor.	5/27/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects - June 22, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Carolyn Montello		Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16. The project is a legal commitment of the Commonwealth and the hallmark of GreenDOT. It should be the centerpiece of the LRTP. This is a chance to revitalize Medford and provide sustainable transportation.	5/27/2011
John McKenna	Arlington resident	Supports the Green Line Extension to Arlington.	5/27/2011
Julie Marcal	Arlington resident	Supports Option 1 of the proposed LRTP Investment Strategies and the Green Line Extension to Route 16.	5/27/2011
Robert Lemp	Arlington resident	Supports Option 1 of the proposed LRTP Investment Strategies and the Green Line Extension to Route 16.	5/27/2011
Meryl Becker	East Arlington Resident	Supports Option 1 of the proposed LRTP Investment Strategies and Green Line Extension to Route 16.	5/27/2011
Ted A. Adams	Medford Resident	Supports Green Line to Route 16.	5/27/2011
Julia Malik	Arlington resident	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/27/2011
S. Riley Hart	Arlington resident	Supports Green Line to Route 16.	5/27/2011
Christine Gorwood	Unidentified	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/27/2011
Sarah Endo	Unidentified	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/27/2011
Kaitlyn Wong	Somerville resident	Supports the Green Line Extension to Route 16.	5/26/2011
Lynne Weiss	Medford Hillside resident	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16. The extension is vital to reachign the customer base who will benefit from the extension and cut down on traffic pollution. It will also allow more people to reduce driving by providing access to shopping and businesses located at and near Route 16.	5/26/2011
Alison Walcott	Medford resident	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16. The project is a legal commitment of the Commonwealth and the hallmark of GreenDOT. It should be the centerpiece of the LRTP.	5/26/2011
Greg Venne	West Medford resident	Supports the Green Line Extension to Route 16. This will help reduce the growing congestion of Routes 93, 16, and 60, and on the McGrath and O'Brien highway, and all secondary roads in Medford, Somerville, and Cambridge.	5/26/2011
Lawrence Sodano	Medford resident	Supports the Green Line Extension to Route 16. A station a Route 16 will connect transit to a larger population than a terminus at College Avenue, and it will draw riders from West Medford, West Somerville, and Arlington. It will relieve traffic congestion on Alewife Brook Parkway. A terminus at College Avenue would result in more traffic congestion on Boston Avenue.	5/26/2011
Franklin J. Schlerman	Medford resident	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/26/2011
Michael Sandler	Arlington resident	Supports the Green Line Extension to Route 16.	5/26/2011
Nancy Salzer	East Arlington resident	Supports Option 1 of the proposed LRTP Investment Strategies and the Green Line Extension.	5/26/2011
Vaughan Rees	Medford resident	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/26/2011
John Murphy	Medford resident	Supports the Green Line Extension to Route 16. If resources were available, the line should go to Route 128.	5/26/2011
Jim Moodie	Medford resident	Supports the Green Line Extension to Route 16. It will provide access to more riders and prevent potential traffic gridlock if the line were to terminate at College/Boston Avenues. A long term vision is required. Keep Boston a leader in mass transit.	5/26/2011
Peter Micheli	Medford resident	Supports the Green Line Extension to Route 16. It wil reach thousands more commuters in West Medford and Arlington. It would be short-sighted not to extend the line.	5/26/2011
Nancy Lincoln	Medford resident	Supports Option 1 of the proposed LRTP Investment Strategies and the Green Line Extension to Route 16. The Extension is essential.	5/26/2011
Thomas W. Lincoln	Medford resident	Supports the Green Line Extension to Route 16. It is a legal commitment of the Commonwealth and it is an investment in a sustainable future.	5/26/2011
Michael Lambert	Medford resident	Supports Green Line Extension to Route 16. The project would make downtown Boston and Somerville accessible to Medford residents by transit and take cars off the road.	5/26/2011
Unidentified		Supports Green Line Extension to Boston Avenue in Medford.	5/26/2011
Daniel J. Jacob	Medford resident	Supports Option 1 of the proposed LRTP Investment Strategies and Green Line Extension to Route 16.	5/26/2011
John Hoppe	Arlington resident	Supports Option 1 of the proposed LRTP Investment Strategies and Green Line Extension to Route 16.	5/26/2011



Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects - June 22, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Lois Grossman	Medford resident	Supports Green Line Extension to Route 16. It should be the centerpiece of the LRTP. Supports efforts toward sustainable living and movement toward mass transit.	5/26/2011
Martin Fraser	Medford resident	Supports Green Line Extension to Route 16. Benefits will include reduction in traffic, improved public safety, improved quality of life, and improvement in parking.	5/26/2011
Rev. Dorothy Emerson	West Medford resident	Supports Green Line Extension to Route 16.	5/26/2011
Erik Egbertson	Medford resident	Supports Investment Strategy 1, with Green Line Extension to Route 16. With rising gas prices, connection of neighborhoods to a subway line will be fundamental to ensure these communities thrive. State should focus on modes of transportation that are the most efficient. Light rail is a good investment. Challenges the MPO to also consider future projects to connect MBTA lines radially.	5/26/2011
Eileen de Rosas	Arlington resident	Supports Green Line Extension to Route 16. Better service to downtown Boston is needed.	5/26/2011
D. Carnevale		Opposed to funding the Green Line Extension. Prefers that monies be used to update and repair existing infrastructure. Questions how the extension will be maintained when the MBTA is in over \$8 billion of debt.	5/26/2011
Christine Bennett	Medford resident	Opposes spending on the Green Line Extension project as Medford has subway and bus routes already. Prefers that monies be used to repair potholes in all major roadways, improve existing bus/train service, update trains and buses to make them more eco-friendly, and improve handicap accessibility throughout the MBTA system.	5/26/2011
Sarah Beardslee		Supports Green Line Extension to Route 16.	5/26/2011
Elisabeth Bayle	Medford Hillside resident	Opposes the removal of the Green Line Extension to Route 16 from the LRTP. It should be put back into Phase 1 of the Green Line Extension project to make it more economical to build, less disruptive than a two phase project and closer to state's obligation to provide improved air quality, environmental justice, and opportunities for transit-oriented development.. The project to Route 16 fulfills the state's legal obligation to bring rail transit to Medford Hillside.	5/26/2011
Carol Band	Arlington resident	Prefers Option 1. Supports Green Line Extension to East Arlington.	5/26/2011
Debra Agliano	Medford resident	Supports Investment Strategy 1, with Green Line Extension to Route 16. Expanding public transportation is important due to increasing gas prices, overcrowding on roads, and harm to the environment.	5/26/2011
Jonathan Koopmann	Arlington Resident	Supports Green Line to Route 16.	5/26/2011
Naomi Slagowski	Unidentified	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/26/2011
Judy Kaplan	Unidentified	Opposes Option 1 of the proposed LRTP Investment Strategies and opposes the Green Line Extension to Route 16.	5/26/2011
Megan Allen	Resident of Medford	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/26/2011
Michael Adamian	Medford Hillside resident	Supports Green Line to Route 16.	5/26/2011
Bruce Kulik	Resident of Medford	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/26/2011
James McGinnis	Unidentified	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/26/2011
Zachary Atwell	Resident of Medford	Supports Green Line to Route 16.	5/26/2011
Andrew Griswold	Resident of Medford	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/26/2011
Maxim Weinstein	Unidentified	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/26/2011
Phil Goff	Co-chair, East Arlington Livable Streets Coalition	Supports Green Line to Route 16.	5/26/2011
Lindsay Leete	Resident	Supports Green Line to Route 16.	5/26/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects - June 22, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Jan Nicholson	Resident (S. Medford)	Supports Green Line to Route 16.	5/26/2011
Alex Epstein	Somerville Bicycle Advisory Committee	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16. Would like to see the Somerville Community Path included as well.	5/26/2011
Mary Kaye	Medford, MA	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/26/2011
Scott Englander	Unidentified	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/26/2011
Lauren H. Grymek	Executive Director, South Boston Seaport Transportation Management Association	Requests that the MPO model the Silver Line Phase 3 and T Under D projects for inclusion in the LRTP. Both projects are critical to the continued success of the emerging South Boston Waterfront neighborhood. T Under D would reduce travel times and improve safety for Silver Line riders travelling to and from Logan Airport, and in the future, Chelsea. It would also improve vehicular traffic on D Street and adjacent roadways by eliminating a signalized intersection. It addresses needs for maintenance, modernization and efficiency, livability and economic benefit, mobility, and environment and climate change. Silver Line Phase 3 addresses a need identified in the MPO's Needs Assessment (the "3-seat ride" between locations in Boston, Brookline, and Newton to the South Boston Waterfront and Logan Airport). It can also address congestion in the central subway and reduce the need for a transfer at Park Street. It addresses transportation equity issues by providing a one-seat ride between Roxbury and Logan Airport and new job opportunities on the Waterfront.	5/25/2011
Susie Nacco	Medford resident	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/25/2011
Jim Morse		Opposes funding for the Green Line Extension to Route 16. Funds should be used to support larger financial issues such as repair of bridges, highways, and the backlog of maintenance at the MBTA. There needs to be a moratorium on all MBTA expansion. Comment references the current state deficit and findings of the Transportation Finance Report.	5/25/2011
Kristin Mattera	Medford resident	Supports the Green Line Extension to Route 16.	5/25/2011
Unidentified		Supports Option 1 of the proposed LRTP Investment Strategies and Green Line Extension to Route 16. The Extension is legal commitment of the Commonwealth and is the hallmark of the state's GreenDOT initiative.	5/25/2011
James Feldman		Supports Investment Strategy 1 with the Green Line Extension to Route 16.	5/25/2011
Stacy Colella		Supports full funding for the Green Line Extension to Route 16. It is vital for the economy and the environment.	5/25/2011
Chris Donelan	Unidentified	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/25/2011
Ethan Contini-Field	Somerville Resident	Supports Green Line to Route 16.	5/25/2011
Paul Lehrman	Tufts University	Supports Green Line to Route 16.	5/25/2011
Ann Gallager	MGNA	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/25/2011
David Phillips	Medford resident	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16. The extension will provide critical access to schools, jobs, sporting, and other opportunities for a new generation of young people. It would serve Environmental Justice areas. It is a legal commitment of the Commonwealth. It has strong community support.	5/24/2011
Rep. James Arciero	State Representative	Supports Bruce Freeman Rail Trail, Phase 2. Project has sustained community support. Will reduce traffic congestion by enhancing commuter access to the West Concord commuter rail station and to the commuter bus from the Colonial Liquor Plaza in Acton. Will benefit area shops and businesses. Bicycle and pedestrian projects provide alternative to auto-travel and investing in those infrastructure needs will encourage non-auto commuting. This will yield economic, environmental, and public health benefits.	5/17/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects - June 22, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Kenneth Krause	Medford resident	Supports the Green Line Extension to Route 16. The Route 16 terminus strengthens the projects in all criteria. The station design no longer requires the need to acquire 2 large office buildings. An extension of the Minuteman Commuter Bikeway will end two blocks west of the proposed station. The Department of Conservation and Recreation plans to extend the Bikeway to Wellington Station. Medford has already built part of the path. New developments in the area, including an expanded office building and housing for seniors and young people with disabilities, are located near the future station. MAPC is in the middle of a year long community visioning process for the area. The project is consistent with the state's GreenDOT policy directive.	5/25/2011
Felix and Gwendolyn Blackburn	Medford residents	Opposed to the Green Line Extension to Route 16. Other areas need transportation improvements more, such as the Dorchester and Mattapan neighborhoods of Boston. Maintenance of the existing system should be the top priority.	5/24/2011
Unidentified	Unidentified	Opposed to the Green Line Extension. Prefers that funds be spent on maintenance of road, bridges, and transit.	5/24/2011
Richard Grant	Unidentified	Opposed to the Green Line Extension because the MBTA does not have funds for the project and federal funds are not guaranteed. Tufts University is a benefactor of the project and should help pay for it.	5/24/2011
Paul Morrissey	Aero Cycle owner	The MBTA should not extend the Green Line. The system needs to be repaired before it's expanded. Medford is already well served by transit. Not everyone will benefit from the increased property values that the extension would bring.	5/24/2011
Thomas Nally	A Better City	Supports implementation of several elements of the Urban Ring because they will relieve infrastructure constraints, fill gaps in service, accommodate increased transit demand, enhance transportation equity, and support realization of the MetroFuture land use vision. The Urban Ring should not be viewed as a mega-project, but a project that can be implemented incrementally as funding becomes available. Potential early actions include: Albany St. bus lanes (\$1 million), Mountfort St. bus lanes (\$14 million), Ruggles Station improvements (\$33 million), Melnea Cass Blvd reconstruction with median busway (\$27 million), Albany St. bus lanes in Boston (\$2 million), Mass Ave. and possible Columbia Point bus lanes (\$ 2 million). Other possible early action items include: interim surface improvements in the Fenway/Longwood area, bus lanes on 3rd and 1st Streets in Cambridge, and the East Boston Bypass Road with a potential Silver Line extension to Chelsea. A Better City also supports the T Under D project, Silver Line Phase 3, and the Red Line/Blue Line Connector. Asks the MPO to include a selection of the early actions for the Urban Ring in the Plan and to model them.	5/23/2011
Marco Rivero	Unidentified	Supports the Green Line Extension to Route 16.	5/23/2011
Ken Krause	Medford Green Line Neighborhood Alliance	Extending the Green Line to Route 16 strengthens its evaluation in the regional mobility, ridership, environmental benefits, cost effectiveness, economic development, and environmental justice evaluation criteria. Keep the Green Line to Route 16 in the Plan.	5/23/2011
Chris Ramsey	Medford resident	Supports Investment Strategy 1 because it includes the Green Line Extension to Route 16.	5/20/2011
Rachael Stark	Walking in Arlington	Supports the Green Line Extension to Route 16. The Red Line extension to Alewife made Arlington a more desirable community, and the Green Line Extension will have the same effect.	5/19/2011
Juliet Moir	Arlington resident	Supports the Green Line Extension to Route 16.	5/19/2011
Edward Starr	Arlington Transportation Advisory Committee	Supports the Green Line Extension to Route 16 because it can reduce the automobile use of residents in the area.	5/19/2011
Chris Loreti	Arlington Town Meeting member	Supports the Green Line Extension to Route 16.	5/19/2011
Martin Klingensmith	Massachusetts resident	Supports the Green Line Extension to Route 16.	5/19/2011
Scott Smith	Arlington resident	Supports the Somerville Community Path because it will connect the Minuteman Bikeway and Charles River path network, and because it will support the Green Line Extension.	5/19/2011
Thouis Jones	Arlington resident	Supports the Green Line Extension to Route 16.	5/19/2011
Gwen Blackburn	Green Line Advisory Group for Medford	Does not support the Green Line Extension to Route 16. There is enough transportation between Medford and Boston. The project is a waste of funds.	5/19/2011
Maria Daniels	Unidentified	Supports the Green Line Extension to Route 16.	5/19/2001
Andrew Bengtson	Arlington resident	Supports the Green Line Extension to Route 16.	5/19/2011
Mark Kaepplein	Arlington resident	Route 16 should be expanded before the Green Line is extended. The Extension will bring traffic. Funds should be invested in maintenance to the highway and transit system before expanding the transit system.	5/19/2011
Michael Sandman	Brookline Transportation Board	Supports the inclusion of the Commonwealth Ave. Phase 2A project in the Plan. Supports the inclusion of fencing along the MBTA reservation as an important safety improvement.	5/19/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects - June 22, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Rep. Michael Capuano	United States Congress	It is essential to set a project priority list and move forward with it. The Somerville Community Path should be added to the Universe of Projects. The Green Line Extension to Route 16 should be included in the second and third proposed investment strategies. Urges the MPO to include both projects in the Plan.	5/18/2011
Roberta Cameron	Unidentified	Supports the Green Line Extension to Route 16. It is an ideal terminus that will expand transit options for many underserved neighborhoods. Transit, and bicycle and pedestrian transportation, are key to the future when cars are no longer affordable or preferred. The MPO should invest in infrastructure that will give people more options.	5/18/2011
Alia Atlas	Unidentified	Supports the Green Line Extension to Route 16.	5/18/2011
John Kohl	Unidentified	Supports the Green Line Extension to Route 16. It fulfills the legal obligation to extend the Green Line to Medford Hillside, and should be the centerpiece of the Plan.	5/18/2011
John Roland Elliott	Medford Hillside resident	Supports the Green Line Extension to Route 16 for its air quality and environmental justice benefits. It will also comply with the legal requirement to extend the Green Line to Medford Hillside. Supports Investment Strategy 1.	5/18/2011
David Rajczewski	MGNA	Supports the Green Line Extension to Route 16. It is consistent with the state's GreenDOT policy and should be a centerpiece of the Plan.	5/18/2011
Michael Bernstein	Medford Hillside business owner and resident	Supports the Green Line Extension to Route 16. There is widespread community support for the project. It will support the environmental and transit needs of Medford Hillside, West Medford, West Somerville, and East Arlington.	5/18/2011
Carter Wall	Medford Hillside resident	Supports the Green Line Extension to Route 16.	5/18/2011
Peter Ungaro	Unidentified	Supports Investment Strategy 1 because it includes the Green Line Extension to Route 16. The project can reduce auto use by residents in the area.	5/18/2011
Susan Fendell	Somerville resident	Supports the Green Line Extension to Route 16.	5/18/2011
Sophia Sayigh	Arlington resident	Supports the Green Line Extension to Route 16.	5/18/2011
Alex Formanek	Unidentified	Supports the Green Line Extension to Route 16.	5/18/2011
Nadia Sladkey	Arlington resident	Supports the Green Line Extension to Route 16.	5/18/2011
Tom Scott	Arlington resident	Supports the Green Line Extension to Route 16.	5/18/2011
John Roland Elliott	Medford resident	Supports the Green Line Extension to Route 16. It will improve air quality and access for the community. It will serve a marginalized, underserved population.	5/18/2011
DiDi Vaz	Medford resident	Supports the Green Line Extension to Route 16. The project will support economic development in the Medford Hillside neighborhood. The Route 16 terminus evaluates better in every evaluation criteria than the College Ave terminus. It should be a centerpiece of the Plan.	5/18/2011
Stephen Paul Linder	Medford resident	Supports the Green Line Extension to Route 16. Will improve connections from Medford to Cambridge.	5/18/2011
Unidentified	Unidentified	Supports the Green Line Extension to Route 16.	5/18/2011
Jeanne Griffith	Concord resident	Supports Phase 2 of the Bruce Freeman Rail Trail. It would improve non-motorized access to many destinations. Design funds have been committed to the Trail. It should be in the 2016-2020 time band. It will be a vital connection in a nascent, but growing, web of active transportation facilities.	5/18/2011
Carolyn Rosen, Chair	Green Line Advisory Group for Medford	Does not support the Route 16 terminus for the Green Line Extension. The T has a large backlog of deferred maintenance that must be addressed before expansion. There are already many bus routes in the area of the proposed station. The area is already a vibrant, walkable community. The Route 16 terminus would disrupt a historic African American community in West Medford.	5/19/2011
Dr. William Wood	Unidentified	Does not support the Route 16 terminus for the Green Line Extension. It will affect many lives, disrupt a vibrant historic African-American community, and increase traffic in the area requiring a parking lot. Supports the Green Line Extension to College Ave. The transit-oriented development planned for the area around Route 16 will not serve the needs of the existing community.	5/19/2011
Rep. Sciortino, Sen. Jehlen, Rep. Garballey	Massachusetts General Court	Urges the MPO to support the Green Line Extension to Route 16. The Patrick Administration supports the Route 16 terminus, and it is the preferred alternative identified in the Draft Environmental Impact Report. It is receiving very positive support from the community during the current MAPC public engagement. Expanding public transportation supports regional and statewide economic growth. The extension of the Green Line to College Ave fails to meet the Commonwealth's obligation to extend the Green Line to the Medford Hillside neighborhood. It will be more cost effective and less disruptive to the community to combined Phase 1 and 2 of the project. Funding for the entire project should be in the 2011-2015 time band of the Plan.	5/18/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects - June 22, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Unidentified	Unidentified	Supports Investment Strategy 1 because it includes the Green Line Extension to Route 16. It will serve thousands of commuters, and fulfill the commitment to serve Medford Hillside	5/18/2011
Michael Lambert and Tom Bent	City of Somerville	Request that the Somerville Community Path Phase 2 (Lowell Street Station to Inner Belt District) be included in the Plan. This will pave the way for the City to seek external funds for the project. Design work has begun as part of the Green Line Extension project. The estimated cost is \$17 million, plus contingency, and the City expects it to decrease. It will connect trails in the western suburbs to Boston, and must be built along with the Green Line. Timing is important because of the Green Line project; the Path should be programmed for the 2013-2015 time period. The project will improve transportation options, unlock economic opportunity, and bring cleaner air and recreational space to an environmental justice community.	5/18/2011
Melissa B. Bennett	Medford resident	Supports Investment Strategy 1 because it includes the Green Line Extension to Route 16. Extending the Green Line to Route 16, rather than College Ave, improves its performance in every evaluation criteria.	5/18/2011
Erik Jacobs	Medford resident	Supports Investment Strategy 1 because it includes the Green Line Extension to Route 16. Extending the Green Line to Route 16, rather than College Ave, improves its performance in every evaluation criteria.	5/18/2011
Andrew Callen	Acton resident	Supports the Bruce Freeman Rail Trail. The Trail would provide a commuting alternative to driving.	5/18/2011
Crispin Olson	Arlington resident	Supports the Green Line Extension to Route 16. It would serve the only environmental justice community in Arlington. It will serve many more people than would be served ending the project at College Ave.	5/18/2011
Kamal Dasu	Acton resident	Supports the Bruce Freeman Rail Trail. The project will provide access to commuter rail and bus, and provide congestion relief.	5/18/2011
Christopher Burgess	Unidentified	Supports the Bruce Freeman Rail Trail. It provides access to shopping in downtown Chelmsford and green commuting opportunities to IBM.	5/18/2011
Nancy Powers	Friends of the Bruce Freeman Rail Trail	Supports the Bruce Freeman Rail Trail for its transportation and recreational benefits.	5/18/2011
Doug Carr	Medford resident	Supports proposed Investment Strategy 1 because it's the only one that includes extending the Green Line to Route 16. Extending the project to Route 16 has mobility, ridership, environmental, cost effectiveness, and environmental justice benefits.	5/18/2011
Mary Ellen Chaney	Unidentified	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan. It will benefit many people, and the environment.	5/18/2011
Ed Kross	Framingham resident	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan. The Trail will offer commuting alternatives. The Central Mass. Rail Trail is also an important component in creating a path network.	5/18/2011
Donna Laquidara-Carr	Medford resident	Supports the proposed Investment Strategy 1 because it includes the Green Line Extension to Route 16. It will serve a larger market, and reduce traffic in the Hillside neighborhood. It will have environmental and social justice benefits.	5/18/2011
David G. Fox	Boxborough resident	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan. It will give people another commuting option, save oil, help air quality, and reduce wear and tear. It also has health benefits.	5/18/2011
Suzanne Knight	Concord resident	Supports Phase 2 of the Bruce Freeman Rail Trail. The Trail will provide safe access to several destinations. It would also be an ideal way to get to work.	5/18/2011
Lynn Weissman and Alan Moore	Friends of the Community Path	Requests a \$25 million budget line item be included in the proposed investment strategies to build the Community Path with the Green Line Extension. It would be more expensive, and logistically impractical, to design and build the Community Path after the Green Line Extension. Prefers, but does not endorse, Investment Strategy 3 presented at the May 5 meeting. None of the three strategies is consistent with GreenDOT, and none account for the need to program the Path with the Green Line Extension. The Path will connect the Minuteman and Charles River Path networks, reduce congestion, improve air quality and safety, and have benefits for the environmental justice neighborhoods of East Somerville.	5/18/2011
Anne Gardulski	Boxborough resident	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan. It will provide a safe recreational bike, running, walking path that will help the choke point at Concord Rotary. It will reduce congestion, provide non-motorized access to other modes and destinations, and build a strong sense of community. Supports Plan Strategy 3.	5/18/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects - June 22, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Sherry Bauman	Unidentified	Supports the Community Path connector. The project will create a safe connection between the Minuteman Bikeway and the Charles River path network. It will have commuting, environmental, and health benefits.	5/18/2011
Tom Michelman	Acton resident	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan. The Trail has a contract in place for design and has overwhelming local support. The Sudbury portion of the project has not made enough progress, but has strong public support. The design will be completed for all relevant portions before 2016 if it's included in the Plan. The MPO does not put weight on several factors that support the Trail including the support for these facilities from the public, the need for alternative transportation in order to reduce dependency on imported oil, and the growth in bicycling that will result from the completion of a network, bike sharing, and allowing bikes on the T during peak hours. Urges the MPO to adopt Strategy 3 outlined in their May 5 meeting. The Plan can't be considered sustainable if it does not increase funding for bicycles and pedestrians.	5/18/2011
Cathy Ricketson	Westford resident	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan.	5/17/2011
Cynthia McLain	Chelmsford resident	Supports including the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan. The extended trail would give people better access to many destinations, and other transportation facilities such as commuter rail and the Minuteman Bikeway. It will support sustainable transportation and give young people a safe place to learn to ride a bike. Failure to include the Trail in the Plan could result in the loss of federal design funds.	5/17/2011
Alan Frankel	Framingham resident	Supports including Phase 2 of the Bruce Freeman Rail Trail because it will help alleviate congestion and improve commuter access to commuter rail and bus. Phase 1 has been successful and delaying the project could result in the loss of federal funds and support from the Governor.	5/17/2011
Stanislav R. Mudrets	Framingham resident	Supports Phase 2 of the Bruce Freeman Rail Trail. Riding a bike is much cheaper than driving a car. It will help reduce congestion and pollution.	5/17/2011
Chad Gibson, Co-Chair	East Arlington Livable Streets Coalition	The proposed investment strategies 2 and 3 do not promote sustainability. Supports strategy 1 because it includes the Green Line Extension to Route 16. Encourages the MPO to lead the country in progressive transportation policy that will reduce our dependency on automobiles.	5/17/2011
Mayor Curtatone	City of Somerville	Requests that the Green Line Extension from College Ave. to Route 16 be included in the 2016-2020 time band of the Plan. The project will improve quality of life, decrease air pollution, and accelerate economic development. The Route 16 station presents an excellent opportunity for transit oriented development.	5/17/2011
Dick Williamson	Sudbury resident	Supports the Bruce Freeman Rail Trail. State and federal funds have been secured for design. Any project designed with federal funds must be in the first 10 years of the Plan. Expects construction of Phase 2A and 2C will be programmed before 2021. The Trail will provide non-motorized access to many destinations and other modes of transportation. Construction closer to 2013 is highly desirable.	5/17/2011
W. Barber	Concord resident	Supports the Bruce Freeman Rail Trail. It has recreational benefits, and will give people non-motorized access to parks, fields, and commercial centers.	5/17/2011
Alan Mertz	Acton resident	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan. It would provide non-motorized access to commuter rail and reduce congestion. The project is ready to access design funds, and must be in the first 10 years of the Plan in order to do so.	5/17/2011
Paul Cohen, Town Manager	Chelmsford	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan. It will provide alternative transportation access to many destinations, and provide open space and recreational opportunities.	5/17/2011
Blossom Hoag	Hingham resident	The Linden Ponds retirement community is not served by public transportation. The surrounding area is growing. A bus route on Whiting Street in Hingham would serve the elderly and employees in the area. It would connect modes of transportation.	5/17/2011
Steve Buchanan	Sudbury resident	Supports the Bruce Freeman Rail Trail because biking on roads is dangerous and the Trail would give people commuting options other than driving.	5/17/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects - June 22, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Margaret Kohin	Acton resident	Supports Phase 2 of the Bruce Freeman Rail Trail because it serves a dual purpose for transportation and recreation. It will reduce automobile traffic, global warming, and gridlock.	5/17/2011
Bob Zuffante	Concord resident	Supports including Phase 2 of the Bruce Freeman Rail Trail in the earliest possible time band of the Plan because of the problems of obesity, scarce resources and pollution.	5/17/2011
P.McWilliams	Westford resident	Supports the Bruce Freeman Rail Trail because it provides people a safe place to exercise and commute.	5/17/2011
Dave and Emily	Unidentified	Supports the Bruce Freeman Rail Trail because it provides a healthy transportation choice.	5/17/2011
Lowell Gilbert	Acton resident	Supports the Bruce Freeman Rail Trail and bicycle facilities in general. Gasoline availability will inevitably drop making them necessary, and the Bruce Freeman Rail Trail will connect commercial areas and provide a safe crossing of Route 2.	5/17/2011
Jack Currier	Bruce Freeman Rail Trail; Nashua, NH,	Supports the Bruce Freeman Rail Trail because it will allow for more commuting by bicycle.	5/17/2011
Gary Webster	Bruce Freeman Rail Trail	Supports the Bruce Freeman Rail Trail because it's a good use of scarce funds.	5/17/2011
Joshua Mazgelis	Westford resident	Supports the Bruce Freeman Rail Trail because it would give people non-motorized access to destinations they currently drive to, including a commuter rail station.	5/17/2011
Daniel Singer	Friends of the Bruce Freeman Rail Trail	Supports Phase 2 of the Bruce Freeman Rail Trail because it improves the quality of life surrounding it by providing recreation, exercise, and non-automotive access to businesses and offices, which relieves congestion and reduces pollution.	5/17/2011
Jane Calvin	Lowell Parks and Conservation Trust, Inc.	Supports the Bruce Freeman Rail Trail. Is working to ensure that the Concord River Greenway connects with the Bruce Freeman Rail Trail in Chelmsford.	5/17/2011
Steve Buchanan	Sudbury resident	Supports the Bruce Freeman Rail Trail for its commuting and safety benefits.	5/17/2011
Mark Childs	Unidentified	Supports Phase 2 of the Bruce Freeman Rail Trail for its health, recreational, and congestion reducing benefits.	5/16/2011
Maria Kuffner	Unidentified	Supports Phase 2 of the Bruce Freeman Rail Trail.	5/16/2011
Lynne Ziter	Sudbury Resident	Supports the Bruce Freeman Rail Trail for the health and quality of life benefits it will provide.	5/16/2011
Carol Doblewski	Friends of the Bruce Freeman Rail Trail; resident of Acton	Supports including the Bruce Freeman Rail Trail in the 2016 - 2020 time band of the Plan because it will give people access to destinations without needing a car, and health and quality of life benefits.	5/16/2011
Lisa Mandel	Unidentified	Supports including the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan for the environmental, health, and economic benefits.	5/16/2011
Denise Howard	Friends of the Bruce Freeman Rail Trail	Supports including the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan because of its health benefits. Voters prefer paths to highways.	5/16/2011
Josef Kerimo	Concord resident	Supports Phase 2 of the Bruce Freeman Rail Trail because it will provide connections to transit options and reduce congestion.	5/16/2011
Paulita Alinskas	Friends of the Bruce Freeman Rail Trail	Supports the Bruce Freeman Rail Trail because of the safety, health, and congestion benefits it will provide.	5/16/2011
Leonard Simon	Unidentified	Supports including the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan because of the safety and air quality benefits it will provide.	5/16/2011
Ann Grace	Unidentified	Supports the Bruce Freeman Rail Trail because it will improve air quality, health, and provide people access to the West Concord MBTA station.	5/16/2011
Kim Colson	Westford resident	Supports Phase 2 of the Bruce Freeman Rail Trail because it will allow people to reach destinations by bike rather than car and it will be a recreational resource.	5/16/2011
Kathryn Angell	Concord resident	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 timeslot of the LRTP because it will decrease congestion by providing alternatives to driving, connect to other bike investments in the region, and because of the time and effort dedicated to planning for	5/16/2011
Howard Quin		Supports including the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan.	5/16/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects - June 22, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Daphne G. Freeman	Chelmsford resident	Supports the Bruce Freeman Rail Trail because it will provide an alternative to driving and connect to other transportation modes and bike investments in the region.	5/16/2011
Kathryn Achen Garcia	Unidentified	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 timeslot of the Plan.	5/16/2011
Stuart Johnstone	Concord resident	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan because of the time and effort of the project proponents to advance the project to its current status, and the need for non-motorized transportation options.	5/16/2011
Nancy Savage	Acton resident	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan because it would give people a non-motorized option for commuting in a congested area.	5/16/2011
Jim Terry	Concord resident	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan because of the health benefits of the Trail, and because it will give people non-motorized access to many destinations in an area that is congested.	5/16/2011
Lisa Underkoffler	Acton resident	Supports Phase 2 of the Bruce Freeman Rail Trail because of the health benefits of the Trail, and because it would give people non-motorized access to many destinations. It would also give people, including those confined to a wheel chair, access to fresh air and exercise.	5/16/2011
Rick Fallon	Acton resident	Supports Phase 2 of the Bruce Freeman Rail Trail	5/16/2011
Kathleen Klofft		Supports the Bruce Freeman Rail Trail because it will reduce congestion along local roadways.	5/16/2011
Bruce R. Freeman	Bedford, NH, resident and son of former Rep. Bruce Freeman	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 timeslot of the LRTP because it will decrease congestion by providing alternatives to driving, connect to other bike investments in the region, and because of the time and effort dedicated to planning for the Trail by the proponents. The Trail will help people save on the cost of gasoline, promote health, and help create a network that will allow bicycling to blossom. Voters prefer paths to highways.	5/16/2011
Richard E. Kenyon	Westford resident	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 timeslot of the LRTP because it will decrease congestion by providing alternatives to driving, connect to other bike investments in the region, and because of the time and effort dedicated to planning for the Trail by the proponents. The Trail will help people save on the cost of gasoline, promote health, and help create a network that will allow bicycling to blossom. Voters prefer paths to highways.	5/16/2011
Elizabeth Adams	Unidentified	Supports the Bruce Freeman Rail Trail because it will improve health and air quality, and relieve congestion.	5/15/2011
Frona Vicksell	Friends of the Bruce Freeman Rail Trail	Supports rail trails because they are safer and faster than roads for bicyclists and pedestrians.	5/15/2011
Michelle Lee	User of the Bruce Freeman Rail trail	Supports Phase 2 of the Bruce Freeman Rail Trail because it will provide connections to other modes of transportation and new bicycle investments, such as the Boston Bike Share.	5/15/2011
Barbara Pike	Bruce Freeman Rail Trail	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 timeslot of the LRTP because it will provide an alternative to driving and connect many destinations.	5/15/2011
Sue Felshin	resident of Concord	Supports Phase 2 of the Bruce Freeman Rail Trail because it will give people alternatives to driving and reduce congestion.	5/15/2011
Eunice Garay	Sudbury Resident	Supports including the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan because of the quality of life and environmental benefits. It would allow people to replace auto trips with biking or walking trips.	5/15/2011
Rafael Mares	Conservation Law Foundation	The Conservation Law Foundation urges the MPO to keep the Green Line Extension to Route 16 in the Plan, and for the MPO to ensure that the Plan complies with the requirements of the GreenDOT initiative of MassDOT. There is community consensus that Route 16 is the best terminus for the Green Line Extension. The Commonwealth has incorporated GreenDOT into its Global Warming Solutions Act Climate Plan. Accordingly, in its consideration of projects to include in the Plan the MPO is required to plan for reducing greenhouse gas emissions over time. The LRTP must incorporate elements that balance highway system expansion with projects that support smart growth and promote public transportation, walking, and bicycling. Extending the Green Line to Route 16, and building the Somerville Community Path, are the types of projects that will enable the state to meet its greenhouse gas emissions reduction mandate.	5/12/2011



Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects - June 22, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Wendy Landman, Executive Director	WalkBoston	Supports the Somerville Community Path because it will connect the Minuteman Bikeway and Charles River path network, and because it will support the Green Line Extension.	5/5/2011
Renata von Tscharnner, President	Charles River Conservancy	Urges the MPO to include the Community Path connector as a top priority bicycle and pedestrian project in the Universe of Projects for the next Plan. The Path will connect the Minuteman Bikeway and the Charles River path network, and stations of the Green Line Extension. The developers of North Point in Cambridge are building the path through their property. The Path must be built with the Green Line Extension.	5/2/2011
Carole Wolfe	Sudbury resident	Does not support the Bruce Freeman Rail Trail because it is for recreation, rather than transportation; most people will drive to it; it costs about \$3 million per mile; it would run through environmentally sensitive areas; and the path will not be convenient for accessing destinations such as schools. Funds are scarce and would better be spent on projects that move large numbers of people, such as public transportation.	5/2/2011
Catharine M. Hornby, Chair	Cambridge Bicycle Committee	Supports including the Somerville Community Path project in the Plan because it will connect the Minuteman Bikeway to downtown Boston, and because it will support the Green Line Extension.	5/2/2011
Patrick McMahon, Vice President	Simpson Housing, LLLP	Supports the Causeway Street Reconstruction Project. Simpson Housing is building 287 apartments and 17,000 square feet of retail space at Bulfinch Triangle. The Causeway Street project will improve the safety and livability of the area. Urges the MPO to support the project.	5/2/2011
Urban Ring Phase 2 Citizens' Advisory Committee	Urban Ring Phase 2	<p>The Urban Ring project contains several elements that would be worthwhile as stand alone projects. The Urban Ring is the surest way to direct development to dense, already developed areas. The CAC welcomes the MPO policy that economic impacts are a criterion for evaluating projects. The project would also address policies calling for a higher transit mode share, and actions to address climate change and transportation equity.</p> <p>Among the early actions the MPO can take to address issues identified through the needs assessment are:</p> <ul style="list-style-type: none"> <li>* Ruggles Station platform improvements</li> <li>* Bus lanes on 1st Street in Cambridge, and 3rd and Main Street near Kendall Square, and Main and Albany Streets to Cambridgeport</li> <li>* Extension of Silver Line service into Chelsea along the new bypass road, and a dedicated busway from Everett to the Orange Line via Wellington with a new bridge over the Malden River, or via mixed traffic on Route 99 with access to Sullivan Square Station through bus lanes</li> <li>* Melnea Cass Blvd. reconstruction with a center median busway</li> <li>* Mountfort St. corridor with bus lanes on the Carlton St. bridge, and between Park Dr. and Beacon St</li> <li>* Albany St. bus lanes in Boston</li> <li>* Massachusetts Ave. and Columbia Point bus lanes</li> </ul> <p>These projects and components of projects address the Plan's priorities and should be modeled to document their benefits.</p>	3/21/2011
Arlene Wyman Petri	Unidentified	Supports the Community Path because it will support health and the environment, reduce congestion, and improve the quality of life.	5/9/2011
William H. Petri	Wayland resident	Supports the Community Path because of its safety, mobility, and environmental benefits. It will connect the Minuteman Bikeway and the Charles River path network. Would like the MPO to fund the Cedar to Lowell section in the 2012 Transportation Improvement Program. The Community Path should be built with the Green Line Extension.	5/4/2011
Keja Valens	Somerville resident	Supports including the Community Path connector in the Plan because of the project's environmental benefits. The Path will also promote access for all people to the Green Line Extension.	5/3/2011
Ryan Robbins	Somerville resident	Supports including the Community Path connector in the Plan because it will close gaps in the region's bike network. The Path should be build along with the Green Line Extension.	5/3/2011
Kathleen Knisely	Somerville resident	Supports the Community Path connector. The project will create a safe connection between the Minuteman Bikeway and the Charles River path network. It will have commuting, recreational, social, and health benefits.	5/2/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects - June 22, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Laura McMurry	Cambridge resident	Supports including the Community Path connector in the Plan because it will close gaps in the region's bike network. The Path should be build along with the Green Line Extension.	5/2/2011
John Wilde	Somerville resident	Supports including the Community Path connector in the Plan because of the project's environmental benefits. The Path will also promote access for all people to the Green Line Extension. It should be built with the Green Line Extension.	5/2/2011
Linda Lintz	Medford resident	Supports including the Community Path connector in the Plan because it will close gaps in the region's bike network and provide access for all users to the Green Line Extension. The Path should be build along with the Green Line Extension.	5/2/2011
Jonathan O'Connor	Boston resident	Supports building the Community Path connector with the Green Line Extension because it will be cost effective to build them together, and they will both reduce congestion. The Path has environmental, health, financial, and safety benefits. It will provide a place for children to safely learn to ride a bike. It will promote health, local business, quality of life, and close a gap in the path network.	5/2/2011
Camille Petri	Unidentified	Supports the Community Path connector because of its community safety, environmental, health, and mobility benefits. It must be built with the Green Line Extension.	5/2/2011
Ulandt Kim	Somerville resident	Supports the Community Path connector because it will provide a safe place to bike and walk. It should be a higher priority than the Green Line Extension.	5/2/2011
Alex Feldman	Somerville resident	Supports the Community Path connector because it will reduce congestion, increase T ridership, promote exercise, and support the Bike Share program. It will also connect the Minuteman Bikeway to the Charles River Path Network. It should be designed and built with the Green Line Extension.	5/2/2011
Gabrielle Weiler	Boston resident	Supports the Community Path connector because it will close gaps in the region's bike network. It should be designed and built with the Green Line Extension.	5/2/2011
Jeff Reese	Medford resident	Supports including the Community Path connector in the Plan because it will close gaps in the region's bike network. The Path will also promote access for all people to the Green Line Extension. It should be built with the Green Line Extension.	5/2/2011
Joel Snider	Cambridge resident	Supports the Community Path connector because it will close gaps in the region's bike network and provide access into Boston and Cambridge for major events such as the 4th of July. It should be designed and built with the Green Line Extension.	5/2/2011
Dan Hamalainen	Waltham resident	Supports the Community Path connector because it will close gaps in the region's bike network. It should be designed and built with the Green Line Extension.	5/2/2011
Anna Anctil	Watertown resident	Supports the Community Path connector because it will close gaps in the region's bike network, and give people a safe place to bike. It should be designed and built with the Green Line Extension.	5/2/2011
Sen. Tolman; Rep. Brownsberger; Belmont Selectmen Jones, Paolillo, and Firenze	Elected officials representing Belmont	Support the Belmont Trapelo Road Corridor Project. Belmont has spent about \$2.7 million on the project. Pleased that the project was identified as a regional need. Ask that the project be included in the Plan, and ultimately placed in the 2015 element of the TIP. It is expected that right of way will be secured by spring of 2012.	5/2/2011
David H. Douglas	Somerville resident	Supports including the Community Path connector in the Plan because it will close gaps in the region's bike network. The Path will also promote access for all people to the Green Line Extension. It should be built with the Green Line Extension.	5/1/2011
Jay Wessland	Somerville resident	Supports including the Community Path connector in the Plan because it will close gaps in the region's bike network. The Path will also promote access for all people to the Green Line Extension. It should be built with the Green Line Extension.	5/1/2011
Michelle Liebetreu	Somerville resident	Supports including the Community Path connector in the Plan because it will close gaps in the region's bike network. The Path will also promote access for all people to the Green Line Extension. It should be built with the Green Line Extension.	5/1/2011
Resa Blatman & Stefan Cooke	Somerville residents	Supports including the Community Path connector in the Plan because it will close gaps in the region's bike network. The Path will also promote access for all people to the Green Line Extension. It should be built with the Green Line Extension.	5/1/2011
Fred Berman and Lori Segall	Somerville residents	Supports including the Community Path connector in the Plan because it will close gaps in the region's bike network. The Path will also promote access for all people to the Green Line Extension. It should be built with the Green Line Extension.	5/1/2011
Pauline Lim	Somerville resident	Supports including the Community Path connector in the Plan because it will close gaps in the region's bike network. The Path will also promote access for all people to the Green Line Extension. It should be built with the Green Line Extension.	5/1/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects - June 22, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Jess Hicks	Somerville resident	Supports including the Community Path connector in the Plan because it will close gaps in the region's bike network. The Path will also promote access for all people to the Green Line Extension. It should be built with the Green Line Extension.	4/30/2011
Matthew Belmonte	Unidentified	Supports including the Community Path connector in the Plan because it will close gaps in the region's bike network and improve safety. It should be built with the Green Line Extension.	4/29/2011
Arnold Reinhold	Cambridge resident	Supports including the Community Path connector in the Plan because it is cost effective and will close gaps in the region's bike network. It should be built with the Green Line Extension.	4/29/2011
Lynn Weissman and Alan Moore	Friends of the Community Path	Supports the Community Path, which will connect the Minuteman Bikeway to the Charles River path network. The Path needs to be built with the Green Line Extension. The Path is consistent with the Plan's visions and policies, and addresses identified needs. The density of Somerville, and the critical connection made by the path, mean that no other multi-use trail proposed in the region will generate the usage of the Community Path. The Path will bring riders to the Green Line extension, will fill a missing link, will provide a safe and emissions free path to downtown Boston, will provide recreational and open space in environmental justice communities, and will create safe routes to schools. The Path has been identified as a priority in many other planning documents, and has already received funding from the MPO for other sections. It is part of other proposed trails. The Path is consistent with new federal and state policy directives encouraging livability and healthy transportation.	4/27/2011
Lynn Weissman and Alan Moore	Friends of the Community Path	In an addendum to their 4/27/11 letter stated the following points: Please include the Community Path in the list of Projects and Programs by Investment Category released on April 5. There is tremendous regional support for the project. In March, 138 letters in support of the project were sent to the MPO. Many of the letters expressed the safety benefits of the project.	5/3/2011
Alice Grossman	Somerville resident	Supports including the Community Path connector in the Plan because it will close gaps in the region's bike network. The Path will also promote access for all people to the Green Line Extension. It should be built with the Green Line Extension.	4/27/2011
Robert O'Brien, Executive Director	Downtown North Association	Supports the Causeway Street Crossroads Initiative and the larger Boston Crossroads Initiative. Causeway Street supports very high pedestrian volumes to and from regional centers of employment, recreation, and transportation. The project is consistent with the visions and policies of the Plan. The project addresses a regional need. The project will restore the connection between the West and North Ends, long severed by the elevated highway and transit facilities. The project will make Causeway Street a vibrant multi-modal urban boulevard that supports livability, mobility, safety, and aesthetics. Asks the MPO to support the project.	4/20/2011
Susan Brooks	Unidentified	Supports the Bruce Freeman Rail Trail because it provides non-motorized access to several destinations.	4/15/2011
Terri North	Kenmore Residents Group	Supports the Commonwealth Ave Phase 2A improvement project.	4/13/2011
Melissa Hoffer	Conservation Law Foundation	The State's Clean Energy and Climate Plan for 2020 requires the Plan to address MassDOT's three sustainability goals and plan for reducing greenhouse gas emissions over time. It will require that MPOs and MassDOT balance highway system expansion with projects that support other modes and smart growth. The Plan is also required to evaluate greenhouse gas emissions and ensure that the emissions are reduced over time. The emissions must fit into an overall statewide greenhouse gas reduction target. Would like to know how greenhouse gas emissions will be quantified and whether or not each project will be evaluated individually. Would like to know who will be responsible for quantifying the emissions. Would like to know how the methods of different agencies for quantifying emissions will be made consistent. Would like to know which methods will be used, which model will be used to estimate VMT, and whether or not induced demand will be considered.	4/12/2011
Pam Beale, President	Kenmore Association	Supports the Commonwealth Ave, Phase 2A improvement project. Phase 1 enhanced the streetscape and improved safety for all street users.	4/10/2011
Elizabeth Walsh	Boston resident	Supports the Commonwealth Ave., Phase 2A improvement project	4/8/2011
Suzanne Kennedy, Town Administrator	Town of Medway	Medway has hired a design firm for the reconstruction of Route 109. This demonstrates the town's strong commitment in taking appropriate project management actions.	4/7/2011
Yvette Lancaster, President	Audobon Neighborhood Citizens Group	Supports the Commonwealth Ave, Phase 2A improvement project. It will enhance the streetscape and improve safety for all street users.	4/7/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects - June 22, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Alan Weinberger	Bay State Road Neighborhood Association	Supports the Commonwealth Ave, Phase 2A improvement project. Phase 1 enhanced the streetscape for all users.	
Bob Church	Kenmore Towers	Supports the Commonwealth Ave, Phase 2A improvement project.	4/1/2011
Gary Nicksa, Vice President for Operations	Boston University	Supports the Commonwealth Ave, Phase 2A improvement project. It will enhance the streetscape and improve safety for all street users.	3/28/2011

## CHAPTER 1

### INTRODUCTION AND PLAN DEVELOPMENT PROCESS

#### **Purpose of the Long-Range Transportation Plan**

The LRTP serves a very important function in the metropolitan planning process:

- Defines transportation visions for the future of the region
- Establishes goals and policies that will lead to the achievement of the visions
- Allocates projected revenue to transportation programs and projects that implement those goals and policies
- Only projects funded with federal dollars designated as “regionally significant” and “major investment” projects are specifically listed by name in the LRTP

#### **The Boston Region MPO Structure**

This section details the MPO structure as it stands today, with a note that the MOU is out for public review. This section will incorporate adopted changes before the document is final.

#### **The Relationship of the LRTP to Other Planning Documents**

- The Unified Planning Work Program (UPWP)
- The Congestion Management Process (CMP)
- The Transportation Improvement Program (TIP)
- The MBTA Program for Mass Transportation (PMT)
- Legal commitments of the Commonwealth of Massachusetts

#### **The LRTP Development Process**

This section details the development process:

- Public Outreach for the LRTP
  - Process and Activities – Public Participation Plan, Regional Transportation Advisory Council, Open Houses, Workshops, Transportation Equity Outreach, MAPC Subregions, “Invite Us Over” Sessions
  - Communicating with the Public – MPOinfo, MPOmedia, *TRANSREPORT*, Website, Social Media

- Public Comments
- Environmental Justice
- Consultations on Environmental Issues
- Development of MPO Visions and Policies – Summary of what is provided in Chapter 2, The MPO’s Visions and Policies.
- Selection of Projects
  - Needs Assessment for the Region
  - Universe of Highway Projects and Programs
  - Universe of Transit Projects and Programs
  - Investment Categories
  - The Use of the MPO’s Visions and Policies in the Selection of Projects
  - The Availability of Funding for Projects in the LRTP
  - The Development of Investment Strategies for the LRTP
- Development of Demographic Projections
- Travel Demand Forecasts

### **Looking Forward**

- Update of Needs Assessment
- Development of Performance Measures
- Public Involvement from these two initiatives to help the MPO assess its progress toward its visions.



## CHAPTER 2

### MPO VISIONS AND POLICIES

#### **Purpose of the Visions and Policies Chapter**

The MPO developed the visions and policies in the spring of 2010 as one of the first phases in the development of the LRTP to guide its planning process. This chapter:

- Lays out the policy foundation for the LRTP
- Describes the MPO's aspirational goals (visions) for the region and its transportation system – long-range ideal end state
- Spells out steps the MPO will take (policies) to reach those goals – what the MPO wants to do to reach the goals

#### **Topics Covered in the Visions and Policies Chapter**

- Central Vision Statement for the Region, defining the MPO's overall vision for the future
- Discussion of the foundation of the visions and policies (federal, state, regional) – for the thinking reflected in the visions and policies and guiding the development of the LRTP
- Identification of seven basic vision topics:
  - System preservation, modernization and efficiency
  - Livability
  - Mobility
  - Environment
  - Transportation equity
  - Climate Change
  - Safety and Security
- Description of the vision for each topic
- Discussion of the policies the MPO has adopted to guide its decisions and move the region toward the MPO's goals
- Next Steps – the need to begin to track more statistically (through the use of performance measures) the progress toward the goals

#### **Visions and Policies in Use**

The MPO is already implementing these policies.

- They are used in project selection for the TIP (TIP Criteria was revised to reflect the policies) and UPWP.
- They have guided development of informational materials for the Plan and Plan project selection.

- Previous and new MPO programs (Transportation Equity, Clean Air and Mobility, Livable Community Workshops, Coordinated Local Assistance, for examples) advance the visions and reflect the policies. These steps are bringing the region closer to its goals.

## **CHAPTER 6 TRANSPORTATION EQUITY**

### **Description and Definition of the MPO's Transportation Equity Program**

This section lays the groundwork for understanding the MPO's approach to considering the transportation needs and issues for low income and minority neighborhoods and for the elderly, persons with limited English proficiency, and the youth.

- It explains the Transportation Equity Program process.
- It defines Environmental Justice for low income and minority populations.
- It lists the 28 environmental justice areas in the MPO with their demographics.
- This information informs all of the MPO's planning activities.

### **Problems and Issues**

Transportation equity problems and issues were identified by residents of the environmental justice communities and the community-based organizations that serve those communities:

- Traffic speeds in many low-income and minority neighborhoods are too high, making streets dangerous for pedestrians and bicyclists. Traffic calming and complete-streets design principles will create a safer environment.
- Circumferential transit service is poor in the Central Area.
- There is no connection between the Red and Blue lines.
- Densely populated areas such as Roxbury, Jamaica Plain, Somerville, Chelsea, Medford, Everett, and Lynn lack access to rapid transit within a reasonable walking distance.
- Transit service is focused on travel to and from Boston, and can be inadequate for travel within communities outside the Central Area.
- Several bus routes in the Central Area operate at slow speeds.
- There are negative community impacts from the MBTA's bus maintenance facilities.
- The airport generates traffic congestion in East Boston.
- Late-evening and early-morning transit service is needed by many low-income workers.
- The transit system is difficult to navigate for people who speak languages other than English.
- Transit service is limited in several environmental justice communities, including Randolph, Milford, and the Hyde Park neighborhood of Boston.

- Commuter rail fares and overnight locomotive idling are burdens.
- The elderly population is expected to grow substantially between now and 2035.

### **The Boston Region MPO's Vision for Transportation Equity**

This section describes the MPO's specific transportation equity vision and policies.

### **The MPO's Actions to Achieve Visions**

- Outreach – to social-services and community contacts in the environmental justice areas (interviews, surveys, community organization meetings)
- Analysis – systemwide analysis focusing on mobility, accessibility, and emissions for communities with a high proportion of low-income and minority residents.
- Integration with the Planning Process by ;
  - Encouraging and sharing input from its outreach activities
  - Using environmental justice as a criterion in its planning documents
  - Examining environmental justice and transportation equity issues in greater detail in MPO planning work.
  - Evaluating all projects that seek federal transportation funding through the MPO on the following criteria:
    - Improvements to transit for an EJ population
    - Consistency with complete-streets policies in an EJ area
    - Ability to address an MPO-identified EJ transportation issue

### **Next Steps**

The development of performance measures to monitor progress toward the transportation equity vision and policies will be the next step in the planning process.



# BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

State Transportation Building  
Ten Park Plaza, Suite 2150  
Boston, MA 02116-3968  
Tel. (617) 973-7100  
Fax (617) 973-8855  
TTY (617) 973-7089  
www.bostonmpo.org

Jeffrey B. Mullan  
MassDOT Secretary and CEO  
and MPO Chairman

Karl H. Quackenbush  
Acting Director, MPO Staff

The Boston Region MPO,  
the federally designated  
entity responsible for  
transportation decision-  
making for the 101 cities  
and towns in the MPO  
region, is composed of:

MassDOT Office of Planning and  
Programming  
City of Boston  
City of Newton  
City of Somerville  
Town of Bedford  
Town of Braintree  
Town of Framingham  
Town of Hopkinton  
Metropolitan Area Planning Council  
Massachusetts Bay Transportation  
Authority Advisory Board  
Massachusetts Bay Transportation  
Authority  
MassDOT Highway Division  
Massachusetts Port Authority  
Regional Transportation Advisory  
Council (nonvoting)  
Federal Highway Administration  
(nonvoting)  
Federal Transit Administration  
(nonvoting)

## MEMORANDUM

**DATE** July 7, 2011  
**TO** Transportation Planning and Programming Committee  
of the Boston Region Metropolitan Planning Organization  
**FROM** Karl H. Quackenbush, CTPS Acting Director  
**RE** Work Program for: Milford/Hopedale Commuter Rail Extension  
Feasibility Study

### ACTION REQUIRED

Review and approval

### PROPOSED MOTION

That the Transportation Planning and Programming Committee of the Boston Region Metropolitan Planning Organization, upon the recommendation of the Massachusetts Department of Transportation, vote to approve the work program for Milford/Hopedale Commuter Rail Feasibility Study in the form of the draft dated July 7, 2011.

### PROJECT IDENTIFICATION

#### Unified Planning Work Program Classification

Planning Studies

#### CTPS Project Number

42312

#### Client

Massachusetts Department of Transportation

*Project Supervisor:* Tim Doherty

#### CTPS Project Supervisors

*Principal:* Karl H. Quackenbush

*Manager:* Bruce Kaplan

#### Funding

MassDOT §5303 Contract #67438

## **IMPACT ON MPO WORK**

The MPO staff has sufficient resources to complete this work in a capable and timely manner. By undertaking this work, the MPO staff will neither delay the completion of nor reduce the quality of other work in the UPWP.

## **BACKGROUND**

Rail passenger service to the town of Hopedale was last operated more than 80 years ago. At present, the nearest commuter rail stations to Hopedale are Forge Park/495 and Franklin on the Franklin Line, and Framingham on the Framingham/Worcester Line. Hopedale public officials and residents have recently expressed strong interest in the reinstatement of commuter rail service to Boston from Hopedale. This study will analyze the feasibility of extending the existing Franklin commuter rail service to a Hopedale station. This study will build on CTPS's 1997 *Milford Commuter Rail Extension Feasibility Study*.

## **OBJECTIVES**

The objectives of this work are:

- Evaluate the ridership potential of the Milford/Hopedale area for commuter rail service
- Develop a service plan for the proposed Milford/Hopedale extension
- Assess the proposed Milford/Hopedale extension's operational issues and its impact on the MBTA commuter rail system
- Project the revenue and capital and operating costs for the proposed Milford/Hopedale extension
- Assess the environmental and community impacts of the proposed Milford/Hopedale extension

## **WORK DESCRIPTION**

The work required to accomplish the study objectives will be carried out in six tasks, as described below.

### **Task 1 Investigate Future Milford/Hopedale–Area Demographics**

Hopedale lies in the Central Massachusetts Regional Planning Commission (CMRPC) planning region, as do some of its neighboring communities. Other communities neighboring Hopedale, such as Milford, lie in the Metropolitan Area Planning Council (MAPC) planning region. Both of these regional planning agencies are in the process of developing future-year demographics based on 2010 census data. Both of these agencies,

as well as the Town of Hopedale and other major stakeholders, will be consulted to produce the best future-year Milford/Hopedale–area demographic projections.

***Product of Task 1***

Milford/Hopedale–area demographics

**Task 2 Investigate Historical Travel Trends for the Milford/Hopedale Area**

Various data sources, including census data, journey-to-work data, and the recent MBTA On-Board Survey, will be perused to establish historical travel trends for the Milford/Hopedale area. CTPS's 1997 *Milford Commuter Rail Extension Feasibility Study* will also be consulted for guidance.

***Product of Task 2***

Compilation of Milford/Hopedale–area historical travel trends

**Task 3 Develop Commuter Rail Service Plan and Forecast Ridership**

CTPS will develop a commuter rail service plan for the Milford/Hopedale commuter rail extension. This service plan, in conjunction with the data gathered in Tasks 1 and 2, will be used to project commuter rail ridership on the Milford/Hopedale extension. The forecasting methodology employed will resemble CTPS's 1997 *Milford Commuter Rail Extension Feasibility Study* and may also include use of the Boston Region MPO's regional travel demand model.

***Products of Task 3***

Service plan and summary of travel forecasts for the proposed Milford/Hopedale extension

**Task 4 Estimate Costs and Revenues**

CTPS will forecast the proposed project's anticipated passenger revenue as well as the capital and operating costs associated with the proposed commuter rail extension.

***Products of Task 4***

Cost and revenue estimates

**Task 5 Assess Other Impacts**

CTPS will investigate the project's environmental and community impacts as well as its impact on the existing MBTA commuter rail system. Operational issues related to the proposed Milford/Hopedale extension will also be examined. This will include assessing the feasibility of siting a new commuter rail layover facility in Hopedale.



***Product of Task 5***

A document summarizing the assessment of other impacts

**Task 6 Produce a Technical Report**

A technical report evaluating the feasibility of the proposed Milford/Hopedale extension, as well as documenting and summarizing the study's results, findings and the methodology used for the analysis, will be provided to MassDOT.

***Product of Task 6***

A technical report documenting the project

**ESTIMATED SCHEDULE**

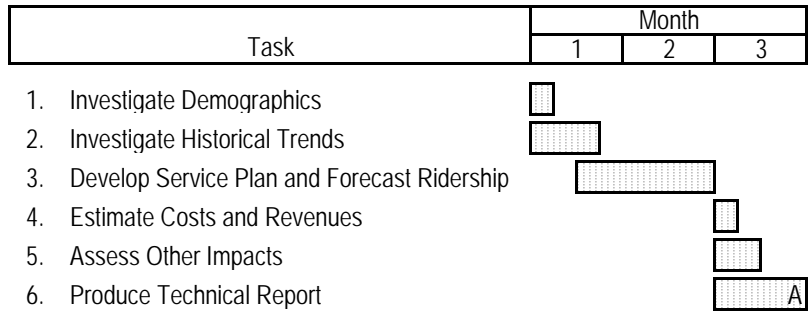
It is estimated that this project will be completed approximately three months after the notice to proceed is received. The proposed schedule, by task, is shown in Exhibit 1.

**ESTIMATED COST**

The total cost of this project is estimated to be \$50,000. This includes the cost of 18.0 person-weeks of staff time, overhead at the rate of 90.69 percent, and travel. A detailed breakdown of estimated costs is presented in Exhibit 2.

KQ/SAP/BK/bk

Exhibit 1  
 ESTIMATED SCHEDULE  
 Milford/Hopedale Commuter Rail Extension Feasibility Study




---

Product  
 A: Technical report

Exhibit 2  
 ESTIMATED COST  
 Milford/Hopedale Commuter Rail Extension Feasibility Study

**Direct Salary and Overhead** **\$49,942**

Task	Person-Weeks				Direct Salary	Overhead (@ 90.69%)	Total Cost
	M-1	P-5	P-4	Total			
1. Investigate Demographics	0.0	0.0	1.0	1.0	\$1,220	\$1,106	\$2,326
2. Investigate Historical Trends	0.0	2.0	1.0	3.0	\$4,410	\$4,000	\$8,410
3. Develop Service Plan and Forecast Ridership	0.0	4.0	1.5	5.5	\$8,211	\$7,446	\$15,657
4. Estimate Costs and Revenues	0.0	0.7	0.3	1.0	\$1,470	\$1,333	\$2,802
5. Assess Other Impacts	0.0	1.5	1.0	2.5	\$3,613	\$3,276	\$6,889
6. Produce Technical Report	1.0	2.0	2.0	5.0	\$7,268	\$6,591	\$13,858
Total	1.0	10.2	6.8	18.0	\$26,191	\$23,753	\$49,942

**Other Direct Costs** **\$58**

Travel \$58

**TOTAL COST** **\$50,000**

*Funding*  
 MassDOT \$5303 Contract #67438



# BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

State Transportation Building  
Ten Park Plaza, Suite 2150  
Boston, MA 02116-3968  
Tel. (617) 973-7100  
Fax (617) 973-8855  
TTY (617) 973-7089  
[www.bostonmpo.org](http://www.bostonmpo.org)

Jeffrey B. Mullan  
MassDOT Secretary and CEO  
and MPO Chairman

Karl H. Quackenbush  
Acting Director, MPO Staff

The Boston Region MPO,  
the federally designated  
entity responsible for  
transportation decision-  
making for the 101 cities  
and towns in the MPO  
region, is composed of:

MassDOT Office of Planning and  
Programming  
City of Boston  
City of Newton  
City of Somerville  
Town of Bedford  
Town of Braintree  
Town of Framingham  
Town of Hopkinton  
Metropolitan Area Planning Council  
Massachusetts Bay Transportation  
Authority Advisory Board  
Massachusetts Bay Transportation  
Authority  
MassDOT Highway Division  
Massachusetts Port Authority  
Regional Transportation Advisory  
Council (nonvoting)  
Federal Highway Administration  
(nonvoting)  
Federal Transit Administration  
(nonvoting)

## MEMORANDUM

**DATE** July 7, 2011  
**TO** Transportation Planning and Programming Committee  
of the Boston Region Metropolitan Planning Organization  
**FROM** Karl H. Quackenbush, Acting CTPS Director  
**RE** Work Program for: Low-Cost Improvements to Bottleneck  
Locations

### ACTION REQUIRED

Review and approval

### PROPOSED MOTION

That the Transportation Planning and Programming Committee of the Boston Region Metropolitan Planning Organization, upon the recommendation of the Federal Highway Administration, vote to approve the work program for Low-Cost Improvements to Bottleneck Locations in the form of the draft dated June 30, 2011.

### PROJECT IDENTIFICATION

#### Unified Planning Work Program Classification

Planning Studies

#### CTPS Project Number

13249

#### Client

Boston Region Metropolitan Planning Organization

#### CTPS Project Supervisors

*Principal:* Efi Pagitsas

*Manager:* Chen-Yuan Wang

#### Funding

MassDOT Highway Division 3C PL Contract #66104

## IMPACT ON MPO WORK

This is MPO work and will be carried out in conformance with the priorities established by the MPO.

## BACKGROUND

According to the Federal Highway Administration, “Much of recurring congestion is due to physical bottlenecks – potentially correctible points on the highway system where traffic flow is restricted. While many of the nation’s bottlenecks can only be addressed through costly major construction projects, there is a significant opportunity for the application of operational and low-cost infrastructure solutions to bring about relief at these chokepoints.”<sup>1</sup> To be consistent with this guidance, the local office of the Federal Highway Administration has recommended, as part of its comments on the Unified Planning Work Program process, that the MPO identify the three worst bottlenecks in the region that can be mitigated with low-cost countermeasures and develop recommendations for such countermeasures at these locations.

In the first bottleneck study, MPO staff selected five freeway mainline bottleneck locations and proposed low-cost improvements for three locations. In that study, staff realized that some of the freeway mainline bottleneck locations would require costly major construction fixes and therefore were not studied. In this bottleneck study, MPO staff expanded the study to look at low-cost improvements to bottleneck locations at interchanges of state highways, in addition to interstate highways.

Usually, bottlenecks occur at a specific location and clear out downstream from that location. They have a traffic queue upstream and improved flow conditions downstream. There is an important distinction between “bottlenecks” and “congestion.” Bottlenecks are congested highway segments with recurring operational problems (congestion that occurs at the same location and time daily and is predictable). It is generally considered to be the result of an imbalance between supply and demand. However, congestion can result from causes other than bottlenecks, such as incidents, work zones, and bad weather. Recurring bottlenecks, the subject of this work program, are usually influenced by the highway design or operation at the point where the bottleneck begins, including:

- Merges, diverges, lane drops, and weaving sections
- Abrupt changes in highway alignment
- Short acceleration lanes and short ramp length
- Deficient ramp signal, poor signal coordination between ramp and the arterial connecting to the ramp, and exit ramp geometry

---

<sup>1</sup> U.S. Department of Transportation, Federal Highway Administration, *Recurring Traffic Bottlenecks: A Primer: Focus on Low-Cost Operations Improvements*, June 2009, p. 1.

There are several options for addressing bottlenecks, including bringing supply and demand in alignment and investing in new highway capacity, but they are costly. Additional options include congestion mitigation strategies that provide alternative commute options such as telecommuting, making transit easier and more attractive to use, and ridesharing. For low-cost operational and geometric improvement, the strategies include:

- Shoulder conversions to travel lanes
- Restriping merge and diverge to serve demand better
- Lane reallocation
- Modification of weaving areas and ramps
- Improved traffic signal timing
- Parking management
- Application of access management principles
- Provision of traveler information
- Construction of high-occupancy-vehicle (HOV) lanes
- Congestion pricing

The MPO agrees with FHWA that, if there are opportunities to implement low-cost bottleneck mitigation countermeasures in this region's highway and arterial system, those countermeasures should be identified and carried out. Benefits of localized low-cost bottleneck improvements include:

- They are less invasive to the physical and human travel environment.
- Lower costs allow for more locations to be addressed.
- They are highly cost-effective.
- They can have significant safety benefits.
- They address existing problems and therefore have high visibility.
- They may actually end up being the long-term solution required.

## **OBJECTIVES**

There are two objectives:

1. Identify three bottleneck segments or points where low-cost mitigation improvements seem applicable. The identified bottlenecks may not be the worst in the region, as the worst may not be correctible with low-cost mitigation strategies.
2. Recommend low-cost mitigation improvements. The recommendations are to be based on analysis of traffic volumes, geometric design, and other data and projected service performance associated with the countermeasures at each location.

## **WORK DESCRIPTION**

To meet the objectives mentioned above, MPO staff will perform the following tasks:

### **Task 1 Inventory the Candidate Locations for Bottleneck Study**

MPO staff will develop an initial list of candidate bottleneck locations in the highway and arterial roadway system of the MPO region. To this end, staff will largely rely on their knowledge of congestion and bottleneck locations in the region's roadway system. In addition, staff will review Congestion Management Process monitoring data and recent MPO and other planning studies, consult with MassDOT and local representatives, seek input from private-sector transportation professionals, and meet with other MPO staff who drive frequently under congested conditions. The identified locations will not necessarily be the worst bottleneck locations. Instead, the main criteria will be that the bottleneck is caused by an operational characteristic, such as those listed in the Background section of this memorandum, and can seemingly be corrected with low-cost mitigation measures similar to those listed in the Background section.

#### ***Product of Task 1***

An initial list of bottleneck locations, including associated characteristics

### **Task 2 Screen the Initial List of Bottlenecks and Propose Two for Analysis**

Candidates from the initial list will be evaluated in order to select up to two locations for final analysis. The candidate locations will be screened based on need (queue length, volume impacted, safety), ease of implementation (available right-of-way, available capacity from nearby or opposing streams of traffic), and cost considerations. Staff will present the initial list and final recommendations to the Transportation Planning and Programming Committee for review.

#### ***Product) of Task 2***

A technical memorandum discussing the selection of two bottlenecks for analysis and for development of low-cost mitigation countermeasures; it will include maps showing the locations and lengths of the bottlenecks.

### **Task 3 Identify Alternative Countermeasures and Perform Analysis**

As the bottleneck locations will have been selected with a seemingly suitable countermeasure in mind, it will not be difficult to identify mitigation strategies. In some cases, there may be more than one strategy to consider. In compiling a comprehensive list of potential countermeasures, staff will mainly rely on their technical expertise and judgment regarding the nature of bottlenecks. However, in addition, staff will seek the input of public and private transportation professionals who are also familiar with the operation of the region's roadway system and input from other MPO staff who frequently travel through the identified bottleneck locations.



Analysis of the potential countermeasures will be qualitative and, if possible, quantitative. Qualitative assessment will include consideration of existing conditions, reasons for the bottleneck, length of the bottleneck, characteristics of the mitigation strategy, right-of-way and other requirements, potential non- transportation impacts, and other factors. Depending on data availability and level of complexity of the bottleneck, staff may perform a quantitative assessment of the bottleneck location. This may involve applying a microsimulation model or simply developing a traffic flow map. Regardless of the technical assessment level employed by staff, analysis will include conceptual designs of existing conditions and proposed countermeasures.

***Product) of Task 3***

- List of alternative countermeasures
- Analysis results of tested countermeasures, including countermeasure conceptual designs

**Task 4 Document the Results**

Staff will write a technical memorandum to document the process for choosing the two bottlenecks, characteristics of the locations, analysis of existing conditions, the countermeasures considered and the impact of those countermeasures, and conceptual designs of the recommended strategies.

***Products of Task 4***

A technical memorandum documenting the analysis, results, and recommendations

**ESTIMATED SCHEDULE**

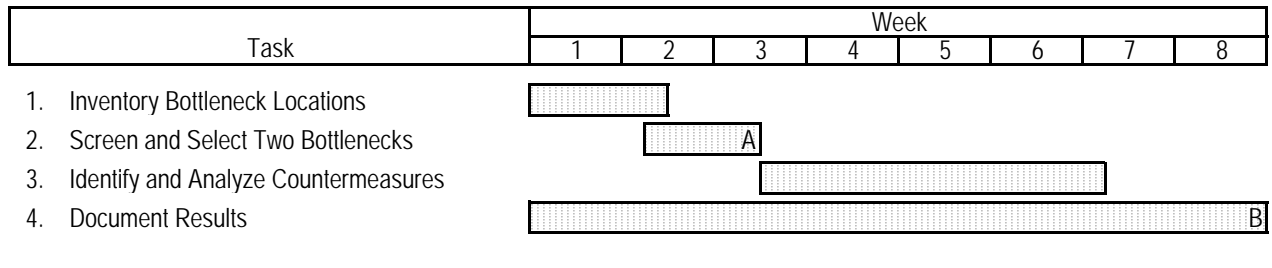
It is estimated that this project will be completed eight weeks after the notice to proceed is received. The proposed schedule, by task, is shown in Exhibit 1.

**ESTIMATED COST**

The total cost of this project is estimated to be \$20,388. This includes the cost of 6.6 person-weeks of staff time, overhead at the rate of 90.69 percent, and travel. A detailed breakdown of estimated costs is presented in Exhibit 2.

KQ/EP/ep

Exhibit 1  
 ESTIMATED SCHEDULE  
 Low-Cost Improvements to Bottleneck Locations



Products/Milestones

A: Bottleneck Selection Technical Memorandum

B: Final Draft Technical Memorandum

Exhibit 2  
 ESTIMATED COST  
 Low-Cost Improvements to Bottleneck Locations

<b>Direct Salary and Overhead</b>	<b>\$20,188</b>
-----------------------------------	-----------------

Task	Person-Weeks			Direct Salary	Overhead (@ 90.69%)	Total Cost
	M-1	P-5	Total			
1. Inventory Bottleneck Locations	0.2	0.5	0.7	\$1,125	\$1,020	\$2,145
2. Screen and Select Two Bottlenecks	0.2	0.5	0.7	\$1,125	\$1,020	\$2,145
3. Identify and Analyze Countermeasures	0.5	3.0	3.5	\$5,604	\$5,083	\$10,687
4. Document Results	0.5	1.2	1.7	\$2,733	\$2,478	\$5,211
Total	1.4	5.2	6.6	\$10,587	\$9,602	\$20,188

<b>Other Direct Costs</b>	<b>\$200</b>
---------------------------	--------------

Travel	\$200
--------	-------

<b>TOTAL COST</b>	<b>\$20,388</b>
-------------------	-----------------

*Funding*  
 MassDOT Highway Division 3C PL Contract #66104