

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

**July 21, 2011 Meeting**

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

David Mohler, Chair, 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 minutes of the meeting of June 30

**Meeting Agenda**

**1. Public Comments**

John Woodsmall, Town of Southborough, provided an update on the *Southborough – Main Street* project. The proponents submitted revised 25% design plans to MassDOT in June, and they are proceeding with the design work. The project cost estimate is \$5.5 million. J. Woodsmall noted that the project was ranked fourteenth in the staff project evaluations, and he asked the MPO to consider funding the project when funds become available.

Jonah Petri, Friends of the Community Path, thanked the MPO members for their support of the *Somerville – Community Path, Phase 1* project and asked that they keep the project programmed in the FFYs 2012 – 2015 Transportation Improvement Program (TIP). He cited the strong community support for the project and noted that the MPO has received about 138 letters of support for it. He also stated that the reallocation of funding for the *Somerville – Beacon Street* project, from the FFY 2012 to FFY 2015 element of the TIP, is not appropriate. And he discussed how dangerous the roadway is for bicyclists.

Roland Bartl, Town of Acton, spoke in support of the *Bruce Freeman Rail Trail* and *Assabet River Rail Trail* projects. He drew attention to the many public comments that the MPO has received supporting trail projects and noted that Congressman Niki Tsongas also submitted a letter.

Kevin McHugh, Coneco Engineers and Scientists, spoke on behalf of the Town of Ipswich regarding the *Ipswich – Reconstruction of Central and South Main Streets (Route 1A and Route 133)* project, and he answered questions from members. He reported that revised 25% design plans were submitted to MassDOT last year and that the proponents are responding to comments. He stated that the project will reconstruct the roadway, which has poor pavement condition, and upgrade a drainage system, which is over 100 years old, to address flooding and drainage problems in the area. He explained that there are plates on the roadway now and that the town is repaving the surface to prepare for

winter, but that the improvements are not a permanent fix. He also noted that catch basins are collapsing. The proponents continue to request funding for the project.

Joshua Ostruff, Board of Selectmen of the Town of Natick, requested the MPO's support for the *Natick/Wellesley – Route 9/Oak Street* project, which he said is one of the ten most dangerous intersections in the state. He discussed the project's economic development aspects as they relate to the expansion of Math Works. He reported that \$450,000 of local funding was used to design the project. The total cost of the project is \$6.5 million and it has a \$1.3 million federal earmark. The proponents are requesting \$4.7 million in TIP funding. He read an excerpt from a letter sent to the MPO by State Representatives David Linsky and Alice Peish and State Senators Richard Ross and Karen Spilka, who spoke to the project's benefits in terms of economic development, safety, and improved access for emergency vehicles. In response to a member's question, J. Ostruff stated that the project's 25% design hearing has been held. Marie Rose, MassDOT Highway Division, added that the project could be ready by FFY 2012.

Martha Duffield, Town of Danvers, requested that the MPO program the *Danvers – Liberty Street* project on the FFY 2012 – 2015 TIP. She reported that the project is at the 100% design phase, permitting is completed, right-of-way is secured, and the project is ready for advertisement. Also, she stated that the Town of Danvers has spent over \$800,000 on the project, and that the town has received commitments from Governor Patrick and Secretary Mullan.

James Marsh, City of Lynn, urged the MPO to restore the *Lynn – Route 129 (Broadway)* project to the TIP. He noted that Route 129 is one of two main thoroughfares into downtown Lynn, and is increasingly becoming a major access route. He also stated that the city has invested \$750,000 in the project area. The project manager added that the roadway handles approximately 39,000 vehicles per day and that even more severe usage is projected for the future. He also noted that the roadway links downtown Lynn to Union Hospital, that a fire station is located in the project area, and that two schools are in the vicinity. The sidewalks are in poor condition and are not ADA compliant. He reported that the project is at the 25% design stage and could be completed by the end of 2012. The cost estimate is \$4.6 million. In response to a member's question about the modes operating on the roadway, he noted that there are buses operating on the roadway and he indicated that a parking issue must be addressed when planning for bicycle lanes.

## **2. Chair's Report – David Mohler, MassDOT**

The MPO has received seven resumes for the position of Director of Central Transportation Planning Staff (CTPS). They are being reviewed by the selection committee.

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

There were none.

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

L. Wiener reported that the Advisory Council did not meet in July. The August meeting will include an update from the Massachusetts Port Authority.

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

K. Quackenbush drew members' attention to two flyers, one announcing the MPO Open House to be held on August 3, and another announcing the environmental consultation process for the LRTP. At the Open House sessions, members of the public will have the opportunity to interact with MPO staff regarding the Long-Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), and Unified Planning Work Program (UPWP). The environmental consultation meeting will involve state and federal officials who deal with environmental matters and discussions about the LRTP process as it relates to such matters.

He then announced the upcoming retirement of Cathy Buckley, MPO Staff, who has worked at CTPS since 1975 in a variety of capacities including that of Transit Service Planning Manager, a member of the Certification Activities Group, and as a Senior Bicycle and Pedestrian Planner. K. Quackenbush noted that C. Buckley has made a mark at the local, state, and national level as a bicycle and pedestrian planner.

**6. Meeting Minutes** – *Pam Wolfe, Manager of Certification Activities, MPO Staff*

A motion to approve the minutes of the meeting of June 30 was made by John Westerling, Town of Hopkinton, and seconded by Eric Bourassa, Metropolitan Area Planning Council. The motion carried.

**7. Long-Range Transportation Plan** – *Anne McGahan, LRTP Manager, MPO Staff*

Members were provided with public comments received since June 30, draft Chapters 4 and 9 of the LRTP, and the results of the air quality conformity analysis. (See attached comment summaries, chapter summaries, and air quality results.)

***Report on Public Comments***

A. McGahan summarized the new public comments, which include the following: two comments in support of the Assabet River Rail Trail, one of which is from Congressman Niki Tsongas; a request to extend the Blue Line to Lynn; a request to build the Northern Strand Community Path rather than widen Route 1; opposition to MassDOT's design for the Fore River Bridge in Quincy; and a request to prioritize light rail over bus rapid transit.

Several comments in regard to the LRTP document were also received, which asked the MPO to include the following: a dictionary of acronyms; strategies to mitigate wildlife impacts; an explanation about how the MPO determines if a trail is for recreation or transportation; a description of the population density needed to support transit; a discussion of trade-offs between spending on maintenance and transportation; and a discussion of the concept of fiscal constraint.

***Chapter 4: Transportation System Management and Operations***

A. McGahan summarized the contents of Chapter 4, which includes a discussion of three MPO vision topics – System Preservation, Modernization, and Efficiency; Mobility, and Safety and Security – and strategies for achieving those visions. (See attached chapter summary.)

Members then asked questions about the content.

Christine Stickney, Town of Braintree, asked why there is no mention on page 4-8 of the chapter of the dredging of the Fore River. (This subject has surfaced in public comments regarding the *Quincy/Weymouth – Fore River Bridge* project.) Staff noted that the dredging of this area was not included in the LRTP Needs Assessment.

D. Mohler inquired as to how the performance measures included on pages 36 and 37 were developed. A. McGahan replied that the measures shown are examples and that more specific measures can be developed following further discussion with the MPO, after completion of this LRTP.

***Chapter 9: Environmental Justice Assessment***

A. McGahan summarized the contents of Chapter 9, which provides information on the system-level analysis of transportation equity that the MPO uses to examine the distribution of the transportation system's benefits and burdens among environmental justice and non-environmental justice areas. (See attached chapter summary.)

Members then asked questions and made comments about the content.

David Koses, City of Newton, remarked upon the bar charts shown in the chapter that show comparisons between various factors (such as average travel times to destinations, job access, congestion levels, etc.) as they relate to environmental justice areas and non-environmental justice areas. He noted that the bar charts may not be particularly useful since they show near equal results between the items being compared rather than showing differences or trends. John Romano, MassDOT Highway Division, countered that the bar charts are useful in that they provide a quick view of the information.

D. Mohler suggested adding figures to the bar charts to show changes numerically as well as graphically. Scott Peterson, MPO Staff, pointed out the issue of scale and noted that some of the changes reflect a very small percentage of change.

D. Mohler asked if staff had more current data than the 1999 census figures that could be used in this chapter for information such as income. Alicia Wilson, Regional Equity Manager, MPO Staff, noted that the American Communities Survey from the U.S. Census has more current figures but that there is a large margin of error. She stated that staff preferred to wait until the new census data is released to use that as a control. K. Quackenbush also noted that the currently available data is problematic. Differences

between the 1999 data and 2011 data will be determined when the new census data is released.

Jim Gallagher asked if staff had done an analysis of the impacts of ultra-fine particulates as part of the environmental justice analysis. A. McGahan replied that the MPO is in conformity, but staff has not done additional analyses for those pollutants. Wig Zamore, Somerville Transportation Equity Partnership/Mystic View Task Force, added that the recent state transportation legislation requires the analysis of ultra-fine particulates, which MassDOT is required to conduct.

Tom Bent, City of Somerville, asked if the Green Line Extension *to Route 16* should be among the list of projects that will benefit environmental justice areas, rather than just the extension to College Avenue. A. McGahan stated that staff will check to see if there are environmental justice areas between College Avenue and Route 16.

### ***Air Quality Conformity***

Members were provided with the results of the air quality conformity analysis, which shows that the projects in the recommended LRTP are within the emission budgets for three pollutants (VOC, NOx, and CO) as defined by the Department of Environmental Protection.

### ***Schedule***

Michael Chong, Federal Highway Administration (FHWA), asked for the schedule for the production of the remainder of the LRTP chapters. A. McGahan replied that the schedule is dependent upon staff receiving transit finances from MassDOT.

## **8. FFYs 2012 – 2015 Transportation Improvement Program – Hayes Morrison, TIP Manager, MPO Staff**

Members were provided with public comments received regarding the TIP since June 9, TIP tables, TIP project evaluations, and federal guidance. (See attached comment summary, TIP tables, project evaluation matrix, and letter of federal guidance.)

### ***Public Comments***

H. Morrison summarized the new public comments, which include requests to: program the *Natick – Route 9/Oak Street* project (from the Town of Natick and its state legislators); program the *Lynn – Route 129 (Broadway)* project (from the City of Lynn and its state legislators); and support a community association that wishes to have MassDOT's preferred alternative for the *Quincy/Weymouth – Fore River Bridge* design be made available to the public, and that the MPO not program funding for the project as designed.

Staff received additional public comments just prior to this meeting.

### ***Staff Recommendation***

H. Morrison then summarized the TIP development process and provided an overview of changes made to the FFYs 2012 – 2015 TIP since June 9.

There are 138 projects in the TIP Universe of Projects. Of those, 43 have been fully evaluated by staff, and 29 have been partially evaluated. (Staff requires proponents to submit a functional design report in order to conduct a full evaluation.) Projects are selected for the TIP based on the staff evaluations, project readiness (as determined by MassDOT), geographic equity, and available funding.

Since June 9, the MPO has received the final TIP targets. The FHWA advised that targets be based on \$560 million in base obligation authority. Prior assumptions were based on \$600 million. (See attached letter from FHWA.)

The new staff recommendation, “Version 2”, is outlined in the attached TIP tables showing former and current recommendations. The only new project in Version 2 is the *Belmont – Trapelo Road* project. It is the most highly evaluated project in the Universe of Projects and was included in the last LRTP, *JOURNEY TO 2030*, for programming in the FFYs 2010 – 2015 time band.

The previous staff recommendation also included the *Lynn – Route 129 (Broadway)* project. Staff is now recommending putting this project on the “First Tier” List of Projects. (See attached “First Tier” list.)

### ***Questions and Comments***

Members then asked questions and made comments.

D. Mohler asked why the *Arlington – Massachusetts Avenue* project was not evaluated. H. Morrison replied that staff was not provided with a functional design report for that project. Staff contacted TIP contacts three times since January to request these reports. L. Wiener stated that the Town of Arlington did submit the report, which has since been provided.

Members then discussed options for including the *Natick – Route 9/Oak Street* and *Lynn – Route 129 (Broadway)* projects in the TIP. D. Koses advocated for finding a way to keep the Lynn project on the TIP considering that the MPO is taking into account geographic equity and environmental justice. He asked about the reason for the specific reduction in funding for the *Needham/Wellesley – Route 128 Improvement Program* project in the FFY 2015 element, and suggested that it could be further reduced to fund the Lynn project. D. Mohler noted that the Route 128 project figures are based on cash flows provided by MassDOT.

E. Bourassa and Richard Reed, Town of Bedford, inquired about when the *Concord/Lincoln – Route 2 (Crosby’s Corner)* project would be going out to bid, and whether the TIP could be amended later if the project comes in under bid making more TIP monies available. Marie Rose, MassDOT Highway Division, stated that the project will go to bid in September, but the bid would not be open until December.

M. Rose noted that the project evaluations for environmental justice appear strict and questioned why the Lynn project would not qualify given it would make improvements on roadways carrying buses serving environmental justice populations. H. Morrison noted that evaluations were rigorous. Projects like the one in Lynn may result in improved bus service because of improvements on the roadway, but there was nothing about the design that was an amenity specifically for bus service. Staff is discussing the possibility of adjusting the application of the environmental justice criteria next year.

Tom Kadzis, City of Boston, raised the issue of the possibility that the MPO might experience further federal funding cuts in the near future. He suggested the idea of delaying the TIP funding decisions until there is more clarity from the federal government. D. Mohler indicated that future federal aid is more likely to result in a further reduction of available funds. This would negatively impact the ability for project to be made ready or funded. In effect, for projects to be made ready they must be in the TIP process now.

T. Bent remarked upon the level of frustration project proponents are feeling due to the movement of projects to outer years of the TIP. He asked for more details about how the funding has been shifted around. H. Morrison explained that the *Concord/Lincoln – Route 2 (Crosby’s Corner)* and the *Needham/Wellesley – Route 128 Improvement Program* projects were programmed such that their cash flows are almost even across each annual element. That had an impact upon how other projects were programmed as staff must program projects within the fiscal constraints of each annual element and consider project readiness and fully program each TIP year without being able to split projects across years unless they are in excess of \$25 million.

D. Mohler suggested that the staff recommendation could have included the *Natick – Route 9/Oak Street* and *Lynn – Route 129 (Broadway)* projects in the FFY 2012 element rather than the *Belmont – Trapelo Road* project. H. Morrison stated that the decision to program the Belmont project was based upon the project being listed in the last LRTP and because staff aimed to make as few changes as possible to the programming of the previous staff recommendation as well as to include all projects that had been included in the FFYs 2011 – 2014 TIP that had yet to be advertised.

D. Mohler asked about which projects have been delayed in the new recommendation. H. Morrison stated that the *Arlington – Massachusetts Avenue*, *Somerville – Beacon Street*, and *Boston – South Bay Harbor Trail* projects were delayed. Additionally the *Cambridge – Cambridge Common* project was moved from FFY 2012 to 2013 in the recommendation. It was in the FFY 2014 element in the FFYs 2011 – 2014 TIP.

E. Bourassa asked about the possibility of the state receiving federal redistribution funds. M. Chong noted that FHWA reduced MPO targets due to Congressional uncertainty, but that there is a possibility that the state will get redistribution funds for FFY 2011. D. Mohler added that redistribution funds would be able to fund only the projects that could be ready by September 17.

T. Bent expressed that the TIP process is frustrating for members since they are often dealing with a “moving target” with little certainty. He noted that members make decisions based on the information known at the time only to find that things have changed two weeks later and that if known earlier, that information might have affected previous decisions.

D. Koses voiced agreement and then suggested that the MPO use Clean Air and Mobility funding for other projects at this time. H. Morrison responded that those funds in the FFY 2012 element are fully committed. D. Mohler asked staff to provide a list of all Clean Air and Mobility projects for which the Clean Air and Mobility subcommittee has recommended has funding.

Dennis Giombetti, Town of Framingham, noted that the business community is also frustrated when they plan for job expansion but do not see the expected transportation improvements. He suggested that the MPO explain to them why projects are not getting funding. He also suggested that the MPO consider that it could fund three smaller projects for the price of the *Belmont – Trapelo Road* project (which is new to the TIP).

Mary Pratt, Town of Hopkinton, also stated that the MPO should not advertise for more projects every year given that there is not enough funding for the ones the MPO already knows about.

State Representative William Brownsberger advocated for the Trapelo Road project noting the project’s state of readiness, the \$1.5 million investment that the Town of Belmont has already made for the project design, the recent utility upgrades along the road, and the project’s impact in terms of economic development.

H. Morrison asked members to keep in mind that changes to the TIP, particularly removing funds from the Clean Air and Mobility Program, could result in the TIP not including enough funding in the Congestion Mitigation and Air Quality Program (CMAQ) to meet the CMAQ target.

T. Kadzis raised the topic of public comments that were presented to the MPO regarding community concerns about the design of the *Quincy/Weymouth—Fore River Bridge* project. He asked whether those issues were raised at MassDOT’s design hearing.

## **9. Members Items**

E. Bourassa announced that the Hubway bike share program will be launched on July 26 at Government Center. Customers may sign up before that date and receive a discount on membership.

J. Romano provided an update on the *I-93 Fast 14* bridge replacement project. Six sets of bridges are complete. MassDOT has received good reviews from FHWA regarding the progress of the project.



**10. Adjourn**

A motion to adjourn was made by T. Bent, and seconded by J. Westerling. The motion carried.

**Transportation Planning and Programming Committee Meeting Attendance**  
**Thursday, July 21, 2011, 10:00 AM**

**Member Agencies**

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

**Representatives and Alternates**

David Mohler  
Marie Rose  
John Romano  
Tom Kadzis  
David Koses  
Tom Bent  
Michael Chong  
  
Eric Bourassa  
Eric Halvorson  
Ron Morgan  
Paul Christner  
  
Laura Wiener  
Steve Olanoff  
Richard Reed  
Christine Stickney  
Dennis Giombetti  
Mary Pratt  
John Westerling

**MPO Staff/CTPS**

Michael Callahan  
Maureen Kelly  
Robin Mannion  
Anne McGahan  
Hayes Morrison  
Karl Quackenbush  
Alicia Wilson  
Pam Wolfe

**Other Attendees**

Roland Bartl  
Tom Broadrick  
William Brownsberger  
Martha Duffield  
Jim Gallagher  
Laura Goldstein  
  
Jay Fink  
Gary Jean Francis  
James Marsh  
Kevin McHugh  
  
Barbara Miranda  
  
Ali O'Leary  
  
Joe Onorato  
Joshua Ostruff

Town of Acton  
Town of Duxbury  
State Representative  
Town of Danvers  
  
Office of State Senator Karen  
Spilka  
City of Lynn  
City of Lynn  
City of Lynn  
Coneco Engineers and Scientists  
(on behalf of Town of Ipswich)  
Office of State Representative  
William Brownsberger  
Office of State Representative  
Alice Peisch  
MassDOT District 4  
Natick Board of Selectemen

Karen Pearson	MassDOT Office of Transportation Planning
Jonah Petri	Friends of the Community Path
Chris Reilly	Town of Lincoln
Morrah Turner	City of Lynn
Alayna Van Tassel	Office of State Representative David Linsky
Sheri Warrington	Office of State Senator McGee
John Woodsmall	Town of Southborough
Wig Zamore	Somerville Transportation Equity Partnership / Mystic View Task Force

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects and Plan Chapters - July 21, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Stephen Winslow	Bike to the Sea, Inc.	The MPO should fund the Northern Strand Community Path rather than the Route 1 widening. The Northern Strand can serve the same purpose, will cost less, have less environmental impact, and greater health benefits. It has the potential to attract more users than the Minuteman because of the adjoining population densities.	7/15/2011
Pat Brown	Sudbury resident	Commends the MPO on the draft "Livability and the Environment" chapter. It is unclear how the MPO determines if a path is for recreation or transportation. This is important because a path for transportation may reduce emissions, while a recreational path may not. Trail counts should be conducted in summer and winter in order to understand if the trail is being used for transportation purposes. Both capital and operation expenses should be tracked in the LRTP to allow better comparison of projects. The discussion for Figure 5-16 should explain what constitutes transit and the appropriate level of service relative to population density. Recent breakdowns on the MBTA system highlight the need for more maintenance expenditures. A discussion of the trade off between maintenance and expansion should be included. Table 5-2 does not define community type, pedestrian coverage, or bicycle coverage, nor does it indicate the source of data or when it was collected. Bicycle plans developed by MAPC and MassDOT are fiscally unconstrained. The MPO should communicate through its public outreach the fiscal constraints imposed by the federal process.	7/18/2011
Unidentified	Boston resident	Bus Rapid Transit (BRT) is a subpar transportation option. The MPO should build light rail and heavy rail systems rather than BRT. Supports extending the Orange Line through Boston to Route 128.	7/19/2011
Michael J. Lang	East Braintree Civic Association	MassDOT is proposing a new Fore River Bridge 28 stories high with a 250 foot channel clearance. This is too large for the shipping needs and will negatively affect the community. A bascule bridge will be cheaper, built faster, and more accommodating to commuters and boaters. It will be cheaper to maintain and better to look at. The "Type Study" conducted by MassDOT should be available. The funding for the project should be withheld until the public can review this study.	7/9/2011
Lydia Rogers	Wildlife Passages Task Force, Concord	Suggests the Plan include a dictionary of acronyms. Recommends the Plan include a discussion of strategies to mitigate wildlife impacts. Wildlife underpasses save animals, preserve movement corridors, and improves safety for drivers.	7/7/2011
Fred Moore		Dissatisfied that the Blue Line to Lynn has not been built.	7/6/2011
Anne Lee		Supports construction funding for the Assabet River Rail Trail (Acton-Maynard-Stow section).	7/4/2011
US Rep. Niki Tsongas	US Congress	Supports the Assabet River Rail Trail and Bruce Freeman Rail Trail in the LRTP. Keeping these trails in the LRTP will ensure that necessary funding will be allocated for these trails. The federal government has pledged more than \$1.5 million in HPP earmarks, launching a partnership with the state and local communities to build the trails. It is important that the projects are brought to completion. Both trails have tremendous community and regional support. Both trails terminate at commuter parking lots and will be used by many communities as part of a multi-modal transportation model. Both trails advance economic development goals by providing connections to the town centers of Hudson, Maynard, and Marlborough.	6/30/2011
Jim Gallagher	Somerville resident	The Plan, as a "public" document, should be useful and accessible to that public. That means a document that is relatively short, which can be read in a few hours at most (50 to 100 pages with a lot of graphics). And it should be largely written in non-technical, jargon-free language. And as for the mix of specific projects to include I think that few projects should be listed beyond 2025. Instead there should be a commitment to fix already identified and prioritized needs, whether or not a specific "project" is already under design. To cite one example, there is currently no "project" under development to make improvements to the 128 Central area (I-90 to I-93) in spite of its current problems, and the hopes/plans for additional economic growth which will require more people to get to the corridor than currently do. Rather than ignoring this critical need (effectively saying nothing will be done in this corridor before 2035) the Plan should contain a commitment for improvements as they are identified, perhaps even including some very general allocation of a minimum amount that may be needed. And a commitment that in the time before the next Plan is developed there will be additional study to identify those fixes, with some slightly more specific costs that can then be included in the next Plan.	6/29/2011
Jonah Petri	Somerville resident	Concerned about the draft set of projects in the LRTP. Directing 85% of money toward highway expansion and reinforcement is counter to the stated goals of the LRTP. The LRTP should be addressing environmental justice, increasing use of low-carbon transportation modes, and most importantly, preserving a livable climate for our children. More paths are needed instead of massive highway investment.	6/27/2011

**Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects and Plan Chapters - July 21, 2011**

<b>NAME</b>	<b>AFFILIATION</b>	<b>FEEDBACK</b>	<b>DATE</b>
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
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

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NAME	AFFILIATION	FEEDBACK	DATE
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

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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
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
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

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NAME	AFFILIATION	FEEDBACK	DATE
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
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



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NAME	AFFILIATION	FEEDBACK	DATE
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 LRTP, 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
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

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NAME	AFFILIATION	FEEDBACK	DATE
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
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

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NAME	AFFILIATION	FEEDBACK	DATE
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
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

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NAME	AFFILIATION	FEEDBACK	DATE
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
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

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects and Plan Chapters - July 21, 2011

NAME	AFFILIATION	FEEDBACK	DATE
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
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

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NAME	AFFILIATION	FEEDBACK	DATE
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 transit will help reduce dependence 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
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

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NAME	AFFILIATION	FEEDBACK	DATE
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
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

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NAME	AFFILIATION	FEEDBACK	DATE
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
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



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NAME	AFFILIATION	FEEDBACK	DATE
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
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

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NAME	AFFILIATION	FEEDBACK	DATE
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 Roue 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
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

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NAME	AFFILIATION	FEEDBACK	DATE
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
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

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NAME	AFFILIATION	FEEDBACK	DATE
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
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

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NAME	AFFILIATION	FEEDBACK	DATE
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
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

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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
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

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NAME	AFFILIATION	FEEDBACK	DATE
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
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 Tscherner, 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

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NAME	AFFILIATION	FEEDBACK	DATE
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
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



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NAME	AFFILIATION	FEEDBACK	DATE
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
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

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NAME	AFFILIATION	FEEDBACK	DATE
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
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 4 TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS

### Introduction

This chapter discusses three of the MPO's vision topics:

- System Preservation, Modernization, and Efficiency
- Mobility
- Safety and Security

This section provides an overview of each topic and how it relates to the central vision. It leads into a discussion of each topic.

### System Preservation, Modernization, and Efficiency

- The Boston Region MPO's Vision for System Preservation, Modernization, and Efficiency that was included in Chapter 2
- The MPO Actions to Achieve the System Preservation, Modernization, and Efficiency Vision
  - Highway
    - Interstate Highway Maintenance
    - Pavement Management of Federal-Aid Roadways
    - Chapter 90 Program
    - Highway
  - Transit
    - Transit Bridges
    - Vehicles
    - Stations
    - Track and Signals
    - Communications
    - Maintenance Facilities (Yards and Shops)
    - Supporting Infrastructure (Facilities and Power)
  - Freight
    - Weight-Restricted Roadway Bridges
    - Weight-Restricted Rail
    - Dredging

## Mobility

- The Boston Region MPO's Vision for Mobility that was included in Chapter 2
- MPO Actions to Achieve the Mobility Vision
  - Highway
    - Congestion Management Process
    - Transportation Systems Management – ITS, Incident Management, Traffic Signal Coordination, Bottleneck Removal and Travel Lane Continuity
    - Transportation Demand Management – Transportation Management Associations, MassRIDES, Nu Ride, Clean Air and Mobility Program, Safe Routes to School, High-Occupancy-Vehicle Lanes, Reverse Commuting
  - Transit
    - MBTA Service Evaluation Process
    - Park-and-Ride Facilities
    - MBTA Traffic Signal Priority
    - Intelligent Transportation Systems
    - Bicycle Access on the MBTA
    - Key Station Plan
    - Access for the Elderly, Low-Income Populations, and Persons with disabilities
  - Freight
    - Truck – Congestion on Major Routes, Bottlenecks, Hazardous Cargo, Overweight-Truck Routes, “The Last Mile”
    - Rail – Double-Stack Initiative, Shared Use, Capacity Constraints, “The Last Mile”
    - Air – Landside Access
    - Freight Land Use Issues – Industrial Rail Access Program, Beacon Park Yards Relocation, Warehousing and Freight Forwarding near Airports
  - Bicycle and Pedestrian Accessibility
    - Regional Bike Parking Program
    - Regional Bicycle
    - Statewide Bicycle Plan
    - Livable Community Workshops

## Safety and Security

- The Boston Region MPO's Vision for Safety and Security that was included in Chapter 2
- MPO Actions to Achieve the Safety and Security Vision
  - Highway
    - Improving Highway Safety – identifying high-crash locations, conducting safety analyses and audits of problematic locations, providing technical assistance to communities, implementing safety projects and projects with safety improvement outcomes, and supporting state and federal initiatives aimed at reducing crashes.
    - Protecting the Transportation System – operability of a region's highway and transit systems to respond to emergencies, whether due to natural disasters, intentional attacks, or other disruptions; all-hazards planning; ITS to keep the transit and highway systems functioning efficiently and that help preserve public safety on the system.
  - Transit
    - MBTA Police Department
    - MBTA Safety Department
    - Secure Stations Initiative
    - Communications Interoperability
    - MBTA Surveillance Cameras
    - Grade-Crossing Redesign
    - Advance Warning Techniques
    - Operation Lifesaver
    - MBTA Parking Facilities
    - MBTA Operations Control Center
    - Amtrak Police
    - Regional Transit Security Working Group

**Next Steps – The Development of Performance Measures** – to monitor progress toward the visions and policies.



## **CHAPTER 9 ENVIRONMENTAL JUSTICE ASSESSMENT**

### **BACKGROUND**

As interpreted from federal guidance, the MPO should recommend a regional set of transportation projects in its LRTP that does not burden environmental justice areas when compared to a network that includes no projects other than those already underway. To verify compliance, the MPO has performed a detailed, system-level analysis of transportation equity in the region, examining the distribution of the transportation system's benefits and burdens among environmental justice and non-environmental justice areas. This analysis also examined the impacts, in terms of various analysis factors, of this LRTP's recommended set of projects through 2035 on these areas. Measures focus on mobility, accessibility, and environmental impact concerns.

The EJ analysis used two definitions to define geographic boundaries for the analyses:

- The first, used for the accessibility analysis, conforms to the definition of EJ areas used in the Transportation Equity program.
- The second, used for the mobility, congestion, and environment analysis, is more inclusive and was used to avoid masking pockets of EJ populations that are in proximity to larger populations not quite meeting the Transportation Equity definition.

### **ANALYSIS FACTORS**

The MPO used factors in the following categories as indicators of benefits and burdens for environmental justice and non-environmental justice areas:

- Accessibility to needed services and jobs
- Mobility and congestion
- Environment

#### **Accessibility Analysis**

MPO staff analyzed access to needed services and jobs in terms of average transit and highway travel times from environmental justice and non-environmental justice areas to industrial, retail, and service employment opportunities; health care; and institutions of higher education for both the 2035 No-build and Build networks. The analysis of transit travel times included destinations within a 40-minute transit trip; the analysis of highway travel times included destinations within a 20-minute auto trip. The

accessibility analysis also included an examination of the number of destinations within a 40-minute transit trip and a 20-minute auto trip.

The accessibility analysis factors were:

- The average travel time to industrial, retail, and service jobs within a 40-minute transit trip and a 20-minute auto trip
- The average number of industrial, retail, and service jobs within a 40-minute transit trip and a 20-minute auto trip
- The average travel time to hospitals, weighted by the number of beds, within a 40-minute transit trip and a 20-minute auto trip
- The average number of hospitals, weighted by the number of beds, within a 40-minute transit trip and a 20-minute auto trip
- The average travel time to facilities of two- and four-year institutions of higher education, weighted by enrollment, within a 40-minute transit trip and a 20-minute auto trip
- The average number of facilities of two- and four-year institutions of higher education, weighted by enrollment, within a 40-minute transit trip and a 20-minute auto trip

### **Mobility, Congestion, and Environmental Analysis**

MPO staff analyzed mobility, congestion, and the environmental impacts by comparing analysis factors for environmental justice areas to those for non-environmental justice areas. Staff examined differences between the average levels of these analysis factors within the two types of areas for the 2035 No-Build network and the 2035 Build network.

The mobility, congestion, and environmental analysis factors were:

- Congested VMT – congested vehicle-miles traveled: the volume of vehicle-miles traveled within the TAZ on highway links with a volume-to-capacity ratio of 0.75 or higher
- VMT per square mile – the number of vehicle-miles traveled per square mile of dry land within a TAZ
- CO per square mile – the number of kilograms of carbon monoxide emitted per square mile of dry land within a TAZ
- Transit production time – the average door-to-door travel time for all transit



trips produced in the TAZ

- Highway production time – the average door-to-door travel time for all highway trips produced in the TAZ
- Transit attraction time – the average door-to-door travel time for all transit trips attracted to the TAZ
- Highway attraction time – the average door-to-door travel time for all highway trips attracted to the TAZ

### **SUMMARY OF RECOMMENDED-LRTP RESULTS**

The environmental justice analysis determined that while the 2035 recommended LRTP Build network improves accessibility, mobility, and congestion conditions relative to the 2035 No-Build network for both environmental justice and non-environmental justice areas, it benefits environmental justice areas slightly more. CO emissions are higher in environmental justice areas than in non-environmental justice areas in both the No-Build and the Build networks and increase for both populations in the Build network over the No-Build.

### **SELECTED PROJECTS THAT WILL BENEFIT ENVIRONMENTAL JUSTICE AREAS**

The following transit projects in the LRTP will improve air quality and provide more transportation options for environmental justice populations:

- Somerville: Extend Green Line from Lechmere to College Avenue – Provides better access to rapid transit stations, employment, and retail opportunities.

This highway projects will benefit people living in nearby and adjacent environmental justice areas in the following ways:

- Framingham: Route 126/Route135 Grade Separation – Improves air quality in the area by allowing traffic to flow more freely. Improves connectivity for people accessing downtown destinations.



**AIR QUALITY CONFORMITY RESULTS FOR  
PATHS TO A SUSTAINABLE REGION**

**TABLE 1**  
**VOC Emissions Estimates for the Eastern Massachusetts Ozone Nonattainment Area**  
**(all emissions in tons per summer day)**

<b>Year</b>	<b>Boston MPO Action Emissions</b>	<b>Eastern MA Action Emissions</b>	<b>Emission Budget</b>	<b>Difference (Action – Budget)</b>
2010	n/a	64.974	n/a	n/a
2016	17.664	36.232	63.50	-27.268
2020	15.645	32.386	63.50	-31.114
2025	15.316	30.988	63.50	-32.512
2035	14.657	31.063	63.50	-32.437

**TABLE 2**  
**NOx Emissions Estimates for the Eastern Massachusetts Ozone Nonattainment Area**  
**(all emissions in tons per summer day)**

<b>Year</b>	<b>Boston MPO Action Emissions</b>	<b>Eastern MA Action Emissions</b>	<b>Emission Budget</b>	<b>Difference (Action – Budget)</b>
2010	n/a	178.925	n/a	n/a
2016	30.307	66.219	174.96	-108.741
2020	19.531	45.188	174.96	-129.772
2025	17.092	36.521	174.96	-138.439
2035	12.214	29.038	174.96	-145.922

**TABLE 3**  
**Winter Carbon Monoxide Emissions Estimates for the CO Maintenance Area for the Nine  
Cities in the Boston Area**  
**(all emissions in tons per winter day)**

<b>Year</b>	<b>Boston MPO Action Emissions</b>	<b>Emission Budget</b>	<b>Difference (Action – Budget)</b>
2010	180.57	228.33	-47.76
2016	112.64	228.33	-115.69
2020	107.98	228.33	-120.35
2025	107.54	228.33	-120.79
2035	106.67	228.33	-121.66



**Public Comments for Development of the Boston Region MPO FFYs 2012 - 2015 Transportation Improvement Program**

NAME	AFFILIATION	EMAIL	FEEDBACK	DATE
Bob Nadeau	Town of Maynard		Supports the ARRT and modifying the project evaluation to reflect project benefits. It is a high priority of the communities of Acton and Maynard. It will have big benefits for livability and mobility. Maynard has a downtown overlay district that has increased residential units. Residents will have great access to the trail. The trail could reduce auto traffic in the downtown and boost bike and pedestrian traffic; economic benefits would result.	
Gary Nicksa, Vice President for Operations	Boston University		Boston University strongly supports the Commonwealth Avenue Phase 2A Project. It extends improvements from Kenmore Square past the BU Bridge to Alcorn St. It would provide much needed safety improvements for all modes and enhance the streetscape.	3/28/11
Suzanne Kennedy, Town Administrator	Town of Medway		Provides an update on and detailed description of progress in the design of the Route 109 Reconstruction Project. They have selected a design consultant. This shows their strong commitment to manage the project in a manner consistent with MassDOT procedures.	4/7/11
Melissa A. Hoffer, Esq	Conservation Law Foundation		Supports MassDOT's GreenDOT policy directive. CLF is strongly interested in plans for GHG emission accounting in transportation planning. CLF wants the TIP to show how it is consistent with the GHG reduction targets. CLF, the Environmental League of Massachusetts and WalkBoston have formed the Transportation for Massachusetts (T4MA) Coalition. T4MA representatives are seeking information on how the MPO is planning to comply with GreenDOT requirements and want to work with MassDOT to advance the program. The Climate Plan requires LRTPs to address the plan's sustainability goals and plan for reducing GHG emissions and TIPs to be consistent with the GHG reduction targets. GHG emissions analyses, healthy transportation options and smart growth impacts should be considered in project programming. CLF supports balancing highway expansion with smart growth, public transit, walking and bicycling and improvements in transportation system efficiencies. CLF asks: How will GHG emissions be quantified? Which agency will be responsible for this? How will MassDOT ensure consistency in quantification? What methods, metrics and protocols will be used?	4/12/11

**Public Comments for Development of the Boston Region MPO FFYs 2012 - 2015 Transportation Improvement Program**

NAME	AFFILIATION	EMAIL	FEEDBACK	DATE
Steven A. Tolman, State Senator; William N. Brownsberger, State Representative; Ralph Jones, Chair, Belmont Board of Selectmen; Mark Paolillo, Vice-Chair, Belmont Board of Selectmen; Angelo Firenze, Belmont Board of Selectmen	State Senate, House of Representatives, and Belmont Board of Selectmen		Support the Belmont Trapelo Road Corridor Project and ask that it be programmed in the 2015 element (or earlier) of the upcoming TIP and in the LRTP. The project design, all issues, and right of way could be ready in FFY 2013. They appreciate the anticipated approval of additional design funds for the project and the recognition of its regional significance in the LRTP (highlighted in the Northwest Corridor chapter). Belmont has spent \$2.5 million on the project (for design and water pipes) and National Grid has installed gas lines in advance of the project.	5/2/11
Patrick McMahon, Vice President	Simpson Housing, LLLP		Supports the Causeway Street Reconstruction Project. Simpson Housing will build 286 rental apartment homes and retail space in the Bullfinch Triangle. The Causeway Street Reconstruction Project will transform Causeway Street, make it pedestrian-oriented and make a dynamic, mixed-use neighborhood. The project will support the viability and livability of the area, and improve safety, mobility, and accessibility.	5/3/11
Michelle Ciccolo, Chair	MAGIC		Asks that the MPO fully fund the Crosby's Corner project in the FFYs 2012 – 2015 TIP. MAGIC supports the TIP Amendments 2 and 3 to the FFY 2011 element because the group understands that the project is not ready to fully use the amount programmed for FFY 2011. Crosby's Corner is MAGIC's top priority highway project; it is critical to the regional transportation network. It would improve safety, mobility and air quality as well as addressing drainage and flooding problems in the Route 2 corridor. It is a model of regional collaboration. They expect construction to begin in September 2011.	5/11/11
Lori A. Ahrlich	State Representative		Strongly supports the roadway reconstruction project (ID 604923) along Humphrey Road, from Atlantic Avenue to the Marblehead town line, and on Salem Street, in Swampscott. The project is vital for both Swampscott and Marblehead. It is: a heavily used commuter road that also carries MBTA buses; in great need of repair; ranked #20 in TIP evaluations.	5/19/11

**Public Comments for Development of the Boston Region MPO FFYs 2012 - 2015 Transportation Improvement Program**

NAME	AFFILIATION	EMAIL	FEEDBACK	DATE
The Honorable Michael E. Capuano	House of Representatives, Congress of the United States		Asks that the Green Line Commonwealth Avenue Improvement project (redesigning the Green Line B stops from Kenmore Square through the BU campus) be included in the FFYs 2012 – 2015 TIP. It is an important pedestrian safety project and will have important quality of life benefits. He has provided an earmark for the project.	5/24/11
Roland Bartl, AICP, Planning Director	Town of Acton		Is concerned that the ARRT is not in the staff recommendation for the FFYs 2012 – 2015 TIP (and is also worried that it will not be in the LRTP). The project has \$615,451 remaining in HPP funds for design; this must be programmed in the TIP and construction within the next 10 years in the LRTP. If not programmed in the TIP and LRTP, the earmark may be lost and the Stow section possibly never designed. The Stow portion is proceeding and should move forward with the Acton/Maynard section. (The remainder portion of the earmark was mistakenly taken out of the FFY 2011 element of the FFYs 2011 – 2014 TIP when staff believed the design funds for the whole project had been committed.) Acton will request that the remaining earmark funds for the design of the Stow segment be programmed in the FFY 2012 element of the upcoming TIP.	5/31/11
Mary Ellen Lannon, Acting Town Manager	Town of Winchester		Supports the identification of funding for the Intersection improvements at four location project and the Tri-Community Bikeway. The intersection improvement project is a significant safety concern for the town with an average of 8.2 accidents a year occurring at the Cambridge at Church/High St location alone. The Tri-Community Bikeway would connect three communities with over 6 miles of shared-use path and will connect to both the Winchester Center and Wedgemere Commuter Rail Stations.	6/1/11
Michael J. Sullivan, Town Administrator	Town of Maynard		Supports funding for the ARRT. It is vitally important for its economic, recreational, and transportation benefits. He thinks there is a civic contract between the MPO and the citizens of the region to complete the project. Residents of the area have been patiently waiting for funding. The town is thankful to be considered for funding.	6/3/11
Gino Carlucci, Chair	SouthWest Advisory Planning Committee (SWAP)		Expresses thanks for the continued funding of the Route 16 Traffic Signal Improvements in Milford, East Central/Main (Route 140) in downtown Franklin. Would ask that funding be identified for: Route 109 in Medway; Route 1A/I-495 slip ramps, Taunton Street and Congestion Mitigation – Rtes. 1A, 140, Common, David Brown and Bank Streets in Wrentham; Pleasant Street, Lincoln Street and Main Street in Franklin; Main Street Traffic Improvements and the School Street/W. Main Street Intersection in Hopkinton; and Veteran's Memorial Drive Extension in Milford	6/3/11
Joseph Stigliani, DPW Director	Town of Hull		Appreciates the fiscal constraint issue in the FFYs 2012-15 TIP and would like to request that the Atlantic Ave project in Hull and requests that the project be included in the first tier list of projects.	6/6/11

**Public Comments for Development of the Boston Region MPO FFYs 2012 - 2015 Transportation Improvement Program**

NAME	AFFILIATION	EMAIL	FEEDBACK	DATE
Charles Martin, Resident	Former Friends of the Bruce Freeman Rail Trail member		Is very supportive of the Bruce Freeman Rail Trail and would like to see the project constructed, as it provides a facility for inexpensive exercise, alternative transportation, and scenery enjoyment. Additionally, the stretch of the Bruce Freeman constructed in Phase 1 has become a tourist draw from New Hampshire. He would strongly recommend continued MPO support of these two rail trails and moving up the construction targets, especially for the Bruce Freeman.	6/3/11
Jamie Fosburgh, Chair	Winchester Greenway Committee		Expresses the frustration that staff has not recommended that the Tri-Community Bikeway be included for construction funding in the FY12-15 TIP document. This project is well-designed, popular with all three communities, and long overdue. The Commonwealth, together with our three communities, has a decade of substantial investment in the Tri-Community Bikeway/Greenway project, including funding of approximately \$800,000.	6/6/11
Richard Ross, State Senator; Karen Spilka, State Senator; Paul Linsky, State Representative; Alice Piesch, State Representative	State Senator and State Representatives - Natick		Richard Ross, State Senator; Karen Spilka, State Senator; Paul Linsky, State Representative; Alice Piesch, State Representative	6/6/11
Martha White, Town Administrator	Town of Natick		Expresses their strong concerns regarding the exclusion of improvements to the Oak Street/ Route 9 intersection in Natick on the Boston Region MPO's Transportation Improvement Program (TIP). The Natick delegation has many times expressed to MassDOT our concerns and the need to address the increased the traffic flow on Route 9 due to the Math Works expansion, and other job growth in the region. The project is a top priority for Natick. The MetroWest region is a crucial economic engine for the Commonwealth, as it is responsible for one out of every eleven jobs in Massachusetts. It is our hope that you will take regional equity into strong consideration when selecting projects to include on the FY12 element of the Boston Region MPO's TIP.	6/10/11



**Public Comments for Development of the Boston Region MPO FFYs 2012 - 2015 Transportation Improvement Program**

NAME	AFFILIATION	EMAIL	FEEDBACK	DATE
Richard Ross, State Senator; Karen Spilka, State Senator; Paul Linsky, State Representative; Alice Piesch, State Representative	State Senator and State Representatives - Natick		Expresses their strong concerns regarding the exclusion of improvements to the Oak Street/ Route 9 intersection in Natick on the Boston Region MPO's Transportation Improvement Program (TIP). The Natick delegation has many times expressed to MassDOT our concerns and the need to address the increased traffic flow on Route 9 due to the Math Works expansion, which includes over 600 new jobs. The project is a top priority for Natick.	6/14/11
Michael Lang	East Braintree Neighborhood Assoc.		Ask the MPO to support the Fore River communities position that the type study that supports the preferred MassDOT option be available online. Additionally, they request that the MPO not fund the preferred option can be reviewed.	7/9/11
Judith Flanagan Kennedy, Mayor	City of Lynn		Urges support for funding the Route 129 project (also known as Wyoma Square) in the FFYs 2012-15 TIP. The project is an continuation of the City's plan to upgrade the Route 129 corridor. The project will result in upgraded pedestrian facilities and improve the safety at the intersections. The most recent accident data indicates that between 2007 and 2010 150 accidents occurred on this stretch of roadway. Stresses that she cannot underestimate the projects importance to the residents and business community in the City of Lynn.	7/11/11
Thomas McGee, State Senator; Robert Fennell, State Representative; Steven Walsh, State Representative; Donald Wong, State Representative	State Senator and State Representatives - Lynn		Urges support for funding the Route 129 project (also known as Wyoma Square) in the FFYs 2012-15 TIP. The project is the main route into Lynn and the entrance to the Wyoma Square Business District. The project is vital to the sustainability of the area. The project will result in upgraded pedestrian facilities and improve the safety at the intersections. The most recent accident data indicates that between 2007 and 2010 150 accidents occurred on this stretch of roadway and it carries over 39,000 cars daily. The project is exactly the kind of infrastructure improvement that will stimulate future investment and growth.	7/20/11

## FFYs 2012-15 Staff Recommendation Version Two

Municipality	Project #	Project Name	2012	2012	2013	2013	2014	2014	2015	2015	Total Target Funds Programmed Previously	Total Target Funds Programmed in this Staff Recommendation	Other Funds (Including Federally Legislated Funds)	Total in TIP
Boston Region	456661	Clean Air and Mobility Program	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$3,000,000	\$2,500,000	\$9,000,000	\$8,500,000		\$8,500,000
Concord & Lincoln	602984	Route 2 (Crosby's Corner)	\$16,596,710	\$15,406,710	\$10,696,710	\$16,016,710	\$12,326,710	\$12,606,710	\$22,253,710	\$17,860,000	\$61,873,840	\$61,890,130	\$6,316,197	\$68,206,327
Milford	606142	Route 16 Intersection Improvements												\$0
Somerville		Assembly Square Flex to Transit												\$0
Canton, Randolph & Westwood	087800	Route 128 Improvement Program Contract 3												\$0
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4	\$9,000,000	\$23,330,000	\$9,000,000	\$0	\$5,000,000				\$23,000,000	\$23,330,000		\$23,330,000
Needham & Wellesley	603711	Route 128 Improvement Program Contract 5	\$13,700,000	\$0	\$28,000,000	\$21,000,000	\$30,000,000	\$33,000,000	\$30,000,000	\$32,000,000	\$101,700,000	\$86,000,000		\$86,000,000
Hudson	604812	Route 85												\$0
Marshfield	604915	Route 139												\$0
Ipswich	604945	North Green Improvements (Construction)												\$0
Arlington	604687	Massachusetts Ave	\$3,548,404			\$3,690,340					\$3,548,404	\$3,690,340	\$2,196,996	\$5,887,336
Belmont	604688	Trapelo Road	\$14,591,678	\$14,591,678							\$14,591,678	\$14,591,678		\$14,591,678
Cambridge	605188	Cambridge Common (Construction)	\$1,000,000			\$1,040,000					\$1,000,000	\$1,040,000	\$1,124,874	\$2,164,874
Somerville	604331	Community Path, phase 1	\$690,000	To be funded via Clean Air and Mobility							\$690,000	\$690,000	\$1,012,389	\$1,702,389
Weymouth	601630	Route 18			\$8,820,000	\$11,470,000	\$7,650,000	\$6,200,000			\$16,470,000	\$17,670,000	\$14,933,980	\$32,603,980
Somerville	601820	Beacon Street			\$1,319,690					\$1,902,222	\$1,319,690	\$1,902,222	\$2,484,748	\$4,386,970
Boston	604761	South Bay Harbor Trail (Construction)					\$3,850,000			\$4,330,726	\$3,850,000	\$4,330,726		\$4,330,726
Lynn	602094	Route 129 (Broadway)							\$4,600,000	\$0	\$4,600,000	\$0		\$0
<b>Total Committed Regional Discretionary Funds:</b>			\$61,126,792	\$55,328,388	\$59,836,400	\$55,217,050	\$60,826,710	\$53,806,710	\$59,853,710	\$58,592,948	\$282,834,668	<b>Indicates NEW Staff Recommendation</b>		
<b>Previously Available Regional Discretionary Funds (FFYs 2011-15):</b>			\$61,134,000		\$61,134,000		\$61,134,000		\$61,134,000		\$305,670,000	<b>Indicates a project that is not fully funded in this TIP</b>		
<b>Total Available Regional Discretionary Funds (FFYs 2011-15):</b>				\$55,398,024		\$55,254,051	\$61,134,000	\$53,814,653		\$58,589,372	\$344,087,283	<b>Indicates a project in the last Staff Recommendation that is not included in this Staff Recommendation</b>		
<b>Difference in Total Available Funds (FFYs 2012-15):</b>				(\$5,735,976)		(\$5,879,949)		(\$7,319,347)		(\$2,544,628)	(\$21,479,900)			

# DRAFT FFYs 2012-15 TIP - Version Two

## FFY 2012

<i>Indicates a change in project cost</i>
<i>Indicates removed from TIP (cost not reflected in total)</i>
<i>Indicates a project moved in from another TIP element</i>
<i>Indicates a project moved out to another TIP element (cost not reflected in total)</i>
<i>Indicates a new addition to the TIP (action taken as denoted)</i>
<i>Indicates a new funding category</i>

### Regional Highway Program

#### FEDERAL-AID TARGET PROJECTS

#### Congestion Mitigation and Air Quality Improvement Program

			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>	<i>Previous Funds/Notes</i>
Somerville	604331	Somerville Community Path, phase 1	\$0	\$0	\$0	to be included in the Clean Air Program
Boston Region		Clean Air and Mobility Program	\$1,600,000	\$400,000	\$2,000,000	
	<i>Arlington</i>	<i>Intersection of Route 3 and Route 60</i>				
	<i>Framingham</i>	<i>Cochituate Rail Trail</i>				
	<i>Hopkinton</i>	<i>Crosswalk Beacon at Church and Main Sts.</i>				
	<i>Scituate</i>	<i>Scituate Sidewalk Installation and Improvements</i>				
	<i>Somerville</i>	<i>Community Path, phase 1</i>			\$690,000	
	<i>Westwood</i>	<i>Crosswalk Improvements on Washington St.</i>				
<b>Congestion Mitigation and Air Quality Improvement Program Total</b>			<b>\$1,600,000</b>	<b>\$400,000</b>	<b>\$2,000,000</b>	
			<i>Minimum CMAQ Regional Target</i>		\$0	

Clean Air and Mobility Awards listed above will be funded in either 2012 or 2013 depending on readiness. Project estimates are not finalized at this time.

#### National Highway System

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	<i>Previous Funds/Notes</i>
Canton, Randolph & Westwood	87800	Route 128 Improvement Program Contract 3, Year Six of Six	\$0	\$0	\$0	\$6,000,000
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4, Year Four of Six	\$18,664,000	\$4,666,000	\$23,330,000	\$12,000,000 -- \$9,000,000
Needham & Wellesley	603711	Route 128 Improvement Program Contract 5, Year One of Six	\$0	\$0	\$0	\$12,000,000 -- \$13,700,000
<b>National Highway System Total</b>			<b>\$18,664,000</b>	<b>\$4,666,000</b>	<b>\$23,330,000</b>	

#### Surface Transportation Program

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	<i>Previous Funds/Notes</i>
Arlington	604687	Massachusetts Ave	\$0	\$0	\$0	moved to 2013
Belmont	604688	Trapelo Road	\$11,673,342	\$2,918,336	\$14,591,678	
Concord & Lincoln	602984	Route 2 (Crosby's Corner), Year Two of Five	\$8,888,000	\$2,222,000	\$11,110,000	
Weymouth	601630	Route 18	\$0	\$0	\$0	\$4,700,000 - moved to 2013, 2014
<b>Surface Transportation Program Total</b>			<b>\$8,888,000</b>	<b>\$2,222,000</b>	<b>\$25,701,678</b>	

# DRAFT FFYs 2012-15 TIP - Version Two

## FFY 2012

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<b>Highway Safety Improvement Program (HSIP) Project</b>	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Concord & Lincoln                      602984    Route 2 (Crosby's Corner), Year Two of Five	\$3,867,039	\$429,671	\$4,296,710
<b>Highway Safety Improvement Program Total</b>	<b>\$3,867,039</b>	<b>\$429,671</b>	<b>\$4,296,710</b>
	<i>Minimum HSIP Regional Target</i>		\$4,296,710

<b>Surface Transportation Program/Enhancement</b>	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	<i>Previous Funds/Notes</i>
Cambridge                      605188    Cambridge Common (Construction)	\$0	\$0	\$0	moved to 2013
Arlington                      604687    Massachusetts Ave	\$0	\$0	\$0	moved to 2013
<b>Surface Transportation Program/Enhancement Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	

**Total Regional Target Programming                      \$55,328,388**  
*\*Boston Region MPO Regional Target with State Match                      \$55,398,024*

**FEDERAL AID NON-TARGET PROJECTS**

<b>High-Priority Projects (TEA-21)</b>	<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>	<i>Previous Funds/Notes</i>
Weymouth                      601630    Route 18 Construction (HPP 1236)	\$0	\$0	\$0	\$14,933,980 - to 2013
<b>High-Priority Projects (SAFETEA-LU)</b>				
Arlington                      604687    Massachusetts Ave Construction (HPP 47)	\$0	\$0	\$0	to 2013
Boston                      606134    Warren St/Blue Hill Ave Construction (HPP 2129)	\$0	\$0	\$0	\$2,392,496 - to 2014
Boston                      605789    Melnea Cass Blvd Construction (HPP 756)	\$0	\$0	\$0	\$2,423,248 - moved to 2014
Boston                      605789    Melnea Cass Blvd Construction (HPP 4284)	\$0	\$0	\$0	\$5,007,375 - moved to 2014
Boston                      Improvements to Gainsborough and St. Botolph Sts. Design (HPP 2012)	\$400,000	\$100,000	\$500,000	
Franklin                      604988    Route 140 Improvements Construction (HPP 4279)	\$0	\$0	\$0	\$5,759,219 - moved to 2013
Cambridge                      605188    Cambridge Common (Construction HPP 3536)	\$0	\$0	\$0	to 2013
Malden                      605173    Pleasant Ave Construction (HPP 589)	\$1,367,848	\$341,962	\$1,709,810	
Somerville                      604331    Somerville Community Path Design and Construction (HPP 2782)	\$809,911	\$202,478	\$1,012,389	from 2011
<b>Section 117</b>				
Malden                      605173    Pleasant Ave Construction	\$1,657,656	\$0	\$1,657,656	
<b>Section 129</b>				
Arlington                      604687    Massachusetts Ave Construction	\$0		\$0	to 2013

# DRAFT FFYs 2012-15 TIP - Version Two

## FFY 2012

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**FEDERAL AID NON-TARGET PROJECTS cont.**

<b>Transportation Community and System Preservation (TCSP)</b>			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>	<i>Previous Funds/Notes</i>
Cambridge	604361	Longfellow Bridge Gateway Improvements	\$889,200	\$222,300	\$1,111,500	from 2011
<b>High-Priority Projects Total</b>			<b>\$4,235,415</b>	<b>\$644,440</b>	<b>\$4,879,855</b>	

**FEDERAL-AID BRIDGE PROJECTS**

<b>Bridge</b>			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Foxborough	605414	I-95 over Green Street	\$1,920,000	\$480,000	\$2,400,000
Framingham	602839	Central Street over the Sudbury River	\$2,426,400	\$606,600	\$3,033,000
Lexington	603722	Route 2A over I-95	\$1,600,000	\$400,000	\$2,000,000
<b>Bridge Total</b>			<b>\$5,946,400</b>	<b>\$1,486,600</b>	<b>\$7,433,000</b>

**Advance Construction Bridge**

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Boston	604517	Chelsea Street Bridge	\$9,600,000	\$2,400,000	\$12,000,000	\$11,000,000
Boston	603370	Route 99 (Alford Street) over Mystic River	\$11,200,000	\$2,800,000	\$14,000,000	\$15,000,000
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4	\$0	\$0	\$0	
Needham, Wellesley	603711	Route 128 Improvement Program	\$0	\$0	\$0	
<b>Advance Construction Bridge Total</b>			<b>\$20,800,000</b>	<b>\$5,200,000</b>	<b>\$26,000,000</b>	
			<b>Federal-Aid Bridge Total</b>		<b>\$26,000,000</b>	

**Accelerated Bridge Program - Federal Aid GANs Projects\*\***

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Boston/Cambridge	604421	Longfellow Bridge			\$262,100,812	from 2011
Boston	603654	Morton Street over the MBTA/CSX			\$10,574,787	from 2012
Everett & Medford	604660	Revere Beach Parkway (Route 16) over the Malden River			\$41,319,200	
Medford	605510	Revere Beach Parkway (Route 16) over the MBTA			\$8,840,000	
Quincy	604382	Fore River Bridge			\$285,854,891	from 2011
<b>Accelerated Bridge Program Total</b>					<b>\$608,689,690</b>	
			<b>Federal-Aid Bridge Total</b>		<b>\$642,122,690</b>	

# DRAFT FFYs 2012-15 TIP - Version Two

## FFY 2012

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**FEDERAL AID MAJOR INFRASTRUCTURE AND STATEWIDE CATEGORIES**

**Interstate Maintenance**

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Foxborough/Sharon	605596	Interstate 95	\$0	\$0	\$0	\$8,393,600 to 2013
Boston/Somerville	606167	Interstate 93	\$9,664,200	\$1,073,800	\$10,738,000	from 2011
Franklin to Milford	606169	Interstate 495	\$13,593,600	\$1,510,400	\$15,104,000	from 2013
<b>Interstate Maintenance Total</b>			<b>\$23,257,800</b>	<b>\$2,584,200</b>	<b>\$25,842,000</b>	

**National Highway System Pavement Preservation**

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Acton to Littleton	604472	Route 2	\$4,261,295	\$1,217,513	\$6,087,564	\$4,670,160
Randolph/Canton	605607	Route 24	\$4,712,332	\$1,178,083	\$5,890,415	from 2014
<b>National Highway System Pavement Preservation Total</b>			<b>\$9,582,383</b>	<b>\$2,395,596</b>	<b>\$11,977,979</b>	

**Total Highway Program      \$740,150,912**

**CENTRAL ARTERY/TUNNEL PROJECT**

	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
National Highway System (NHS)	\$70,000,000		\$70,000,000
Bridge			
State Transportation Program (STP)/ Flex	\$75,960,000		\$75,960,000
State Transportation Program (STP)	\$20,000,000		\$20,000,000

**Federal-Aid Subtotal**

**\$165,960,000**

**Federal-Aid Matching Funds Subtotal**

**\$165,960,000**

**Total Federal Fiscal Year 2012 Central Artery/Tunnel Funds**

**\$165,960,000**

# DRAFT FFYs 2012-15 TIP - Version Two

## FFY 2013

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### ***Regional Highway Program***

#### **FEDERAL-AID TARGET PROJECTS**

#### **Congestion Mitigation and Air Quality Improvement Program**

			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>	<i>Previous Funds/Notes</i>
Boston Region	Clean Air and Mobility Program		\$1,600,000	\$400,000	\$2,000,000	
	<i>Arlington</i> Intersection of Route 3 and Route 60					
	<i>Framingham</i> Cochituate Rail Trail					
	<i>Hopkinton</i> Crosswalk Beacon at Church and Main Sts.					
	<i>Scituate</i> Scituate Sidewalk Installation and Improvements					
	<i>Westwood</i> Crosswalk Improvements on Washington St.					
	<b>Congestion Mitigation and Air Quality Improvement Program Total</b>		<b>\$1,600,000</b>	<b>\$400,000</b>	<b>\$2,000,000</b>	
			<i>Minimum CMAQ Regional Target</i>		\$8,593,420	

Clean Air and Mobility Awards listed above will be funded in either 2012 or 2013 depending on readiness. Project estimates are not finalized at this time.

#### **National Highway System**

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	<i>Previous Funds/Notes</i>
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4, Year Five of Six	\$0	\$0	\$0	\$12,000,000 -- \$9,000,000
Needham & Wellesley	603711	Route 128 Improvement Program Contract 5, Year Two of Six	\$16,800,000	\$4,200,000	\$21,000,000	\$15,000,000 -- \$28,000,000
		<b>National Highway System Total</b>	<b>\$16,800,000</b>	<b>\$4,200,000</b>	<b>\$21,000,000</b>	

#### **Surface Transportation Program**

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Arlington	604687	Massachusetts Ave	\$2,382,672	\$595,668	\$2,978,340	was \$3,548,404 -- \$710,000 now enhancements moved to 2015
Somerville	601820	Beacon Street	\$0	\$0	\$0	
Concord & Lincoln	602984	Route 2 (Crosby's Corner), Year Three of Five	\$9,376,000	\$2,344,000	\$11,720,000	
Weymouth	601630	Route 18, Year One of Two	\$9,176,000	\$2,294,000	\$11,470,000	\$8,820,000
		<b>Surface Transportation Program Total</b>	<b>\$11,758,672</b>	<b>\$2,939,668</b>	<b>\$26,168,340</b>	

# DRAFT FFYs 2012-15 TIP - Version Two

## FFY 2013

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<b>Highway Safety Improvement Program (HSIP) Project</b>			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Concord & Lincoln	602984	Route 2 (Crosby's Corner), Year Three of Five	\$3,867,039	\$429,671	\$4,296,710
<b>Highway Safety Improvement Program Total</b>			<b>\$3,867,039</b>	<b>\$429,671</b>	<b>\$4,296,710</b>
			<i>Minimum HSIP Regional Target</i>		\$4,296,710

<b>Surface Transportation Program/Enhancement</b>			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Cambridge	605188	Cambridge Common (Construction)	\$832,000	\$208,000	\$1,040,000	<i>Previous Funds/Notes</i> from 2014
Arlington	604687	Massachusetts Ave	\$569,600	\$142,400	\$712,000	
<b>Surface Transportation Program/Enhancement Total</b>			<b>\$1,401,600</b>	<b>\$350,400</b>	<b>\$1,752,000</b>	

**Total Regional Target Programming**      **\$55,217,050**  
*\*Boston Region MPO Regional Target with State Match*      \$55,254,051

**FEDERAL AID NON-TARGET PROJECTS**

**High-Priority Projects (TEA-21)**

			<i>Federal Funds</i>	<i>State/Local Funds</i>	<i>Total Funds</i>	<i>Previous Funds/Notes</i>
Somerville	601820	Beacon Street Construction (HPP 248)	\$0	\$0	\$0	\$2,883,093 -- switched with (HPP 431)
Weymouth	601630	Route 18 Construction (HPP 1236), Year One of Two	\$11,947,184	\$2,986,796	\$14,933,980	\$14,933,980 - from 2012

**High-Priority Projects (SAFETEA-LU)**

Arlington	604687	Massachusetts Ave Construction (HPP 47)	\$1,157,597	\$289,399	\$1,446,996	from 2012
Boston		Improvements to Gainsborough and St. Botolph Sts. Construction (HPP 2012)	\$377,834	\$94,459	\$472,293	
Boston		Improvements to Gainsborough and St. Botolph Sts. Construction (HPP 2012)	\$1,732,520	\$433,130	\$2,165,650	
Cambridge	605188	Cambridge Common (Construction HPP 3536)	\$899,899	\$224,975	\$1,124,874	from 2012
Franklin	604988	Route 140 Improvements Construction (HPP 4279)	\$4,607,375	\$1,151,844	\$5,759,219	from 2012
Somerville	601820	Beacon Street Construction (HPP 431)	\$0	\$0	\$0	to 2015

**Section 129**

			<i>Federal Funds</i>	<i>Other Funds</i>	<i>Total Funds</i>	
Arlington	604687	Massachusetts Ave Construction	\$750,000		\$750,000	from 2012
<b>High-Priority Projects Total</b>			<b>\$20,722,410</b>	<b>\$5,180,602</b>	<b>\$25,903,012</b>	



# DRAFT FFYs 2012-15 TIP - Version Two

## FFY 2013

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### **FEDERAL-AID BRIDGE PROJECTS**

<b>Bridge</b>			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Chelsea	604428	Washington Ave over the MBTA	\$0	\$0	\$0
<b>Bridge Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

<b>Advance Construction Bridge</b>			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Boston	604517	Chelsea Street Bridge	\$11,200,000	\$2,800,000	\$14,000,000
Boston	603370	Route 99 (Alford Street) over Mystic River	\$8,000,000	\$2,000,000	\$10,000,000
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4	\$0	\$0	\$0
Needham, Wellesley	603711	Route 128 Improvement Program	\$1,600,000	\$400,000	\$2,000,000
<b>Advance Construction Bridge Total</b>			<b>\$20,800,000</b>	<b>\$5,200,000</b>	<b>\$26,000,000</b>
<b>Federal-Aid Bridge Total</b>			<b>\$20,800,000</b>	<b>\$5,200,000</b>	<b>\$26,000,000</b>

\$13,000,000

<b>Accelerated Bridge Program - Federal Aid GANs Projects**</b>			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
<b>Accelerated Bridge Program Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

\*\*GANs conversion to federal aid to begin in 2015

### **FEDERAL AID MAJOR INFRASTRUCTURE AND STATEWIDE CATEGORIES**

<b>Interstate Maintenance</b>			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Franklin to Milford	606169	Interstate 495	\$0	\$0	\$0
Foxborough	606171	Interstate 95	\$0	\$0	\$0
Foxborough	605596	Interstate 95	\$7,476,480	\$830,720	\$8,307,200
Lexington/Burlington	606170	Interstate 95	\$26,682,750	\$2,964,750	\$29,647,500
Wakefield to Lynnfield	605597	Interstate 95	\$12,348,086	\$1,372,010	\$13,720,096
Wilmington to Woburn	604879	Interstate 93	\$11,027,808	\$1,225,312	\$12,253,120
<b>Interstate Maintenance Total</b>			<b>\$57,535,124</b>	<b>\$6,392,792</b>	<b>\$63,927,916</b>

moved to 2012

\$10,364,900  
\$8,954,750  
\$12,356,960

# DRAFT FFYs 2012-15 TIP - Version Two

## FFY 2013

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**National Highway System Pavement Preservation**

	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Weymouth                      605602    Route 3	\$2,732,800	\$683,200	\$3,416,000	\$2,928,000
<b>National Highway System Pavement Preservation Total</b>	<b>\$2,732,800</b>	<b>\$683,200</b>	<b>\$3,416,000</b>	

**Total Highway Program      \$148,463,978**

***CENTRAL ARTERY/TUNNEL PROJECT***

	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
National Highway System (NHS)	\$70,000,000		\$70,000,000	
Bridge				
State Transportation Program (STP)/ Flex	\$86,555,000		\$86,555,000	
State Transportation Program (STP)	\$20,000,000		\$20,000,000	
<b>Federal-Aid Subtotal</b>	<b>\$176,555,000</b>			
<b>Federal-Aid Matching Funds Subtotal</b>			<b>\$176,555,000</b>	
<b>Total Federal Fiscal Year 2013 Central Artery/Tunnel Funds</b>			<b>\$176,555,000</b>	

# DRAFT FFYs 2012-15 TIP - Version Two

## FFY 2014

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### ***Regional Highway Program***

#### ***FEDERAL-AID TARGET PROJECTS***

#### **Congestion Mitigation and Air Quality Improvement Program**

	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	<i>Previous Funds/Notes</i>
Boston 604761 South Bay Harbor Trail (construction)	\$0	\$0	\$0	moved to 2015
Boston Region Clean Air and Mobility Program	\$1,600,000	\$400,000	\$2,000,000	
<b>Congestion Mitigation and Air Quality Improvement Program Total</b>	<b>\$1,600,000</b>	<b>\$400,000</b>	<b>\$2,000,000</b>	
	<i>Minimum CMAQ Regional Target</i>		\$8,593,420	

#### **National Highway System**

	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	<i>Previous Funds/Notes</i>
Dedham, Needham & Westwood 603206 Route 128 Improvement Program Contract 4, Year Six of Six	\$0	\$0	\$0	\$11,500,000 -- \$5,000,000
Needham & Wellesley 603711 Route 128 Improvement Program Contract 5, Year Three of Six	\$26,400,000	\$6,600,000	\$33,000,000	\$14,900,000 -- \$30,000,000
<b>National Highway System Total</b>	<b>\$26,400,000</b>	<b>\$6,600,000</b>	<b>\$33,000,000</b>	

#### **Surface Transportation Program**

	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	<i>Previous Funds/Notes</i>
Concord & Lincoln 602984 Route 2 (Crosby's Corner), Year Four of Five	\$6,648,000	\$1,662,000	\$8,310,000	
Weymouth 601630 Route 18, Year Two of Two	\$4,960,000	\$1,240,000	\$6,200,000	moved from 2012 and 2013 -- \$7,650,000
<b>Surface Transportation Program Total</b>	<b>\$11,608,000</b>	<b>\$2,902,000</b>	<b>\$14,510,000</b>	

#### **Highway Safety Improvement Program (HSIP) Project**

	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Concord & Lincoln 602984 Route 2 (Crosby's Corner), Year Four of Five	\$3,867,039	\$429,671	\$4,296,710	
<b>Highway Safety Improvement Program Total</b>	<b>\$3,867,039</b>	<b>\$429,671</b>	<b>\$4,296,710</b>	
	<i>Minimum HSIP Regional Target</i>		\$4,296,710	

**Total Regional Target Programming** **\$53,806,710**  
*\*Boston Region MPO Regional Target with State Match* **\$53,814,653**

# DRAFT FFYs 2012-15 TIP - Version Two

## FFY 2014

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<i>Indicates a new addition to the TIP (action taken as denoted)</i>
<i>Indicates a new funding category</i>

**FEDERAL AID NON-TARGET PROJECTS**

**High-Priority Projects (SAFETEA-LU)**

Cambridge	605188	Cambridge Common (Construction HPP 3536)	\$0	\$0	\$0	
Boston	606134	Warren St/Blue Hill Ave Construction (HPP 2129)	\$1,913,997	\$478,499	\$2,392,496	moved to 2013 from 2012
Boston	605789	Melnea Cass Blvd Construction (HPP 756)	\$1,938,598	\$484,650	\$2,423,248	from 2012
Boston	605789	Melnea Cass Blvd Construction (HPP 4284)	\$4,005,900	\$1,001,475	\$5,007,375	from 2012
<b>High-Priority Projects Total</b>			<b>\$7,858,495</b>	<b>\$1,964,624</b>	<b>\$9,823,119</b>	

**FEDERAL-AID BRIDGE PROJECTS**

<b>Bridge</b>	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
<b>Bridge Total</b>			

<b>Advance Construction Bridge</b>	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Boston	604517	Chelsea Street Bridge	\$8,000,000
Boston	603370	Route 99 (Alford Street) over Mystic River	\$6,880,000
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4	\$0
Needham, Wellesley	603711	Route 128 Improvement Program	\$5,200,000
<b>Advance Construction Bridge Total</b>			<b>\$20,080,000</b>
			<b>\$5,020,000</b>
<b>Federal-Aid Bridge Total</b>			<b>\$25,100,000</b>

\$15,000,000

<b>Accelerated Bridge Program - Federal Aid GANs Projects**</b>	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
<b>Accelerated Bridge Program Total</b>			<b>\$0</b>

\*\*GANs conversion to federal aid to begin in 2015

# DRAFT FFYs 2012-15 TIP - Version Two

## FFY 2014

<i>Indicates a change in project cost</i>
<i>Indicates removed from TIP (cost not reflected in total)</i>
<i>Indicates a project moved in from another TIP element</i>
<i>Indicates a project moved out to another TIP element (cost not reflected in total)</i>
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<i>Indicates a new funding category</i>

**FEDERAL AID MAJOR INFRASTRUCTURE AND STATEWIDE CATEGORIES**

<b>Interstate Maintenance</b>	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Foxborough to Franklin      606176 Interstate 495	\$11,044,800	\$1,227,200	\$12,272,000	\$15,393,840
<b>Interstate Maintenance Total</b>	<b>\$11,044,800</b>	<b>\$1,227,200</b>	<b>\$12,272,000</b>	

<b>National Highway System Pavement Preservation</b>	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Randolph to Canton      605607 Route 24	\$0	\$0	\$0	to 2012
<b>National Highway System Pavement Preservation Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	

**Total Highway Program      \$75,901,829**

<b>CENTRAL ARTERY/TUNNEL PROJECT</b>	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
National Highway System (NHS)	\$70,000,000		\$70,000,000
Bridge			
State Transportation Program (STP)/ Flex	\$93,795,000		\$93,795,000
State Transportation Program (STP)	\$20,000,000		\$20,000,000
<b>Federal-Aid Subtotal</b>	<b>\$183,795,000</b>		
<b>Federal-Aid Matching Funds Subtotal</b>			<b>\$183,795,000</b>
<b>Total Federal Fiscal Year 2014 Central Artery/Tunnel Funds</b>			<b>\$183,795,000</b>

# DRAFT FFYs 2012-15 TIP - Version Two

## FFY 2015

<i>Indicates a change in project cost</i>
<i>Indicates removed from TIP (cost not reflected in total)</i>
<i>Indicates a project moved in from another TIP element</i>
<i>Indicates a project moved out to another TIP element (cost not reflected in total)</i>
<i>Indicates a new addition to the TIP (action taken as denoted)</i>
<i>Indicates a new funding category</i>

### ***Regional Highway Program***

#### ***FEDERAL-AID TARGET PROJECTS***

#### **Congestion Mitigation and Air Quality Improvement Program**

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	<i>Previous Funds/Notes</i>
Boston	604761	South Bay Harbor Trail (Construction)	\$3,464,581	\$866,145	\$4,330,726	from 2013
Boston Region		Clean Air and Mobility Program	\$2,000,000	\$500,000	\$2,500,000	\$2,000,000 -- \$2,500,000
<b>Congestion Mitigation and Air Quality Improvement Program Total</b>			<b>\$5,464,581</b>	<b>\$1,366,145</b>	<b>\$6,830,726</b>	
			<i>Minimum CMAQ Regional Target</i>		\$8,593,420	

#### **National Highway System**

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	<i>Previous Funds/Notes</i>
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4, Year Six of Six	\$0	\$0	\$0	\$11,500,000
Needham & Wellesley	603711	Route 128 Improvement Program Contract 5, Year Three of Six	\$25,600,000	\$6,400,000	\$32,000,000	\$14,900,000 -- \$30,000,000
<b>National Highway System Total</b>			<b>\$25,600,000</b>	<b>\$6,400,000</b>	<b>\$32,000,000</b>	

#### **Surface Transportation Program**

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Concord & Lincoln	602984	Route 2 (Crosby's Corner), Year Five of Five	\$10,850,632	\$2,712,658	\$13,563,290	
Lynn	602094	Route 129 (Broadway)	\$0	\$0	\$0	removed from first staff recommendation
Somerville	601820	Beacon Street	\$1,521,777	\$380,444	\$1,902,222	from 2013
<b>Surface Transportation Program Total</b>			<b>\$12,372,409</b>	<b>\$3,093,102</b>	<b>\$15,465,512</b>	

#### **Highway Safety Improvement Program (HSIP) Project**

			<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Concord & Lincoln	602984	Route 2 (Crosby's Corner), Year Five of Five	\$3,867,039	\$429,671	\$4,296,710	
<b>Highway Safety Improvement Program Total</b>			<b>\$3,867,039</b>	<b>\$429,671</b>	<b>\$4,296,710</b>	
			<i>Minimum HSIP Regional Target</i>		\$4,296,710	

**Total Regional Target Programming**      **\$58,592,948**  
*\*Boston Region MPO Regional Target with State Match*      \$58,589,372

# DRAFT FFYs 2012-15 TIP - Version Two

## FFY 2015

*Indicates a change in project cost*

*Indicates removed from TIP (cost not reflected in total)*

*Indicates a project moved in from another TIP element*

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*Indicates a new addition to the TIP (action taken as denoted)*

*Indicates a new funding category*

### **FEDERAL AID NON-TARGET PROJECTS**

#### **High-Priority Projects (SAFETEA-LU)**

				<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Somerville	601820	Beacon Street Construction (HPP 431)		\$1,987,798	\$496,950	\$2,484,748	from 2013
<b>High-Priority Projects Total</b>						<b>\$0</b>	

### **FEDERAL-AID BRIDGE PROJECTS**

#### **Bridge**

				<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
<b>Bridge Total</b>							

#### **Advance Construction Bridge**

				<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
Needham, Wellesley	603711	Route 128 Improvement Program		\$1,600,000	\$400,000	\$2,000,000	
<b>Advance Construction Bridge Total</b>				<b>\$1,600,000</b>	<b>\$400,000</b>	<b>\$2,000,000</b>	

**Federal-Aid Bridge Total**      **\$2,000,000**

#### **Accelerated Bridge Program - Federal Aid GANs Projects\*\***

				<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>	
<b>Accelerated Bridge Program Total</b>						<b>\$0</b>	

\*\*GANs conversion to federal aid to begin in 2015

# DRAFT FFYs 2012-15 TIP - Version Two

## FFY 2015

<i>Indicates a change in project cost</i>
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<i>Indicates a new addition to the TIP (action taken as denoted)</i>
<i>Indicates a new funding category</i>

**FEDERAL AID MAJOR INFRASTRUCTURE AND STATEWIDE CATEGORIES**

<b>Interstate Maintenance</b>	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Foxborough to Franklin                    606176 Interstate 495	\$8,563,968	\$951,552	\$9,515,520
Danverst to Middleton                    Interstate 95	\$17,395,560	\$1,932,840	\$19,328,400
<b>Interstate Maintenance Total</b>	<b>\$25,959,528</b>	<b>\$2,884,392</b>	<b>\$28,843,920</b>

<b>National Highway System Pavement Preservation</b>	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
<b>National Highway System Pavement Preservation Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**Total Highway Program                    \$87,436,868**

<b>Accelerated Bridge Program (ABP)</b>	<i>Federal Funds</i>	<i>State Funds</i>	<i>Total Funds</i>
Bridge	\$150,000,000		\$150,000,000
<b>Federal-Aid Subtotal</b>	<b>\$150,000,000</b>		
<b>Federal-Aid Matching Funds Subtotal</b>			<b>\$150,000,000</b>
<b>Total Federal Fiscal Year 2015 ABP Funds</b>			<b>\$150,000,000</b>















U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**Massachusetts Division**

June 8, 2011

55 Broadway, 10<sup>th</sup> Floor  
Cambridge, MA 02142  
617.494-3657  
617.494.3355 (fax)  
[www.fhwa.dot.gov/madiv](http://www.fhwa.dot.gov/madiv)

In Reply Refer To:  
HPE-MA

Mr. David J. Mohler, Executive Director  
Office of Transportation Planning  
Massachusetts Department of Transportation (MassDOT)  
10 Park Plaza, Room 4150  
Boston, MA 02116-3969

Subject: Financial Guidance for the FY 2012-2015 TIPs/STIP

Dear Mr. Mohler:

The purpose of this letter is to provide the financial guidance for developing the FY 2012-2015 Transportation Improvement Programs (TIPs)/Statewide Transportation Improvement Program (STIP). The estimate of Federal funds to be considered for programming is contingent on authorizing legislation, either an extension of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), or a new highway bill. For the six core Federal-Aid Highway Programs, the estimated obligation authority (OA) for FY 2012, 2013, 2014 and 2015 is \$560 million per year.

In addition, any remaining High Priority Program projects and other congressionally designated projects in highway authorization and appropriation legislation may be considered for programming as appropriate.

Please ensure that the regionally significant projects in the transportation air quality conformity model are projects that were approved for implementation in the Regional Transportation Plans (RTP). Studies and illustrative projects that were not approved for implementation by the Metropolitan Planning Organizations (MPOs) are not eligible for programming in the TIPs/STIP.

In the development of the STIP, it is recommended that the State consult with the Environmental Protection Agency (EPA), Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA), so that only projects in the MPO RTP financial plans are included in the transportation model. To ensure adequate public review, please include the air quality conformity in the Draft MPO TIPs, and we acknowledge that an Air Quality Conformity Consultation Meeting is scheduled on June 15, 2011.

Consistent with FHWA's guidance on the planning requirements and their relationship to the National Environmental Policy Act of 1969 (NEPA), each entire project described in a Record of Decision (ROD), Finding of No Significant Impact (FONSI), or Categorical Exclusion (CE) shall be consistent with the TIP and the RTP prior to the FHWA approval of the environmental



document. The Regional Planning Agencies should work closely with the Environmental Services of the Highway Division to ensure that environmental documents that are being prepared for projects have the support and endorsement of the MPO.

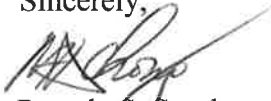
The State has embarked on an impressive initiative to improve the condition of the bridges in the Commonwealth under the Accelerated Bridge Program (ABP). This program will greatly reduce the number of structurally deficient bridges in the state system and the FHWA would like to see an analysis of the Bridge Program that looks at the proposed Federal investments in bridges over the four years of the STIP, as well as the investments that will be made through the ABP. It would be informative to gauge the progress that is expected to be made over the next four years regarding the number of structurally deficient bridges and other bridge needs identified by the PONTIS model.

Also, it would be beneficial for the STIP/TIPs to include estimates of the effects of the programmed projects on the performance and condition of the transportation system, and consequently the extent to which the STIP or TIP furthers MassDOT and/or MPO goals on improved mobility, system condition and safety.

As previously discussed with your staff, the revenue and cost estimates for the TIP/STIP must use an inflation rate to reflect "Year of Expenditure" dollars based on reasonable financial principles and information developed cooperatively by the MPOs, State and public transportation operators. Please inflate the costs of all projects in the TIP/STIP to meet this SAFETEA-LU regulatory requirement.

The FHWA and our Federal partners look forward to working with you on the development of the FY 2012-2015 STIP and please contact us if you have any questions.

Sincerely,



For: Pamela S. Stephenson  
Division Administrator

Attachment

TIPs/STIP Programming Guidelines for Massachusetts

cc: FTA Region 1  
EPA Region 1

## TIPs/STIP Programming Guidelines for Massachusetts June 8, 2011

### **Year of Expenditure (YOE) Revenue and Cost Estimates**

[23 CFR 450.216(l) and 23 CFR 450.324(h)]

The revenue and cost estimates for the TIPs/STIP must use an inflation rate to reflect “year of expenditure dollars”. The inflation rate of 4% per annum must be added to the cost estimates for all projects from the second to the fourth year in the TIPs/STIP. Also it is suggested that the TIPs/STIP include a brief statement or footnote stating that the inflation rate was accounted for in the cost estimates.

### **Full Funding** [23 CFR 450.324(i) and 23 CFR 450.216(m)]

Projects that are programmed on the TIPs/STIP must be fully funded to cover the entire cost of the project, with all sources of funding explicitly identified. Whether the project appears in one or several TIPs/STIP years, it should be relatively easy for readers to be able to review a project’s total estimated cost, as well as its funding source(s).

### **Programming Earmarks**

Congressional earmarks should be programmed in the TIPs/STIP only when full funding is available to cover the entire cost of the project, and the project is ready to be advanced. The design phase for earmarked projects should only be programmed if the construction funds are programmed in either the TIP or the RTP.

The scope of work developed for a project must be consistent with the legislative description, whether the description comes from an annual appropriations bill or an authorizing legislation such as SAFETEA-LU.

Earmarks such as Ferry Boat Discretionary projects, may be programmed beyond the second year of the TIPs/STIP, if an earmark is anticipated in an appropriations bill or an application is under review by the implementing federal agency.

The phases for the use of earmarks should be clearly identified (right-of-way, design, construction). Also, the TIPs/STIP must show the appropriate “Demo ID” or relevant section number to enable FHWA/FTA to identify the earmark. This includes the “HPP section number” (HPP 2367 for example) or a “Demo ID” such as “MA 091”.

### **Advanced Construction**

Consistent with the policy approved on March 15, 2005, AC will be used only if project construction, due to engineering decisions, would be scheduled to span the years for which funding is programmed. AC method will not be used solely as a means to fund a project.

AC will be used only for projects that exceed an MPO annual target; projects that can be programmed in one year will not use AC funding. In the Boston Region MPO region, because targets are significantly greater than in other MPOs, it may be possible, on a case by case basis to use AC on projects that are less than the target (over \$25 million).



It is suggested that clear information be provided for projects that are advance constructed, so as to determine the timeframe of the AC. For example, if a project is advance constructed over two years, a note should be included in the project description as AC year 1/2 and and AC year 2/2 etc.

**Regionally Significant Projects** [23 CFR 450.324(d) and 23 CFR 450.216(h)]

The TIPs/STIP should contain all regionally significant projects requiring an action by the FHWA/FTA whether or not the projects are to be funded under title 23 U.S.C. or are 100% State or privately funded. For public information and conformity purposes, the TIPs/STIP shall include all regionally significant projects proposed to be funded with Federal and non-Federal funds.

Regionally significant projects programmed in the TIPs/STIP must also be included in the list of financially constrained recommended projects in the RTP.

**Project Descriptions and Phases of Work** [23 CFR 450.324(e) and 23 CFR 450.216(i)]

Each project in the TIPs/STIP must include sufficient descriptive (detailed) material to clarify the scope/location of the project, and phase (right-of-way acquisition, design, or construction) rather than a general description.

For example:

Oakham Main St. / Old Turnpike Rd. Intersection Improvements (Construction), STP, \$800,000 (Fed), \$200,000 (State), \$1,000,000 (Total)

For projects that will receive federal funds for design, construction costs and acquisition cost, if applicable, must be programmed in subsequent years in the TIPs/STIP. If construction costs are unknown, estimate the cost to be 10 times the design cost.

**Sequential Project Programming**

When a project is programmed on the TIPs/STIP, it should be sequentially programmed until completion. If federal funds are to be used for design, the construction phase must be programmed within the timeframe of the TIPs/STIP, once the design phase has been completed.

For example, if the design phase for a project is programmed in FY 2008, and it is anticipated that the design will be completed by FY 2010, then the construction phase must be programmed in FY 2010. If the construction cost is unknown, estimate the cost to be 10 times the design cost.

**Other Considerations**

(a) The TIPs/STIP should be financially constrained by year. (b) Include operations and maintenance expenditures. (c) Explicitly identify all federal aid and non-federal aid air quality regionally significant projects (project that is on a facility which serves regional transportation needs and would normally be included in the modeling of the metropolitan area's transportation network). (d) Include a summary of projects obligated in the prior fiscal year.

# FFYs 2012-15 Staff Recommendation – Version Two

Hayes Morrison, Boston Region MPO  
July 21, 2011



Boston Region Metropolitan Planning Organization

# FFYs 2012-15 TIP Development

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At the December 2, 2010 meeting, MPO staff presented ideas for addressing the request by the TPPC to “redo” the TIP Development Process.

The decision was made to not have “TIP Days” and to have staff recommend a FFYs 2012-15 and first tier list of projects.

The MPO received funding requests for 138 projects. Of those 42 were designed to a point where staff could do a full evaluation and 29 received partial evaluations. These evaluations are posted on our website and are provided for you, listed in descending order by total score.



# FFYs 2012-15 TIP Development

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## Project Prioritization Factors:

- Evaluation against the TIP Criteria. The TIP criteria and the corresponding evaluations are reflective of the visions and policies adopted by the Boston Region Metropolitan Planning Organization (MPO) on April 22, 2010.
- Readiness factors (to include all permitting). Deference will be given to MassDOT – Highway Division staff on this factor.
- Long Range Transportation Plan (Paths to a Sustainable Region – 2035) implementation.
- Geographic Equity.



# FFYs 2012-15 TIP Development

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At your June 9 meeting you were presented with a staff recommendation.

There have been changes since the last version:

- The previous “targets” were ESTIMATES that were used to develop the highway finances for Paths to a Sustainable Region – 2035
- These targets are now firm and have resulted in a need to adjust the recommendation.



# FFYs 2011 – 15 TIP Target Projects

Municipality	Project #	Project Name	2012	2012	2013	2013	2014	2014	2015	2015	Total Target Funds Programmed Previously	Total Target Funds Programmed in this Staff Recommendation	Other Funds (Including Federally Legislated Funds or 2011 Funds)	Total in TIP
Boston Region	456661	Clean Air and Mobility Program	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$3,000,000	\$2,500,000	\$9,000,000	\$8,500,000		\$8,500,000
Concord & Lincoln	602984	Route 2 (Crosby's Corner)	\$16,596,710	\$15,406,710	\$10,696,710	\$16,016,710	\$12,326,710	\$12,606,710	\$22,253,710	\$17,860,000	\$61,873,840	\$61,890,130	\$6,316,197	\$68,206,327
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4	\$9,000,000	\$23,330,000	\$9,000,000	\$0	\$5,000,000				\$23,000,000	\$23,330,000		\$23,330,000
Needham & Wellesley	603711	Route 128 Improvement Program Contract 5	\$13,700,000	\$0	\$28,000,000	\$21,000,000	\$30,000,000	\$33,000,000	\$30,000,000	\$32,000,000	\$101,700,000	\$86,000,000		\$86,000,000
Arlington	604687	Massachusetts Ave	\$3,548,404			\$3,690,340					\$3,548,404	\$3,690,340	\$2,196,996	\$5,887,336
Belmont	604688	Trapelo Road	\$14,591,678	\$14,591,678							\$14,591,678	\$14,591,678		\$14,591,678
Cambridge	605188	Cambridge Common (Construction)	\$1,000,000			\$1,040,000					\$1,000,000	\$1,040,000	\$1,124,874	\$2,164,874
Somerville	604331	Community Path, phase 1	\$690,000	To be funded via Clean Air and Mobility							\$690,000	\$690,000	\$1,012,389	\$1,702,389
Weymouth	601630	Route 18			\$8,820,000	\$11,470,000	\$7,650,000	\$6,200,000			\$16,470,000	\$17,670,000	\$14,933,980	\$32,603,980
Somerville	601820	Beacon Street			\$1,319,690					\$1,902,222	\$1,319,690	\$1,902,222	\$2,484,748	\$4,386,970
Boston	604761	South Bay Harbor Trail (Construction)					\$3,850,000			\$4,330,726	\$3,850,000	\$4,330,726		\$4,330,726
Lynn	602094	Route 129 (Broadway)							\$4,600,000	\$0	\$4,600,000	\$0		\$0
<b>Total Regional Discretionary Funds in Recommendation:</b>			\$61,126,792	\$55,328,388	\$59,836,400	\$55,217,050	\$60,826,710	\$53,806,710	\$59,853,710	\$58,592,948	\$222,945,096	Indicates NEW Staff Recommendation		
<b>Total Available Regional Discretionary Funds (FFYs 2011-15):</b>				\$55,398,024		\$55,254,051		\$53,814,653		\$58,589,372	\$223,056,100	Indicates a project that is not fully funded in this TIP		
<b>Previously Estimated Regional Discretionary Funds (FFYs 2011-15):</b>			\$61,134,000		\$61,134,000		\$61,134,000		\$61,134,000		\$244,536,000	Indicates a project in the last Staff Recommendation that is not included in this Staff Recommendation		
<b>Difference in Total Funds (FFYs 2012-15):</b>				(\$5,735,976)		(\$5,879,949)		(\$7,319,347)		(\$2,544,628)	(\$21,479,900)			



Municipality	Project #	Project Name	2012	2012	2013	2013	2014	2014	2015	2015	Total Target Funds Programmed Previously	Total Target Funds Programmed in this Staff Recommendation	Other Funds (Including Federally Legislated Funds or 2011 Funds)	Total in TIP	
Boston Region	456661	Clean Air and Mobility Program	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$3,000,000	\$2,500,000	\$9,000,000	\$8,500,000		\$8,500,000	
Concord & Lincoln	602984	Route 2 (Crosby's Corner)	\$16,596,710	\$15,400,710	\$10,696,710	\$16,016,710	\$12,326,710	\$12,606,710	\$22,253,710	\$17,860,000	\$61,873,840	\$61,890,130	\$6,316,197	\$68,206,327	
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4	\$9,000,000	\$23,330,000	\$9,000,000	\$0	\$5,000,000				\$23,000,000	\$23,330,000		\$23,330,000	
Needham & Wellesley	603711	Route 128 Improvement Program Contract 5	\$13,700,000	\$0	\$28,000,000	\$21,000,000	\$30,000,000	\$33,000,000	\$30,000,000	\$32,000,000	\$101,700,000	\$86,000,000		\$86,000,000	
Arlington	604687	Massachusetts Ave	\$3,548,404			\$3,690,340					\$3,548,404	\$3,690,340	\$2,196,996	\$5,887,336	
Belmont	604688	Trapelo Road	\$14,591,678	\$14,591,678							\$14,591,678	\$14,591,678		\$14,591,678	
Cambridge	605188	Cambridge Common (Construction)	\$1,000,000			\$1,040,000					\$1,000,000	\$1,040,000	\$1,124,874	\$2,164,874	
Somerville	604331	Community Path, phase 1	\$690,000	to be funded via Clean Air and Mobility								\$690,000	\$690,000	\$1,012,389	\$1,702,389
Weymouth	601630	Route 18			\$8,820,000	\$11,470,000	\$7,650,000	\$6,200,000			\$16,470,000	\$17,670,000	\$14,933,980	\$32,603,980	
Somerville	601820	Beacon Street			\$1,319,690					\$1,902,222	\$1,319,690	\$1,902,222	\$2,484,748	\$4,386,970	
Boston	604761	South Bay Harbor Trail (Construction)					\$3,850,000				\$3,850,000	\$4,330,726		\$4,330,726	
Lynn	602094	Route 129 (Broadway)							\$4,600,000	\$0	\$4,600,000	\$0		\$0	
Total Regional Discretionary Funds in Recommendation:			\$61,126,792	\$55,328,388	\$59,836,400	\$55,217,050	\$60,826,710	\$53,806,710	\$59,853,710	\$58,592,948	\$222,945,096			Indicates NEW Staff Recommendation	
Total Available Regional Discretionary Funds (FFYs 2011-15):				\$55,398,024		\$55,254,051		\$53,814,653		\$58,589,372	\$223,056,100			Indicates a project that is not fully funded in this TIP	
Previously Estimated Regional Discretionary Funds (FFYs 2011-15):			\$61,134,000		\$61,134,000		\$61,134,000		\$61,134,000		\$244,536,000			Indicates a project in the last Staff Recommendation that is not included in this Staff Recommendation	
Difference in Total Funds (FFYs 2012-15):				\$5,735,976		(\$5,879,949)		(\$7,319,347)		(\$2,544,628)	(\$21,479,900)				

# FFYs 2012 – 15 TIP Staff Recommendation

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There is one new project in the second staff recommendation

- **Trapelo Road in Belmont**

This project was the most highly evaluated this year and has been a plan project.





# FFYs 2012 – 15 TIP Staff Recommendation

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There is one project that was previously in the staff recommendation that has been removed

- Route 129 (Broadway) in Lynn

Staff would recommend, given that this is the first year of this process, that the First Tier List include the Lynn project removed from this recommendation. This would equal approximately \$70M worth of capital investment.



# FFYs 2012 – 15 TIP First Tier List of Projects – Version One

Project Number	Municipality(s)	Project Name	Project Cost	Project Evaluation Rank
604688	Belmont, Watertown	Trapelo Road	\$14,591,678	#1, 98 points
606284	Boston	Improvements to Commonwealth Ave, phase 2	\$11,507,814	#2, 93 points
605110	Brookline	Gateway East	\$4,350,000	#3, 79 points
605146	Salem	Canal Street	\$6,600,000	#3, 79 points
600220	Beverly	Route 1A (Rantoul Street )	\$15,143,094	#5, 77 points
602094	Lynn	Route 129 (Broadway)	\$4,600,000	#5, 77 points
605034	Natick	Route 27 (North Main Street)	\$10,129,579	#7, 74 points
29492	Bedford, Billerica, Burlington	Middlesex Turnpike Improvement Project, phase 3	\$19,200,000	#8, 73 points
			<b>Total:</b>	<b>\$66,930,487</b>

In Staff Recommendation - not included in total



# FFYs 2012 – 15 TIP First Tier List of Projects – Version Two

604688	Belmont, Watertown	Trapelo Road	
606284	Boston	Improvements to Commonwealth Ave, phase 2	\$11,507,814
605110	Brookline	Gateway East	\$4,350,000
605146	Salem	Canal Street	\$6,600,000
600220	Beverly	Route 1A (Rantoul Street )	\$15,143,094
602094	Lynn	Route 129 (Broadway)	\$4,600,000
605034	Natick	Route 27 (North Main Street)	\$10,129,579
29492	Bedford, Billerica, Burlington	Middlesex Turnpike Improvement Project, Phase Three	\$19,200,000
			<b>Total: \$71,530,487</b>

