

Good afternoon Hayes:

I was at the MAGIC meeting yesterday and was updated on the review of Maynard's TIP evaluations of the Rail Trail and, on Maynard's behalf, I just want to concur with Roland's assessment of the current status of the Assabet River Rail Trail and his request that the scoring be modified to reflect the project benefits. It was very surprising to see the score for the project given the high priority that both communities have given this project. It is unfortunate that the timing for the 25% design documents was off a couple weeks and we would ask that the commitment provided by Roland on behalf of both Towns is considered as a legitimate testament to its progress and benefits as he has outlined May 10 email. The importance of this trail to Maynard and Acton and its impact on the standards addressed in his livability, mobility cannot be overstated.

One additional factor that we have seen as a positive is the impact is the downtown overlay district created a few years back in Maynard downtown. This action increased the residential units and provided incentives for developers to build additional units downtown. Residents of downtown will have a excellent access to the trail thus resulting in the ability to access Rail by the trail and reducing traffic. Further, a new out of town 350 unit residential development on the Concord, Acton, Sudbury, Maynard line has the potential to exponentially increase traffic downtown so any action we can take to reduce these impacts will be beneficial. Lastly, the trail has an economic impact on our downtown as it brings bike and foot traffic through the central business district.

We appreciate that there are deadlines that must be met and Roland articulated the elements that would be reflected in the 25% design submission so that the review could be undertaken with the knowledge that these elements would be forthcoming. We appreciate your staff's work in talking this into consideration.

Have a good day!

Bob Nadeau



March 28, 2011

Mr. James Gillooly
Deputy Commissioner
Boston Transportation Department
Boston City Hall
Boston, MA, 02201

RE: Commonwealth Avenue Phase 2A Improvements, Boston, MA

Dear Mr. Gillooly:

Thank you for the opportunity to meet, discuss and provide input to the Commonwealth Avenue Phase 2A improvement project during the 25% design phase.

As currently envisioned, Phase 2A will extend the highly acclaimed improvements of Phase 1 from Kenmore Square to the BU Bridge to further west to Alcorn Street. As with the Phase 1 project, we strongly support the improvements planned for Phase 2A. The proposed project will provide much needed safety improvements to vehicular, pedestrian, bicycle and MBTA Green Line operations as well as significantly enhance the overall streetscape.

The recently completed Phase 1 safety and streetscape improvements have been well received by our students, faculty, staff and the local community.

We look forward to the completion of Phase 2A and look forward to working with you and other stakeholders on the completion of this important local and regional project.

Yours sincerely,

A handwritten signature in black ink that reads "Gary Nicksa".

Gary Nicksa
Vice President for Operations



Town of Medway
OFFICE OF THE TOWN ADMINISTRATOR

155 Village Street, Medway MA 02053

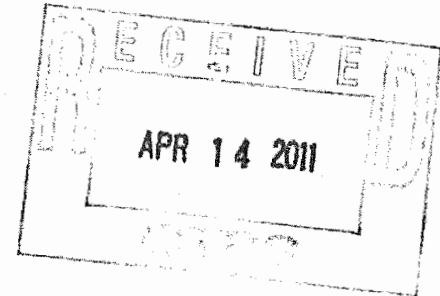
Tel: (508) 533-3264

Fax: (508) 533-3281

Suzanne K. Kennedy
Town Administrator

April 7, 2011

Mr. David Mohler
Transportation Planning and Programming Committee
Boston Region MPO
10 Park Plaza, Suite 2150
Boston, MA 02116-3969



**RE: Route 109 Reconstruction Project
Designer Selection Process**

Dear Mr. Mohler:

In the interest of the continued collaboration between the Town of Medway and the Massachusetts Department of Transportation, we are pleased to provide this overview of the process undertaken by the Town of Medway toward the selection of a design firm associated with the Route 109 reconstruction project.

In response to the project advertisement in the Central Register, Town website and local press, ten consultants, including GPI, submitted qualifications for review on June 3, 2009. A four member committee comprised of the Department of Public Services Director & Deputy Director, Southwest Area Planning Committee representative, and Planning & Economic Development Board member reviewed the submittals. The submittals were graded in six categories:

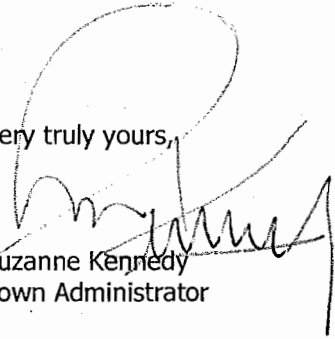
- Prior similar experience.
- Familiarity with the Route 109 corridor and the general project location.
- Past performance on public and private projects.
- Project Managers availability.
- Financial stability.
- Identity and qualifications of the Engineers who will work with the applicant on the project, including professional registration when required.

The following time table illustrates the process used in the recommendation of GPI.

- June 3, 2010 - Qualifications received from 10 firms.
- June, 2010 - Qualifications reviewed and ranked by Selection Committee.
- July 1, 2010 - Four firms are selected for interview; Design Consultants, GPI, Hoyle Tanner, and STV. Interviews held with proposed project teams.
- July 8, 2010 - Selection Committee narrows selection to two firms; GPI and Design Consultants.
- July, 2010 - Supplemental material gathered, references checked.
- August 4, 2010 - Selection Committee recommends GPI.

We hope that this information is helpful in demonstrating the Town's strong commitment in taking appropriate project management actions consistent with Department of Transportation procedures and protocols. Please don't hesitate to contact me with any questions or concerns you may have regarding this or other project matters.

Very truly yours,



Suzanne Kennedy
Town Administrator

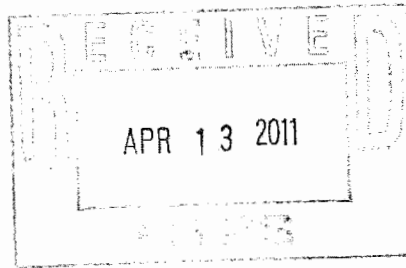
Copy: Thomas Holder, DPS
David D'Amico, DPS
Arthur Frost, MassDOT
Ann Sullivan MassDOT
Paul Yorkis, SWAP



For a thriving New England

CLF Massachusetts 62 Summer Street
Boston MA 02110
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F: 617.350.4030
www.clf.org

April 12, 2011



David Mohler
Executive Director
Office of Transportation Planning
Massachusetts Department of Transportation
10 Park Plaza, Room 4105
Boston, MA 02116-3969

RE: GreenDOT Implementation in Transportation Planning

Dear Mr. Mohler:

Thank you for your leadership in developing the innovative and forward-looking GreenDOT policy directive ("GreenDOT"). I write to express our strong interest in MassDOT's plans to account for greenhouse gas (GHG) emissions in transportation planning, as required by GreenDOT. I, and my colleagues Nancy Goodman of the Environmental League of Massachusetts and Wendy Landman of WalkBoston, recently had the pleasure of meeting with Ned Codd and Catherine Cagle of your office to discuss our efforts as part of the new Transportation for Massachusetts (T4MA) Coalition, and to enquire about the status of GreenDOT implementation, particularly with respect to transportation planning.

At the suggestion of Mr. Codd and Ms. Cagle, CLF also contacted the Boston Metropolitan Planning Organization ("Boston MPO") and spoke with Anne McGahan in an effort to gain a better understanding of how the MPO is planning to incorporate GreenDOT's requirements into its regional planning, including the 2011 MPO long range transportation plan, *Paths to a Sustainable Region*, due to be completed in August 2011 (2011 LRTP). Despite these efforts, many of our questions remain unanswered. We hope that you can help us better understand this important component of GreenDOT.

A key GreenDOT goal is GHG emissions reductions. The Commonwealth has specifically incorporated GreenDOT into its Global Warming Solutions Act implementation plan, the Massachusetts Clean Energy and Climate Plan for 2020 ("Climate Plan"). See Climate Plan at pp. 66-67. The Climate Plan makes plain that "GreenDOT is intended to fulfill the requirements of several state laws, regulations, Executive Orders, and MassDOT policies, including the Global Warming Solutions Act, the Green Communities Act, the Healthy Transportation Compact, and the 'Leading by Example' Executive Order Number 484 by Governor Patrick." *Id.* at 66.

Specifically, the Climate Plan provides that:

Transportation long-range planning and project prioritization and selection: Long-range planning documents, including statewide planning documents (e.g. the Strategic Plan, State Freight Plan, and MassDOT Capital Investment Plan), as well as the long-range Regional Transportation Plans from the Metropolitan Planning Organizations (MPO), *must address MassDOT's three sustainability goals and plan for reducing GHG emissions over time.* Similarly, the shorter-range regional and state Transportation Improvement Programs (TIPs and STIP), under which particular projects are chosen for funding in the coming four years, *must be consistent with the Commonwealth's GHG reduction target.* This will require that the MPOs and MassDOT balance highway system expansion projects with other projects that support smart growth development and promote public transit, walking and bicycling. In addition, the project programming mix included in the RTPs, TIPs and STIP can contribute to GHG reduction through prioritizing roadway projects that enable improved system operational efficiency, without expanding overall roadway system capacity.

Id. (emphasis supplied). GreenDOT, as incorporated into the Climate Plan, requires that:

Statewide planning documents (including the Strategic Plan and Capital Investment Plan) and the Metropolitan Planning Organization's (MPO) long-range Regional Transportation Plans (RTPs) will integrate the three GreenDOT Goals. *These planning documents will evaluate GHG emissions and ensure that GHG emissions are reduced over time, consistent with the Climate Protection and Green Economy Act.*

GreenDOT at Exhibit B (emphasis supplied). GreenDOT also requires that:

Regional Transportation Improvement Programs (TIPs) and State Transportation Improvement Program (STIP) *will include an evaluation of overall greenhouse gas emissions from the project programs, and will need to be developed in a manner that fits into an overall state greenhouse gas reduction target.* This will require that the MPOs and MassDOT balance highway system expansion projects with other projects that support smart growth development and promote public transit, walking and bicycling.



Id. (emphasis supplied). The Climate Plan emphasizes the GreenDOT requirement that project selection be prioritized on the basis of GHG emissions analyses, and healthy transportation and smart growth impacts. *See* Climate Plan at 66.

Neither GreenDOT nor the Climate Plan specify how GHG emissions will be evaluated by planners, or how transportation plans will now be developed in order to take into account—and achieve—the Commonwealth’s overall GHG emissions reduction target. MassDOT and the Boston MPO were not able to provide during our discussions specific information in response to our questions about GHG accounting and planning to achieve mandated reductions. As well, it appears that MassDOT currently is not contemplating any process that would make more transparent and/or elicit public comment or input on its efforts in developing an implementation strategy.

We are eager to work with MassDOT to advance GreenDOT, and we look forward to further discussions with your team about how we, and our T4MA partners, can best support MassDOT’s efforts. As well, to better enable us to partner with you, it would be very helpful if MassDOT could answer the following questions:

- How will transportation project GHG emissions be quantified for planning purposes? Will the GHG emission impacts of each project be quantified individually and then combined at any planning stage?
- Which agency will be responsible for quantifying GHG emissions associated with transportation projects? The MPO? MassDOT? The Massachusetts Department of Environmental Protection (“DEP”)? Individual project proponents?
- If estimates are generated by different agencies or entities, how will MassDOT ensure that the quantification protocols for estimating GHG emission impacts are consistent? It is our understanding that MassDOT and DEP, for example, currently do not employ the same approach for quantifying GHG emissions from mobile sources.
- What analytic method(s), metrics, and quantification protocol(s) will be used to evaluate GHG emissions? Which model will be used for estimating vehicle miles traveled? Will emissions associated with induced demand be included?

We appreciate that we will have the opportunity to comment on individual planning documents in the future. The formal comment period for the 2011 LRTP, for example, will begin on June 13, 2011. To ensure a meaningful opportunity to comment, however, we need to better understand these issues now. As you know, the U.S. Department of Transportation Planning Assistance and Standards regulations require proactive public involvement processes and opportunities for early and continuing involvement. *See* 23 CFR 450.212. As part of that public



involvement process, the State is required to provide “reasonable public access to technical and policy information used in the development of the plan and STIP.” 23 CFR 450.212(a)(3).

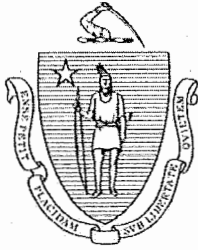
We believe that GreenDOT can be a nation-leading example if properly implemented, and we are grateful for your—and your team’s—vision and commitment. Thank you in advance for your assistance and please do not hesitate to contact me with any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Melissa A. Hoffer". The signature is fluid and cursive, with a long horizontal stroke at the end.

Melissa A. Hoffer, Esq.

- cc Jeffrey B. Mullan, Secretary, MassDOT
Richard K. Sullivan, Jr., Secretary EOEEA
Maeve Valley Bartlett, Assistant Secretary, EOEEA
Catherine Cagle, Manager, Sustainable Transportation, MassDOT
Ned Codd, P.E., Director Program Development, OTP, MassDOT
Hayes Morrison, TIP Program Manager, Boston MPO
Marc Draisen, Executive Director, MAPC
Nancy Goodman, VP for Policy, ELM
Wendy Landman, Executive Director, WalkBoston
T4MA



THE GENERAL COURT OF MASSACHUSETTS
STATE HOUSE, BOSTON 02133-1053

May 2, 2011

David J. Mohler, Chair
Transportation Planning and Programming Committee
Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

Re: Belmont Trapelo Road Corridor Project, 60468

Dear Mr. Mohler,

We write primarily to thank you and the members of the MPO for your ongoing support of our Belmont Trapelo Road Corridor Project.

We appreciate that you have included \$329,900 in additional design funding for it in the Draft Amendment #4 to the TIP and eagerly await final approval of those funds. We also appreciate your long recognition of the regional significance of this project as reflected in the Financial Plan for the Pathways to 2030 document.

Based on our confidence in your planning process, the Town of Belmont has already spent over \$2.7 million towards the project -- investing \$1.4 million in the cost of bringing the project to 75% design level, which has already been submitted for review, and \$1.5 million towards subsurface improvements, replacing water pipes through the length of the corridor. In addition, National Grid has completed installation of gas lines down the length of the corridor. At the present, the corridor is criss-crossed by trench patches reflecting all of this subsurface work in anticipation of construction.

We were pleased to see that the project was highlighted among the needed projects in the Northwest Corridor in your draft 2035 plan. We noticed with some concern that it was not

explicitly mentioned in the regional chapter, but we understand that that chapter speaks mostly to much larger highway projects.

We do hope and trust that you will continue to include it in the financially constrained LRTP and ultimately place it on the TIP for 2015. We would be even happier if it could be included sooner. We see no reason why we could not be ready to proceed in Fiscal 2012 and are certain that we would be ready in Fiscal 2013. At present we are working in collaboration with MassDOT engineers on the 100% design and we believe that we have already resolved all material issues. We anticipate securing the right-of-way by spring 2012.

We thank you very kindly once again for all of your support for the project and are very respectful of the difficult decision-making that you must make given the limited funds at your disposal.

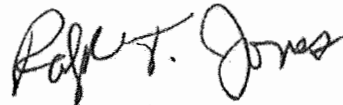
We are very eager to respond to any questions or concerns that you might have.

Thanks again for your consideration.

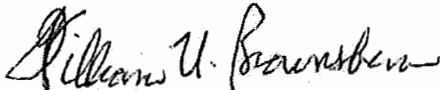
Sincerely,




Steven A. Tolman
STATE SENATOR



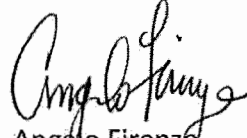
Ralph Jones, Chair
Belmont Board of Selectmen



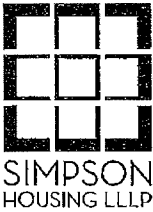
William N. Brownsberger
STATE REPRESENTATIVE



Mark Paolillo, Vice-Chair
Belmont Board of Selectmen



Angelo Firenze
Belmont Board of Selectmen



May 3, 2011

Boston Metropolitan Planning Organization
c/o: Michael Callahan
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear Mr. Callahan:

As developer of one of the newly-created Big Dig parcels on Causeway Street in the Bulfinch Triangle, we, Simpson Housing, take an active and engaged role in any project affecting the neighborhood, but we are especially ardent supporters of the Causeway Street Reconstruction Project ("Project" #606320).

We plan to begin construction this summer on our project which will add 286 rental apartment homes and 17,000 square feet of retail space to the Bulfinch Triangle. As a consequence of the Causeway Street Reconstruction Project, we have planned for a large retail space to be located along the Causeway Street side of our new building and we have designed a large outdoor plaza area on the corner of Causeway and Beverly Streets. We worked directly with the City to develop this plan and intend to work with the Causeway Street team should coordination be required.

The Causeway Street Reconstruction Project will transform Causeway Street into a dynamic, pedestrian-oriented street and serve as a catalyst in the transformation of our neighborhood into a truly dynamic residential, business and entertainment district. The Project is fundamental to bolstering the identity of the area as its own, distinct Boston neighborhood.

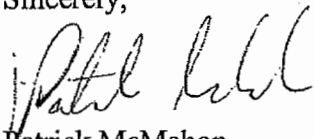
We believe very strongly that the Causeway Street Reconstruction Project will enhance the marketability of not only our own building but of all buildings in the area, whether they are residential or office. And the Project will certainly increase the viability of the existing area retail base and aid in drawing a more diverse mix of tenants to the neighborhood.

As an owner and manager of rental housing, we care deeply about the safety of our residents and employees, and believe that the Causeway Street renovations will do much to increase the safety and accessibility of the surrounding area. In its current state, the intimidating character of Causeway Street detracts from the personality and vibrance of a historic and charming neighborhood. By increasing safety and mobility for the whole area, the Causeway Street Reconstruction Project also makes the entire neighborhood more livable, which is vitally important to the community as a whole, and especially to our residential development and those that are planned for the future.

In order to sustain this community and its future, it is crucial that the Causeway Street Reconstruction Project continue to move forward. We strongly urge the Metropolitan Planning Organization to support this initiative as Simpson Housing and so many others do.

Should you have any questions, please do not hesitate to call me at (617) 259-1583.

Sincerely,

A handwritten signature in black ink, appearing to read "Patrick McMahon". The signature is written in a cursive style with a large initial "P".

Patrick McMahon
Vice President
Simpson Housing LLLP



MINUTEMAN ADVISORY GROUP

Acton ♦ Bedford ♦ Bolton ♦ Boxborough ♦ Carlisle ♦ Concord

ON INTERLOCAL COORDINATION

Hudson ♦ Lexington ♦ Lincoln ♦ Littleton ♦ Maynard ♦ Stow ♦ Sudbury

May 11, 2011

David Mohler, Chair
Transportation Planning & Programming Committee, Boston MPO
c/o Central Transportation Planning Staff
10 Park Plaza, Suite 2150
Boston, MA 02116

Re: Draft Amendments 2 and 3 to the FY2011 element of the FFYs 2011-2014 TIP

Dear Mr. Mohler:

I am submitting these comments on behalf of the Minuteman Advisory Group on Interlocal Coordination (MAGIC) subregion of the Metropolitan Area Planning Council (MAPC). MAGIC consists of 13 communities in the northwest area of MAPC: Acton, Bedford, Bolton, Boxborough, Carlisle, Concord, Hudson, Lexington, Lincoln, Littleton, Maynard, Stow, and Sudbury.

MAGIC has endorsed the Amendment 2 and 3 to the FY11 TIP, which reprogrammed funds from the Crosby's Corner project to the Assembly Square Project. Crosby's Corner remains MAGIC's top highway project, but we understand that the FY 2011 allocation was not ready to be fully used this year.

MAGIC expects that essential project tasks for Crosby's Corner will be completed in the current year so that the start of construction which is now scheduled for September 2011 is not delayed.

MAGIC understands that the Crosby Corner project is no longer fully funded, but can be so at the next MPO approval of the TIP. We urge the MPO to fully fund the project in the next FFYs 2012-2015 TIP approval.

Route 2 (Crosby's Corner) is of critical importance to our regional transportation network. As we have mentioned in previous letters, this is a gateway project for the regional Route 2 corridor (Lincoln through Acton), as it will improve mobility, safety, and air quality along the corridor and associated transportation networks.

For example, the project is critical to fulfilling corridor management goals for the Battle Road Scenic Byway. Also, as noted in our letters dated April 26, 2010 and September 9, 2010, mitigation associated with this project will solve significant drainage and flooding problems on a critical leg, Cambridge Turnpike, that stems from stormwater flows from Route 2.

The project will also be the first tangible product of 16 years of model regional collaboration between Lincoln, Concord, Acton, and the MassDOT Highway Division. Thank you for considering our priorities and for the opportunity to comment.

Sincerely,
Michelle Ciccolo, Chair

c/o Metropolitan Area Planning Council
60 Temple Place, Boston, MA 02111
www.mapc.org/subregions/magic



Phone: 617-451-2770
Fax: 617-482-7185
Email: mbewtra@mapc.org



The Commonwealth of Massachusetts

House of Representatives
State House, Boston 02133

LORI A. EHRLICH
STATE REPRESENTATIVE

Room 39., State House
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lori.ehrlich@mahouse.gov



VICE CHAIR:
Joint Committee on Labor & Workforce
Development

5/19/2011

Mr. David Mohler
Chair, Transportation Planning and Programming Committee
Boston MPO
10 Park Plaza, Suite 2150
Boston, MA 02116

Mr. Mohler,

I am writing to express my strong support for the Town of Swampscott's proposed roadway reconstruction project currently under consideration through the Transportation Improvement Program (TIP). The proposed project, which has been seeking funding since 2006, would take place in Swampscott along Humphrey Street from Atlantic Avenue to the Marblehead town line as well as on Salem Street.

This project is not only vital for Swampscott for Marblehead as well. As one of the few routes connecting the two communities the road has seen much wear over the years. Add to that the heavy commuter traffic the road sees from MBTA buses and residents who travel into Boston on a daily basis using this route. Currently the physical condition and design of the roadway is in a dreadful state of repair and is bad for the communities I represent. I am respectfully requesting that the MPO give this project the strongest consideration as your plans are finalized.

For your reference the project's TIP ID is 604923. Please also note that the Swampscott project is currently ranked with the 20th highest score out of 130 projects on the TIP. Thank you again for your consideration of this vital road project, and do not hesitate to contact me with any questions.

Best,

Lori A. Ehrlich
State Representative

Committee on Financial Services
Ranking Democratic Member,
Subcommittee on Oversight
& Investigations

Committee on Transportation &
Infrastructure

Democratic Steering & Policy
Committee

Democratic Caucus
Chair, Committee on Oversight,
Study & Review

www.house.gov/capuano



Congress of the United States

House of Representatives

Michael E. Capuano
8th District, Massachusetts

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ROXBURY COMMUNITY COLLEGE
CAMPUS LIBRARY
ROOM 211

May 24, 2011

Secretary Jeffrey Mullan
Massachusetts Department of Transportation
10 Park Plaza
Boston, MA 02116

David Mohler
Boston Region Metropolitan Planning Organization
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear Secretary Mullan and Mr. Mohler,

It is my understanding that the Boston Region Metropolitan Planning Organization's (MPO) Transportation and Programming Committee will begin reviewing recommendations for the FYs 2012-2015 Transportation Improvement Program (TIP). While I have no knowledge at this point in time as to which projects will be included in the next TIP, I want to strongly urge that the Green Line Commonwealth Avenue Improvement project (CAP2) be included.

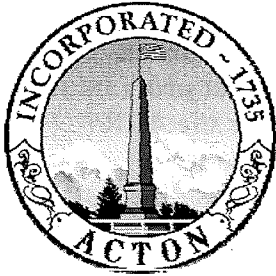
This project, for which I have earmarked federal funding, will continue the re-design and reconstruction of the MBTA's Green Line "B" train stops along the Commonwealth Avenue corridor from Kenmore Square through the Boston University campus. As both of you are certainly well aware, this is an area that features heavy vehicular traffic, heavy pedestrian traffic, and many visitors to Boston. It is not unusual to find pedestrians dodging cars to get to or from these Green Line stops. When complete, CAP2 will feature safer pedestrian crossings to get to the MBTA stops, which in turn will also improve vehicular traffic flow along Commonwealth Avenue. It will enhance the quality of life along one of Boston's streetcar systems and provide a more pleasant experience for drivers in this part of the city. Commonwealth Avenue and the B Train are more than a road and a train line, respectively, and should be recognized as such.

I appreciate your consideration on this matter, and look forward to your response.

Sincerely,

A handwritten signature in cursive script that reads "Michael E. Capuano".

Michael E. Capuano
Member of Congress



Planning Department

TOWN OF ACTON
472 Main Street
Acton, Massachusetts 01720
Telephone (978) 929-6631
Fax (978) 929-6340
planning@acton-ma.gov
www.acton-ma.gov

May 31, 2011

David Mohler, Chair
Transportation Planning & Programming Committee
Boston Region Metropolitan Planning Organization
10 Park Plaza, Suite 2150
Boston, MA 02116

RE: Assabet River Rail Trail (ARRT) - ID #604531

Dear Mr. Mohler:

As the Boston Metropolitan Planning Organization (MPO) develops the next Long Range Transportation Plan (LRTP) with a financial outlook that indicates severe funding shortages, I understand the need for a plan that is prudent and flexible. At the May 26 meeting of the MPO's Transportation Planning and Programming Committee (TPPC) three plan strategy options were discussed:

1. The "*Current Approach*" option lists construction funding for the ARRT in the 2011-15 period just like the LRTP – *Journey to 2030* as finalized last year.
2. The "*Regional Needs-Based Focus*" option does not list any specific rail trail construction funding through 2035.
3. The "*New Mix of Projects and Programs – Lower Cost/More Flexibility*" option also does not list any specific rail construction funding through 2035.

Although no decision was made, option 1 did not appear to become a likely favorite. While all three strategy options seem to include unassigned Federal funding for Bicycle/Pedestrian-Specific Expansion in the region, failure to specifically list construction funding for the ARRT in the next LRTP, in addition to failure of programming construction funding for the ARRT in the FFYs 2012-15 TIP (Staff Recommendation for the Federal Fiscal Years 2012-15 Transportation Improvement Program), raises the following concern and dilemma:

The ARRT has a remaining Federal High Priority Project (HPP) earmark of \$615,451. In order to access this earmark for design purposes, the MPO must program the HPP design funding for the ARRT in the TIP, and construction funding for the ARRT must be listed in the LRTP within the following ten years. These parameters were determined by the Federal Highway Administration during the development of the last LRTP – *Journey to 2030* when it was finalized about one year ago.

The design of the ARRT in Acton and Maynard is underway with ARRT HPP earmark funding¹. We are very close to adding to that the design for two more miles of ARRT in Stow, continuing the Acton – Maynard section from the Maynard/Stow town line to Sudbury Road in Stow. The Stow Town Meeting has committed to Stow's 20% local share of the design project. Very shortly, I anticipate requesting access to the available Federal earmark to fund the complete design of this section in Stow and completing it in lockstep with the Acton/Maynard section.

If the ARRT were to be dropped from the next LRTP, and also not be programmed in the 2012-15 TIP, the Town of Stow would be denied access to the remaining Federal HPP earmark. As a result, the Federal earmark that the ARRT communities have worked so hard to obtain could be lost through Congressional rescission, the design of the ARRT in Stow would languish, and the Stow section of the ARRT may never become eligible for TIP construction funding. The region would be left with an incomplete rail trail².

Ironically, it is only the result of a misunderstanding that we ended up in this particular situation: Last year, the MPO scheduled ARRT construction funding in the 2011-15 band of the LRTP – *Journey to 2030*. Per Federal Highway requirement (summarized above), the MPO could subsequently program ARRT design funding from the HPP earmark - then standing at \$1,349,851 - in the 2011-14 TIP. On 8/25/10, the ARRT received HPP funding from that earmark in the amount of \$734,400 for completing the design in Acton and Maynard¹, leaving \$615,451 remaining in the earmark.

MPO staff, however, mistakenly assumed that the design agreement for the Acton/Maynard ARRT section was instead for the entire remainder of the ARRT, and that all HPP funds were committed in the 8/25/10 design agreement. In that belief, MPO staff dropped the ARRT HPP design funding from the 2011-14 TIP. I discovered the error in late October 2010 during the public comment period for the 2011-14 TIP.

At that point, MPO staff informed me that reinsertion of the HPP funding for the ARRT would require extending the public comment period by another 15 days. Given how late in the year it already was, I did not want to cause another delay to the TIP. MPO staff assured me that when we are ready with an accurate number, the appropriate HPP funding amount for design of the Stow section could be added in the 2012-15 TIP or by way of a TIP amendment. Relying on that, the ARRT Town's continued moving the project forward. I expect a final cost number for the design in Stow within the next few months after completion (with extensive public participation) of the conceptual (10%) design phase, for which the Town of Stow has committed funds. We will then request this amount for programming in the TIP from the HPP earmark provided we still can do so after completion of the next LRTP³.

¹ MassDOT Design Agreement No. 62931; Federal Aid No. HP-002-S-187-000; Amount \$734,400. This work is in progress; I anticipate the 25% design submission by the end of June.

² The ARRT section through Marlborough and Hudson was completed several years ago.

³ Please do not misunderstand this narrative as an attempt or desire to throw MPO staff under the bus. MPO staff has always been responsive and helpful to me. I continue to be amazed at their ability to keep track of so many projects

In closing, I request that the TPPC reinsert the ARRT construction funding under any of the next LRTP strategy options in recognition of the existing Federal earmark that could otherwise be lost. The amount would only modestly change the percentages between assigned and unassigned Federal funds in each of the plan options. In the alternative, I request that the MPO find another way or formula with the Federal Highway Administration that will allow the ARRT communities continued access to their HPP earmark.

I will attend the next TPPC meeting on June 2; as always I appreciate the MPO's efforts and I am available to discuss this further at your convenience.

Sincerely,



Roland Bartl, AICP
Planning Director

cc: TPPC members
Hayes Morrison, CTPS
Anne McGahan, CTPS
Steve Ledoux, Acton Town Manager
Town of Acton Board of Selectmen
ARRT Steering Committee members (Acton, Maynard, Stow, Hudson, Marlborough)
William Wrigley, Town Administrator, Stow
Nicolas Rubino, AECOM
Thomas Kelleher, ARRT, Inc.
Senator James Eldridge
Representative Kate Hogan
Representative Jennifer Benson
Congresswoman Niki Tsongas
Jane Adams, Regional Coordinator for Niki Tsongas
Arthur Frost, MassDOT Highway – District 3
Federal Highway Administration

I:\planning\projects\rail trails\arrt\tip etc\2011\may 31 2011 lrtp comment.doc

and to actually be able to recall a fair number of details about them. Over the years, I have learned to respect and greatly appreciate their hard work. The accidental omission of the ARRT HPP design funding from the 2011-14 TIP was unfortunate, but I understand how it could happen. MPO staff's advice on the remedy surely was with the best intentions, appeared logical, and was respectful of the MPO's TIP development process.



Town of Winchester

Mary Ellen Lannon
Acting Town Manager

Town Manager
71 Mt. Vernon Street
Winchester, MA 01890
Phone: 781-721-7133
Fax: 781-756-0505
townmanager@winchester.us

June 1, 2011

Mr. David Mohler, Chair
Transportation Planning and Programming Committee
Boston Metropolitan Planning Organization
10 Park Plaza, Suite 2150
Boston, MA 02116

RE: 2012 - 2015 TIP Staff Recommendations

Dear Mr. Mohler,

In spring 2011, the Town of Winchester nominated the following two projects for consideration by the Boston Metropolitan Planning Organization (MPO) for programming in the FY 2012 - 2015 Transportation Improvement Program (TIP):

- Tri-Community Bikeway - Construction (604652), and
- Signal Upgrades at Four Locations (601019)

On May 31, 2011, the Town of Winchester received the staff recommendations for the FY2012 - 2015 Transportation Improvement Program (TIP). The draft plan does not call for either of the Town's projects to be funded. The Town urges the MPO to reconsider funding for these two important regional transportation projects in the FY2012 - 2015 TIP.

Signal Upgrades at Four Locations

This project proposes to install new signals at two locations - Cambridge Street (Route 3) at Everett Avenue/Myopia Road, and Cambridge Street at Pond Street - and to upgrade existing signals at two additional locations - Cambridge Street at High Street/Church Street, and the intersection of Church, Bacon, and Fletcher Streets.

Cambridge Street (Route 3) is a state road control by MassDOT, who has completed the design for all four of these intersection projects. **The 100% design for this project has been completed since 2006.** Route 3 is an important north-south transportation corridor that provides regional access to Route 95/128 in Burlington and intersects with Routes 16 and 60 to the south. The MBTA also operates a bus route (#350) along Cambridge Street that provides service between North Burlington and Alewife Station.

The proposed intersection upgrades represent **critical safety improvements** that will benefit both vehicles and pedestrians by providing an improved level of service, improving substandard roadway geometry, and providing improved pedestrian and handicapped access

amenities. The Ambrose Elementary School is located approximately 800-feet west of the intersection of Route 3 and Church/High Streets; therefore, all of the intersections (with the exception of Cambridge and Pond Streets) are heavily utilized by students walking to school.

The four intersections in question have above average accident rates. Between 2005 and 2010, the Winchester Police Department reported **35 accidents** at the intersection of Cambridge Street at Church/High Street and **49 accidents** (8.2 per year average) at the intersection of Church, Bacon, and Fletcher Streets. This represents a significant increase in the number of accidents at these intersections over what was reported in the Functional Design Report prepared for MassDOT in 2002. That report listed the intersection of Church, Bacon and Fletcher Streets as the worst with 19 accidents between 1996 and 1998 (6.3 accidents per year average).

The Town of Winchester strongly urges the MPO to program funding for construction of this important project that will improve safety and efficiency in this major regional transportation corridor.

Tri-Community Bikeway

Over the past decade, the Town of Winchester has worked cooperatively with the City of Woburn and the Town of Stoneham to develop the proposed Tri-Community Bikeway, an approximately six-mile path that would connect the three communities. This path is an important alternative transportation project that will provide regional benefits, including the following:

- Connection of residential, commercial, recreational, and civic areas in the three communities with a "shared-use path" in accordance with MassDOT standards for use by bicyclist, pedestrians, and fully accessible to persons with physical disabilities;
- Provision of a safe, alternative route for school children to access the seven schools and numerous playfields that directly abut or are in close proximity to the path;
- Direct connection to the Wedgemere Commuter Rail Station and Town Center Commuter Rail Stations in Winchester, which will allow commuters to potentially go "car-free";
- Economic benefits as a result of increased pedestrian and bicycle traffic through commercial areas, including Winchester's downtown business district, a National Register historic district; and
- Reduction of vehicle trips, and the associated environmental benefits, as a result of the creation of a safe, multi-modal trail that allows residents to access amenities in the three communities without driving.

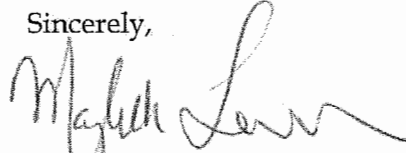
Phase I (25% design) and Phase II (100% design) have been fully funded and supported through the state and federal government. The communities received \$186,000 through the Massachusetts Transportation Enhancement Program to fund Phase I, and \$598,000 in the FY2007 TIP to fund Phase II.

The three communities have completed the 25% design for this project, and have been issued a Notice to Proceed into 75% design by MassDOT. Funding for Phase III (Construction) was previous programmed in the FY2006 - 2009, FY2007 - 2010, and FY2008 - 2011 TIP documents. However, the MPO voted against continued funding for Phase III at their meeting in June 2008,

and the three communities have been fighting since that time to get construction funding reinstated. Given the potential local and regional benefits of this project, as well as the significant investment of state and federal funding already allocated to this project, the Town of Winchester strongly urges the MPO to include funding for this project in the FY2012 - 2015 TIP.

Thank you for your consideration.

Sincerely,

A handwritten signature in cursive script, appearing to read "Mary Ellen Lannon".

Mary Ellen Lannon
Acting Town Manager

cc: Hayes Morrison, TIP Manager
Beth Rudolph, P.E., Town Engineer
Representative Jason Lewis
Senator Patricia Jehlen
Patricia Leavenworth, P.E., MassDOT - District 4
Connie Raphael, MassDOT - District 4

From: [Michael Sullivan](#)
To: david.mohler@eot.state.ma.us
Cc: hayesm@ctps.org; [Bewtra, Manisha G.](#)
Subject: Assabet River Rail Trail
Date: Friday, June 03, 2011 10:03:01 AM

June, 3 2011

David Mohler, Chair
Metropolitan Planning Organization (MPO), Boston
c/o MAPC

Dear Mr. Chair,

I would like you that you for taking the time to consider the importance of the collective request to continue funding the Assabet River Rail Trail (ARRT) in the MAGIC affiliated region of the Boston MPO. This multiple year project is of vital importance to the Maynard region from economic, recreational and transportation perspectives. It is the Town of Maynard's position that any interruption in funding and/or planning will cause a deleterious effect on the project momentum and serve to erode public confidence in government.

The region has long awaited this transportation enhancement and I would suggest a civic contract has been expressed to the citizens of this region in regards to its delivery. As the voters, taxpayers and residents of this area have demonstrated great patience in "waiting" their turn to be part of the Commonwealth's rail trail network, it would be unfortunate to now say, even in these economic times, we will have to move ARRT to the back of the line.

The Town of Maynard was once served by a transit system, including regional trolleys, buses and train. In recent years the Commonwealth and Massachusetts Department of Transportation has made great strides in restoring and expanding such or like services in our great state. The Acton/Maynard/Stow triad remains envious and hopeful we will remain not only in the Transportation Plan, but on your mind and in the "TIP." We certainly respect and understand the tough decisions which need to be made and thank you for considering our plea.

Thank you for your hard work and sense of equitability in this matter,

Michael J. Sullivan

Michael J. Sullivan
Maynard Town Administrator
195 Main Street
Maynard, Massachusetts 01754
msullivan@townofmaynard.net
(978) 897 1375



c/o Metropolitan Area Planning Council
60 Temple Place, Boston, MA 02111
617-451-2770 fax 617-482-7185

June 3, 2011

David J. Mohler, Chair
Transportation Planning and Programming Committee
State Transportation Building
10 Park Plaza, Suite 4150
Boston, MA 02126

Subject: SWAP Subregional Comments for FY2012-2015 Transportation Improvement Program

Dear Mr. Mohler and members of the Committee,

The SouthWest Advisory Planning Committee (SWAP) of the Metropolitan Area Planning Council (MAPC) wishes to present its concerns and priorities to the Transportation Planning and Programming Committee to assist the TPPC in evaluating potential projects in light of severely limited resources. The comments contained in this letter are based upon several discussions by SWAP members related to transportation.

SWAP is pleased to note that the Pulaski Boulevard project in Bellingham, and the Upper Charles Trail Phase 2 in Milford are under construction and nearing completion.

2012-2015 TIP

I. Projects Identified Previously

SWAP previously listed the following projects for inclusion in future TIPs:

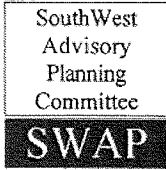
- Route 109 in Medway (Main Street)
East Central/Main (Route 140) in downtown Franklin
Route 140 Resurfacing in Wrentham
Route 1A/I-495 slip ramps in Wrentham
Taunton Street in Wrentham

II. New Projects for the TIP, First Priority by Community

The following new projects are identified as highest priority for inclusion in future TIPs:

- Pleasant Street in Franklin
Main Street Traffic Improvements in Hopkinton
Route 16 Traffic Signal Improvements in Milford
Congestion Mitigation - Rtes. 1A, 140, Common, David Brown and Bank Streets in Wrentham

Table with 7 columns: Bellingham, Franklin, Hopkinton, Milford, Norfolk, Wrentham, and sub-headers: Dover, MAPC, Medway, Millis, Sherborn.



c/o Metropolitan Area Planning Council
60 Temple Place, Boston, MA 02111
617-451-2770 fax 617-482-7185

Page 2

III. New Projects for the TIP, Second Priority by Community

Lincoln Street and Main Street in Franklin
School Street/W. Main Street Intersections in Hopkinton
Veteran's Memorial Drive Extension in Milford

If you have any questions, please contact Cynthia Wall, MAPC's SWAP coordinator, at cwall@mapc.org.
Thank you for the opportunity to provide comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Gino Carlucci".

Gino Carlucci, Chair
SouthWest Advisory Planning Committee

Cc: Hayes Morrison, via email
SWAP email list



Town of Hull
Department of Public Works

9 Nantasket Avenue
Hull, Ma. 02045
781-925-0900

June 6, 2011

Hayes Morrison
Transportation Improvement Program Manager
Boston Region MPO
10 Park Plaza, Suite 2150
Boston, MA. 02116

Dear Hayes:

Thank you for responding to my recent e-mail inquiry concerning the upcoming TIP Recommendation meetings. I expect to be attending the June 9, 2011 meeting to update the Committee on the status of the Atlantic Avenue project.

While we would like to have had the project programmed into the 2012-15 TIP, we are aware of the limited amount of funds available for a significant number of projects throughout the state and region. The reconstruction and enhancement of Atlantic Avenue is the Town of Hull's priority roadway reconstruction project and we ask that this project be considered for listing as a first tier project.

Thank you again for your continued support and consideration of the Atlantic Avenue project. I look forward to speaking with you on June 9, 2011.

Very truly yours,

Joseph Stigliani
DPW Director

Cc: Philip Lemnios, Town Manager
Board of Selectmen
Rob Cahoon, Coler & Colantonio

Charles F. Martin

143 Rowell Hill Road
New London, NH 03257
DrChas@TDS.net

June 3, 2011



Mr. David Mohler, Chairman
Transportation Planning & Programming Committee
Boston Region Metropolitan Planning Organization
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear Mr. Mohler:

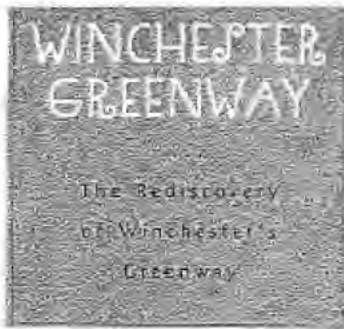
I am writing to support inclusion of the Bruce Freeman and Assabet River rail trails in the long-range transportation plan. My understanding is that both trails are in the draft plan, but their status is still uncertain and the planning has Assabet River Rail Trail construction waiting until the 2016-2020 time period and the Bruce Freeman Rail Trail waiting until the 2021-2025 time period.

Before moving to New Hampshire, I was very active supporting the Bruce Freeman Rail Trail, which has been talked about for decades. Yes, we are entering an era of extreme economic scarcity, but that makes the availability of inexpensive exercise, alternative transportation, and scenery enjoyment even more important. Moreover, the beautiful stretch of the Bruce Freeman constructed in Phase 1 has become a tourist draw from New Hampshire.

I strongly recommend continued MPO support of these two rail trails and moving up the construction targets, especially for the Bruce Freeman.

Sincerely,

A handwritten signature in cursive script that reads "Charles F. Martin".



June 06, 2011

Mr. David Mohler
Deputy Secretary for Planning
Executive Office of Transportation
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116



Re: Tri-Community Bikeway/Greenway TIP

Dear Mr. Mohler and members of the Programming Committee:

On behalf of the Winchester Greenway Committee, I am writing to express our town's frustration at learning that your staff have 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. With each year that this project is delayed, important opportunities in each community pass us by and the communities become increasingly skeptical that the planned bikeway improvements will ever become a reality. Inclusion of this project in the FY12-15 TIP is extremely important as a catalyst to spur completion of construction plans and demonstrate seriousness of purpose related to this project. In contrast, we fear non-inclusion of the project in the TIP will further frustrate and demoralize the many citizens in our three communities who have worked so hard for too long to see this project to fruition.

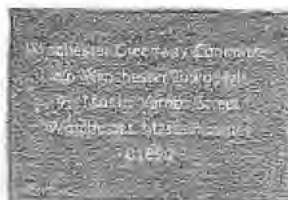
The Commonwealth, together with our three communities, has a decade of substantial investment in the Tri-Community Bikeway/Greenway project, including funding of approximately \$800,000. Please help us maintain and momentum for this important project. It is virtually impossible to make progress in this regard with our project removed from the TIP.

I ask you to override your staff's recommendation and to include the Tri-Community Bikeway in the FY12-15 TIP.

Sincerely,

Jamie Fosburgh, Chair
Winchester Greenway Committee
9 Wilson Street
Winchester, MA 01890
(781) 729-7168

Cc: Beth Rudolph, Town Engineer
Winchester Board of Selectmen
Jason Lewis, State Representative





The Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES
STATE HOUSE, BOSTON 02133-1054

DAVID PAUL LINSKY
REPRESENTATIVE
5TH MIDDLESEX DISTRICT
NATICK - SHERBORN - MILLIS

STATE HOUSE, ROOM 146
TEL. (617) 722-2575
FAX (617) 722-2238
David.Linsky@MAhouse.gov

Committees on:
Chairman, House Committee on
Post Audit & Oversight

June 6, 2011

Mr. David Mohler
Chair, Transportation Planning and Programming Committee
Boston Metropolitan Planning Organization
10 Park Plaza, Suite 2150
Boston, MA 02116

RE: Boston Region MPO's TIP – FFYs 2012-2015

Dear Mr. Mohler:



We write to express our 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). We would like to take this opportunity to urge the Boston MPO to include this project on the FY2012 – FY2015 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 MathWorks expansion, and other job growth in the region. The town's proposed redesign and reconstruction of the Oak Street/ Route 9 intersection will reduce congestion, add vehicular capacity, reduce waiting times, and improve turning functions. Driver safety will be greatly increased and access for emergency vehicles will be vastly improved. The full funding for the Oak Street/Route 9 intersection improvements is the top priority for the Town.

As you may be aware, the MetroWest region is a crucial economic engine for the Commonwealth, as it is responsible for one out of every eleven jobs in Massachusetts. This corridor of Route 9 is particularly vital given the substantial number of businesses and commercial development located there and the growing number of jobs. 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.

[Handwritten signature]

Once again, we would like to thank you in advance for your consideration of including the Oak Street/Route 9 intersection on the Boston Region MPO's TIP. We welcome you to contact us if you have any further questions regarding this project.

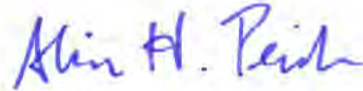
Sincerely,



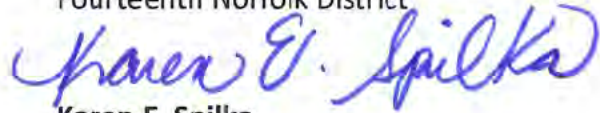
David P. Linsky
State Representative
Fifth Middlesex District



Richard Ross
State Senator
Norfolk, Bristol and Middlesex District



Alice Peisch
State Representative
Fourteenth Norfolk District



Karen E. Spilka
State Senator
Second Middlesex and Norfolk District

cc: Secretary Jeffrey B. Mullan
Martha White, Town Administrator
Natick Board of Selectmen



TOWN OF NATICK
Massachusetts 01760
www.natickma.gov

Martha L. White
Town Administrator

Michael Walters Young
Deputy Town Administrator

June 7, 2011

Hayes Morrison, TIP Manager
Boston Region Metropolitan Planning Organization
10 Park Plaza, Suite 2150
Boston, MA 02116

Re: 2012-2015 TIP Recommendation

Dear Ms. Morrison:



As the Central Transportation Planning Staff finalizes their project recommendations for the 2012-2015 TIP, the Town of Natick strongly requests that your list include funding for the reconstruction of the intersection of Oak Street and Route 9; this project also includes improvements at the intersection of Route 9 and Overbrook Drive in the Town of Wellesley. This project has been before the MPO on multiple occasions, is at 100% design and is highly supported by the two host communities as well as MDOT District 3 and the Executive Office of Housing and Economic Development Department of Business Development.

The project design addresses multiple deficiencies at the present intersection. The existing modified cloverleaf configuration does not meet current roadway design standards and is confusing to motorists resulting in numerous accidents each year. Further, the poorly configured intersection impedes traffic flow on Route 9 resulting in significant congestion for local as well as regional MetroWest traffic.

The proposed design includes many safety features and capacity improvements, as well as pedestrian improvements which have been sorely lacking to date. An important timing consideration is that the improved intersection is tied to the MathWorks expansion; a project that is under construction and will result in an anticipated 600 new jobs. The MathWorks project depends upon these intersection improvements to address the additional traffic demands associated with this important economic development project.

Town of Natick representatives, including our legislative delegation, worked diligently to obtain grant funding and state commitments to expedite this project. The attached memorandum from Robert

Coughlin, then-Undersecretary of Business Development, outlines a proposal, developed in conjunction with the Mass. Highway Department, which includes the following commitments:

- “The intended objective of the ... proposal is to expedite the construction of Route 9 and Oak Street, in order to better coincide with the initial phases of occupancy of new The MathWorks facilities...”
- “The Massachusetts Office of Business Development and Massachusetts Highway Department will jointly advocate for the project to be moved forward on the TIP...”
- “The Permit Regulatory Office will serve as an expeditor to the extent necessary to meet the timetables set forth in this memorandum.”

The Town of Natick has fulfilled its obligations under this agreed-upon plan by taking on the role of project manager throughout the project’s design – a role that is traditionally the responsibility of the state highway agency. We now ask that the Commonwealth uphold its agreement and advance this project as expeditiously as possible.

We greatly appreciate your consideration in this matter and trust that you will place the Oak Street and Route 9 project on the list of recommended projects for funding in FY 2012. We are available at any time to discuss this further. Please do not hesitate to contact me should you have any questions.

Sincerely,



Martha White,
Town Administrator

cc: Natick Board of Selectmen
Senator Karen Spilka
Senator Richard Ross
Representative David Linsky
Representative Alice Peisch
Hans Larsen, Town of Wellesley Executive Director
Frank DeMasi, Town of Wellesley Planning Department
Greg Bialecki, Secretary EOHEd
Jeffrey Mullan, MDOT Secretary, MPO Chairman
Michael Hunter, Undersecretary of Business Development, EOHEd
Barry Lorion, MassDOT District 3
Jeanne O’Keefe, Chief Financial Officer, The MathWorks



COMMONWEALTH OF MASSACHUSETTS
EXECUTIVE OFFICE OF HOUSING & ECONOMIC DEVELOPMENT
DEPARTMENT OF BUSINESS DEVELOPMENT
ONE ASHBURTON PLACE – SUITE 2101

BOSTON, MA 02108

TELEPHONE: 617-788-3610

FAX: 617-788-3605

Internet: <http://www.mass.gov/bizteam>

JUN 10 2011

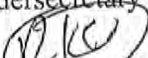
DEVAL L. PATRICK
GOVERNOR

DANIEL O'CONNELL
SECRETARY OF HOUSING & ECONOMIC
DEVELOPMENT

ROBERT K. COUGHLIN
UNDERSECRETARY OF BUSINESS
DEVELOPMENT

PATRICK CLONEY
DIRECTOR OF BUSINESS
DEVELOPMENT

MEMORANDUM

To: Town of Natick, Legislative Delegation, The Mathworks, Inc.
From: Robert Coughlin, Undersecretary of Business Development
Date: July 27, 2007 

In response to the meeting held on June 28, 2007, we are writing to offer the following commitment to the Town of Natick to resolve concerns about traffic impacts along the Route 9 corridor and the neighborhood surrounding The MathWorks facility, resulting from the proposed expansion at The MathWorks site.

At the June 28th meeting, a regional solution to the Route 9 traffic issues was proposed, focused on improvements to the intersections at Route 9 and Oak Street and Routes 9 and 27. In addition, the Massachusetts Highway Department was asked to evaluate the potential for an interim traffic signal.

After considerable evaluation and discussion, the Massachusetts Highway Department has determined that a temporary traffic signal would have significant impacts to traffic flow along Route 9 and is not in the best interest of the public. However, we have worked together to prepare the following proposal to address your needs.

The intended objective of the following proposal is to expedite the construction of Route 9 and Oak Street, in order to better coincide with the initial phases of occupancy of new The MathWorks facilities as estimated for 2010, and to advance the planning for improvements to the interchange at Routes 9 and 27. The proposal is as follows:

- Fund 100% Design of Route 9 and Oak Street – Using a portion of the MORE Jobs grant, the Commonwealth will fund the design of the improvements to the intersection at Route 9 and Oak Street (estimated \$600,000);
- Expedite Design of Route 9 and Oak Street - The Massachusetts Highway Department will discharge oversight of the design to either the Town or The MathWorks;

- Fund Planning Study at Routes 9 and 27 - Using a portion of the MORE Jobs grant, the Commonwealth will fund a planning study for improvements to the interchange at Routes 9 and 27 (estimated \$100,000);
- Advocate for Advanced Placement on the Transportation Improvement Plan (TIP) with Metropolitan Area Planning Commission: The Massachusetts Office of Business Development and Massachusetts Highway Department will jointly advocate for the project to be moved forward on the TIP from fiscal year 2011 to fiscal year 2010 (October 2009 to October 2010);
- Interim Improvements: Using a portion of the MORE Jobs grant, the Commonwealth will fund interim improvements to the intersection at Route 9 and Oak Street. For example, traffic signal equipment upgrades, traffic signal phasing and timing changes and pavement marking and signage alterations (estimated \$100,000);
- Fund Local Traffic Mitigation – Using a portion of the MORE Jobs grant, the Commonwealth will fund traffic mitigation on local roads including Walnut and Bacon Streets (estimated \$500,000);
- State Coordination - The Massachusetts Highway Department, the Massachusetts Permit Regulatory Office, and the Massachusetts Office of Business Development will meet regularly to ensure coordination of services through the completion of construction at Route 9 and Oak Street, and to ensure the continued pursuit of improvements at Routes 9 and 27;
- Use Restrictions – The Commonwealth will encourage The MathWorks to institute permanent use restrictions for employees to discourage the use of local roadways (Walnut and Bacon Streets) and encourage the use of Route 9.

In summary, the Executive Office of Housing and Economic Development is prepared to increase the MORE Jobs grant award to the Town of Natick and The MathWorks, Inc. to \$1.3MM for these improvements relating to The MathWorks expansion project. In addition, the Permit Regulatory Office will serve as an expeditor to the extent necessary to meet the timetables set forth in this memorandum.

From: Moore, Alan@Boston
To: [Hayes Morrison](#); lynn.weissman; skrap@mac.com; [Bourassa, Eric](#); [Anne McGahan](#)
Subject: TIP project rating
Date: Friday, June 10, 2011 2:32:11 PM

Hayes:

We were rather surprised by the “rating” of the Comm Path (draft released yesterday) compared to some of the other multi-use trails in the TIP project list.
Were the points based solely on the information in the MPO’s TIP database or also on the knowledge of you and the MPO staff?
How can changes in the individual assigned points be adjusted, for example, can we send you justification for changing them?

Thanks,

Alan Moore
Friends of the Community Path



June 14, 2011

David Mohler, Chair
 Transportation Planning & Programming Committee, Boston MPO
 c/o Central Transportation Planning Staff
 10 Park Plaza, Suite 2150
 Boston, MA 02116

Re: MAGIC Regional Transportation Priorities and comments for the TIP, LRTP, and UPWP

Dear Mr. Mohler:

I am submitting these comments on behalf of the Minuteman Advisory Group on Interlocal Coordination (MAGIC) subregion of the Metropolitan Area Planning Council (MAPC). MAGIC consists of 13 communities in the northwest area of MAPC: Acton, Bedford, Bolton, Boxborough, Carlisle, Concord, Hudson, Lexington, Lincoln, Littleton, Maynard, Stow, and Sudbury. MAGIC met and discussed the Long-Range Transportation Plan (LRTP), the FFYs 2012-2015 Transportation Improvement Program (TIP), and the FFY 2012 Unified Planning Work Program (UPWP) at our last two meetings on April 7, 2011 and May 19, 2011.

We recognize the severe fiscal constraints currently facing the Commonwealth and the need to prioritize scarce resources. The MAGIC towns have invested significant financial resources and decades to design and develop the projects we list in this letter, and it is our feeling that priority should be given to these worthy projects, already in the pipeline, in order to retain credibility and trust within our communities.

Our priorities include a few key road projects that relieve existing bottlenecks and improve safety and several projects that will improve bicycle, pedestrian, and transit mobility within our region. Taken together, these priorities are essential to sustaining an equitable, economically healthy, and environmentally responsible region. With limited transit resources within our suburban region, we believe the MPO should prioritize projects that enhance multimodal connections to existing transit nodes, downtowns, employment centers, and high single-occupancy vehicle traffic destinations.

The table below summarizes our project-specific recommendations for the TIP and LRTP, with comments on these and additional projects on the following page:

Project	ID #	Municipalities
MAGIC Priorities for FFYs 2012-2015 Transportation Improvement Program (TIP)		
Crosby's Corner	602984	Concord, Lincoln
Middlesex Turnpike/Crosby Drive Phase 3	029492	Bedford, Burlington, Billerica
Minuteman Bikeway Extension (Reformatory Branch)	-	Bedford
MAGIC Priorities for Long-Range Transportation Plan (LRTP)		
Assabet River Rail Trail	604531	Acton, Maynard, Stow
Assabet River Rail Trail	1139	Hudson, Stow
Bruce Freeman Rail Trail Phase 2A - at 25% design	604532	Acton, Carlisle, Westford
Bruce Freeman Rail Trail Phase 2B - Route 2 crossing	606223	Acton, Concord
Bruce Freeman Rail Trail Phase 2C	605189	Concord
Bruce Freeman Rail Trail Phase 2D - north of MBTA crossing	1164	Sudbury
Concord Rotary (Routes 2/2A/119)	602091	Concord

Crosby's Corner: As we have stated in several previous letters to the MPO, no single project has a direct greater impact on our region.

The Middlesex Turnpike/Crosby Drive Phase 3: This project has been a regional priority for approximately 30 years. Design for Phase 3 has been completed at the communities' expense and the Town of Bedford has exercised eminent domain to acquire the right-of-way to complete this project. This major arterial roadway is the main access for a significant proportion of the Commonwealth's economic and employment base.

Minuteman Bikeway Extension (Reformatory Branch): This two-mile Town-owned trail is a regional transportation asset that links eight towns along a 17-mile off-road network. The Bedford section provides a much-needed off-road alternative to Route 62 and is listed as a short-term priority in the Regional Bicycle Plan by MAPC. The proposal is to surface this section with asphalt to make it more viable as a commuter route.

Assabet River Rail Trail: The Assabet River Rail trail will have its 25% design submitted to MassDOT this summer. Acton, Maynard, and Stow have contributed significant local funding to the design and right-of-way acquisition through CPA and other local appropriations. Acton, Maynard, Hudson, Stow, and Marlborough have been working collaboratively to advance this project for over 18 years. Please program the Assabet River Rail Trail, Phase 2 into the earliest available time band on the LRTP so that earmarked funds can be accessed for the remainder of design for the two-mile Track Road section of Stow.

Bruce Freeman Rail Trail and Concord Rotary: The Acton, Carlisle, Concord, and north Sudbury sections of this trail are listed as short-term priorities and the Framingham and south Sudbury sections are listed as medium priorities in the Regional Bicycle Plan by MAPC. Please program Phases 2A, 2B, 2C, and 2D in the LRTP and ensure coordination of Phase 2B with the Concord Rotary project. Phase 2A is at 25% design.

Additional projects and comments:

Multimodal Center in Weston/Waltham: We support siting a multimodal transportation facility near Weston/Waltham along the Route 128 corridor that will facilitate transit options along Route 128 and provide connections with the Fitchburg Commuter Rail. Land acquisition and construction will certainly cost more than \$10 million and should be programmed in the LRTP as soon as is feasible.

Acton Dial A Ride: We were disappointed with the discontinuance of funding for the Acton Dial A Ride and felt that sufficient time was not given to fully deploy and build public awareness of this service before the funding was cut. We encourage the MPO to find an alternative source of funding to support this key multi-community transit service.

Route 4/225 in UPWP: MAGIC supports a corridor planning study for this route in Bedford and Lexington, which provides direct highway access to Route 128 and is one of the most congested in the region. Lexington recently rezoned this area, and the job creation and economic growth that could result should factor into this corridor study.

Coordinated public transportation studies in UPWP: MAGIC supports studies that look at innovative ways to integrate existing transit services (school buses, Council on Aging vans, locally funded shuttles, private business shuttles, etc.) into a more coherent and coordinated public transportation system.

As stated earlier, these projects, taken together, are essential to retaining credibility within our communities and for promoting regionalism and sustainability. Thank you for the opportunity to comment.

Sincerely,



Michelle Ciccolo, Chair



Town of Brookline

Massachusetts

**Department of Planning and
Community Development**

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jlevine@brooklinema.gov

Jeffrey R. Levine, AICP
Director

Mr. Clinton Bench
Chair, Transportation Planning and Programming Committee
Boston Region Metropolitan Planning Organization
10 Park Plaza
Boston, Massachusetts 02116

June 15, 2011

Dear Mr. Bench:

To follow up on the Transportation Planning and Programming Committee (TPPC) meeting on June 9th, I am providing the following background and financing information on the Gateway East/Village Square project at Washington Street in Brookline Village. This is the Town of Brookline's top transportation priority and would provide significant transportation and livability improvements for the region as a whole.

Gateway East Public Realm Plan

This project is part of a set of public realm improvements developed by the Town as part of the Gateway East Public Realm Plan in 2005-2006. That plan was developed by Town staff working with Von Grossman & Company, Rizzo Associates, and a citizens' advisory committee of nearby residents and representatives of Town Boards and Commissions. The Public Realm Plan was developed to help the Town recapture much of the historic heart of Brookline Village, which was redeveloped under urban renewal and is widely viewed as overemphasizing through traffic at the expense of local circulation and quality of life. In addition, with the Town-initiated redevelopment of 2 Brookline Place into a 250,000 square foot office and medical building, the Public Realm Plan was designed to provide a context for this new development.

The Public Realm Plan recommended the following set of public improvements:

- *Improvements to the Brookline Village MBTA Station:* These improvements were planned to add a set of public amenities to the station in addition to the accessibility improvements planned by the MBTA. The Town retained a consultant to work with the citizens' advisory committee and the MBTA to develop some new streetscape elements to the station, including additional pavers, street furniture, tree pits and colored concrete. These improvements, costing \$225,000, were installed by the MBTA contractors at the Town's expense. In addition, as part of the approved expansion of 10 Brookline Place, the owners of that property expanded the plaza south of the station with similar amenities.
- *Improvements to the Washington Street (Route Nine) Crossing for Bicycles at the Riverway:* The Town will shortly be issuing a Request for Proposals for a consultant to work with the Town, the Department of Conservation and Recreation, and the City of Boston to develop and design improvements at this location and three other key crossings along the Riverway. This consultant work is estimated at \$120,000, funded by the Town and DCR. The Town hopes to utilize funding in SAFETEA-LU to construct these improvements once design is completed.
- *Improvements to the Juniper Street Playground:* These improvements were designed and constructed with CDBG funds, at an overall design and construction cost of about \$400,000.
- *Traffic Calming on Pearl Street:* These improvements are still under discussion in keeping with the Town's policies on Traffic Calming Projects and the planned redevelopment of 2 Brookline Place.
- *Redesign of the Walnut Street Jughandle and Removal of the Overhead Pedestrian Bridge:* This is the project before you. The Town has funded design with CDBG and Capital Improvement Funds of approximately \$390,000. The design being advanced will move a jughandle turn at the end of Walnut Street over to Juniper Street to create a new four-way signalized intersection with a pedestrian crossing. This at-grade pedestrian crossing will replace an unsightly and unsafe pedestrian overpass that does not meet modern standards and bring the crossing in full compliance with ADA. The project will also normalize the roadway, provide bicycle accommodations, and provide widened sidewalks and street amenities such as new plantings and street furniture.

At the same time, Children's Hospital owns the development rights for the 2 Brookline Place project. The permits for the project are valid until 2013, and at this time we expect that they will begin construction that year. That project is required to provide a percentage of a

portion of its construction costs to the Town for improvements to the Gateway East/Village Square area.

Funding

This project is estimated to cost \$4,350,000, including removal of the pedestrian bridge. Our current financing plan involves a combination of MPO funding, funding from Children's Hospital, and a Section 108 loan through our CDBG program. At this point, we plan to seek a Section 108 loan of about \$1.25 million for construction of this project. It is possible that we could seek more funding, but given the reduced funding for the CDBG program in recent years, we will not be able to make a final commitment until we know that the project is ready to proceed.

In addition, the amount of the public benefit from 2 Brookline Place depends on the final construction cost of the project. If the construction were to begin today, the funding would be approximately \$1,020,000. However, it is likely that cost will rise as the economy recovers and construction costs go up. We therefore estimate this amount to be about \$1,040,000 when Children's pulls its building permit in 2013.

Assuming a 2015 allocation, the current financial plan works out as follows:

TOTAL Project Cost	\$4,350,000
2 Brookline Place public benefits	(\$1,040,000)
<u>Section 108 CDBG Loan</u>	<u>(\$1,250,000)</u>
Requested MPO Funding	\$2,060,000

Conclusion

This project has a strong regional benefit, as shown in its high TIP evaluation score and the level of support it has enjoyed. We hope the MPO will be able to find funding for it in the FY2015 TIP. Please let me know if you have any questions.

Sincerely,



Jeff Levine, AICP
Director



The Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES
STATE HOUSE, BOSTON 02133-1054

DAVID PAUL LINSKY
REPRESENTATIVE
5TH MIDDLESEX DISTRICT
NATICK - SHERBORN - MILLIS

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Committees on
Chairman, House Committee on
Post Audit & Oversight

June 14, 2011

Mr. David Mohler
Chair, Transportation Planning and Programming Committee
Boston Metropolitan Planning Organization
10 Park Plaza, Suite 2150
Boston, MA 02116

RE: Boston Region MPO's TIP – FFYs 2012-2015

Dear Mr. Mohler:

We write to follow up on our June 6, 2011 letter regarding the exclusion of improvements to the Oak Street/ Route 9 intersection in Natick on the Boston Region MPO's Transportation Improvement Program (TIP). We would like to reiterate the urgent need for this project to move forward and respectfully request the Boston MPO to include this project on the FY2012 – FY2015 TIP.

The Route 9/Oak Street intersection is much like a central artery, as it connects all major roadways in the MetroWest. Vehicle traffic to and from Route 30, Route 128, the Mass Pike and local traffic, all pass through this important interchange. Right now, this intersection experiences heavy traffic flow and significant delay almost all day long, and is alarmingly slow at rush hour. This is problematic, not just for drivers, but for public safety vehicles and pedestrians as well, especially given the location of the East Natick Fire Station at the interchange.

Making the needed improvements to the Route 9/ Oak Street interchange is critical to supporting economic development and job growth in the Commonwealth. The MetroWest region is an economic powerhouse and will continue grow into the next decade. One out of every eleven jobs in Massachusetts is located in the region. This corridor of Route 9 is particularly vital given the substantial number of businesses and commercial development



located there and the growing number of jobs. MathWorks alone is adding 600 jobs, just half a mile down the road.

The town's proposed redesign and reconstruction of the Oak Street/ Route 9 intersection will reduce congestion, add vehicular capacity, reduce waiting times, and improve turning functions. Driver safety will be greatly increased and access for emergency vehicles will be vastly improved. Having a modern, safe and reliable transportation system is vital to attracting businesses into the area.

The increase in jobs in the immediate area and the resulting increased the traffic flow on Route 9 makes it imperative that this intersection be improved in order to accommodate the economic growth of the region well into the next decade. We ask that you include the Oak Street/ Route 9 intersection in Natick on the Boston Region MPO's Transportation Improvement Program (TIP) for FY2012 – FY2015.

Again, we would like to thank you in advance for your consideration of including the Oak Street/Route 9 intersection on the Boston Region MPO's TIP. We welcome you to contact us if you have any further questions regarding this project.

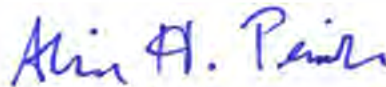
Sincerely,



David P. Linsky
State Representative
Fifth Middlesex District



Richard Ross
State Senator
Norfolk, Bristol and Middlesex District



Alice Peisch
State Representative
Fourteenth Norfolk District

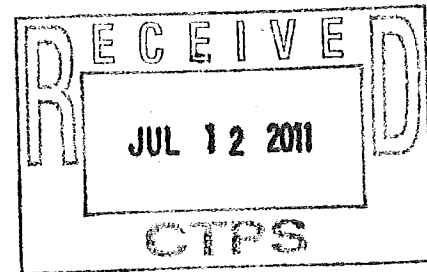


Karen E. Spilka
State Senator
Second Middlesex and Norfolk District

cc: Secretary Jeffrey B. Mullan
Martha White, Town Administrator
Natick Board of Selectmen

July 9, 2011

Boston Region Metropolitan Planning Organization
State Transportation Building
Ten Park Plaza, Suite 2150
Boston, MA 02116-3968



Dear Organization Members:

At your meeting on June 30th, I stood to speak at a portion of the meeting set aside for public comment. I was cut short on my statement by the Chairman, because my subject matter was the same as two prior speakers, even though I represented a neighborhood association from a different community. Throughout this meeting and others I have attended, multiple speakers have addressed like subjects, without limitations. In a time of limited transportation funds, it is important that all parties be heard in matters that may result in cost savings, or to eliminate waste in inappropriate projects. This was my intent.

In sitting through the entire meeting, I noted that when going through the line item budget, the responsible departments were asked, "What do you know about this?" Too often, the response to million dollar questions would be a shrug of the shoulders or a blank stare. In fact, in questioning the need and location for a Chelsea MBTA parking lot, the Department representative noted he had no idea where it was or its purpose. The line item went through unchanged.

Unlike the Chelsea parking lot, the item I was to speak to (the \$310 million dollar Fore River Bridge) has been well documented by myself and others, even while being denied access to important public documents. Our research came about while being denied the "transparency" spoken of in your meeting. Additionally, our proposal would rectify the imbalance in "environmental justice" that you appear to hold dearly.

Had I been given the opportunity speak, I would have said:

"The DOT is proposing a vertical lift bridge with a 250 foot channel clearance. They base this need for a wide channel on the potential needs of a yet to be designed post-Panamax ship. The dimensions have yet to be decided. However, the people in Panama have taken the initiative to make that decision. The new Panama locks are being built with a 180 foot width. A Panama Canal web site states that the proposed post-Panamax ships will require a 50 foot draft. The same site states that the only East Coast port having this channel depth is Norfolk, Virginia. Most other ports, including Boston, have a 40 foot shipping channel. The Weymouth Fore River has a depth of 35 feet, with a utility tunnel and ledge just below the mud line.

What has this got to do with the proposed \$310 million dollar vertical lift bridge? The Fore River communities have taken the position that replacing the classic bascule bridge with a 28-story erector set blight is unacceptable. If no other options were available, the communities would view this differently. However, contrary to what the DOT documentation would have you believe, a similar bascule bridge of the size necessary in the Fore River presently exists. In fact, 66 bascule bridges of this size exist in the U.S. Although the public has been denied access to the "Type Study" that the DOT utilized in make the decision between the vertical lift and bascule bridge, the communities have acquired enough data from the limited documentation to support the bascule bridge option as the best option for the communities and state. We have found that based on the DOT documents, the bascule bridge is cheaper, faster, more accommodating to the commuters and boaters, cheaper to maintain, and extremely better to look at.

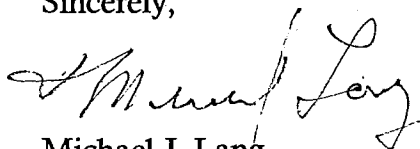
The Casco Bay Bridge in Portland, Maine has virtually the same limitations as the Weymouth Fore River Bridge. The relatively new bridge has the same traffic counts, channel depth, and 198 foot channel. However, the bridge accommodates five (5) oil storage depots while the Weymouth Fore River has one. The Casco Bay port is also the second largest oil importing port on the East Coast.

The communities of the Fore River Basin ask that the MPO support our position that the "Type Study" that the preferred option is based on be made available to the public over the Internet, to allow for public inspection to insure that the "preferred option" is the correct option for the community and state. Additionally, we ask that funding for the project be withheld until the Type Study can be reviewed to ensure that the Fore River Bridge vertical lift option does not become a fiscal embarrassment or Valdez-type catastrophe. Please consider the consequences of supporting a bridge that is being designed to accommodate a ship that has not been designed, and will not be able to pass through the shipping channel.

Thank you."

As stated, our proposal represents a \$70 million dollar savings, less traffic congestion, a community supported option, and most importantly, an honest evaluation of the bridge options. If you should want more information, please contact me at 781-843-0162 or mikejlx@hotmail.com.

Sincerely,



Michael J. Lang
East Braintree Civic Association



Office of Economic & Community Development City of Lynn, Massachusetts

3 City Hall Square - Room 311 - Lynn, MA 01901

James M. Marsh
Director

Judith Flanagan Kennedy
Mayor

July 11, 2011

David J. Mohler, Chair
Transportation Planning and Programming Committee
Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02216

RE: TIP Project #602094

Dear Chairman Mohler:

I am writing to urge the committee's support of placing the City of Lynn's Route 129 (Broadway) project on the FFY 2012-2015 Transportation Improvement Program (TIP). I am pleased to see the project on the list of staff recommendations for inclusion on the TIP.

In conjunction with improvements currently underway at Lynnfield Street/Millard Avenue and planned improvements along Lynnfield Street, the Broadway project is the continuation of the City's plan to upgrade the Route 129 corridor, a major north/south arterial that carries 39,000 vehicles/day and acts as a regional connection to I95/Rte 128, Peabody and beyond. This project will resurface Route 129 and reconstruct sidewalks from Wyoma Square to Boston Street in the City of Lynn. Specifically, pedestrian, vehicular and emergency signals will be upgraded, sidewalk and related amenities will become ADA compliant, roadway and sidewalks will be rehabilitated and left and right turn lanes will be added to channelize vehicle moves more safely. Currently this roadway is in a state of serious disrepair and over the years has become a public safety issue. Most recent accident data indicates that over a 3 year period (2007-2009) 150 accidents have occurred on this stretch of roadway.

As a major artery into the City of Lynn, the Broadway project is vital to the sustainability of the area. The roadway acts as an entrance into our Wyoma Square Business District and Lynn's resurging downtown area. Wyoma Square is home to numerous businesses that are dependent on vehicular access. Recent private investments directly in Wyoma Square include the opening of a variety of new businesses and the construction of two new banks, East Boston Savings Bank and Equitable Bank. In response to local business interests, the City is also evaluating the feasibility of expanded off-street

parking facilities adjacent to the area. The City is also undertaking a half million dollar expansion and improvement of facilities at nearby Flax Pond.

The Broadway reconstruction project is exactly the kind of infrastructure improvement that will stimulate further investment and growth which directly serves community needs and improves the vitality, character and safety in this critical local center. I urge the committee's favorable action on this important project. I cannot underestimate its importance to the residents and business community in the City of Lynn.

Sincerely

A handwritten signature in cursive script that reads "Judith Flanagan Kennedy". The signature is written in black ink and is positioned above the printed name.

Mayor Judith Flanagan Kennedy





SENATOR
THOMAS M. MCGEE
THIRD ESSEX AND MIDDLESEX DISTRICT

COMMONWEALTH OF MASSACHUSETTS
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CHAIR
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COMMITTEE ON
WAYS AND MEANS

COMMITTEE ON
JUDICIARY

COMMITTEE ON
GLOBAL WARMING AND
CLIMATE CHANGE

David J. Mohler, Chair
Transportation Planning and Programming Committee
Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02216

RE: TIP Project #602094

Dear Chairman Mohler:

We are writing at this time in strong support of placing the City of Lynn's Route 129 (Broadway) project on the FFY 2012-2015 Transportation Improvement Program (TIP). This project is very important to our district and we are pleased to see the project on the list of staff recommendations for inclusion on the TIP.

As the main route into the City of Lynn and the entrance into the Wyoma Square Business District, the Broadway project is vital to the sustainability of the area. Wyoma Square is home to numerous businesses that are dependent on vehicular access. Recent private investments in Wyoma Square include the opening of various businesses and the construction of two new banks. In response to local business interests, the City is also evaluating the feasibility of expanded off-street parking facilities adjacent to the area.

Currently this roadway is in a state of serious disrepair and has become a public safety issue. According to recent accident data during a three year period (2007-2009), 150 accidents have occurred on this stretch of roadway. The City has been working to improve the Route 129 corridor, a major north/south arterial that carries 39,000 vehicles per day and acts as a regional connection to I95/Rt128/Rt1.

The Broadway project will resurface and reconstruct sidewalks from Wyoma Square to Boston Street. Additionally, improvements will be made to pedestrian, vehicular and emergency signals, as well as sidewalk and related amenities in order to become ADA compliant. For increased traffic safety, left and right turn lanes will be added.

The Broadway project is exactly the kind of infrastructure improvement that will stimulate further investment and growth. Again, we urge the committee's favorable action on the Route 129 (Broadway) project on the FFY 2012-2015 Transportation Improvement Program. We cannot underestimate its importance to the residents and business community in the City of Lynn. Thank you for your time and consideration. Should you have any questions, please do not hesitate to contact us directly.

Sincerely,



Thomas M. McGee
State Senator
3rd Essex and Middlesex



Robert F. Fennell
State Representative
Tenth Essex



Steven M. Walsh
State Representative
Eleventh Essex



Donald H. Wong
State Representative
Ninth Essex



Lori Ehrlich
State Representative
Eighth Essex