

North Suburban Planning Council

Metropolitan Area Planning Council

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Wilmington • Winchester • Woburn

March 7, 2016

Sean Pfalzer

TIP Manager

Boston Region Metropolitan Planning Organization

State Transportation Building

10 Park Plaza, Suite 2150

Boston, MA 02116-3968

At our November 9, 2015 meeting, North Suburban Planning Council (NSPC) members discussed the Transportation Improvement Program (TIP) process. This discussion was facilitated by representatives from the Central Transportation Planning Staff (CTPS) and MAPC. We followed up on this discussion at the February 10, 2016 meeting where participants were given a list of NSPC projects on the TIP to review.

NSPC would like to respectfully offer the following perspective and comments to the Boston MPO regarding the TIP.

Tri-Community Bikeway- This has long been a priority for the North Suburban Planning Council (since 1998) and we are pleased to see that it has now been programmed on the TIP. We believe that this project will be a community asset that will foster healthy physical activity, community connections, and an alternate means of transportation for many people.

New Boston Street Bridge- This project will offer a critical connection for the City of Woburn that will help to unlock potential for economic development, housing, retail and a mix of uses within the Commerce Way Overlay District. The reconstruction of the bridge will also offer better access from existing residential areas in Woburn to the Anderson Commuter rail station and help to facilitate more ridership. We are also pleased to see this project programmed on the TIP.

Interchange Improvements to I-93/I-95- As NSPC put forth in our comment letter on the Long Range Transportation plan last year, improvements to the I-93/I-95 interchange are critical to both address safety issues and to facilitate continued economic development amongst the NSPC communities. We are pleased to see that this project is designated Pre-TIP, but would hope for this project to be seriously considered for programming on the TIP. A small amount of funding dedicated to continuing to advance the interchange project is necessary even if all of the project elements cannot be allocated.

Public Transportation & Complete Streets- In general, we feel that there is a significant lack of public transportation options in the NSPC subregion and are supportive of projects in the TIP

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that provide these types of transportation options. We also applaud the new emphasis that the MPO is placing on locally focused Complete Street projects and hope to see this reflected in the TIP as well.

We urge the Boston MPO to seriously consider these comments. Thank you for the opportunity to review NSPC projects currently programmed or being considered for funding within the Transportation Improvement program.

Sincerely,

A handwritten signature in blue ink that reads "Danielle McKnight". The signature is written in a cursive style.

Danielle McKnight, AICP

North Suburban Planning Council Chair



March 30, 2016

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

Re: **MAGIC regional transportation priorities and comments for the Draft FFY 2017-2021 Transportation Improvement Program**

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 the MAPC region: Acton, Bedford, Bolton, Boxborough, Carlisle, Concord, Hudson, Lexington, Lincoln, Littleton, Maynard, Stow, and Sudbury. In March 2016, MAGIC members provided input on the FFYs 2017-2021 Transportation Improvement Program (TIP).

We recognize the fiscal constraints facing the Commonwealth. We previously acknowledged that cost increases routinely occur as projects move through the design process and closer to construction. As such, we continue to urge the MPO and MassDOT to better estimate 100% design costs when projects are initially programmed. We also continue to encourage that when scope changes are considered for approval, the transportation entities give consideration to the potential impacts of associated cost increases on TIP funding and scheduling.

With limited transit resources within our suburban region, we believe the MPO should give strong consideration to projects that offer eco-friendly alternative transportation choices for healthy lifestyles, as well as providing multimodal connections to existing transit nodes, downtowns, and employment centers. It is particularly important that these types of alternative transportation projects be prioritized. We appreciate that MassDOT has chosen to fund the Bruce Freeman and Assabet River Trail projects with statewide funds, and that they are not charged to the Boston MPO target funds. We hope that the Bond Bill approval will result in future trail construction projects that are a priority for MAGIC communities, including the Minuteman Bikeway Extension.

We appreciate the challenge of distributing transportation funds fairly and equitably. We support keeping the projects included in the 2017-2021 TIP, in particular the MAGIC area priority projects summarized in this letter.

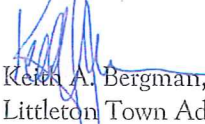
The list of priority projects in the table below includes a key roadway project that would relieve existing bottlenecks and improve safety, along with several projects that will improve bicycle, pedestrian, and transit mobility within our subregion. Taken together, these priorities are essential to sustaining an equitable, economically healthy, and environmentally responsible region. We appreciate the Metropolitan Planning Organization (MPO) giving strong consideration to the subregion's priority projects.

MAGIC Priorities for FFYs 2017-2021 TIP		
Project	ID #	Municipalities
Bruce Freeman Rail Trail Construction (Phase II-B)	606223	Concord, Acton
Middlesex Turnpike Improvements, from Crosby Drive North to Manning Road (Phase III)	029492	Bedford, Billerica & Burlington
Minuteman Bikeway Extension, from Loomis Street to the Concord Town Line	607738	Bedford
Bruce Freeman Rail Trail, Phase 2D	608164	Sudbury

Of great importance to the MAGIC region are two additional transportation projects. The region continues to have an interest in the Improvements & Upgrades to Concord Rotary of Routes 2, 2A, and 199 (TIP ID: 602019), and it hopes that this project will become eligible for funding in the future. Additionally, the town of Acton is advancing transportation improvements to Kelley's Corner (TIP ID: 608229). This project includes rehabilitation of roughly 1 mile of roadways, pedestrian and bicycle accommodations, and new signals. MAGIC believes this to be a promising project with regional benefits. MAGIC requests that the MPO score this project immediately and that the MPO program it in the TIP based on its score.

These projects, taken together, are essential to retaining credibility within our communities and for promoting regionalism and sustainability. Thank you for your continued support and thank you for this opportunity to comment.

Sincerely,


Keith A. Bergman, MAGIC Chair
Littleton Town Administrator



April 5, 2016

David J. Mohler
Boston Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

Re: SWAP comments on the Draft FFY 2017-2021 Transportation Improvement Program

Dear Mr. Mohler and members of the MPO:

The SouthWest Advisory Planning (SWAP) subregion of the Metropolitan Area Planning Council (MAPC) wishes to present its comments and priorities regarding the 2017-2021 Transportation Improvement Program. SWAP met on February 16, 2016 and discussed the TIP at that meeting.

SWAP members understand that transportation funds in the Commonwealth are extremely constrained and that distributing those funds on a fair and equitable basis is a daunting task. We strongly support the inclusion of constructing ramps for the **Route 1A and I-495 Interchange**. The Wrentham Premium Outlet Mall attracts approximately 13 million visitors each year, well beyond the interchange's intended capacity. Further, perennial congestion at this interchange has hindered economic development in this area, where prime commercial properties exist.

We very much appreciate that the MPO has programmed funding for **Route 109 in Medway** in FFY 2016. We also appreciate that the signal and intersection improvements on **Route 135 in Hopkinton** and resurfacing & the intersection improvements on **Route 16 (Main Street), from Water Street to the Hopedale town line** are programmed for 2019.

There are several other projects in the SWAP region with TIP IDs that are in the pipeline. These include projects in Bellingham, Franklin, Holliston, Milford, Medway, and Millis. SWAP supports inclusion of all of these projects on the TIP. We will continue to monitor and support these projects as they are further developed.

Thank you for the opportunity to provide comments. If you have any questions, please contact Christine Madore, MAPC's SWAP Coordinator, at cmadore@mapc.org, or 617.933.0774.

Sincerely,

Gino Carlucci, Chair
SouthWest Advisory Planning Committee
Town Planner, Town of Sherborn
Cc: Sean Pfalzer via email
SWAP email list



An Independent SubRegional Group Within the

Metropolitan Area Planning Council
60 Temple Place
Boston, MA 02111

April 5, 2016

Clinton Bench, Chair
Boston Region Metropolitan Planning Organization
10 Park Plaza, Suite 2150
Boston, MA 02116

RE: FFY 2017 to 2021 draft Transportation Improvement Program (TIP)

Dear Mr. Bench:

We continue to state that full completion of the Canton Interchange Project will bring positive economic development impacts to both small and large businesses requiring efficient transportation to provide professional services or to accept and deliver goods.

Our four priorities for the FFY 2017 to 2021 TIP begins with our top priority, TIP Project 602261:

1) **TIP ID 602261**

Reconstruction on Route 1A (Main Street), from the Norwood Town Line to Route 27.

2) **TIP ID 606130**

Intersection Improvements at Route 1A & Upland Road/Washington Street & Prospect Street/Fulton Street.

3) **TIP ID 605857**

Intersection Improvements at Route 1 & University Avenue/Everett Street.

4) **TIP ID 607901**

Improvements along Elm Street & Rustcraft Road Corridors

We understand how the MPO may choose to advance several smaller projects spread throughout the MPO region, rather than fund one larger project, even though all of the projects meet MPO criteria for funding. Please reflect on this: equity will be well-served in reversing this trend on an occasional basis. In a time frame that is appropriate, fund the larger project on an occasional basis. We see regional equity in that action.

Regarding formal communication with the Boston Region MPO, the Three Rivers Interlocal Council (TRIC) is composed of Canton, Dedham, Dover, Foxborough, Medfield, Milton, Norwood, Randolph, Sharon, Stoughton, Walpole and Westwood.

Our top priority remains **TIP ID 602261**: Reconstruction on Route 1A (Main Street), from the Norwood Town Line to Route 27.

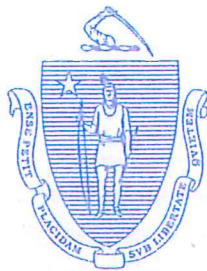
We respectfully request that the Boston Region MPO vote to include these projects in the FFY 2017 to 2021 TIP.

Sincerely,



Sarah Raposa, AICP, Town of Medfield
Chair, Three Rivers Interlocal Council

cc: Eric Bourassa, MAPC
Liz Dennehy, Town of Walpole; Vice-Chair, Three Rivers Interlocal Council
Thomas O'Rourke, Town of Norwood
Sean Pfalzer, CTPS
Alexandra Kleyman AICP, CTPS
TRIC Boston Region MPO TIP Contacts
TRIC Membership



The Commonwealth of Massachusetts
MASSACHUSETTS SENATE



SENATOR MIKE BARRETT
Third Middlesex District

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Chairman
SENATE COMMITTEE ON
POST AUDIT AND OVERSIGHT
Vice Chairman
LABOR AND WORKFORCE DEVELOPMENT
MIKE.BARRETT@MASENATE.GOV
WWW.MASENATE.GOV

March 14, 2016

Stephanie Pollack, Secretary
Massachusetts Department of Transportation
10 Park Plaza, Suite 4160
Boston, MA 02116

Dear Secretary Pollack:

We write today to express our continuing support for the Landham Road and Route 20 intersection improvement project in Sudbury. You've heard from the Sudbury legislative delegation and our constituents several times over the years about this intersection and the urgency it demands. This urgency is born from dangers we've known about for a long time -- to those traveling by car, bike or foot.

Any further delays to this project endanger all who travel through the intersection, which sees a crash rate 42% higher than the state's average. A 2015 audit of the intersection revealed myriad issues, including excessive speeding, poor signage, and a lack of accommodations for bicyclists and pedestrians.

With an average of 10 accidents per year, it is way past time that traffic signals were installed, along with additional design modifications to protect people using various modes of transportation. In order to prevent future accidents, we respectfully ask that the Boston Regional Metropolitan Planning Organization approve funding and that the State Transportation Improvement Program give it due priority.

Sincerely,

Sen. Michael J. Barrett
Third Middlesex District

Sen. James B. Eldridge
Middlesex and Worcester District

Rep. Carmine L. Gentile
Thirteenth Middlesex District

cc:
Peter Abair
Boston Regional Metropolitan Planning Organization





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March 11, 2016

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

Dear Mr. Mohler:

I am writing in support of the transportation improvements proposed for Elm Street and Rustcraft Road.

Our company has 7 employees, many of whom who would benefit from new sidewalks and increased safety for pedestrians. In addition a number of our employees commute by rail and this project would benefit their safety.

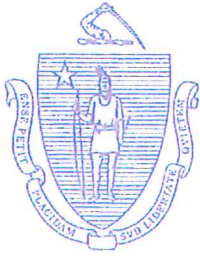
Sincerely,

A handwritten signature in blue ink, appearing to read 'Tom Daley', written over a light blue horizontal line.

Thomas P. Daley
Vice President

Gannett Fleming, Inc.

Norfolk Place • Suite 215 • 333 Elm Street • Dedham, MA 02026
t: 781.326.4605 • f: 781.326.4808
www.gannettfleming.com



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

March 16, 2016

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

Dear Chairman Mohler,

As Legislators representing the Town of Dedham we write to lend our strong support for the Elm Street/Rustcraft Road Improvement Project located in our district. This critically important pedestrian accessibility project aims to increase safety and usability to a corridor that is in need of enhancement to support the continued growth and development in the community over the last decade.

As currently situated, this area does not provide adequate capacity, safety, or accessibility to pedestrians, children and bicyclists. These much needed improvements will allow pedestrian foot traffic to safely access the MBTA Dedham Corporate Center Commuter Rail and Fairbanks Park. Moreover, the implementation of sidewalks, crosswalk lights and uniform roadways will allow local children to travel between the park and Legacy Place out of harm's way while also addressing the issue of insufficient stormwater drainage along the corridor.

Thank you for your attention and consideration of this important infrastructure project. If we can be of any further assistance on this or any other matter please do not hesitate to contact us.

Sincerely,


Representative Paul McMurtry


Senator Michael Rush

March 28, 2016

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

Dear Davis Mohler,

I am writing in support of the transportation improvements proposed for Elm Street and Rustcraft Road.

Our hotel, Residence Inn Boston Dedham has 25 employees and a hotel occupancy averaging 80%. Most of our employees and guests do not feel safe walking to the train station, bus stops, or Legacy Place.

A number of our employees commute by rail or bus, and this project would benefit their safety.

People drive short distances in this neighborhood now, because they consider it unsafe to walk in this corridor.

Warm regard.



James Wolfe Jr
General Manager

Jason Mammone

From: Joe Dadiago <Joe.Dadiago@hilton.com>
Sent: Wednesday, March 30, 2016 9:08 AM
To: John Sisson
Subject: Letter of Support

Dear David Mohler:

I am writing in support of the transportation improvements proposed for Elm Street and Rustcraft Road. Our company as has **150 employees [4,000 hotel guests per week]**, many of whom who would benefit from new sidewalks and increased safety for pedestrians. A number of our employees commute by rail or bus, and this project would benefit their safety.

Sincerely,

JOSEPH DADIEGO | General Manager
HILTON BOSTON DEDHAM
t: [+1 781 407 1621](tel:+17814071621) | f: [+1 781 407 1611](tel:+17814071611)
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JEFFERSON AT
Dedham Station

APARTMENT HOMES

Marella Watson
Community Manager
Jefferson at Dedham Station
1000 Presidents Way
Dedham, MA 02026

March 30, 2016

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

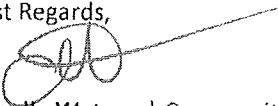
Dear Mr. Mohler,

I am writing in support of the transportation improvements proposed for Elm Street and Rustcraft Road. Our community has 300 apartment homes and 459 residents, many of whom are commuters, children, disabled and/or elderly and they cannot pass safely to the train station, bus stop or Legacy Place.

A large number of our residents commute daily by rail or bus, and this project would benefit their safety. As of now, I have personally witnessed pedestrians walking on the road itself or attempting to traipse on the meager width of landscaping along the sides, leaving them at the mercy of vehicles flying around the many twists and turns of Rustcraft Road and Elm Street. Many people choose to drive short distances in this neighborhood instead because they consider it unsafe to walk in this corridor. With the necessary addition of sidewalk, I believe that not only will safety improve, but traffic, as well.

Please do not hesitate to contact me with any questions or concerns, or if I can provide any further information.

Best Regards,


Marella Watson | Community Manager
Jefferson at Dedham Station | 1000 Presidents Way | Dedham, MA 02026
o 781.320.1370 | f 781.320.1371 | marella.watson@greystar.com
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March 30, 2016

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

RE: Rustcraft Road and Elm Street Sidewalk Project

Dear Mr. Mohler:

I am writing in support of the transportation improvement proposed for Elm Street and Rustcraft Road. Our company owns and manages the 72,000 square foot office building at 333 Elm Street, located 220 yards from the entrance of the commuter rail station. There are several employees, clients and visitors to our building, which would benefit from new sidewalks and increased safety for pedestrians. A number of the employees at the building commute by rail or bus, and this project would benefit their safety.

Sincerely,

Susan Dodge
Senior Property Manager
KS Partners, LLC

Legacy Place Properties LLC

33 BOYLSTON STREET, SUITE 3000
CHESTNUT HILL, MA SUITE 02467

DATE: MARCH 31, 2016

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

Dear Mr. Mohler:

Please accept this letter of support for the transportation improvements proposed for Elm Street and Rustcraft Road. Legacy Place looks forward to the completion of this project and the benefits that it will bring to the community.

We believe the proposed improvements will increase safety along the path of travel connecting the existing transit infrastructure to neighborhoods and businesses. The uniformed roadway, bicycle lane and wider sidewalk would be a welcome benefit for pedestrians and vehicles.

Legacy Place and its tenant businesses employ just over 2,400 employees, many of whom take public transit to work. We believe these improvements will not just be a benefit to those employees, but also to customers of these businesses.

Sincerely,



Legacy Place Properties LLC

GENERAL DYNAMICS
Mission Systems

April 1, 2016

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

Mr. Mohler:

The 300 employees working in the General Dynamics Mission Systems facility located on Rustcraft Road, Dedham, Massachusetts would benefit from the safety improvements made to the sidewalks and other areas used by pedestrians, bicycle riders and others who commute to their jobs. The transportation and safety improvements would also enhance the appeal of the facility for prospective employees.

Sincerely,

Charles DeVito
General Dynamics Mission Systems – Site Manager
150 Rustcraft Road
Dedham, Massachusetts 02016

March 30, 2016

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

Re: Transportation Improvements Proposed for Elm Street and Rustcraft Road

Dear David Mohler:

I am writing in support of the transportation improvements proposed for Elm Street and Rustcraft Road.

The Davis Companies owns and manages a large business park on Rustcraft Road. Our tenants have approximately 915 employees, many of whom who would benefit from new sidewalks and increased safety for pedestrians.

A number of our tenant's employees commute by rail or bus, and this project would benefit their safety.

People drive short distances in this neighborhood now because they consider it unsafe to walk in this corridor.

Sincerely,



Paul Query

The Davis Companies





March 31, 2016

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

Dear David Mohler:

I am writing in support of the transportation improvements proposed for Elm Street and Rustcraft Road. Our company has a multi-family residential property with 285 apartment homes housing approximately 500 residents, many of whom would benefit from new sidewalks and increased safety for pedestrians. Additionally, many of these residents and several of our associates commute by rail or bus to and from work, and this project would benefit their safety.

Sincerely,

A handwritten signature in blue ink, appearing to read "Emily Carmody".

Emily Carmody
AvalonBay Communities, Inc.
51 Sleeper St, Suite 750
Boston, MA 02210
Office (617) 654-9535
emily_carmody@avalonbay.com



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Dear David Mohler:

I am writing in support of the transportation improvements proposed for Elm Street and Rustcraft Road. Our company, the Fairfield Inn by Marriott has 48 employees and hundreds of guests weekly, many of whom who would benefit from new sidewalks and increased safety for pedestrians. A number of our employees and guests commute by rail or bus, and this project would benefit their safety.

Sincerely,

Rick Pacheco,
General Manager



TOWN OF ROCKLAND

Edward F. Kimball
Board of Selectmen - Chairman
Town Hall, 242 Union Street
Rockland, MA 02370

Telephone: 781-871-1874
Fax: 781-871-0386

May 18, 2016

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

Dear Director Mohler,

The Town of Rockland urges you to provide continued support of the Route 18 Reconstruction and Widening Project. We are concerned that funding for the project may be at risk. The failure of this project to go forward will hurt the residents of Rockland and those of the other cities and towns on the South Shore.

On this Thursday, May 19th, representatives from the Massachusetts Department of Transportation (MassDOT) will make a presentation about the proposed Route 18 project at the Boston region Metropolitan Planning Organization (MPO) meeting. The project has been part of the Transportation Improvement Program's First Tier Project list for a number of years. The project's last design submission cost in 2013 estimated the project at \$60 million. Very recently, MassDOT increased that estimated cost to \$78M.

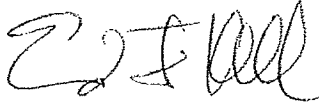
After the presentation, the MPO must decide whether to fully fund the Route 18 improvements, based on the new MassDOT estimate, or to de-list Route 18 from the currently approved state projects and reallocate those funds to other projects around the state. The final vote on that recommendation will take place on June 2nd.

The Town of Rockland respectfully asks that the MPO provide the financial support needed to ensure that the Route 18 project continues to move forward.

The reconstruction and widening of Route 18 will have significant safety and economic benefits for the people of Rockland, Weymouth, and Abington as well as for the other communities on the South Shore. Improved signalization and the uniform widening of the road will improve commute times and see a reduction in the number of accidents that occur along this busy roadway. Improved sidewalks and added bike paths will also help to ensure the safety of the residents of the area. The improved roadway will also pave the way for the proposed development at SouthField which will have significant positive economic impacts on Rockland.

Thank you for your assistance and continued support.

Sincerely,

A handwritten signature in black ink, appearing to read 'E. F. Kimball', written in a cursive style.

Edward F. Kimball
Chairman Board of Selectmen
Town of Rockland



The Commonwealth of Massachusetts
MASSACHUSETTS SENATE

SENATOR MICHAEL D. BRADY
Second Plymouth and Bristol District
MICHAEL.BRADY@MASENATE.GOV
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May 19, 2016

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

Dear Director Mohler,

I am writing to ask for your continued support for funding of the Route 18 reconstruction and widening project. This long-awaited project is critical to the entire South Shore region for public safety, mobility, environmental and economic development reasons.

The TIP recognized Route 18 as one of the state highway projects that was approved, funded and ready for construction, with a November 2013 estimate of \$60 million. Recently MassDOT increased that estimated cost to \$78 million, describing the increases as fairly straightforward given the passage of time and additional information. As the roads stand now, the area creates a chokehold on traffic flow and is detrimental to fluid transportation in the area.

This project could provide a number of improvements to our South Shore community. The road will be widened and signalization will be improved, improving the commute to and from areas stretching from Plymouth all the way to Quincy, effecting majority of the South Shore area. The project will increase access to the area not just through the widening of the road but through the construction of bike lanes and sidewalks. This project will lay the groundwork for improving the economic vitality of the entire South Shore and better sustain our local economy through commercial and residential development in the future. I respectfully urge you to recommend that the funding for this critical South Shore project be continued.

Thank you for your consideration and support. Should you have any further questions please do not hesitate to contact me at 617-722-1200.

A handwritten signature in black ink that reads "Michael D. Brady".

Sincerely,
Senator Michael D. Brady

*Town of Weymouth
Massachusetts*

Robert L. Hedlund
Mayor

75 Middle Street
Weymouth, MA 02189



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Fax: 781.335.8184

www.weymouth.ma.us

May 5, 2016

Mr. David J. Mohler, Chair
Boston Region Metropolitan Planning Organization
Central Transportation Planning Staff
Ten Park Plaza, Suite 2150
Boston, MA 02116-3968

**Subject: Project No. 601630 – Weymouth – Abington – Reconstruction & Widening
on Route 18**

Dear Mr. Mohler:

The Town of Weymouth requests your continued support of the Route 18 Reconstruction and Widening Project. We wish to point out the following benefits expected to accrue from completion of this project:

Safety: Route 18 in Weymouth contains three signalized intersections and one unsignalized driveway location that experience much higher than State average crash rates. Changes in signal sequence under this project will minimize or eliminate conflicts between through and opposing left turning vehicles, which will reduce the incidence of crashes at the signalized intersections, while geometric changes at the unsignalized driveway will reduce the number of crashes there. Also, at several locations, clusters of crashes occur where the road narrows from two lanes, to one, under heavy traffic. Widening the road to a consistent two through lanes per direction will reduce the incidence of these crashes.

Mobility: The locations where the road narrows from two lanes to one experience significant congestion and motorist delay during peak traffic periods; this will be addressed by widening the road to a consistent two through lanes per direction. A decrease in carbon emissions would accompany the decrease in congestion.

Sidewalks on Route 18 are intermittent – non-existent at some locations, and in poor condition at many others. The Project will provide full sidewalks on both sides of the road, and all crossings will be ADA compliant. Also, 5-foot bike lanes will be provided at most locations.

Economic Vitality: Development activity at the former South Weymouth Naval Air Station is increasing after being slow due to the overall state of the economy. Approximately 1 Million square feet of commercial space and over 5,000 residential units are expected to be built there over the next ten years. Failure to widen Route 18 would stifle this development and the new jobs and housing opportunities that the development would create.

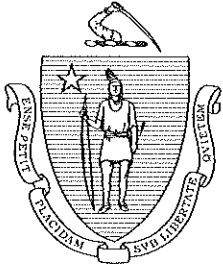
Again we request your support of this project, and we thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Bob Hedlund". The signature is fluid and cursive, with a large initial "B" and a stylized "H".

Robert L. Hedlund
Mayor

cc: Senator John F. Keenan
Majority Leader Ronald Mariano
Representative James M. Murphy
Chairman Michael Franey, Abington Board of Selectmen



The Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES
STATE HOUSE, BOSTON 02133-1054

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Ronald.Mariano@MAhouse.gov

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FAX: (617) 722-2750

May 17, 2016

David Mohler, Chair
Boston Region Metropolitan Planning Organization
Central Transportation Planning Staff
Ten Park Plaza, Suite 2150
Boston, MA 02116

Subject: Project No. 601630 – Reconstruction & Widening of Route 18

Dear Mr. Mohler,

I write to register my strong and continued support for the Route 18 Reconstruction and Widening Project, and request the continued support of you and the members of your board. This project has been a critical priority for my district and the entire region for many years and the completion of it would bring a number of significant benefits to the area and the Commonwealth.

A portion of this project has already been completed, with improvements and upgrades made to the design of five intersections along this section of Route 18. As you know, the remaining proposed project will address the actual widening and roadway improvements to the segments of road between those intersections, specifically Route 18 from Highland Place in Weymouth southbound to the intersection of Route 139 in Abington.

This is an area which experiences significant congestion on a consistent basis, with traffic backing up for miles during daily peak traffic periods. By widening the road to a consistent two lanes in each direction, this congestion will be significantly decreased, which will bring with it a decrease in carbon emissions. The proposed increase in roadway capacity will also enhance safety for pedestrians, bicyclists and drivers. Additional improvements to the signalized intersections will reduce the number of crashes at those locations, and clusters of crashes that now occur during heavy traffic at locations where the road narrows from two lanes to one will be eliminated. Full sidewalks, which are currently intermittent and non-existent at some locations, will be included on both sides of the road, along with 5-foot bike lanes at most locations.

In addition to the benefits this project will bring to residents of the region, it will also have a significant impact on the economic competitiveness of the region. The project is vital to all existing businesses and commercial development in South Weymouth, Abington and Whitman

as well as to the ongoing and increasing development activity at Southfield, the mixed-use community taking hold at the former South Weymouth Naval Air Station. That location is expected to see over 5,000 residential units and 1 million square feet of commercial space developed over the next several years. The widening of Route 18 is critical to allowing the recent momentum seen at that development to continue, and not doing so would cripple the ability to attract commercial tenants to the space.

I appreciate the past support for this project and again request your continued support at this stage to advance this critical regional priority which will improve the quality of life for residents and the economic climate for businesses south of Boston.

Thank you for your consideration and please do not hesitate to contact me should you wish to discuss further.

Sincerely,

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

RONALD MARIANO

State Representative

Third Norfolk District

CC: Secretary Stephanie Pollack, MassDOT
Mayor Robert Hedlund
Senator Patrick O'Connor
Senator John Keenan
Representative James Murphy

STEPHEN F. LYNCH
8TH DISTRICT, MASSACHUSETTS

COMMITTEE ON FINANCIAL SERVICES
SUBCOMMITTEE ON CAPITAL MARKETS AND
GOVERNMENT SPONSORED ENTERPRISES
SUBCOMMITTEE ON FINANCIAL INSTITUTIONS
AND CONSUMER CREDIT

COMMITTEE ON OVERSIGHT AND
GOVERNMENT REFORM
RANKING MEMBER, SUBCOMMITTEE ON
NATIONAL SECURITY
SUBCOMMITTEE ON GOVERNMENT OPERATIONS

ASSISTANT DEMOCRATIC WHIP

Congress of the United States
House of Representatives
Washington, DC 20515-2108

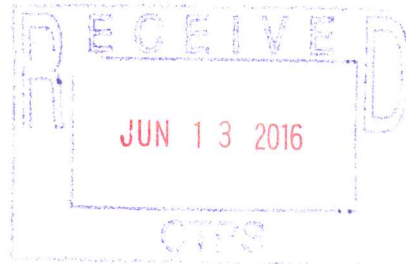
2369 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
202-225-8273
202-225-3984 FAX

1 HARBOR STREET
SUITE 304
BOSTON, MA 02210
617-428-2000
617-428-2011 FAX

PLYMOUTH COUNTY REGISTRY BUILDING
155 WEST ELM STREET
SUITE 200
BROCKTON, MA 02301
508-586-5555
508-580-4692 FAX

1245 HANCOCK STREET
SUITE 16
QUINCY, MA 02169
617-657-6305
617-773-0995 FAX

LYNCH.HOUSE.GOV



May 18, 2016

Mr. David Mohler
Boston Region Metropolitan Planning Organization
Central Transportation Planning Staff
Ten Park Plaza, Suite 2150
Boston, MA 02116

Dear Mr. Mohler:

I write in strong support of the Route 18 Reconstruction and Widening Project. As the Congressman from the Massachusetts' 8th District, I represent many municipalities impacted by this project.

Some of this project is completed: the improvements and upgrades made to the design of five intersections that affect Route 18. The remaining portion, the actual widening of Route 18 between Highland Place in Weymouth and Route 139 in Abington, is yet to be completed.

This project is a critical component to the safety, quality of life, and economic development of the region. Traffic will decrease. As you may know, congestion is significant, particularly during peak commuter hours. Also, traffic accidents will decrease since the road will be widened to two lanes. Residents will travel more quickly, reducing emissions. Pedestrians will have room on full sidewalks, and bicyclists will have dedicated lanes.

Further, the South Shore Hospital is located on this corridor. It continues to grow and develop and is now the largest employer on the South Shore. The widening of Route 18 will allow greater access to emergency vehicles, literally saving lives.

With the ongoing development at Southfield, where a mixed use community is planned, there are 5000 residential units and one million square feet of commercial space expected to be brought on line over the next several years. This project is critical to attract both residents and businesses.

Thank you for your attention to this project. I respectfully request that it moves forward. If I may provide any further information, please do not hesitate to contact me.

Sincerely,

STEPHEN F. LYNCH
Congressman
8th District
Massachusetts



Town of Hull



TOWN MANAGER

781-925-2000
FAX 781-925-0224

MUNICIPAL BUILDING
253 ATLANTIC AVENUE
HULL, MA 02045

April 26, 2016

Ms. Stephanie Pollack
MassDOT Secretary and CEO, Boston Region MPO Chair
C/o Sean Pfalzer, TIP Manager
Central Transportation Planning Staff
10 Park Plaza, Suite 2150
Boston, MA 02116

RE: Hull – Reconstruction of Atlantic Avenue (#601607)

Dear Secretary Pollack:


I am writing to you today to provide comments on the development of the Draft FFY 2017-2021 TIP and express the Town of Hull's commitment to the reconstruction of Atlantic Avenue (Project #601607). The Town of Hull is disappointed that the Atlantic Avenue Reconstruction Project has not been included on the TIP to date and ask that the project be strongly considered for inclusion this year. Atlantic Avenue, which is long overdue for repairs and upgrades, is one of only three roadways leading into the Town of Hull. The Town continues to advance the project design and completed the 75% Design Submission to MassDOT in December 2015. Design, permitting, and Right-of-Way acquisitions could be completed for this project within approximately one year. We seek your support for this important local project and request that this project be considered for funding in one of the out years of the Draft TIP.

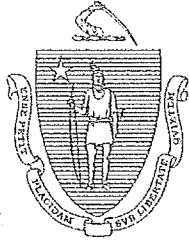
We understand that the MPO has put increased emphasis on programming projects based on their evaluation criteria scores. We agree that it important to identify a basis by which projects are funded to eliminate the pretense of political favoritism and to promote projects that are more closely aligned with the MPO's goals. However, we feel that the criteria by which these projects are currently being evaluated puts several good project candidates and communities that are located towards the outskirts of the Boston MPO's reach at a significant disadvantage. Certain projects in these communities may meet all of the minimum requirements to be accepted into the TIP, but the projects may not exhibit the traffic congestion, transit opportunities, and other conditions that would help it score well in the evaluation criteria.

The Town of Hull is committed to updating Atlantic Avenue in accordance with the goals of the Boston MPO to the extent possible to improve substandard conditions, modernize the roadway, and enhance access and mobility along the corridor. The proposed improvements incorporate "Complete Streets" design features and will help revitalize the neighborhood and affect positive change on the environment and local businesses. Atlantic Avenue is essential to maintaining the safety and security of local residents by providing one of the Town's few points of access for emergency response and evacuation during coastal storms.

We ask that you reconsider the evaluation scoring to provide greater regional equity and make certain that communities on the South Shore receive the same opportunities as those communities closer to the inner core.

Sincerely,
TOWN OF HULL


Philip E. Lemnios
Town Manager



Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES
STATE HOUSE, BOSTON, MA 02133-1054

GARRETT J. BRADLEY

REPRESENTATIVE

3RD PLYMOUTH DISTRICT

STATE HOUSE, ROOM 478

BOSTON, MA 02133-1054

TEL: (617) 722-2520

FAX: (617) 722-2813

2nd Assistant Majority Leader

Committee on Rules

Committee on Ethics

Garrett.Bradley@MAhouse.gov

April 27, 2016

Ms. Stephanie Pollack
MassDOT Secretary and CEO, Boston Region MPO Chair
C/o Sean Pfalzer, TIP Manager
Central Transportation Planning Staff
10 Park Plaza, Suite 2150
Boston, MA 02116

RE: Hull – Reconstruction of Atlantic Avenue (#601607)

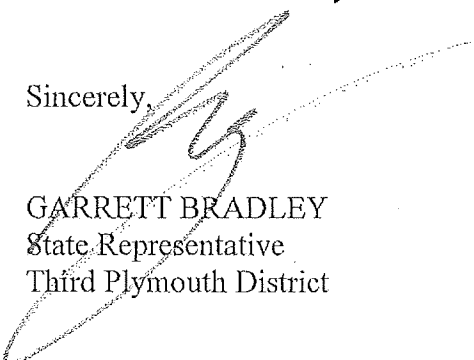
Dear Secretary Pollack:

I am writing to express my strong support for the Atlantic Avenue Reconstruction Project (#601607) in the Town of Hull. As one of the three means of access into the Town of Hull, Atlantic Avenue represents a significant corridor to the Town and the region. The proposed improvements associated with this project will greatly enhance access for all roadway users to the residential, recreational, and business areas within the Town of Hull. The Complete Streets enhancements proposed are in accordance with the goals of the Boston MPO and MassDOT's Healthy Transportation Policy.

The Town of Hull has committed to do their part in securing funding for the design of improvements to Atlantic Avenue. Hull town officials have worked with MassDOT since project initiation in 2009 to advance design to 75% completion. This demonstrates that the project is a priority for the Town and that they intend to continue to move forward with the design development process.

It is for these reasons that I urge you to give the Atlantic Avenue project proposed by the Town of Hull your utmost consideration as you program the FFY 2017 -2021 TIP. Thank you.

Sincerely,


GARRETT BRADLEY
State Representative
Third Plymouth District

Cc: John Brannan, Chairman, Board of Selectmen
Phil Lemnios, Town Manager



SETTI D. WARREN
MAYOR

City of Newton, Massachusetts
Office of the Mayor

Telephone
(617) 796-1100

Facsimile
(617) 796-1113

TDD/TTY
(617) 796-1089

E-mail
swarren@newtonma.gov

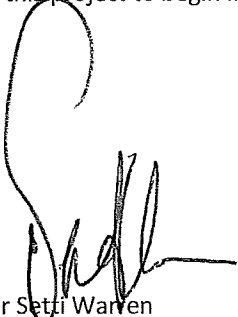
June 1, 2016

Dear Members of the Boston MPO:


Last year we were immensely pleased to have the Needham Street/Highland Avenue project included on the TIP for 2018. At that point in time we described our joint work, Needham and Newton, working together to generate new development in this corridor in support of the innovation economy. Even then, we were able to describe our success with a new global headquarters for Tripadvisor under construction, new residential and office development in various stages of design, approval, or construction, and new innovation economy companies investing or expanding in the corridor. By all accounts, we have seen great success with our N2 Corridor efforts and in the past year we have only seen that success continue and grow. Reconstruction and improvement of the Needham Street/Highland Avenue roadway remains critically important to all that is happening in this corridor – important to enhancing multi-modal access and essential to the safety of those traveling to and from work, home, and shopping in this area. We understand the funding challenge faced by the MPO, but ask that every step be taken to not delay this project.

In December 2014 Newton and Needham were awarded \$3.35 million in MassWorks funds towards partial implementation of the Needham Street/Highland Avenue reconstruction plan and this work is scheduled for 2017. In securing these funds, the City and Town were able to reduce the request for TIP funding, which facilitated the ability to schedule this project in 2018. Our efforts to secure additional funds and move up project implementation to 2018 were driven by the rate of growth in the corridor; there are currently projects which include hundreds of residential units and tens of thousands square feet of office and retail space at various stages of design, planning, and construction. The two municipalities have worked to line up infrastructure investments to improve transportation access and safety concurrently with this development and continue to look for additional transportation advancements.

At this time the City of Newton and the Town of Needham respectfully request that the MPO explore scenarios that allow this project to go forward in 2018. Both municipalities are open to further discussion of solutions that allow this project to begin in the target year.



Mayor Setti Warren
City of Newton



Matt Borrelli, Chair of the Board of Selectmen
Town of Needham

1000 Commonwealth Avenue Newton, Massachusetts 02459

www.newtonma.gov



DEDICATED TO COMMUNITY EXCELLENCE

TOWN OF SOUTHBOROUGH



OFFICE OF THE BOARD OF SELECTMEN

TOWN HOUSE · 17 COMMON STREET · SOUTHBOROUGH, MASSACHUSETTS 01772-1662
(508) 485-0710 · FAX (508) 480-0161 · selectmenoffice@southboroughma.com

May 18, 2016

Ms. Stephanie Pollack
MassDOT Secretary and CEO and MPO Chair
Massachusetts Department of Transportation (MassDOT)
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

Dear Ms. Pollack:

I am writing this letter on behalf of the Board of Selectmen, to express our support for inclusion of the Reconstruction of Main Street/Route 30 in Southborough in the FFYs 2014-17 TIP.

At the April 11, 2016 Annual Town Meeting, a warrant article was included that would grant the Board of Selectmen the authority to negotiate temporary and permanent easements for the Main Street project. Unfortunately, the article did not receive the two-thirds vote of support for passage, and was defeated.

At the May 17, 2016 Board of Selectmen meeting, the Board unanimously reaffirmed their support for the project, and announced their intention to bring the easement article back to Town Meeting for reconsideration. A special town meeting is being planned for September-October 2016. We look forward to making our case to the MPO at their May 19, 2016 meeting for Southborough's continued inclusion on the TIP.

Thank you in advance for your consideration, and continued support of this project for Southborough.

For the Board of Selectmen, I am

John F. Rooney III, Chairman
Board of Selectmen

cc: Representative Carolyn Dykema
Senator James Eldridge



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

Secretary Stephanie Pollack
Chair
Boston MPO
Attn: David Mohler
Ten Park Plaza, Suite 4150
Boston, MA 02116

Dear Secretary Pollack,

The Boston Transportation Department is working with the Roxbury community, and specifically the Friends of Melnea Cass Boulevard, to re-design Melnea Cass Boulevard between Columbus Avenue and Massachusetts Avenue with the goal of making it a neighborhood friendly corridor in accord with City and State Complete Streets guidelines. The scope includes the development of roadway and streetscape designs that improve safety, the creation of a pedestrian friendly environment with efficient traffic flow, the accommodation for transit vehicles and bicycles and the promotion of neighborhood economic development.

The design is being developed in collaboration with the Roxbury community and with all relevant city and state agencies, neighborhood groups and corridor abutters. The design coordination also includes abutting development parcels in order to also support economic development in the area of the project.

We are grateful that the MPO's current TIP includes the Melnea Cass Boulevard Project, but note that the current funding is insufficient to cover the cost of the project as currently designed. We understand the Boston MPO will soon be undertaking the updating of its TIP and we urge the MPO to fully fund the Melnea Cass Boulevard Project in Federal Fiscal Year 2018 of its new TIP.

Yours truly,

Sonia Chang-Diaz
Senator
Second Suffolk District

Byron Rushing
State Representative
9th Suffolk District

Gloria Fox
State Representative
7th Suffolk District

Friends of Melnea Cass Boulevard

**c/o Valerie Shelley
5 Degautier Way
Roxbury, MA 02119**

Secretary Stephanie Pollack, Chair
Boston MPO
Attn: David Mohler
Ten Park Plaza, Suite 4150
Boston, MA 02116

Re: Funding for Melnea Cass Boulevard Re-design Project

Dear Secretary Pollack,

The Friends of Melnea Cass Boulevard write to state our support for sustained and additional funding for the Melnea Cass Boulevard re-design project. We have worked with the Boston Transportation Department and elected officials over the past three years as representatives of the Lower Roxbury community to provide input into the much needed re-design of Melnea Cass Boulevard between Columbus Avenue and Massachusetts Avenue and look forward to a project that accomplishes the goal of making the boulevard a neighborhood friendly corridor that incorporates City and State Complete Streets guidelines. The finished project will ensure a pedestrian and bicycle friendly environment, an attractive safe streetscape and the promotion of neighborhood economic development through coordination with abutting development parcels. We are heartened by the progress that has been made and will continue to work closely with Boston Transportation Department and the broader Roxbury community. We understand the need for additional funds to ensure project completion, since the current funding is insufficient to cover the cost of the project as currently designed. We understand the Boston MPO will soon be undertaking the updating of its TIP and we urge the MPO to fully fund the Melnea Cass Boulevard Project in Federal Fiscal Year 2018 of its new TIP.

Sincerely,

On behalf of Friends of Melnea Cass Boulevard

*Kenneth Kruckemeyer
Dorothea Hass
Kay Mathew
Valerie Shelley
Marah Holland
Karen Wepsic*



The Commonwealth of Massachusetts

MASSACHUSETTS SENATE
COMMITTEE ON WAYS AND MEANS

SENATOR KAREN E. SPILKA
CHAIR

Second Middlesex and Norfolk District

STATE HOUSE, ROOM 212
BOSTON, MA 02133-1053
(617) 722-1640

KAREN.SPILKA@MASENATE.GOV
WWW.MASENATE.GOV

May 26, 2016

Mr. David Mohler
Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

Re: Project 604123, Reconstruction on Route 126 (Pond Street) in Town of Ashland


Dear Mr. Mohler,

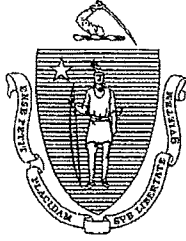
I am writing to express my strong support for the Town of Ashland's Route 126 Project for inclusion on the Transportation Improvement Program for Fiscal Year 2020. This project runs along the Route 126 Corridor from the town lines of Framingham to Holliston, which are both in my district, and will have great impact on all these communities.

This revitalization project would significantly improve and expand roadway lanes for both local and through traffic and provide accommodations for pedestrians and bicyclists, increasing the capacity of the transportation network and supporting economic growth and community stability. Currently, the state of Route 126 greatly endangers the lives of bicyclists and pedestrians, and inhibits business development in the area. While this project has continually been delayed, its completion is crucial to the safety and success of the Ashland and MetroWest communities that I represent.

I strongly support the Town of Ashland's initiative to include this project on the TIP for the earliest possible year, FY 2020. It is critical that this project be fully funded past the design stage as soon as possible in order to begin these necessary improvements. If you need any additional information please do not hesitate to contact Puja Mehta, my District Director, at (617) 722-1640 or by email at puja.mehta@masenate.gov.

Sincerely,


Senator Karen E. Spilka
2nd Middlesex & Norfolk



The Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES
STATE HOUSE, ROOM 472, BOSTON 02133-1054

TOM SANNICANDRO
STATE REPRESENTATIVE
7TH MIDDLESEX DISTRICT
ASHLAND • FRAMINGHAM

Chair
Joint Committee on
Higher Education

TEL. (617) 722-2013
FAX (617) 722-2239
Tom.Sannicandro@MAhouse.gov

May 31, 2016

To Whom It May Concern:

This letter is to support the Town of Ashland's Route 126 Improvement Project which is currently on the MassDOT's Transportation Improvement Program (TIP) list for FY 2020. As the state representative, I am particularly aware of the valuable benefits this project will offer to the Town of Ashland and urge that funds for the Route 126 Improvements remain a key priority on the TIP for FY2020.

Route 126/Pond Street is the major commercial corridor in Ashland containing a majority of Ashland's businesses. It is a heavily traveled and utilized roadway, used by both Ashland residents and residents from neighboring communities to shop and do business. The route, however, currently lacks many of the engineering, safety and design features that would identify it as a vibrant business corridor and a center of economic development for Ashland.

To prepare for the proposed improvements, businesses along Route 126 have joined together closely in a working group to develop their ideas and vision for the re-design. Additionally, since January of this year, Route 126 businesses have collaborated with Ashland's new Economic Development director, who is looking to boost economic activity along the corridor. The TIP improvements are a vital marketing element for potential businesses looking to establish in Ashland. Overall, both new and existing businesses are relying heavily on the proposed improvements in considering the future of their businesses and the benefits they will gain: improved traffic flow and access, sidewalks and walkability, and aesthetic improvements.

Several development proposals for properties along the Route 126 corridor have come before Ashland's regulatory boards this year. Considerations for these projects were made with the proposed re-design of the road in mind. Property owners are prepared, ready, and eager for this project to move forward so that they can anticipate and plan for the improvements from which they will benefit.

The proposed re-design is also closely aligned with the Town's recently-adopted Complete Streets policy. As a commercial corridor, Route 126 currently serves vehicle traffic and leaves little to no option for alternative modes. In adopting the Complete Streets policy, Ashland made a

commitment to increase mobility, accessibility, and safety for pedestrians and bicyclists. The re-design will construct shared bike lines, new sidewalks, and separated multi-use pathways along Route 126 that will enable and encourage multi-modal uses which will in turn benefit businesses in the ways described above.

Residents, business owners, and town officials alike are extremely excited and enthusiastic about the proposed Route 126 improvements. It is a priority for Ashland that the Route 126/Pond Street project remains on the TIP and receives funding as early as possible in order to help our Town achieve the important goals intrinsically tied to this project. Thank you very much.

Sincerely,

A handwritten signature in black ink, appearing to read "Tom Sannicandro". The signature is fluid and cursive, with the first name "Tom" being more prominent and the last name "Sannicandro" written in a continuous, flowing script.

Tom Sannicandro

THE POND STREET REVITALIZATION

A Road to Ashland's Future

Update 2016

The Town of Ashland continues to spearhead The Pond Street (Rt. 126) Project, an estimated \$13+ million infrastructure revitalization initiative planned for the 10,000 linear feet of roadway through Ashland, connecting Framingham and Holliston. The project is under the direction of Massachusetts Department of Transportation (MassDOT), and is on track for a long-awaited facelift.

Pond Street Project Updates thru April 28, 2016

April 2015. MassDOT appropriated funding and appointed Green International, the engineering firm, as the contractor to complete and submit the 25% roadway design.

May 2015 – April 2016. Green continues the engineering work for MassDOT approval of the 25% design

April 2016 - MassDOT conducts a Utility Hearing with Eversource, Comcast, Ashland Selectwoman Yolanda Greaves, David Manugian, DPW Director and Sara Hines ARA and Pond Street Project Working Group Member as a requirement for the MassDOT approval of the 25% design

April 2016 - Selectwoman Yolanda Greaves and David Manugian Ashland's DPW Director attend the Metropolitan Planning Organization (MPO). Yolanda Greaves provides the MPO Committee with a necessary project update

April 2016 - MassDOT and Green Engineering conduct a day long Overhead Utility meeting on the corridor attended by Rajitha Purimetla DPW Engineer as a requirement for the MassDOT 25% design approval

What's next

- 25% design approval by MassDOT estimated within the next several months, followed by a Public Hearing by MassDOT with date to be announced and advertised in local papers
- 75% design completion. Completion of the 75% design estimated between 6-8 months
- 100% design completion. Minor tweaks/refinements to the design by MassDOT
- PS & E Plans Specifications & Estimate. The PS&E outlines product specifications i.e. asphalt grade, curb sizes, materials, etc.
- Advertisement for Bid. MassDOT advertises for a contracting company to begin construction

Ongoing

The Project Working Group, Municipal Leaders, Department Heads and ARA members meet monthly for the Pond Street Project. They attend the following meetings on a regular basis to keep Ashland's Pond Street project 'top of mind.'

The Metropolitan Planning Organization MPO
MassDOT Capital Conversations
Metrowest Regional Collaborative MWRC

Upcoming Events

Pond Street Informational Update Meeting

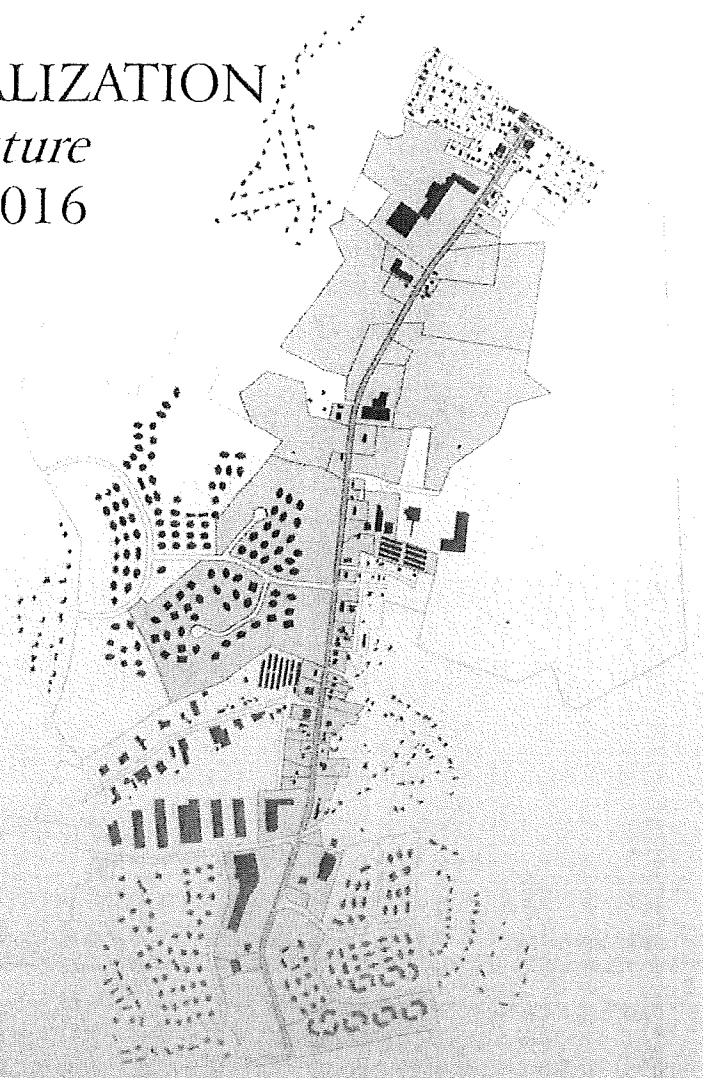
Date: June 14, 2016

Time: 7:00 pm

Location: Warren Elementary School, Fruit St., Ashland-

Project Details

There is a complete Pond Street Project page on www.ashlandmass.com Click coUrbanize and scroll to the Pond Street Revitalization Project



WASHINGTON

1414 Longworth Building
Washington, DC 20515-2108
202-225-5111
Fax 202-225-9322

Committee on Financial Services

Committee on Transportation &
Infrastructure
Ranking Democratic Member
Subcommittee on Railroads,
Pipelines and Hazardous Materials

Committee on Ethics

Democratic Steering & Policy Committee



Congress of the United States
House of Representatives

Michael E. Capuano

7th District, Massachusetts

MASSACHUSETTS

Main Office
110 First Street
Cambridge, MA 02141-2109
617-621-6208
Fax 617-621-8628

Boston
Roxbury Community College
Campus Library

Randolph
Stetson Hall
Room 124

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

June 1, 2016

Dear Mr. Mohler,

It has come to my attention that the Boston Regional Metropolitan Planning Organization (MPO) is considering shifting the start of funding for the City of Boston's Sullivan Square/Rutherford Avenue project from FY 2020 to FY 2021.

I appreciate the MPO's position for attempting to provide funding for as many transportation projects as possible. However, I urge the MPO to respect the existing Transportation Improvement Plan and the existing Long Range Transportation Plan and begin funding the Sullivan Square/Rutherford Avenue project in FY 2020. This major transportation investment project should be begun as soon as possible.

Thank you for the opportunity to offer my comments.

Sincerely,

Michael E. Capuano
Member of Congress

Please visit our website to sign up for our newsletter
capuano.house.gov



Printed on recycled paper © 1308-m



Framingham

State University

Mr. David J. Mohler

Chairman, Boston Metropolitan Planning Organization

Executive Director, Office of Transportation Planning

Massachusetts Department of Transportation (MassDOT)

10 Park Plaza, Room 4150

Boston, MA 02116-3969

RE: Proposed TIP Project #608228 – Union Avenue Corridor - Framingham

Dear Mr. Mohler,

I write in support of the Town of Framingham's TIP project for the Union Avenue Corridor. This is an important project for Framingham State University. We have worked hard over the last decade to create a strong residential campus and encourage students to get around without their cars (this generation is certainly receptive to such a paradigm change but the key is convenient and safe alternatives). These efforts include expanded campus shuttle service operations, carpooling incentives, bike storage and sharing programs, and pedestrian safety enhancements. Union Avenue is our link to many of the destinations that our students seek as the University has encouraged students to view downtown Framingham as their "college-town destination"; the proposed TIP project improvements will enhance the safety and experience of those utilizing this corridor. The project cannot come soon enough for us to benefit from improved access along the main spine that links our students and faculty/staff to transit, jobs, entertainment, and housing opportunities.

Union Avenue is the main arterial link between our 6,500 student campus and Framingham's revitalizing downtown. This includes MWRTA buses that bring students from the Commuter Rail pass along this route. This includes off-campus students who live in, or just outside, the downtown that walk, bike, take public transit or drive this route to campus. This includes our student athletes who use Union Avenue to access Bowditch Field for practices and games. This route is the key access to one of our largest satellite parking lots ("Union Avenue Lot" located across from the Callahan Senior Center) that students access by walking or through the University's shuttle system. This includes faculty and staff, who live nearby that can walk or bike to campus. Improvements to Union Avenue - particularly the bicycle, pedestrian, and transit opportunities - will help our campus continue to reduce reliance on single-auto commuters and enhance use of alternative modes of transportation.

Framingham State University has long been an active supporter of Framingham's downtown revitalization efforts and most recently a key part of the Framingham Downtown Renaissance (FDR) organization. This stretch of Union Avenue is one of the main gateways into downtown from the University and Route 9 and this project will set the stage for the Town to support the excellent revitalization efforts going on in the Downtown. Thank you for your consideration of this project and the University's letter of support.

Sincerely,

Dale Hamel

Dale Hamel

Executive Vice President – Framingham State University

(and FDR board member)



495/METROWEST

PARTNERSHIP

Leaders for Regional Prosperity

June 8, 2016

David J. Mohler
Chairman, Boston Metropolitan Planning Organization
Executive Director, Office of Transportation Planning
Massachusetts Department of Transportation
10 Park Plaza, Room 4150
Boston, MA 02116-3969

Re: Proposed TIP Project #608228-Union Avenue Corridor-Framingham

Dear Mr. Mohler:

On behalf of the 495/MetroWest Partnership, we are writing in support of the Union Avenue Corridor Project in the Town of Framingham and to urge its inclusion in the FY2017-2021 Transportation Improvement Program (TIP) for the Boston Region MPO. The Partnership appreciates the Town's strong interest in reconstructing this corridor given its importance to connecting Framingham's Downtown with the Route 9 Corridor. The Union Avenue Corridor is a vital north and south connection, providing residents, employers and Framingham State University students with access to Downtown Framingham, a prime destination in the process of revitalization.

The 495/MetroWest Partnership is a non-profit advocacy organization now serving thirty-five communities, over half a million residents, and an employment base of over \$22 billion per year. The Partnership seeks to address regional needs through public-private collaboration by working to enhance economic vitality, improve quality of life and sustain natural resources. The Partnership focuses on helping to alleviate regional constraints and limitations, and conducts numerous initiatives on transportation, workforce housing, and water resources. We have a long history of commentary and regional advocacy for transportation and transit projects in the Boston Region MPO's TIP, UPWP, and LRTP.

The revitalization of the Union Avenue Corridor is not only important to the economic stability of the Town of Framingham but also to the continued success and growth of the 495/MetroWest region. As the Corridor provides access to Downtown Framingham, it can be instrumental in attracting and retaining residents and commerce to the region. Additionally, the Union Ave. project would complement ongoing and planned improvements to Framingham's Downtown infrastructure, including but not limited to the planned improvements by the MetroWest Regional Transit Authority (MWRTA) of the Framingham Commuter Rail Station (scheduled to begin in July), as well as the new intersection at Concord Street and Union Avenue. The Union Avenue Corridor improvements would also

495/METROWEST PARTNERSHIP

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greatly benefit at least three of the MWRTA routes further cementing the Downtown's Transit Oriented Development efforts.

The Corridor is particularly important to Framingham State University, as it provides students access to the Downtown area, which serves as their off-campus environment. It is also the primary roadway that connects many of the University's facilities and parking lots. The University has been a proponent of alternate transportation methods, such as bike sharing and buses, in an effort to encourage students to enjoy the Town without the need for private cars. The Union Avenue Corridor Project promises improvements to pedestrian safety and access to these services.

Finally, we would note the Union Avenue Project's relatively high score (60), particularly in the categories of Safety, System Preservation and Economic Vitality. We feel for this reason and the others stated above that the Project is deserving of inclusion on the FY17-21 TIP.

The Partnership strongly urges the inclusion of the Town of Framingham's Union Avenue Corridor Project in the FY17-21 TIP, and we look forward to learning the results of the Boston Region MPO's decision. Please do not hesitate to contact us with any questions on the Partnership's position relative to supporting the project at (774)760-0495 or Jessica@495partnership.org.

Sincerely,



Paul F. Matthews
Executive Director



Jessica Strunkin
Deputy Director



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

May 31, 2016

David J. Mohler
Chairman, Boston Metropolitan Planning Organization
Executive Director, Office of Transportation Planning
Massachusetts Department of Transportation
10 Park Plaza, Room 4150
Boston, MA 02116-3969

RE: Proposed TIP Project #608228 – Union Avenue Corridor - Framingham

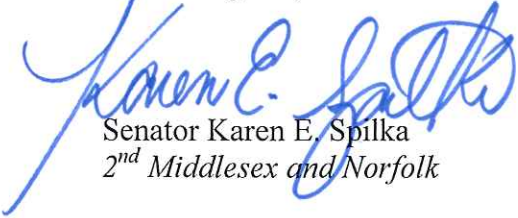
Dear Mr. Mohler,

We are writing to express our support for the Town of Framingham's proposed Union Avenue Corridor Project to remain on the FY2017- 2021 Transportation Improvement Program (TIP). This corridor project supports a number of key job sectors and is a vital regional north and south link in an area where strong north and south connections are limited. The completion of this project would be a critical addition to the residents and economic development of the MetroWest communities that we represent.

The Union Avenue Corridor is part of a regional north and south route that extends into Framingham and Ashland, providing critical access to key destinations along the route. This project is anchored on the north side by Framingham State University, Framingham's Historic Commons and other cultural resources. The southern end of the project links to Downtown Framingham, which the Town and the State are working to rejuvenate. In addition, several key municipal and public safety services rely on this corridor, which provides critical primary access to the MetroWest Medical Center. This project would work in conjunction with other utility improvements, which have received strong support from the Framingham community. The proposed TIP project will bring about economic growth, spur job creation and support further revitalization in the area.

Again, we support the Town of Framingham's efforts to include the Union Avenue Corridor Project on the FY2017- FY2021 TIP. If you have any questions, please do not hesitate to contact Puja Mehta at (617) 722-1640 or by email at Puja.Mehta@masenate.gov.

Warm Regards,



Senator Karen E. Spilka
2nd Middlesex and Norfolk



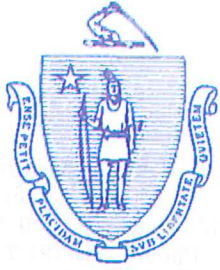
Representative Chris Walsh
6th Middlesex



Representative Tom Sannicandro
7th Middlesex



Representative Carmine L. Gentile
13th Middlesex



The Commonwealth of Massachusetts
MASSACHUSETTS SENATE

SENATOR JOHN F. KEENAN
Norfolk and Plymouth District

STATE HOUSE, ROOM 413B
BOSTON, MA 02133-1053
TEL. (617) 722-1494
FAX (617) 722-1055

JOHN.KEENAN@MASENATE.GOV
WWW.MASENATE.GOV

April 25, 2016

David Mohler
Chair, Boston Region MPO
Ten Park Plaza, Suite 2150
Boston, MA 02116

RE: Holbrook – Reconstruction of Union St. (MassDOT Project 606501)

To the members and staff of the Boston Region Metropolitan Planning Organization:

I write to encourage your favorable consideration of a project proposal from the Town of Holbrook, for improvements along Union Street – Rt 139. This project would improve the connection between Holbrook Town Center and the Holbrook/Randolph Commuter Rail Station, setting the stage for future economic development around this important transportation resource.

Serving a district that relies heavily on public transit, I embrace the principles of transit oriented development, and commend the Town for planning its economic future in a way that capitalizes on public transit. The development would make the area more walkable, incorporate bicycle lanes, and provide handicap accessible sidewalks in a place where none exist today. It is a project that would greatly benefit the community, while meeting the needs of commuters of various modes.

The Town has demonstrated real progress towards completing this project, with local zoning updates, public meetings to solicit residents' feedback, and collaboration with MassDOT throughout the planning process to reach the 25% design milestone. I am pleased to support Holbrook's efforts towards a project that will strengthen the Town's economy and community. Thank you for your consideration of these comments, and I hope that the project will receive your favorable reviews and recommendation.

Sincerely,

John F. Keenan
Norfolk and Plymouth

Chairman
SENATE COMMITTEE ON
BONDING, CAPITAL EXPENDITURES
AND STATE ASSETS

Vice Chairman
JOINT COMMITTEE ON THE JUDICIARY
JOINT COMMITTEE ON TRANSPORTATION
JOINT COMMITTEE ON HOUSING

WAYS AND MEANS
FINANCIAL SERVICES
CHILDREN, FAMILIES AND
PERSONS WITH DISABILITIES
ECONOMIC DEVELOPMENT AND
EMERGING TECHNOLOGIES
STATE ADMINISTRATION
AND REGULATORY OVERSIGHT

From: [Lourenço Dantas](#)
To: [Mohler, David \(DOT\)](#); [Pounds, Bryan \(DOT\)](#)
Cc: [Maureen Kelly](#); [Matthew Archer](#)
Subject: FW: Comments in Support of Rehabilitation of Mount Auburn Street WATERTOWN (ID 60777)
Date: Wednesday, June 08, 2016 2:05:44 PM
Attachments: [Mt. Auburn Street.pdf](#)

FYI. I didn't see your names in the email; just acknowledging receipt of this comment letter/info, which we'll enter into our records.

Lourenço Dantas, AICP
Manager, MPO Certification Activities Group
CENTRAL TRANSPORTATION PLANNING STAFF
857.702.3702 | ldantas@ctps.org
www.ctps.org/bostonmpo

From: Santucci, Melissa [mailto:msantucci@braintreema.gov]
Sent: Wednesday, June 08, 2016 1:56 PM
To: Lourenço Dantas
Cc: msideris@watertown-ma.gov; Shuman, Matthew; Magoon, Steven (smagoon@watertown-ma.gov)
Subject: Comments in Support of Rehabilitation of Mount Auburn Street WATERTOWN (ID 60777)

Dear Chairman Mohler, Chair BOSTON MPO

I am writing to express strong support for the Rehabilitation of Mount Auburn Street (Route 16) in Watertown. This roadway project will provide a significant benefit to the Corridor that connects Watertown Square to Cambridge. Watertown is an extremely vibrant community that in the last 5–10 years has experienced and continues to experience a high volume of residential, office and commercial redevelopment. As a 15 year member and current Chair of the Zoning Board Appeals, I have been involved in a large number of redevelopment projects on older industrial and commercial sites. Noting that our community has been very fortunate in attracting young professionals, real estate investors and employers of all types, along with those advantages comes the need to greatly improve our aging street and transportation systems network. While the Town has been successful in securing off-site mitigation from private developers to mitigate the impacts of individual projects along the corridor, there is still a lot of work that needs to be done. This project will provide the corridor with greatly improved safety for use by all transportation modes, as it is designed as complete street in Green Community.

As outlined in the Project Funding Application Form (Please see attached for reference) the proposed improvements more than adequately address the criteria for funding, which is evident based on the project evaluation score of 71. It is important to note that this project has the highest score out of all First-Tier Highway Projects that it is competing with for funding. The community as a whole is engaged in traffic issues through-out the entire Town and are committed to education and improvements as they relate to this and other corridors. I have included a few links below to demonstrate the communities awareness and involvement as it relates to transportation.

<http://www.watertownmanews.com/2016/06/06/forum-will-educate-public-about-transportation-traffic-issues-in-town/>

<http://www.watertowndpw.org/Pages/Stormwater%20Mgmt%20MISC%20Info/Green%20Infrastructure%20Grants>

<https://www.massdot.state.ma.us/planning/Main/CurrentStudies/ArsenalStreetCorridorStudy.aspx>

I would like to express my deep appreciation to the Boston MPO and all the work they do. Both the Staff and

Voting Members exhibit a great deal of professionalism in their roles. Thank you for the opportunity to provide comments and I thank you in advance for your consideration.

Sincerely,

Mrs. Melissa M. SantucciRozzi

Lifelong Resident of Watertown

Chair - Watertown Zoning Board of Appeals

Principal Planner – Town of Braintree