

ALL WRITTEN PUBLIC COMMENTS RECEIVED

RE: federal fiscal years (FFYs) 2020–2024 Transportation Improvement Program (TIP) Development

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2. Letters concerning projects eligible for potential programming in the FFYs 2020–2024 TIP with MPO target funding (Alphabetical by Project Municipality)

- Lynn
- Peabody
- Wilmington

From: publicinfo@ctps.org [mailto:publicinfo@ctps.org] **On Behalf Of** Kathy Adams
Sent: Monday, September 24, 2018 9:03 AM
To: publicinfo@ctps.org
Subject: Kelley's Corner Project Acton, MA

*David J. Mohler, Chair
Boston Region Metropolitan Planning Organization
c/o Alexandra Kleyman, TIP Manager
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116*

I am a Acton citizen and plan to remain here for many many years to come. I am writing to express my concern on the Kelley's corner project. I do not want to see the old trees cut down on Mass. Ave or anywhere in town. These trees cannot be replaced in a lifetime. These old type trees make a town more pleasurable to live in and they clean the air we breathe. Most importantly they are beautiful to look at and shade our streets. Newly planted trees will not do that.

I am asking to please do not cut the old beautiful trees that many generations have loved.

Kathy Adams
7 Algonquin Road
Acton, MA



Town of Bellingham

BOARD OF SELECTMEN

10 Mechanic Street

Bellingham, Massachusetts 02019

Tel: 508-966-5800 * Fax: 508-966-4425

David Mohler, Chairman
Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

RE: South Main Street (Route 126) – Douglas Drive to Mechanic Street
Reconstruction Bellingham, MA – PROJIS #608887

Dear Mr. Mohler:

I am writing to express our appreciation to MPO for scheduling our project for TIP funding with a projected advertisement date of December 2022. The Town is committed to taking every necessary step to ensure this project progresses through the design phase without interruption.

Over the past year members of our staff have regularly appeared before your Board to keep you updated on our progress and we will continue to do so. As we recently reported Mass DOT conducted the 25% Design Public Hearing on February 20th, 2019. The Town has contracted with our engineers to complete all design work up to 100% which we anticipate will be completed by the end of 2020.

We assure you our Town is fully committed to this project and prepared to address any issues or concerns that may arise. We appreciate your support and look forward to a successful project.

Sincerely,

Daniel Spencer, Chairman
Board of Selectman



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

March 11, 2019

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

RE: South Main Street (Route 126) - Douglas Drive to Mechanic Street
Reconstruction, Bellingham, MA - PROJIS #608887

Dear Mr. Mohler:


We are writing you in strong support of the town of Bellingham's efforts to partner with the Metropolitan Planning Organization's FFY's 20-24 Transportation Improvement Project for the reconstruction of South Main Street.

The Town of Bellingham has demonstrated a clear and concise vision for the project, and they remain committed to its design and completion. Town officials are avidly supportive of this effort, and this program would provide the town with the critical support needed to complete work on one of the town's most travelled routes

Thank you for your time and consideration on this matter. Please feel free to contact me should you have any questions or concerns regarding this issue.

Sincerely,


Ryan C. Fattman
State Senator
Worcester & Norfolk


Michael J. Soter
State Representative
8th Worcester District

TOWN OF BELLINGHAM

OFFICE OF THE
DIRECTOR OF THE DEPARTMENT OF PUBLIC WORKS
26 BLACKSTONE STREET
BELLINGHAM, MA 02019
(508)-966-5813
FAX (508)-966-5814
ddimartino@bellinghamma.org

March 11, 2019

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

RE: South Main Street (Route 126) - Douglas Drive to Mechanic Street Reconstruction
Bellingham, MA - PROJIS #608887

Dear Mr. Mohler:

The Town of Bellingham was pleased to hear that this project is in the TIP funding queue with a projected date for advertising of December 2022 noted by MassDOT staff at the 25% Design Hearing. We are committed to the project and will make every effort to move the project up if the opportunity arises.

Here is a brief update of our status. MassDOT held the 25% Design Public Hearing on February 26, 2019. We have signed a contract with our engineers CHA Consulting, Inc. to fund the design work up to the 100% design and have reserved funds to extend the contract to PS&E Design. CHA predicts that design could be at 100% by November of 2020.

We will soon be requesting that the voters fund water service renewal on this section of road. That work could start as soon as July of this year. In October we will ask votes and property owners if they want to fund a project to extend sewer to the homes on this road that do not currently have town sewer service. All water and sewer infrastructure improvements are on track to be completed by the end of the 2020 construction seasons.

The Town of Bellingham is committed to this project and is prepared to do all that is necessary to complete the design and expedite the project. We will continue to attend MPO meetings to advocate and be able to respond quickly to any questions that may arise. Please do not hesitate to contact me if you have any questions or suggestions that could move the project into an earlier year.

Sincerely,



Donald F. DiMartino
DPW Director

Friends of Melnea Cass Boulevard

c/o Valerie Shelley
5 DeGautier Way
Roxbury, MA 02119

January 15, 2019

The Honorable Martin J. Walsh
Boston City Hall
One City Hall Square
Boston, MA 02201

Re: *Melnea Cass Boulevard Re-design Project*

Dear Mayor Walsh:

We would like to meet with you to explain our position regarding the re-design and construction of Melnea Cass Boulevard (MCB) and to get your ideas and feedback about the project going forward. **The Friends of Melnea Cass Boulevard (FMCB)** have been meeting together and working with BTM over many years and have successfully achieved many positive design changes that will make the Boulevard much more of an asset and amenity for its neighbors, the residents of Roxbury. However, there are additional changes that the FMCB feel would help make the redesign a truly model project. We strongly suggest the following:

1. Create a Citizens' Oversight Committee This Committee should be composed of neighborhood residents and advocates who will monitor the construction and the long-term maintenance of the project. This Committee could be modeled after the Emerald Necklace/Muddy River Restoration Management and Maintenance Oversight Committee, established by the state in the late 1990's to ensure best practices and accountability.

The current chaotic state of Commonwealth Avenue reconstruction by BU reinforces our concern for the neighborhood and the safety of pedestrians and cyclists. Once built, cooperation between the City and local residents will assure the positive legacy of this project.

2. Establish Construction Procedures to Preserve the Trees During Construction, Holding Contractors Accountable. Many mature beautiful trees line the Boulevard forming an impressive canopy. Yet the design plan lists 268 trees in jeopardy, i.e. there is a real danger they will be damaged or destroyed by the roadway construction. The loss of these trees would completely alter the Boulevard's aesthetic and serve as a betrayal of the neighborhood's expectations. Preservation of the trees that line the boulevard has always been the priority for neighbors and their allies, the Friends of Melnea Cass Boulevard and other stakeholders and interested parties. Although we managed to "save" over two hundred trees that make up MCB's canopy (pictured on page 422-423 of the Imagine Boston 2030 report) during the planning process, which goes back to 2011, it now appears that BTM's caveat regarding potential construction damage to the trees and their consequent demise is a way around a true commitment to preservation of the trees on Melnea Cass.

Unsettlingly, there is a history of construction projects in Boston destroying many trees. Such examples include: Commonwealth Avenue, Forest Hills, and the Bowker Overpass. MassDOT contracts have only a 1-year guarantee although recent studies show that 3 years are needed to ensure true preservation and protection from construction damage. If the State will not do so, the City must step in and create its own follow-on establishment contract to meet its obligations.

Additionally, the number of trees in the current plan that will be intentionally removed to make way for roadway re-design remains a moving number, despite BTM and design consultant assurances. The number of mature trees to be removed appears to range from around 50 to over 80, according to the group *Friends of the Trees* who, during the December meeting at Boston Water and Sewer, pointed out the discrepancy in the numbers that have been put forth over a long period of time by BTM and design firm Howard Stein Hudson.

3. Design a Traffic Signal System that does Not Require Pedestrians to Push a Button to get a WALK to cross the Boulevard Throughout the planning process the City, design consultants and the FMCB agreed that the traffic signals should provide an automatic WALK to cross the Boulevard. We were shocked at the public meeting on December 10, 2018, to learn that pedestrians must now push a WALK button to cross the Boulevard which will result in unnecessary delays in crossing. Moreover, such long delays will result in many pedestrians waiting for gaps in the traffic to cross which will result in serious pedestrian injuries and fatalities.
4. Select Lighting Fixtures to Reduce Glare and Increase Lighting at Intersections The lighting fixtures along the Boulevard should reduce glare and should adequately light the intersections. The current plan calls for acorn fixtures along the sidewalk and bike path. The FMCB recommend LED downlights which the City and DCR currently use on other projects. Also, the shape of the lights should not be teardrop or acorn. No advertising should be allowed to be attached to the fixtures.

The FMCB would look forward to meeting with you to get your ideas and suggestions and to reach agreement on how the above issues can be resolved so the Boulevard can truly prioritize pedestrians and bicyclists, providing a pleasant and safe transportation experience for all users. We remain optimistic that this project can be more than a traffic project, embracing some important Complete Streets principles to which BTM says it has a commitment.

Sincerely,

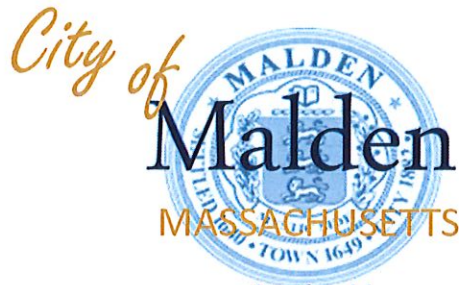
Dorothea Hass; Kenneth Kruckemeyer; Kay Mathew; Alison Pultinas; and Valerie Shelley
On behalf of Friends of Melnea Cass Boulevard

Cc:
William Christopher, william.christopher@boston.gov
Chris Osgood, chris.osgood@boston.gov
Gina Fiandaca, gina.fiandaca@boston.gov
Para Jayasinghe, para.jayasinghe@boston.gov
Jim Gillooly, james.gillooly@boston.gov
Pat Hoey, patrick.hoey@boston.gov

Next Steps

Metrics





www.cityofmalden.org

Gary Christenson, Mayor

March 19, 2019

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

RE: 608275 Exchange Street Improvements Project – Malden

Dear Chair Mohler and Members of the Boston Region Metropolitan Planning Organization:

We are pleased to report that the City of Malden is making great progress with the Exchange Street Improvements Project and I would like to provide the following update to The Boston Region Metropolitan Planning Organization as we work towards a June 29, 2019 contract advertisement date by MassDOT.

Below is a list of design documents that have been submitted to MassDOT by consulting engineers from Stantec since the March/April 2018 updates from the City of Malden to the Boston MPO during our 25% Design phase. MassDOT approved the City's request to accelerate the design process for the Exchange Street project and agreed to a combined 75% /100% submission. Therefore, the recently submitted design documents were prepared to the 100% submission level of detail per MassDOT guidelines.

These Exchange Street 100% Design documents were successfully submitted to MassDOT on February 5, 2019 and are currently under review, however, the review period was set to close on March 14, 2019 at which time Stantec will be allowed to review and prepare responses to all comments. These responses, together with updated design documents, will be included in the City's next PS&E submission to MassDOT scheduled for April 22, 2019.

List of 100% Design Documents Sent to MassDOT on February 5, 2019:

- 100% Highway Plans with Color Utility Plans (Sheets 1 thru 68)
- 100% Right of Way Plans (Sheets 1 thru 13)
- Horizontal Alignment Report
- 100% Special Provisions
- 100% CPE
- 100% Office Estimate
- 100% Engineers Estimate

David Mohler, Chair
March 19, 2019
Page 2

- 100% Highway Design Submission Checklist
- 100% Water Quality Data Form (Excel)
- 25% Design Submission Response to Comments
- Project CD with the above information in PDF format
- Project Design Schedule (submitted monthly) Sent to MassDOT March 1, 2019

Going Forward the Schedule for Several Milestone Events/Submissions is as follows:

- Submit PS&E – April 22, 2019 (30-day review period)
- Approval of PS&E – June 11, 2019
- Issue ROW Certificate – June 18, 2019
- Advertise Construction Contract – June 29, 2019
- Bid Opening – August 28, 2019
- Construction Notice to Proceed – October 27, 2019

Estimated Construction Cost Information:

The estimated construction cost submitted on February 5, 2019 with the 100% Design documents was \$1,559,222 plus contingencies (i.e., construction engineering, construction contingencies, police allowance, etc.)

The Exchange Street Improvement Project will support the City's continued efforts in reinvigorating Malden Center. It will provide a better and safer pedestrian, bicycle and vehicle connection from Malden Center MBTA Station to the rest of Downtown Malden and will enhance the streetscape with new landscaping, street lighting, paving and ADA compliant sidewalks and ramps. Thanks to our private sector partners who have invested upwards of \$500,000 in improvements to this corridor, Exchange Street is well on its way to becoming an exciting and vibrant area.

On behalf of the City of Malden, please accept our sincere thanks for supporting this important improvement project.

Sincerely,



GARY CHRISTENSON
Mayor, City of Malden



DEBORAH A. BURKE
Executive Director, Malden Redevelopment Authority

One Hundred Ten Pleasant Street
Malden, Massachusetts 02148

COUNCIL OFFICE
THIRD FLOOR
(781) 397-7130
FAX: (781) 397-7004
citycouncil@cityofmalden.org

City of Malden Massachusetts



March 20, 2019

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

SUBJ: Exchange Street Improvements Project No. 608275 — Malden

Dear Chair Mohler and Members of the Boston Region Metropolitan Planning Organization:

I write to express my strong support and continued enthusiasm for the Exchange Street Improvements Project in Downtown Malden. The street, sidewalk and lighting improvements planned for this heavily-traveled corridor will complement the many other great projects happening in our Downtown. An improved Exchange Street will be friendly to all users including pedestrians and bicyclists who will take advantage of the new on-street dedicated bike lane.

First and foremost I want to thank the members of the Boston Region Metropolitan Planning Organization who saw how important this project was to our overall revitalization efforts in Downtown Malden. Your willingness to advance this project on the Transportation Improvement Plan is greatly appreciated.

Our consultant engineer has submitted the combined 75/100 percent design plans to MassDOT and the project remains on track for a June 2019 advertisement date.

This will be a great project for our Downtown which wouldn't have been made possible without your support and without the support of various private sector partners who contributed to some of the improvements along this roadway.

Respectfully,

Ryan O'Malley
Councillor — Ward 4

Town of Natick
Massachusetts 01760
Home of Champions



Amy K. Mistrot, Chair
Susan G. Salamoff, Vice Chair
Michael J. Hickey, Jr., Clerk
Jonathan Freedman
Richard P. Jennett, Jr.

March 18, 2019

David Mohler, Chair
Boston Region Metropolitan Planning Organization
c/o Central Transportation Planning Staff (CTPS)
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

Dear Chairperson Mohler,

On behalf of the Natick Board of Selectmen (BOS), please accept this letter as the Town of Natick's full support for the following projects being considered for funding before the Boston Region Metropolitan Planning Organization (MPO):

Mass DOT Project Number	Funding Source & Year	Project Title	Amount Programmed
605034	TIP – FFY 2019	Reconstruction of Route 27 (North Main Street), from North Avenue to the Wayland Town Line	\$ 12,087,144
605313	L RTP	Bridge Replacement, Route 27 (North Main St.) over Route 9 (Worcester St.) and Interchange Improvements	\$ 25,793,370

The MPO is considering an increase in the programmed amount for Project #605034, the Route 27 North Main Street, project to approximately \$19.3M. The Town of Natick fully recognizes the significance of this request and certainly appreciates the difficult position this puts the MPO in determining how to program highly competitive TIP funds. To help inform this decision, this letter outlines the key factors impacting design, the importance of this project to the region, and the commitment the Town continues to make to ensure this project is successfully completed as planned.

Despite virtually no project scope increase (in fact, a major intersection improvement was removed from the project area since 25% design), the costs for the reconstruction of the Route 27 North Main Street corridor have increased from the most recent 25% design submission. The increase costs are largely due to a few key factors:

1. Greater design clarity, primarily related to the storm water infrastructure required for the project to meet MassDOT Standards. At 25% design, much of the required storm water utility work was conceptual. As the design progressed, costs were refined and updated.
2. Anticipated increased unit pricing due to the continued rise in construction costs; and
3. Corridor factor impacts. In discussions with MassDOT, the concern was raised that the project may be more difficult to construct than a typical roadway improvement project due to the "urban" nature and heavy use of Route 27 North Main Street. As such, MassDOT requested that additional contingency be added to the estimated cost of the project.

By themselves, these factors do not represent significant cost increases. But when combined, the compounding increase to the project budget becomes significant.

This project is vitally important to Natick and the larger MetroWest region. The Route 27 North Main Street project works in tandem with the Route 9/27 bridge replacement project (Project #605313), to comprehensively update and improve this roadway corridor. The projects connect people to and from one of the region's top employment and residential centers. Over the past 5 years alone, private investment along or serviced by Route 27 has sky-rocketed, representing over \$400M of investment, including:

- The recently completed 500,000 square foot, \$260+ million expansion of The MathWorks Lakeside Campus. The new campus will be home to approximately 2,000 new high tech jobs.
- The 60,000 square foot new east coast headquarters for Exponent, with anticipated completion in Fall 2019. The project will triple the size of Exponent's presence on the east coast.
- The comprehensive renovation of the 9/27 Exchange shopping plaza, representing an approximately \$20 million investment.
- Several hundred units of new housing constructed including the 150 unit Modera Natick Center (40R) project.

These investments are in addition to existing employment centers, including the U.S. Army Natick Soldier Systems Center (aka Natick Labs with over 1600 employees), MathWorks Apple Hill Campus (over 2000 employees) and Cognex corporate headquarters (over 600 employees).

Recognizing the importance of this corridor to the region, the Town of Natick has invested heavily in the design and Right of Way work to support this project. To date, the Town has spent or appropriated over \$3.6 million to support this project, including nearly \$1.8M for design and over \$1.6M for Right of Way acquisition (including appraisal and legal costs). In addition to the monetary investment, the Town also secured the services of a project manager for this project (our recently retired Town Engineer), who has worked diligently to ensure the Route 27 design and Right of Way work is completed on time, which with over 200 impacted properties is a significant effort.

This investment is paying off. The 100% design for Route 27 North Main Street is scheduled to be submitted to MassDOT for review by the end of March. Final appraisal reports of all impacted properties are due to the Town within the next week. And the Natick Board of Selectmen is scheduled to secure full Right of Way in early May 2019.

Recognizing the challenge of accommodating the increase cost of this project into the current FFY 2019 TIP, the Town of Natick intends to negotiate temporary easements for 5 year terms, rather than the usual 3 or 4 year terms of a typical project (an added expense to the Town). As such, the Town respectfully requests that, if the Route 27 North Main Street project is not able to be fully funded within the current Federal Fiscal Year, either supplemental funding is allocated in the FFY 2020 TIP or the project be fully funded in FFY 2020.

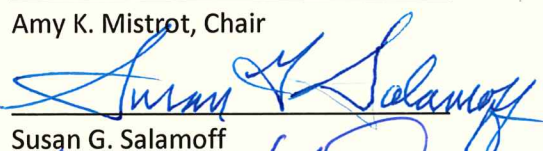
The Town of Natick is grateful for the hard work and time the MPO puts into reviewing all of the TIP funded projects, and certainly respects the decision of the board with regards to this project.

Thank you again for your support and consideration.

Sincerely,

TOWN OF NATICK
BOARD OF SELECTMEN

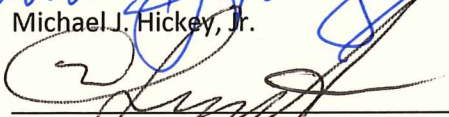
Amy K. Mistrot, Chair



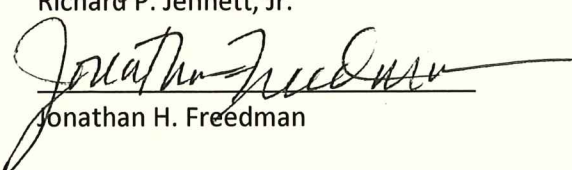
Susan G. Salamoff



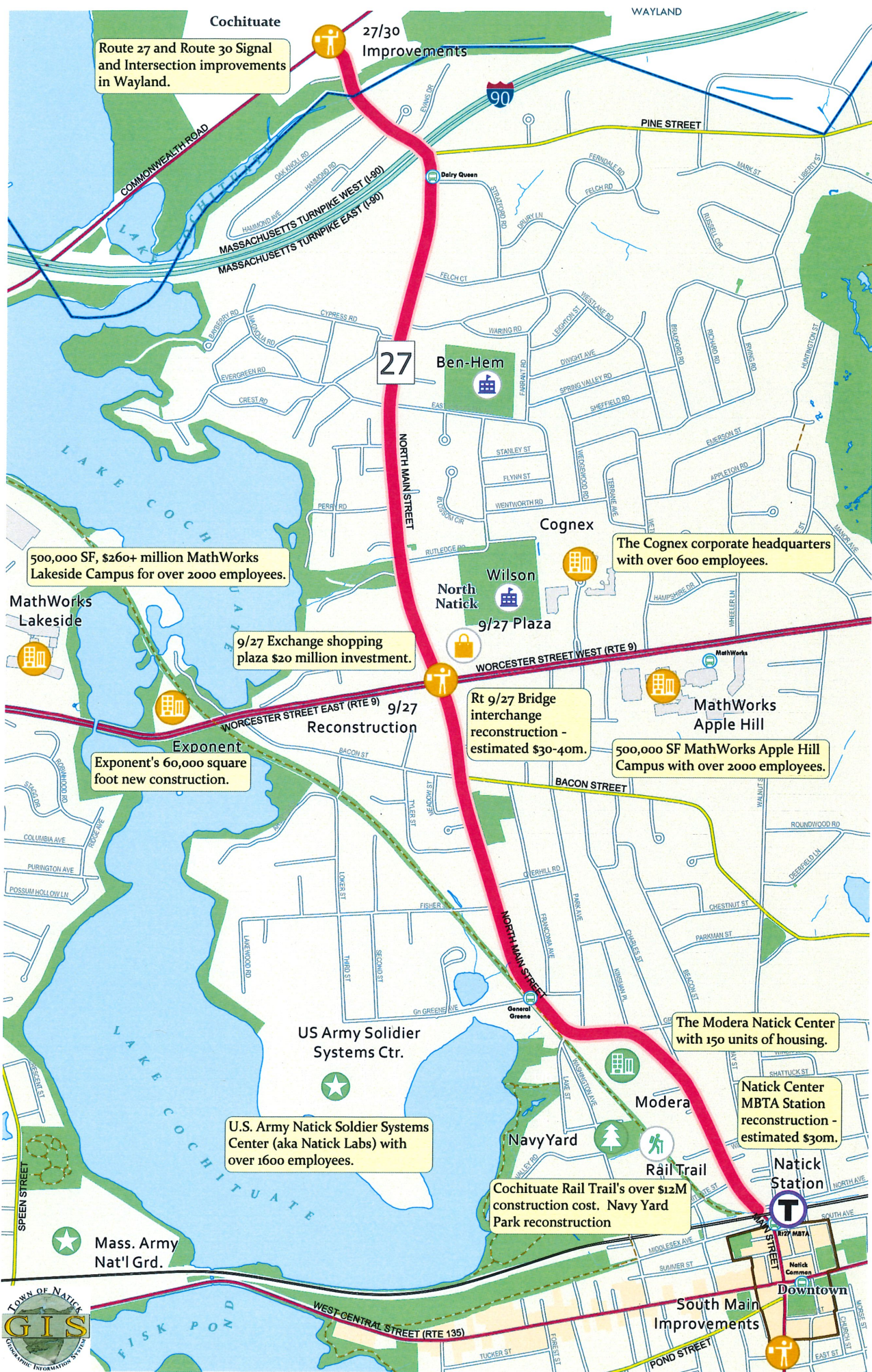
Michael J. Hickey, Jr.



Richard P. Jennett, Jr.



Jonathan H. Freedman



Cochituate
Route 27 and Route 30 Signal and Intersection improvements in Wayland.

27/30
Improvements

500,000 SF, \$260+ million MathWorks Lakeside Campus for over 2000 employees.

MathWorks Lakeside

9/27 Exchange shopping plaza \$20 million investment.

Exponent
Exponent's 60,000 square foot new construction.

9/27 Reconstruction

Rt 9/27 Bridge interchange reconstruction - estimated \$30-40m.

The Cognex corporate headquarters with over 600 employees.

Cognex

Wilson

North Natick

9/27 Plaza

MathWorks Apple Hill
500,000 SF MathWorks Apple Hill Campus with over 2000 employees.

The Modera Natick Center with 150 units of housing.

Modera

Natick Station MBTA Station reconstruction - estimated \$30m.

U.S. Army Natick Soldier Systems Center (aka Natick Labs) with over 1600 employees.

US Army Solidier Systems Ctr.

Navy Yard

Cochituate Rail Trail's over \$12M construction cost. Navy Yard Park reconstruction

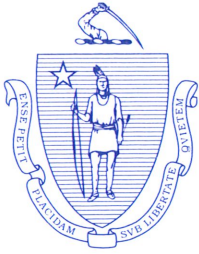
Rail Trail

Natick Station



South Main Improvements

Downtown



The Commonwealth of Massachusetts

House of Representatives

State House, Boston 02133-1054

February 21, 2019

Stephanie Pollack
MassDOT Secretary and CEO and MPO Chair
10 Park Plaza #2150
Boston, MA 02116

Dear Chair Pollack:

I regret that I am unable to join you in person today, but I wanted to express my support for the New Boston Street Bridge Reconstruction Project in Woburn, Project File No. 604996.

The New Boston Street bridge is a critical project that will join a highly productive yet isolated section of industrial area, the New Boston Street corridor, to the rest of the city of Woburn. This isolation not only inconveniences local businesses, but creates rush hour traffic and safety hazards as heavy trucks and machinery are forced onto smaller residential streets in order to access the area.

In addition to the traffic issues that will be remedied by a completed New Boston Street bridge, bike and pedestrian access throughout Woburn will also be improved. Much as cars and trucks must take round about routes to get from one side of New Boston Street to another, cyclists, joggers, and walkers are unable to pass over the highway at this juncture. Facilitating pedestrian and cyclist access will eliminate the need for unauthorized MBTA right of way crossings, a dangerous occurrence that happens with some frequency now.

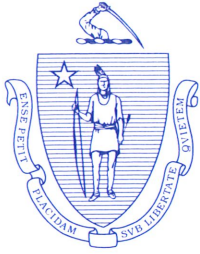
Linking both ends of New Boston Street provides an opportunity for the state to promote regional economic development, improve the safety of Woburn residents, and reduce traffic congestion throughout the region.

Moving forward, I will continue to work with the MPO, my colleagues, and the citizens of Woburn to ensure that high need infrastructure projects such as this that increase quality of life are prioritized and completed in a timely and cost-effective manner.

Sincerely,

A handwritten signature in blue ink, appearing to read "Michelle Ciccolo".

Michelle Ciccolo
Massachusetts State Representative
15th Middlesex District



The Commonwealth of Massachusetts
House of Representatives
State House, Boston 02133-1054

Stephanie Pollack
Chair of the Boston Region MPO
10 Park Plaza #2150
Boston, MA 02109

Dear Chair Pollack,

I write to today to offer my strong support for the construction of the New Boston Street Bridge in Woburn.

The construction of the New Boston Street Bridge offers three direct benefits to the City of Woburn and the Commonwealth including increased regional economic growth, traffic congestion remediation, and expanded access to Anderson Regional Transportation Center.

As way of background, the Commonwealth has invested heavily in the Commerce Way area of Woburn for over two decades. First by constructing Commerce and Presidential Ways, literally paving the way for hundreds of thousands of commercial real estate space and hundreds of housing units. Secondly by constructing Exit 37C and providing direct access to that area off of Route 93. Thirdly the Commonwealth constructed Anderson Regional Transportation Center, one of the busiest transportation hubs in Massachusetts.

Today the Commerce Way area is home to such major employers as Raytheon, Cumming Properties, American Tower, and Randstad – all possible because of the sound planning partnership between Woburn and the Commonwealth.

Now we look to expand upon our shared success. I believe we can emulate that same economic growth along the parallel roadway, New Boston Street, with the construction of the New Boston Street Bridge. The regional economic benefit is expected to be substantial and landowners along New Boston Street are already planning for future development opportunities including housing, mixed-use developments and life science company expansion.

Today pedestrians, cars, and trucks on New Boston Street must travel nearly three miles to access Anderson Transportation Center or Route 93. The construction of the bridge will cut that distance by two-thirds and reroute traffic off of congested roadways in Woburn, Reading, and Wilmington.

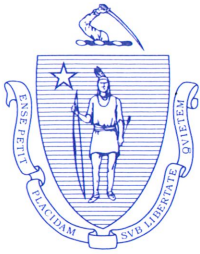
Anderson Station is currently accessible from only one side of the tracks and the proposed bridge will provide improved access to the regional transportation center for vehicles as well as pedestrians. It is easy to envision a day when many of the businesses and homeowners in neighborhoods off of New Boston Street will be able to walk to the train station to go to points north and south.

I respectfully request your support for this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Richard M. Haggerty", with a long horizontal flourish extending to the right.

Richard M. Haggerty
State Representative, 30th Middlesex District
State House, Room B1
Boston, MA 02133



The Commonwealth of Massachusetts

House of Representatives

State House, Boston 02133-1054

Peter L. Capano
State Representative
11th Essex District

February 21, 2019

Secretary Stephanie Pollack, Chairwoman
Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear Secretary Pollack,

I am writing to respectfully request the support of the Boston Metropolitan Planning Organization (MPO) for the funding of the following three roadway and safety improvement projects in the City of Lynn:

- Reconstruction of Western Avenue from Market Square to Eastern Avenue
- Reconstruction of Essex Street from Eastern Avenue to Rockaway/Joyce Street
- Traffic & Safety Improvements at Broadway, Euclid Avenue and Jenness Street

All three projects include reconstruction and improvements to intersections listed among the 'Top 200 High Crash Locations' in Massachusetts. Investment into these roadways will help address long overdue traffic and safety deficiencies in Lynn and ensure residents have access to a safe and efficient transportation system.

Thank you for your attention to this matter and please do not hesitate to reach out to my office with any questions or concerns.

Sincerely,

A handwritten signature in blue ink, appearing to read "Peter L. Capano".

Peter L. Capano
State Representative
11th Essex District

City of Lynn



City Hall, Room 306
Lynn, MA 01901

Phone: 781-586-6850
Fax: 781-599-8875
thomas.mcgee@lynnma.gov

February 21, 2019

Thomas M. McGee
Mayor

Secretary Stephanie Pollack, Chairwoman
Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

Dear Secretary Pollack and Members of the Boston Region Metropolitan Planning Organization:

On behalf of the City of Lynn I would like to thank Massachusetts Department of Transportation and the Boston Metropolitan Planning Organization (MPO) for their support of our efforts to improve the transportation infrastructure of our City. For many years the City of Lynn has regressed in keeping pace with its transportation infrastructure needs. From my years in the Legislature and as the former Senate Chairman of the Joint Committee on Transportation, I know firsthand how vitally important it is to have an efficient, economical and up to date transportation system that ensures a better quality of life for our citizens and inspires economic growth that will sustain us in the future.

The three projects that were recently approved by MassDOT's Project Review Committee will provide critical transportation infrastructure and safety improvements at crucial locations in the City of Lynn. Each project will correct long overdue safety deficiencies while also providing comprehensive corridor enhancements for all modes of transportation: cars, pedestrians, bicycles and transit riders. These projects will improve traffic safety and operations at five Top 200 high crash intersections, as well as multiple HSIP pedestrian and bicycle crash cluster locations. All of these projects have received high initial evaluation scores by Central Transportation Planning Staff (CTPS), further validating the urgent need for the City of Lynn to continue to advance this effort.

We recognize that we are very early in the process but are here today to reaffirm our commitment to the members of the Boston MPO and MassDOT that my administration is committed to advancing these projects. We fully understand that we will be responsible for the design, right of way, and regulatory permitting for the projects, and are committed to this obligation to provide the support necessary to ensure that the state and federal design requirements are met.

Thank you again to MassDOT and the Boston MPO members for you continued support in addressing our transportation infrastructure needs, and I look forward to working together to expeditiously advance these projects in the City of Lynn.

Sincerely

Thomas M. McGee
Mayor

CITY OF PEABODY

24 LOWELL STREET
PEABODY, MA 01960



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OFFICE OF THE MAYOR EDWARD A. BETTENCOURT, JR.

March 18, 2019

Matt Genova, Transportation Improvement Program Manager
Boston Region Metropolitan Planning Organization
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

Subject: Project 609211: Peabody - Independence Greenway Extension

Dear Mr. Genova:

I am writing this letter to support the City's efforts to obtain \$1.9M in Massachusetts Transportation Improvement Program (TIP) construction funding for Project #609211: Peabody-Independence Greenway Extension. We are requesting TIP construction funding, for a shared use path, to further the development of the of the Independence Greenway.

TIP construction funds will assist the City's vision to extend the Independence Greenway to downtown Peabody and create a shared use path as an open space recreational resource for Peabody residents and North Shore community. This project is a priority for my Administration as it continues the great success of the Independence Greenway and furthers our commitment to seeing the full length of the proposed Independence Greenway constructed. The phase II: bikeway extension project is approximately 1.3 miles long and will increase the Greenway to approximately 8 miles linking neighborhoods, parks, and conservation land into a comprehensive open space network. In addition, the construction of this portion of the Greenway will provide a viable multi-modal transportation alternative for downtown Peabody residents to the North Shore Mall providing an economic benefit for the Peabody business community.

As Mayor of the City of Peabody I take great pride in the fact that under my administration the City, in collaboration with the Community Preservation Committee (CPC), has committed over \$2 million towards open space development projects throughout the community for both passive and recreation purposes. Specifically, the City, CPC, and project stakeholders have committed over \$1 million towards greenway and shared use paths. Currently, the City has secured \$250,000 toward the 25% design plans being developed in accordance to MassDOT standards and TIP funding requirements. Upon securing TIP construction funding my administration will seek to secure the remaining design funds necessary to develop final design plans and prepare construction bid documents to advertise the project for construction and meet the fiscal year this project is eligible for TIP construction funding.

Peabody's diverse population desires a variety of open space and recreation amenities that meet their needs. In 2015, the City conducted our Recreational and Open Space survey and the citizens consistently ranked "bike trail development and use" as "important" for the City of Peabody. Today, the Independence Greenway has become one of the community's greatest recreational amenities. The City's shared use paths are heavily utilized by Peabody residents and surrounding community members. This project strongly aligns with several state, regional, and local planning document goals to create an integrated shared path network that extends beyond the City's borders, and provide a route for alternative transportation, separate from the regions congested roadways.

Peabody has built substantial momentum toward developing our shared use paths city-wide and connecting to the County's regional trail network. The City has demonstrated success and competence in managing shared use path design and construction projects. We have experience staff managing TIP funded projects that can implement the funding fully and effectively. TIP construction funds will allow the City to expand our shared use path network and enhance our open space recreational resources for Peabody residents and the regions community members.

Thank you in advance for your consideration of our TIP construction funding request. We greatly appreciate previously TIP funded project commitments in the City of Peabody and look forward to continuing partnerships like this in the future. Please do not hesitate to contact me if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Edward A. Bettencourt, Jr.", written in a cursive style.

Edward A. Bettencourt, Jr.
Mayor, City of Peabody



March 20, 2019

Matt Genova
Transportation Improvement Program Manager
Central Transportation Planning Staff
10 Park Plaza, Suite 2150
Boston, MA 02116

RE: Peabody Independence Greenway Extension, TIP Project # 609211

Dear Mr. Genova,

The East Coast Greenway Alliance (ECGA) enthusiastically supports the City of Peabody’s Independence Greenway extension project. Extending the facility would expand diverse transportation options for the community, and close a key gap in the Massachusetts section of the East Coast Greenway (ECG), a developing 3,000-mile traffic-separated bicycling and walking path connecting communities from Maine to Florida.

The project fits within the Boston Region MPO’s goals of increasing safety, mobility, and air quality, while providing transportation equity, and supporting economic vitality. This project would create a viable alternative transportation option that will help to reduce congestion by offering residents a safe option to access employment by bike or foot.

In 2017, the ECGA commissioned a study to put numbers on what we know to be true: Greenways are good for economic growth. The report finds that the ECG generates \$90 million in total benefits annually for the Triangle region of North Carolina, from improvements in health and the environment, transportation benefits, economic gains, and increased property values. This project would extend the Greenway toward the center of Peabody, increasing mobility for residents and visitors, and supporting economic vitality in their downtown.

Prioritizing this project will have long-lasting and meaningful impacts on the transportation network, as well as the safety, accessibility, health, and mobility for the citizens of Peabody and users of the East Coast Greenway. Thank you for your consideration.

Sincerely,

Dennis Markatos-Soriano
Executive Director

Kristine Keeney
New England Coordinator

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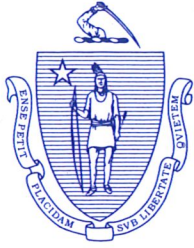
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Executive Director

Dennis Markatos-Soriano





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

March 4, 2019

Boston Region Metropolitan Planning Organization (MPO)
MPO Board
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

RE: Reconstruction of Route 38 (Main Street)
Wilmington, MA
MassDOT Project Number: 608051

Dear MPO Board Member:

We write to strongly support the Town of Wilmington's project for reconstruction of Route 38 (Main Street) (MassDOT Project Number: 608051) for inclusion in the Transportation Improvement Program (TIP). The Town of Wilmington has been notified that the Route 38 (Main Street) complete streets project is under consideration by the Boston Region Metropolitan Planning Organization (MPO) for full construction funding through the Transportation Improvement Program (TIP) for Federal Fiscal Years (FFY) 2020 through 2024. This project includes reconstruction of the Route 38 corridor from Route 62, south, to the Town line.

This complete streets project will reduce traffic congestion along the corridor, improve safety and traffic operations, and provide healthy transportation alternatives for our community. This section of Route 38 serves as the conduit to the commercial center of the Town, with various retail, restaurant, and commercial land uses along its length. In addition, local community amenities along this corridor including the recently constructed Yentile Farm Recreational Facility, the Wilmington Dog Park, Middlesex Canal and Aprile Field at Town Park, make this project of particular significance to the Town. The project will be a vast improvement for pedestrian and bicycle connectivity between adjoining residential neighborhoods, Wilmington Commuter-Rail Station, and the previously mentioned local amenities.

The Town has funded design through the 25% design phase; with MassDOT funding the remaining design work to completion given the roadway is under MassDOT jurisdiction. Considering this joint effort for design services, we are relying on the MPO to program this complete streets project in the FFY 2020-2024 TIP for construction funding so that we may advance to construction as soon as possible.

The MPO's support for this vital project will improve the efficiency and safety of vehicular, bicycle and pedestrian transit and enhance opportunities for economic development.

The Town has been diligent in securing design funding for this project, with 100% design costs set aside from traffic mitigation secured by the Town's Planning Board. Considering the community support, need, and local investment, we are relying on the MPO to program this critical intersection improvement project in the FFY 2020-2024 TIP for construction funding so that we may advance to construction as soon as possible.

Your support for this critical project will provide a strong benefit to Wilmington and the region.

Thank you for your attention to matter. Please do not hesitate to contact us if we can be of any assistance.

Sincerely,



Bruce Tarr
State Senator

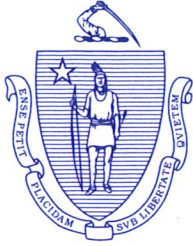


David Robertson
State Representative



Kenneth Gordon
State Representative

Cc: Mr. Matt Genova, TIP Manager, CTPS
Mr. Kevin A. Caira, Board of Selectmen, Chairman
Jeffrey M. Hull, Town Manager



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

March 4, 2019

Boston Region Metropolitan Planning Organization (MPO)
MPO Board
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

RE: Intersection Improvements at Lowell Street and Woburn Street
Wilmington, MA
MassDOT Project Number: 609253

Dear MPO Board Members:


We write to strongly support the Town of Wilmington's project for intersection improvements at Lowell Street and Woburn Street (MassDOT Project Number: 609253) for inclusion in the Transportation Improvement Program (TIP). The Town of Wilmington has been notified that the intersection improvement project at Lowell Street and Woburn Street is under consideration by the Boston Region Metropolitan Planning Organization (MPO) for full construction funding through the Transportation Improvement Program (TIP) for Federal Fiscal Years (FFY) 2020 through 2024.

This intersection project addresses significant longstanding safety issues, and operational deficiencies at this critical intersection location. This intersection is of utmost importance economically to the Town of Wilmington, as this crossroad provides connections between commercial, industrial, and residential districts as well as commuter access to Interstate 93 (I-93) to the east, and the Route 38 commercial corridor and Wilmington Commuter-Rail Station to the west.

The proposed project includes additional turn lanes, lane widening, ADA compliant sidewalk improvements, bike lanes, and new traffic markings. The project also includes complete traffic signal replacement to provide modern equipment with increased visibility for all modes of transportation. As a whole, this project significantly improves safety for all modes of transportation, and will reduce the number of angled crashes occurring at the intersection. Crash data records indicate that this intersection currently experiences an average of approximately twelve (12) crashes per year, yielding a crash rate of 1.03 crashes per million entering vehicles (MEV). This is significantly above the State-wide average of 0.77 MEV for signalized intersections.

Thank you for your attention to matter. Please do not hesitate to contact us if we can be of any assistance.

Sincerely,



Bruce Tarr
State Senator



David Robertson
State Representative



Kenneth Gordon
State Representative

Cc: Mr. Matt Genova, TIP Manager, CTPS
Mr. Kevin A. Caira, Board of Selectmen, Chairman
Jeffrey M. Hull, Town Manager