

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

**May 5, 2011 Meeting**

10:00 AM – 12:45 PM, State Transportation Building, Conference Rooms 2 & 3, 10 Park Plaza, Boston

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

**Decisions**

The Transportation Planning and Programming Committee agreed to the following:

- table the vote on the revisions to the MPO's Memorandum of Understanding (MOU) and further discuss this topic at a meeting to be scheduled for May 12
- approve the minutes of the meeting of April 14
- table the discussion of four work programs until the meeting of May 19, at which time they will be taken up as action items

**Meeting Agenda**

**1. Public Comments**

State Senator Karen Spilka thanked the MPO for holding three public workshops to discuss the MPO's Memorandum of Understanding (MOU) with the public, and for postponing the vote on the MOU. She remarked upon the themes that surfaced in public comments during the workshop in Framingham which included the following: an interest in working with the MPO to find ways to increase participation opportunities; keeping the city and town designation in the MPO elections; keeping subregional distinctions to increase representation; instituting term limits for MPO members or membership on a rotating basis; and opening seats for the Regional Transit Authorities (RTAs) in the region. She urged the MPO to again delay their vote on the revisions to the MPO MOU in order to allow for further discussion.

Tom Michelman, Friends of the Bruce Freeman Rail Trail, spoke for the need to build a regional bicycle trail network and the need for people to have alternate transportation options. He noted that gas is selling at about \$4 per gallon and that further political changes in the Middle East could raise gas prices even higher. He beseeched the MPO to put the *Bruce Freeman Rail Trail* project in the MPO's Long-Range Transportation Plan (LRTP) in the federal fiscal year (FFY) 2016-2020 timeband. There are Enhancement Program funds available to design the project, but they cannot be used if the project is excluded from the LRTP, he said. He also spoke about strong public support for the project and noted the number of petitions that residents have sent to the MPO.

Jim Gallagher pointed out that the MPO staff did not post the materials related to the LRTP discussion online and that the MOU document was not posted with the agenda for this meeting. He urged the MPO staff to post all agenda item materials 48 hours in

advance of the MPO's meetings (or if not to table the agenda item) and to adopt that requirement in the MOU.

In response to J. Gallagher's comments, D. Mohler directed staff to post all relevant documents together with the meeting agendas in one, easily accessible location. Pam Wolfe, Manager of Certification Activities, explained that the LRTP materials for today's meeting were not posted online because they were just completed and were intended for initial review by members before posting.

Jim Terry, Town of Concord's Bruce Freeman Rail Trail Advisory Committee, noted that the *Bruce Freeman Rail Trail* would provide direct access to the West Concord commuter rail station and allow cyclists to avoid a traffic bottleneck on Route 2. He also said that the trail will enhance livability, provide access to schools for children, and improve the economic viability of West Concord and businesses along Route 2A in Acton.

Dennis Harrington, City of Quincy, reported that the *Quincy Concourse* project is ahead of schedule. Ten million dollars of American Recovery and Reinvestment Act (ARRA) funds are being spent on the project as well as \$30 million of city funds. He also reported on a \$1.3 billion public-private partnership for the redevelopment of Quincy Center. Part of that economic development project includes the construction of a new bridge over the MBTA tracks, which would open a section of Quincy Center to economic development. He asked the MPO to include the *Burgin Parkway Access Bridge* project in the LRTP. The cost estimate for the bridge is \$15 million.

Jonah Petri, Friends of the Community Path, noted that the *Community Path* project is not currently included in the LRTP's Universe of Projects. He urged the MPO to include the project in the LRTP and in the Transportation Improvement Program (TIP) due to the amount of funding that would be required to build the trail to Boston. He referenced the public comments that have been sent to the MPO in support of funding the project through the LRTP and TIP.

Lynn Weissman, Friends of the Community Path, also requested that the MPO include the *Community Path* project in the LRTP's Universe of Projects. She explained that the project is "time critical" since the path cannot be designed and built without sharing infrastructure and right-of-way with the *Green Line Extension* project. The latter is required by federal mandate to be built in the next several years. She remarked that the region has 23,000 miles of roads and only 68 miles of trails. She stated that it is the connectivity and continuity of trails that makes a transportation network for thousands of people, and noted that the Community Path would provide a link that would allow bicyclists to travel from Bedford to Boston and out to Newton. She also noted that the trail would provide a low-cost transportation option to low-income neighborhoods. She also referenced the approximately 200 letters from members of the public that show support for the project and quoted some comments in which people raised concerns about the lack of safety for bicyclist on the roadway network.

Jack Gillon, City of Quincy, provided an update on the *Hancock Street at East and West Squantum Streets* project and reminded members that the project stemmed from a study conducted by the Central Transportation Planning Staff (CTPS). He reported that a public hearing on the project was held this past winter and that the project will be at the 75% design stage in two weeks. He stated that the project will result in air quality improvements; it will improve the level of service at the intersection from F with a 50 second average delay to a C with a 30 second average delay. The project cost remains approximately \$3 million. He asked the MPO to consider funding the project if possible.

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

At the chairman's request, members agreed to have staff create an online mailbox for each MPO member so that members of the public could contact the members directly.

D. Mohler announced that Ginger Esty, Town of Framingham, is resigning from the MPO. He presented her with a plaque recognizing her service to the MPO and remarked that she and her professionalism would be missed. G. Esty expressed that she has enjoyed working with her fellow MPO members and that she would still be available by phone for consultations. Members and attendees applauded her.

Dennis Giombetti, Town of Framingham, is replacing G. Esty as the representative from Framingham.

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

There were none.

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

The Advisory Council is developing a letter to the MPO regarding the LRTP.

In response to a question from D. Mohler, L. Wiener stated that the Advisory Council has received the response from MassDOT regarding the Council's comment on the State Rail Plan.

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

The Unified Planning Work Program (UPWP) Subcommittee met last week and discussed 14 ideas for new projects. The subcommittee will meet again in two weeks to discuss the details of those projects.

The Administration and Finance Subcommittee will convene in late May or June to develop the CTPS operating budget for the next state fiscal year.

## **6. Memorandum of Understanding and Election Process – David Mohler, MassDOT, and Pam Wolfe, Manager of Certification Activities, MPO Staff**

P. Wolfe gave members an overview of the three public workshops that the MPO held in order to provide an opportunity for public discussion about the revisions to the MPO's

Memorandum of Understanding (MOU). MPO members, representing the MPO Chairman's Office, the Metropolitan Area Planning Council (MAPC), the MBTA Advisory Board, and the City of Boston, and MPO staff members attended the meetings. Attendees asked the MPO to delay the vote on the MOU revisions. They also discussed the MPO election process (and whether to maintain the city and town distinction in the elections), expanding membership, and the importance of economic matters. They also raised questions about who decides how many members will be on the MPO, whether the members represent a geographic area or the whole region, the number of members there should be on the MPO, and whether they should represent subregions.

D. Mohler added that attendees seemed most concerned about membership and that they spoke about having more than six members, subregional representation (to provide a broader perspective), and term limits. Another issue raised concerned representation from the Regional Transit Authorities (RTAs).

E. Bourassa also noted that some attendees felt that the MPO's process is confusing and not transparent.

Members discussed these topics:

Regarding the MPO elections, L. Wiener stated that under the existing MOU, certain cities and towns are precluded from running for a seat on the MPO. D. Mohler and P. Regan noted that this fact was explained at the workshop meetings.

M. Pratt expressed opposition to term limits, due to the fact that there is a steep learning curve for new members and due to the need for continuity on the board. She also expressed opposition to subregional representation and stated that the MPO members should represent the 101 municipalities in the region. She also stated that the RTAs are well represented and funded by the MPO.

David Koses, City of Newton, also expressed opposition to subregional representation and stated that it would be a step backward for the MPO since it would make the MPO's processes more political and lower the importance of the MPO's decision-making criteria.

John Romano, MassDOT Highway Division, stated that he is strongly in favor of removing the city/town distinction from the MPO election process so that all municipalities in the region are able to run.

Jim Gillooly, City of Boston, posited an alternative that would have the MPO keep the city/town distinction in the election process, but remove the limits having to do with subregions. This would allow any city or town in the region to run.

J. Gillooly also spoke regarding the idea of expanding the MPO membership. He expressed concern that expanding membership could dilute Boston's role in the MPO to a point where geographic equity would not be maintained. He distributed population

figures for the neighborhoods of Boston and noted that some Boston neighborhoods have larger populations than many cities and towns in the region, and that the city represents 20% of the regional population. (See attached figures.) Also, given that the city houses much of the region's transportation infrastructure, the city has a great interest in making sure those systems are maintained, he said.

D. Giombetti recommended that the MPO delay the vote on the MOU in order to have time to digest the public comments raised at the workshops and to deliberate.

P. Regan and E. Bourassa noted that the MOU revisions should be done in by early summer so that the MPO has time to conduct outreach before the fall election. D. Mohler added that the federal transportation agencies originally set March 31 as the deadline for the MPO to approve the MOU revisions. If the MOU is not approved, the federal agencies will likely not approve the State Transportation Improvement Program or the MPO's LRTP.

Members agreed to table the vote on the MOU and to add the item to a Transportation Planning and Programming Committee meeting to be scheduled for May 12.

Staff was directed to notify the chief elected officers for the 101 municipalities in the MPO of the upcoming MOU discussions. Staff was also directed to prepare a detailed agenda for the May 12 meeting that lays out the main issues to be addressed.

**7. Meeting Minutes** – *Pam Wolfe, Manager of Certification Activities, MPO Staff*  
A motion to approve the minutes of the meeting April 14 was made by T. Bent, and seconded by L. Wiener. The motion carried.

**8. Long-Range Transportation Plan** – *Anne McGahan, Plan Manager, and Michael Callahan, Public Outreach Manager, MPO Staff, Hayes Morrison, TIP Manager*  
Staff provided information and updates on the development of the Long-Range Transportation Plan (LRTP), *Paths to a Sustainable Region*.

### ***Public Outreach***

Members were provided with copies of public comments received over the past two months regarding the LRTP. (See attached letters and comment matrix.) M. Callahan summarized the comments, which expressed the following:

- a update from the Town of Medway regarding the reconstruction of Route 109
- support from institutions and neighborhood groups for the *Boston – Commonwealth Avenue, Phase 2A* project
- support from the Downtown North Association for the *Boston – Causeway Street Crossroads Initiative*
- a question from the Conservation Law Foundation regarding how the MPO will incorporate the GreenDOT policy into the LRTP
- a request from the Friends of the Community Path that the *Community Path* be extended to Cambridge in conjunction with the *Green Line Extension*, and that the trail be included in the LRTP's Universe of Projects

- support for the *Belmont – Trapelo Road* project from State Senator Steven Tolman, State Representative William Brownsberger, and the Belmont Board of Selectmen
- support from the Charles River Conservancy for the *Community Path* project
- concerns from a Sudbury resident about the *Bruce Freeman Rail Trail* project
- support for the *Community Path* project
- support for the *Bruce Freeman Rail Trail* project

### ***Financials***

Members were provided with updated financial information for the LRTP. (See attached financial tables.) H. Morrison provided an overview of the changes made to the financial information since these figures were first presented to the members in March.

Since that time the Massachusetts Association of Regional Planning Agencies (MARPA) has agreed to a reduced amount of money available to the MPOs in the Commonwealth to program in the years of the LRTP from FFY 2022 through FFY 2035. Originally, there was an expectation that more money would be available for MPO programming in those years (as compared to the early years of the LRTP) because after FFY 2022 the Commonwealth will no longer be paying off Grant Anticipation Notes (GANs) borrowed for the Central Artery/Tunnel project and the Accelerated Bridge Program. However, MARPA has agreed with a MassDOT request to direct some of those funds toward statewide maintenance items rather than for the discretion of MPOs. (These figures are provided on the attached financial table titled, “MassDOT Statewide Finance Plan Summary.”)

### ***Investment Strategies***

At the meeting of April 14, staff was given approval to develop several investment strategies for funding highway projects. Staff has since prepared three potential investment strategies, which A. McGahan explained. (See attached memorandum titled, “Investment Strategies for *Paths to a Sustainable Region*,” and investment strategy tables.)

The tables show how three different approaches to programming the LRTP could play out. Each proposed strategy is explained through two tables. One lists projects and programs with their corresponding investment categories, the dollars to be allocated to those projects and programs, and in which time bands they are to be funded. The other table shows the percentage of dollars programmed toward those projects’ and programs’ respective investment categories, and the percentage of funding left unassigned (the amount that could be programmed for the TIP), and other percentages of available funding.

These strategies assume that the MPO has nearly \$2.8 billion to program over the 25 years of the LRTP, and do not factor in potential reductions in the MPO’s funding which may occur due to congressional action.

Strategy 1, Current Approach (corresponding with the attached Tables 1A, and 1B) proposes the MPO advance all the projects in the current LRTP except for those that are built, advertised, or programmed in the TIP. In this strategy, 52 % of projects are in the Roadway Modernization category, 34% in Roadway Expansion, 9% in Transit Expansion, 2% in Bicycle and Pedestrian Expansion, and 2% in the Clean Air and Mobility Program.

Strategy 2, Regional Needs-Based Focus (corresponding with the attached Table 2A and 2B) proposes advancing projects that are in the current LRTP that meet regional needs, as identified in the LRTP regional needs assessment. This option also includes several programs that the Committee expressed interest in: an Isolated Intersection Improvement Program with which the MPO could direct \$2 million per year to intersection projects identified by the MPO's Congestion Management Process. This scenario has 55 % of projects in the Roadway Modernization category, 42% in Roadway Expansion, 0% in Transit Expansion, 0% in Bicycle and Pedestrian Expansion, and 3% in the Clean Air and Mobility Program.

Strategy 3, New Mix of Projects and Programs – Lower Cost/More Flexibility (corresponding with the attached Table 3A and 3B) proposes selecting lower cost projects that relate to identified needs from the needs assessment and adding several programs: Bottlenecks, Complete Streets, Isolated Intersection Improvement, MBTA Safety, Advanced Transit Management, Management and Operations, and MassDOT Bay State Greenway Priority 100. All of the programs have \$4 million per year. This approach would allow the MPO to fund more projects addressing varied needs in more locations around the region. This scenario has 52 % of projects in the Roadway Modernization category, 24% in Roadway Expansion, 9% in Transit Maintenance and Modernization, 4% in Bicycle and Pedestrian Expansion, 4% in the Clean Air and Mobility Program, and 7% in Roadway Management and Operations.

Members then discussed the strategies:

D. Koses pointed out that the percentage of Bicycle and Pedestrian funding might be higher in these scenarios if one were to consider the bicycle and pedestrian accommodations on roadway projects rather than just the projects wholly categorized as Bicycle and Pedestrian projects.

J. Gillooly raised a question about the proposed Isolated Intersection Improvement Program in Strategy 2. He noted that Strategy 2 excludes projects such as *Boston – Sullivan Square* project, which he said would provide improvements to a regional road. A. McGahan responded that this scenario simply offers an idea for a way to work toward implementing GreenDOT policies.

D. Mohler explained that the MPO cannot program projects in TIP that cost more than \$10 million or that add capacity, unless those projects are in the LRTP. The MPO could, however, amend the LRTP as long as it remains financially constrained. He also pointed out that a project cannot go through the federal environmental review process unless it is listed in the LRTP.

D. Mohler raised a question regarding whether a relatively higher cost projects in Strategy 3 programs could be funded if the program received only \$4 million a year. He also asked why the *Canton Interchange* project, which is a high priority for MassDOT, was not included in Strategy 3. A. McGahan explained that the *I-93-I-95 Interchange* in Woburn is funded in the strategy and that that was the only high cost project that was consistent with the intent of this strategy. P. Wolfe explained that the underlying philosophy in developing this strategy was a consideration that there could be less funding coming from the federal government and that the MPO might want more flexibility to meet mobility needs by funding smaller projects in more locations around the region.

T. Bent suggested that the *Somerville – Community Path* project should be included in the strategies since MassDOT is committed to bringing the project to 100% design. A. McGahan noted that the project could fit into the MassDOT Bay State Greenway Priority 100 Program under Strategy 3.

D. Mohler spoke to the need for the MPO to develop a proper balance between funding maintenance and expansion projects. Given the maintenance needs of the system, the MPO should choose its expansion projects wisely.

D. Koses expressed concern that adding programs, as in Strategy 3, would limit the MPO's flexibility when programming funds.

L. Wiener noted that the *Green Line Extension* project – which the Commonwealth is required to build – is not listed in all the scenarios. A. McGahan noted that the reason is because in two of the scenarios there was an assumption that highway money would not be flexed to transit. She noted that the members will also have to decide if they want to flex funds.

T. Bent stated that the *Green Line Extension* project with a terminus at Route 16 should be included in all strategies since the MPO is committed to the project.

J. Gillooly explained that the *Boston – Sullivan Square* and *Rutherford Avenue* projects, which are included in Strategy 1, are actually one project with two phases. The project came out of the same study.

T. Michelman provided his email address, [tmichelman@comcast.net](mailto:tmichelman@comcast.net), and offered to discuss ways to increase the amount of transportation money to anyone who is interested. He suggested having a petition to increase the gas tax. T. Bent added that the U.S. Conference of Mayors recently put forth a plan to increase the gas tax.

A. McGahan described the schedule for the LRTP, which must be adopted by August 15. Members agreed to discuss LRTP projects at the meeting of May 19.



**9. Work Program**

The discussion of four work programs was tabled until the meeting of May 19.

**10. Members Items**

There were none.

**11. Adjourn**

A motion to adjourn was made by P. Regan and seconded by J. Gillooly. The motion carried.

The MPO meeting that was to follow the Transportation Planning and Programming Committee meeting was not held due to the tabling of the MOU item.

**Transportation Planning and Programming Committee Meeting Attendance**  
**Thursday, May 5, 2011, 10:00 AM**

**Member Agencies**

MassDOT  
MassDOT Highway  
  
City of Boston  
  
City of Newton  
City of Somerville  
MAPC  
  
MassPort  
MBTA  
MBTA Advisory Board  
Regional Transportation  
    Advisory Council  
Town of Braintree  
Town of Framingham  
  
Town of Hopkinton

**Representatives and Alternates**

David Mohler  
David Anderson  
John Romano  
Jim Gillooly  
Tom Kadzis  
David Koses  
Tom Bent  
Eric Bourassa  
Eric Halvorsen  
Lourenço Dantas  
Joe Cosgrove  
Paul Regan  
Laura Wiener  
Steve Olanoff  
Christine Stickney  
Ginger Esty  
Dennis Giombetti  
Mary Pratt

**MPO Staff/CTPS**

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

**Other Attendees**

Jim Gallagher  
Jack Gillon  
Seth Goldberg  
  
Mark Guenard  
Dennis Harrington  
Kien Ho  
Kristina Johnson  
Patel Mares  
Tom Michelman  
  
Mary Ann Murray  
  
Joe Onorato  
Tom O'Rourke

City of Quincy  
Office of State Representative  
Tom Sannicandro  
MassDOT  
City of Quincy  
BETA Group  
City of Quincy  
Conservation Law Foundation  
Friends of the Bruce Freeman  
Rail Trail  
Access Advisory Committee to  
the MBTA  
MassDOT District 4  
Neponset Valley Chamber of  
Commerce

Jonah Petri	Friends of the Community Path
Arnold Pinsley	Natick
Senator Karen Spilka	State Senate
Jim Terry	Town of Concord's Bruce Freeman Rail Trail Advisory Committee
Sheri Warrington	Office of State Senator Thomas McGee
Lynn Weissman	Friends of the Community Path
Michael H. Wright	Office of State Senator Karen Spilka

Population of MPO Communities and 16 Boston Neighborhoods - 2010 Census

Population Rank	MUNICIPALITY	2010 POPULATION
	<b>BOSTON</b>	<b>617,594</b>
1	CAMBRIDGE	105,162
2	QUINCY	92,271
3	LYNN	90,329
4	NEWTON	85,146
5	SOMERVILLE	75,754
6	<b>ALLSTON/BRIGHTON</b>	<b>74,997</b>
7	FRAMINGHAM	68,318
8	WALTHAM	60,632
9	<b>DORCHESTER (South)</b>	<b>59,949</b>
10	<b>ROXBURY</b>	<b>59,790</b>
11	MALDEN	59,450
12	BROOKLINE	58,732
13	MEDFORD	56,173
14	WEYMOUTH	53,743
15	REVERE	51,755
16	PEABODY	51,251
17	ARLINGTON	42,844
18	EVERETT	41,667
19	SALEM	41,340
20	<b>FENWAY - KENMORE</b>	<b>40,898</b>
21	<b>EAST BOSTON</b>	<b>40,508</b>
22	<b>JAMAICA PLAIN</b>	<b>39,897</b>
23	BEVERLY	39,502
24	MARLBOROUGH	38,499
25	WOBURN	38,120
26	BRAINTREE	35,744
27	CHELSEA	35,177
28	<b>SOUTH END</b>	<b>34,669</b>
29	<b>MATTAPAN</b>	<b>34,616</b>
30	<b>SOUTH BOSTON</b>	<b>33,688</b>
31	NATICK	33,006
32	<b>ROSLINDALE</b>	<b>32,508</b>
33	RANDOLPH	32,112
34	WATERTOWN	31,915
35	<b>HYDE PARK</b>	<b>31,894</b>
36	FRANKLIN	31,635
37	<b>CENTRAL</b>	<b>31,436</b>
38	LEXINGTON	31,394
39	<b>WEST ROXBURY</b>	<b>30,445</b>
40	NEEDHAM	28,886
41	GLOUCESTER	28,789
42	NORWOOD	28,602
43	<b>DORCHESTER (North)</b>	<b>28,384</b>
44	MILFORD	27,999
45	WELLESLEY	27,982
46	<b>BACK BAY/BEACON HILL</b>	<b>27,476</b>
47	MILTON	27,003
48	MELROSE	26,983
49	STOUGHTON	26,962
50	SAUGUS	26,628
51	DANVERS	26,493
52	MARSHFIELD	25,132
53	WAKEFIELD	24,932
54	READING	24,747
55	BELMONT	24,729
56	DEDHAM	24,729
57	BURLINGTON	24,498
58	WALPOLE	24,070
59	WILMINGTON	22,325
60	HINGHAM	22,157

Population of MPO Communities and 16 Boston Neighborhoods - 2010 Census

Population Rank	MUNICIPALITY	2010 POPULATION
61	ACTON	21,924
62	CANTON	21,561
63	STONEHAM	21,437
64	WINCHESTER	21,374
65	MARBLEHEAD	19,808
66	HUDSON	19,063
67	SCITUATE	18,133
68	PEMBROKE	17,837
69	CONCORD	17,668
70	SUDBURY	17,659
71	SHARON	17,612
72	WINTHROP	17,497
73	ROCKLAND	17,489
74	FOXBOROUGH	16,865
75	ASHLAND	16,593
76	<b>CHARLESTOWN</b>	<b>16,439</b>
77	BELLINGHAM	16,332
78	DUXBURY	15,059
79	HOPKINTON	14,925
80	NORTH READING	14,892
81	WESTWOOD	14,618
82	HANOVER	13,879
83	SWAMPSCOTT	13,787
84	HOLLISTON	13,547
85	BEDFORD	13,320
86	IPSWICH	13,175
87	WAYLAND	12,994
88	MEDWAY	12,752
89	MEDFIELD	12,024
90	LYNNFIELD	11,596
91	WESTON	11,261
92	NORFOLK	11,227
93	WRENTHAM	10,955
94	HOLBROOK	10,791
95	NORWELL	10,506
96	HULL	10,293
97	MAYNARD	10,106
98	SOUTHBOROUGH	9,767
99	MIDDLETON	8,987
100	LITTLETON	8,924
101	MILLIS	7,891
102	HAMILTON	7,764
103	COHASSET	7,542
104	ROCKPORT	6,952
105	STOW	6,590
106	LINCOLN	6,362
107	TOPSFIELD	6,085
108	DOVER	5,589
109	MANCHESTER	5,136
110	BOXBOROUGH	4,996
111	BOLTON	4,897
112	WENHAM	4,875
113	CARLISLE	4,852
114	SHERBORN	4,119
115	ESSEX	3,504
116	NAHANT	3,410

3,145,827



Town of Medway  
**OFFICE OF THE TOWN ADMINISTRATOR**

155 Village Street, Medway MA 02053

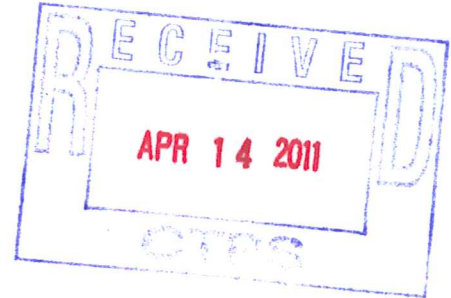
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*Suzanne K. Kennedy*  
*Town Administrator*

April 7, 2011

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



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

Dear Mr. Mohler:

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

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

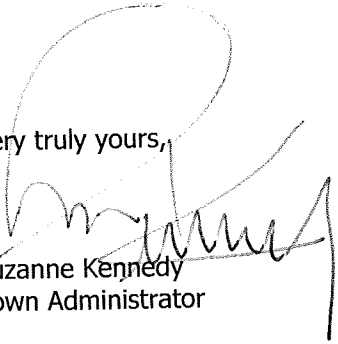
- Prior similar experience.
- Familiarity with the Route 109 corridor and the general project location.
- Past performance on public and private projects.
- Project Managers availability.
- Financial stability.
- Identity and qualifications of the Engineers who will work with the applicant on the project,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

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

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

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

Very truly yours,



Suzanne Kennedy  
Town Administrator

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



March 28, 2011

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

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

Dear Mr. Gillooly:

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

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

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

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

Yours sincerely,

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

Gary Nicksa  
Vice President for Operations



Yvette V. Lancaster  
100 Mountfort Street, #2  
Boston, Massachusetts 02215

April 7, 2011

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

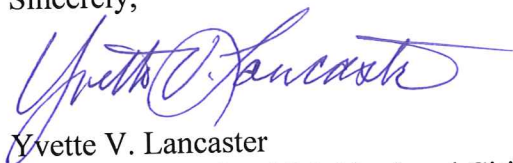
Dear Mr. Callahan:

I am writing to offer my support for the planned phase II of Commonwealth Avenue Project.

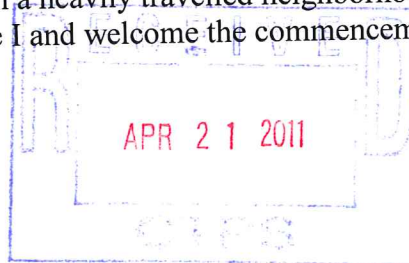
I have been a neighbor for more than a decade and understand the importance of safer pedestrian areas and beautifully landscaped surfaces in a heavily travelled neighborhood. I see first-hand the remarkable improvements in phase I and welcome the commencement of the next phase.

I, therefore, am happy to support this project.

Sincerely,



Yvette V. Lancaster  
President, Audubon Neighborhood Citizens Group



*Kenmore Residents Group  
464-466 Commonwealth Avenue  
Boston, Massachusetts 02215*

April 13, 2011

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

Dear Mr. Callahan:

As President of the *Kenmore Residents Group* and as a long-time resident of Kenmore Square, I wish to express strong support for one specific project under discussion at this time. I refer to the plans to continue improvements along Commonwealth Avenue (CAP II).

I would certainly be in favor of an approval of this project. The residents in and around Kenmore Square and Commonwealth Ave have worked very hard to improve the neighborhood. Neighbors stay involved and attend meetings for ongoing projects. What once was an area that was someone unappealing has turned into a beautiful corridor on the way to the downtown area with marked improvements for pedestrians and cyclists.

The *Kenmore Residents Group* respectfully supports the continuation of the Commonwealth Avenue improvements.

Sincerely,

Terri North

KENMORE ASSOCIATION  
P.O. BOX 15644  
BOSTON, MA 02215

10 April 2011

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

Dear Mr. Callahan:

I am writing regarding the proposed plans to continue improvements along Commonwealth Ave west of Kenmore Square. As President of the Kenmore Association and a local business owner, I am always concerned about projects that will affect the neighborhood especially in and around the area.

For many years, I have attended countless meetings regarding the plans for improvements and beautification in and around the Kenmore Square area. The area is well traveled by local residents and students as well as visitors to the University, the City, and Fenway Park.

We have worked hard in this area to rid the neighborhood of any trash or graffiti and see it replaced with beautiful landscape, benches and brick enhance sidewalks. The continuation of improvements along Commonwealth Avenue further substantiates that progress. We believe that the extension of the project is imperative in the continuity of beautification and safety throughout our beautiful city and therefore, we would wholeheartedly support this effort.

If you have any questions, please feel free to contact me at 617-262-6246.

Sincerely,

Pam Beale, President  
Kenmore Association

*566 Commonwealth Avenue  
Boston, M A 02215*

April, 2011

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

Dear Mr. Callahan:

I understand there are plans pending for substantial improvements to Commonwealth Avenue west of the Boston University Bridge. I can assure you that phase one of the project revealed amazing results and we welcome a continuation of that development.

I gladly offer my support.

Sincerely,

Bob Church  
Kenmore Towers

April 8, 2011

James Gillooly, Deputy Commissioner  
City of Boston Transportation Department  
One City Hall Square  
Boston, MA 02201

Dear Mr. Gillooly:

I am contacting you relative to the next phase of improvements along Commonwealth Avenue.

As a resident of Commonwealth Avenue, I believe the first phase of the project has made such a positive impact in our community providing wonderful landscape, and substantial improvements to pedestrian and motor vehicle travel.

I am pleased to support this effort and look forward to the project's completion.

Sincerely,

Elizabeth Walsh  
566 Commonwealth Avenue  
Boston, MA 02215



## The Bay State Road Neighborhood Association

131 Bay State Road, 4F • Boston, Massachusetts 02215 • 617-262-8566

**5 April 2011**

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

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*Executive Board*  
Jacqueline Parker  
Jennifer Battaglino  
Alice D. Seale  
Carlos Tosi  
Marge Saluti

**Dear Mr. Callahan:**

**I am writing regarding the plans to expand the Commonwealth Avenue Improvement Project west of the Boston University Bridge.**

**As a longtime area resident and President of the Bay State Road Neighborhood Association, I was delighted to see the completion of the improvements along Commonwealth Avenue up to the BU Bridge. The beautifully landscaped areas, widened sidewalks and bicycle paths make travelling Commonwealth Avenue delightful. I was so pleased to share the news that discussions are in the works about the continuation of the next phase.**

**On behalf of the Bay State Road Neighborhood Association, we strongly support this project and look forward to its completion.**

**Thank you for your attention to this matter.**

**Sincerely,**

**Alan Weinberger  
President**

100 Mountfort Street  
Boston, Massachusetts 02215

7 April 2011

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

Dear Mr. Callahan:

I am writing to offer my support for the planned phase II of Commonwealth Avenue Project.

I have been a neighbor for more than a decade and understand the importance of safer pedestrian areas and beautifully landscaped surfaces in a heavily travelled neighborhood. I see first-hand the remarkable improvements in phase I and welcome the commencement of the next phase.

I, therefore, am happy to support this project.

Sincerely,

Yvette Lancaster  
President, Audubon Circle Citizens Group

# downtown north association

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SAM GOTTLIEB  
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JIM ENGLISH  
Suffolk Construction  
JOHN NUCCI  
Suffolk University  
DAVID GREANEY  
Synergy Boston  
MARTHA GUERRERO MAGUIRE  
West End Community Center

April 20, 2011

Michael Callahan, Central Transportation Planning Staff  
Boston Metropolitan Planning Organization  
State Transportation Building  
10 Park Plaza, Suite 2150  
Boston, MA 02116

RE: Support for the Causeway Street Crossroads Initiative - Project # 606320

Dear Michael,

The purpose of this correspondence is to reiterate the longstanding, consistent and continuing support of the Downtown North Association and the Downtown North/West End community that we represent for the Causeway Street Crossroads Initiative and the larger Boston Crossroads Initiative of which it has long been an integral and important element. Given its crucial location, Causeway Street supports exceptionally high pedestrian volumes to and from regional centers of employment, recreation and transportation at North Station, TD Garden and major institutions like Massachusetts General Hospital; and it clearly needs the kind of physical and functional modernization that will accommodate this remarkably multimodal urban environment safely and efficiently well into the future. In that important respect, the Causeway Street Crossroads Initiative is completely consistent with the visions and policies outlined in the preliminary 2035 Long Range Transportation Plan, and the nature and scope of the regional multimodal traffic that continually traverses this now deficient roadway provides a clear rationale for identification of the project as a regional need.

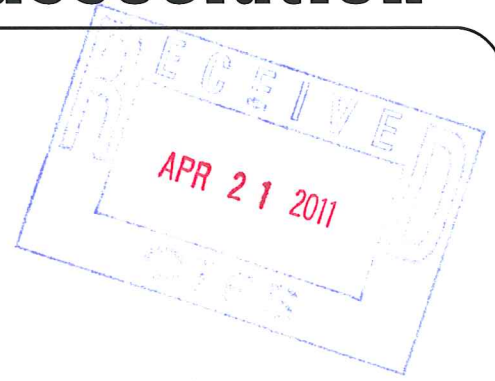
As an active participant in the collaborative Joint Development Group that developed the Boston 2000 Plan, of the Boston 2000 Working Group that reviewed, reaffirmed and amplified that Plan, and of the Mayor's Central Artery Completion Task Force that worked to implement it, I am well aware of the thoughtful origins and planning significance of the Crossroads Initiative as an urban design and development strategy. It was appropriately intended to re-establish and then sustain twelve major historical corridor connections across the redeveloping CAT corridor in Downtown Boston, from Causeway Street to Kneeland Street, which had been interrupted and disrupted by the elevated Central Artery -- and in the case of Causeway Street, by the elevated MBTA Green and Orange Lines as well.

For the Causeway Street Crossroads Initiative in particular, which has now fully and finally emerged from the shadows of the elevated transit and highway viaducts that had long been blighted and divided of community, that involves restoring important connections between the West End and North End neighborhoods. It involves supporting and sustaining the ongoing residential and commercial redevelopment of the adjacent Bulfinch Triangle Historic District, which, along with Causeway Street itself, had long been blighted and divided by transit and highway viaducts. And it involves making Causeway Street an active and attractive connection between Downtown Boston and the Kennedy Greenway on the one hand and North Station,

PRESIDENT  
RICHARD BERTMAN  
bertman@cbtarchitects.com  
617-262-4354

DOWNTOWN NORTH ASSOCIATION  
c/o CBT Architects  
110 Canal Street,  
Boston, MA 02114

EXECUTIVE DIRECTOR  
ROBERT B. O'BRIEN  
rbobrien@rbobrien.com  
617-461-6730





TD Garden, the Nashua Street Quadrant and the new Charles River parklands on the other. All of this can and will be accomplished by making Causeway Street the vibrant multi-modal urban boulevard that has long been envisioned by the Causeway Street Crossroads Initiative. This is an especially appropriate goal in the case of Causeway Street because it been an urban crossroads for many decades. It is an important center of our regional commuter rail and transit network, with direct links to the Green, Orange and Purple Lines as well as the MBTA parking garage; it is the front door to TD Garden, home to the Celtics and Bruins and long the most active an import entertainment venue in New England; and it is a focal point of the notably mixed-used community that is the contemporary West End, with its diverse residential, professional, cultural civic, institutional and commercial constituencies.

As such, Causeway Street is almost continually traversed by countless residents and workers, patients and patrons, tourists and commuters from across the region and beyond; and they are variously pedestrians, motorists and transit users in the tens of thousands. The purpose of the Causeway Street Crossroads Initiative is to provide the physical and functional foundation that will support its inherent multi-modal crossroads role:: to formulate and implement a redesign and reconstruction strategy that will do justice to this thoroughfare and its environs as a urban nexus.

That effort has been informed and influenced by an active and engaged community participation process under the aegis of the Bulfinch Triangle Citizens Advisory Committee, which has also been involved in all other aspects of the redevelopment phases of the CAT and MBTA North Station Improvements Projects. Throughout that community participation process, it has been and remains abundantly clear that the Downtown North/West End community supports the Causeway Street Crossroads Initiative; and it does so because it is consistent with values and priorities of our neighborhood and because it reflects and reinforces what will continue to make our community as special and successful in the future as it has been in the past.

On that basis, the Downtown North Association hereby recommends and requests that the Metropolitan Planning Organization join us and other community-based organizations and public agencies in also supporting the Causeway Street Crossroads Initiative and the Boston Crossroads Initiative as a whole. What is at stake is improved livability, mobility, safety and aesthetics, as well as an enhanced quality and variety of life for all concerned -- not only in our neighborhood but also throughout the Boston metropolitan area.

Sincerely,



Robert B. O'Brien  
DNA Executive Director  
Co-Chair of the Bulfinch Triangle Citizens Advisory Committee

cc: James Gillooly of the Boston Transportation Department  
Jonathan Greeley of the Boston Redevelopment Authority'  
Richard Bertman, President of the Downtown North Association

## DOWNTOWN NORTH ASSOCIATION & COMMUNITY

*The Downtown North Association (DNA) is a not-for-profit coalition, which represents the business, institutional, professional, recreational and residential interests in the mixed-use community historically known as the West End. It is bounded by City Hall Plaza on the south, Charles River on the north, Beacon Hill on the west and the North End on the east. The purpose of the Association is to encourage and contribute to the continued economic, social and physical revitalization and redevelopment of the Downtown North/West community as a whole. The strategies employed to accomplish that mission include collaborative planning and proactive advocacy regarding the full range of issues and opportunities that challenge and confront our neighborhood, emphasizing communication, coordination and cooperation with the public agencies and private organizations that will influence and facilitate a more cohesive and successful community.*

*The more than one hundred member organizations of the Downtown North Association represent a broad cross-section of the Downtown North/West End community, which encompasses a variety of major districts including:*

- \* The residential neighborhood that includes the former Charles River Park, West End Place, the Hawthorne Place, Whittier Place and Strada 234 Condominiums, the Amy Lowell House and the Blackstone as well the new Charles River Plaza retail and office complex, Holiday Inn Select, a major professional building on Staniford Street, the West End Library, Old West Church and the Harrison Gray Otis House.*
- \* The Bulfinch Triangle, immediately south of Causeway Street, which is home to most of the retail, bar, restaurant and hotel establishments and professional firms in the area and contains more than five acres of redevelopment parcels to be made available with the demolition of the CAT and Green Line elevated structures.*
- \* The North Station Economic Development Area, immediately north of Causeway Street, which includes North Station itself, TD Garden, the Tip O'Neill Federal Building, the Causeway/Strada 234 and Lovejoy Wharf buildings, and the southern portal of the Zakim/Bunker Hill Bridge, as well as the major redevelopment parcels on the site of the old Boston Garden.*
- \* The adjacent Nashua Street Quadrant, which includes Spaulding Rehabilitation Hospital, the new Nashua Street Residences Project and the new Nashua Meadows Park, as well as a number of important new development parcels.*
- \* The medical sector, in the Cambridge Street/Charles Street area, which includes Massachusetts General Hospital, Massachusetts Eye & Ear Infirmary, Shiners Burns Hospital for Children and the Scheppens Eye Research Institute, as well as the new Liberty Hotel & Conference Center in the former Charles Street Jail.*
- \* The northern portion of Government Center, which includes the new Edward Brooke Suffolk County Courthouse, the Lindemann Center and Hurley State Office Building, Government Center Garage, the Area A-1 Police Station, the New Chardon Street Post Office, Channel 7, One Bowdoin Place and One Bulfinch Place.*



For a thriving New England

CLF Massachusetts 62 Summer Street  
Boston MA 02110  
P: 617.350.0990  
F: 617.350.4030  
www.clf.org

April 12, 2011



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

RE: GreenDOT Implementation in Transportation Planning

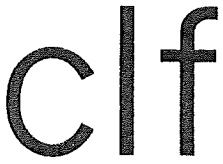
Dear Mr. Mohler:

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

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

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

Specifically, the Climate Plan provides that:



conservation law foundation

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

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

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

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

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



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

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

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

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

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



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

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

Sincerely,

A handwritten signature in black ink, appearing to read "Melissa A. Hoffer", is written over a light gray grid background.

Melissa A. Hoffer, Esq.

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



**Friends of the Community Path**  
**112 Belmont Street**  
**Somerville, MA 2143**  
**617.776.7769**  
**friendspath@yahoo.com**  
**www.pathfriends.org/scp/**

April 27, 2011

Boston Metropolitan Planning Organization (MPO)  
Transportation Planning and Programming Committee  
Attn: Project Manager Anne McGahan  
mcgahan@ctps.org  
publicinformation@bostonmpo.org

Re: 2035 Long Range Transportation Plan, Paths to a Sustainable Region

To Ms. McGahan and the MPO Transportation Planning and Programming Committee:

We are writing on behalf of the Friends of the Community Path, a community group of almost a 1000 members, formed ten years ago. Our mission is to extend the Path in Somerville 2.3 miles eastward to Cambridge to connect the 23-mile Minuteman Bikeway network to the 23-mile Charles River path network. This will result in almost 50 miles of continuous region-wide paths with multi-modal connections with the future Green Line extension

As you know, until recently, TIP funds had been programmed for the Community Path and the City of Somerville recently applied for 2012 TIP funding for the construction of the next section of the Path, from Cedar to Lowell Street in Somerville.

We are advocating that the remainder of the Path extension be constructed together with the Green Line Extension. The proposed Community Path connector from Lowell Street (Somerville) to Lechmere/NorthPoint (East Cambridge) cannot be designed and built without sharing infrastructure, right-of-way, and heavy construction with the Green Line extension. As such, there is time-critical need for additional Path construction funding along with a regional need for this active transportation connection.

We therefore request, for the following reasons, that the MPO include the Community Path connector as a top priority bicycle and pedestrian transportation project in the 2035 Long Range Transportation Plan: "Paths to a Sustainable Region".



## **LRTP Criteria: *Transportation Needs Assessments and Visions and Policies***

We have reviewed with great interest the Long Range Transportation Plan draft materials posted on the website, including the *Transportation Needs Assessments* and the *Visions and Policies* documents:

[http://www.ctps.org/bostonmpo/3\\_programs/1\\_transportation\\_plan/plan\\_2035\\_draft\\_materials.html](http://www.ctps.org/bostonmpo/3_programs/1_transportation_plan/plan_2035_draft_materials.html)

[http://www.ctps.org/bostonmpo/3\\_programs/1\\_transportation\\_plan/Visions\\_and\\_Policies.pdf](http://www.ctps.org/bostonmpo/3_programs/1_transportation_plan/Visions_and_Policies.pdf)

This project is perfectly suited to the LRTP regional sustainable transportation needs and to helping fulfill these visions and policies. We believe that the Community Path project also will score well on the MPO's revised TIP evaluation criteria, as it will connect existing path (multi-use trail) networks, thereby synergizing their transportation potential.

According to the Boston MPOs' 2009 booklet (page 4), *Transportation Planning in the Boston Region: Be Informed. Be Involved*, the MPO area has 68 miles of regional multi-use trails. However, the draft LRTP materials describe the fact that many transportation corridors have few or no multi-use trails and that often there are critical gaps preventing their real use as a regional active transportation network. It's also clear from the bicycle use of the existing trails and city streets that there is a high demand for more trails like the Community Path extension. Because of the population density of Somerville and the critical connection the Path will make, no other proposed multi-use trail will generate the usage of the Community Path when it is extended.

### **Regional, Local, and Transit Significance**

Extending the Community Path will have profound regional and local significance. There are many important reasons to complete this off-road bicycle and pedestrian connection.

- As mentioned above, this proposed Community Path connector from Lowell Street (Somerville) to Lechmere/NorthPoint (East Cambridge) cannot be designed and built without sharing infrastructure, right-of-way, and heavy construction with the Green Line extension.
- The Community Path will connect the walking and biking neighborhoods of Somerville and Cambridge to four of the new Green Line Extension stations, bringing riders to the MBTA system in the most cost-effective manner. Harnessing the synergy of these transportation modes with mass transit will vastly increase Green Line extension ridership at a low cost per rider.
- The 2.3 mile Community Path connector project is the missing link (as shown in the attached regional map) will link the Minuteman Bikeway network and Charles River path network, producing a total of almost 50 miles of continuous multi-use paths, a zero-emission active transportation network.
- This Path will confer a regional network of connectivity to many cities and towns to the north and west (see regional path networks at the end of the letter): Bedford, Lexington, Belmont, Arlington, Cambridge, Somerville, and Medford to the Red and Green Lines (in Cambridge and Somerville) and to Boston, Waltham, Watertown, and Newton.
- Similar to the 25-year old Southwest Corridor Park (where a Path runs next to the Orange Line tracks, providing multi-modal access to those T-stations), the 2.3 mile Community Path extension will provide a safe ADA-compliant, zero-emissions, traffic-free, off-road route for



pedestrians, bicyclists and other active transportation users from the communities northwest of Boston direct to downtown Boston.

- The Somerville Community Path is the eastern end of the 104-mile, cross-state Mass Central Rail Trail which is already 26% completed.
- It will provide needed recreational and open space for low-income, minority, and environmental justice neighborhoods in Somerville, especially in East Somerville. The section of this Path through the East Somerville and Inner Belt has the densest environmental justice and car-less household populations of any segment. It seems incongruous that this area would be among the only neighborhoods with no direct off-road Path access -- as compared to the other more affluent communities that already have access to the Minuteman and Charles River path.
- The Path and Green Line extensions will run near 6 Somerville public schools to create safe, active routes to schools and work (for parents and older Somerville High School students) with good air quality, helping to fight the epidemics of childhood obesity and asthma.

### **Prior Inclusion in Other State, Regional, and Local Transportation Plans**

The Community Path extension is clearly already a priority project to the State, regional, and communities as indicated by the following facts:

- The Path is also listed in the official 2007 Boston Region MPO Regional Bicycle Plan: [http://www.ctps.org/bostonmpo/4\\_resources/1\\_reports/1\\_studies/4\\_bicycle/regional\\_bicycle.pdf](http://www.ctps.org/bostonmpo/4_resources/1_reports/1_studies/4_bicycle/regional_bicycle.pdf)
- As the eastern end of the Mass Central Rail Trail, the Community Path is the subject of this 1997 study by the MPO: [http://www.ctps.org/bostonmpo/4\\_resources/1\\_reports/1\\_studies/4\\_bicycle/central\\_mass\\_rail\\_trail\\_study\\_1997.pdf](http://www.ctps.org/bostonmpo/4_resources/1_reports/1_studies/4_bicycle/central_mass_rail_trail_study_1997.pdf)
- Until recent temporary program funding changes, the Path had been allocated \$4.5 million by the Boston MPO.
- The Somerville Community Path is listed in the official 2008 Massachusetts Bicycle Transportation Plan: <http://www.mhd.state.ma.us/common/downloads/bikeplan/BikePlanNoLinks.pdf>
- In the MassDOT Capital Investment Plan, MassDOT has identified 97 miles of new high-priority shared-use paths “that connect to urbanized areas, extend existing paths, and maximize the transportation utility of the system” as part of a Bay State Greenway network to be completed in the next 10 years. The Community Path connector is 3 of these 97 miles: [http://www.massdot.state.ma.us/planning/documents/CIP\\_2011\\_2015.pdf](http://www.massdot.state.ma.us/planning/documents/CIP_2011_2015.pdf)
- The Environmental Impact Report Certificates from the Massachusetts Secretary of Environmental Affairs directs MassDOT to plan for the Community Path in its Green Line Extension design.
- The Somerville Community Path is shown on the MassDOT Bike Network Map: <http://services.massdot.state.ma.us/MapTemplate/BikeNetwork>
- MassDOT has committed to design and fund the infrastructure shared between the Path and the Green Line extension from Lowell Street to Inner Belt (as estimated \$10 million).
- The Green Line Extension design and engineering phase is commencing very soon – including the Community Path. We also hope in the future that MassDOT/MBTA will also

decide to design the remainder of the Path, from Inner Belt to where it will link with the North Point paths, at a minimum of a 10% design to show width, routing options, slopes, bridge locations, etc, and what other factors it depends on (such as a highway or transit bridge attached to it).

- The Community Path is part of the proposed Merrimac River – Charles River Corridor of the BayState Greenway Implementation Plan (to be posted to the web soon).
- The existing Community Path is shown on the Bay State Greenway map and as a proposed path to be completed on the transportation maps of the Metropolitan Area Planning Council.
- The City of Somerville includes the Community Path as a priority in its Open Space and Recreation Plan, its draft Bicycle Transportation Plan, and in the Comprehensive Plan being developed. Toward this goal, the City has already invested about a half million dollars in the design and construction of the existing sections of the community path, plus significant staff time of the City's bicycle and pedestrian coordinator and other city staff.
- NorthPoint developers have already agreed, in a 2003 Special Permit from the City of Cambridge that is still binding, to build the Path through their development (mostly in Cambridge) to both westward, toward the Fitchburg line tracks; and west, to connect the Charles River Path network (presently being extended to Charlestown via the North Bank bridge). One section of the latter has already been built.
- Everyone from local communities to businesses to MassDOT seems to want the Path extension. There are no detractors to delay the project!

#### **With Federal Policies in mind:**

- The Federal DOT's new Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations emphasizes multi-modal transportation systems. This Green Transportation Corridor meets Secretary of Transportation LaHood objectives and the Federal DOT's new Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations emphasizing multi-modal transportation systems. Secretary LaHood has stated that: *This is the end of favoring motorized transportation at the expense of non-motorized.*" <http://fastlane.dot.gov/2010/03/my-view-from-atop-the-table-at-the-national-bike-summit.html>
- The federal Department of Transportation's interagency Partnership for Sustainable Communities policy is to "develop safe, reliable and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions and promote public health." <http://www.smartgrowthamerica.org/smartgrowthusa/wp-content/uploads/2011/01/dot-hud-epa-partnership-agreement.pdf>

#### **With State Policies and Interests in mind:**

- The Community Path extension will provide convenient Green Line access, increased ridership at a low cost, and meet MassDOT's Green DOT sustainable and active transportation goals. We hope that Community Path construction will be the first bicycle/pedestrian legacy of the MassDOT's GreenDOT initiative.

- The Community Path extension will also meet Commonwealth's Healthy Transportation Compact, which directs MassDOT and other agencies to "Develop policies to create a transportation system that increases opportunities for physical activity particularly safe bicycle and pedestrian travel along and across roadways in urban and suburban areas".
- Remarkably, Massachusetts ranks *last* in the nation in allocating federal funds for alternative transportation projects. Funding the Community Path will be the most cost-effective use of such limited funds. <http://tinyurl.com/4xdqpeo>

The Friends have been working closely with the City of Somerville and MassDOT on extending the Community Path but additional funding is needed. We hope our public comments have presented the regional significance, strengths, and future need for the Community Path. We appreciate this opportunity to submit these comments and thankfully acknowledge the past support of the MPO. By including the Community Path a top bicycle/pedestrian priority in the LRTP, it will acknowledge its critical importance and increase the chances of future funding.

Thank you very much,

Sincerely,



Lynn Weissman and Alan Moore  
Co-Presidents, Friends of the Community Path

*"To Lechmere – and beyond!"*

CC: Congressman Michael Capuano  
Transportation Secretary Jeffrey Mullan  
MassDOT Board of Directors  
Mayor Joseph Curtatone, City of Somerville  
Somerville Board of Aldermen  
Senator Patricia Jehlen  
Representative Denise Provost  
Representative Carl Sciortino  
Representative Timothy Toomey  
David Mohler, MassDOT  
Kate Fichter, MassDOT  
Michael Lambert, City of Somerville  
Kathleen Zeigenfuss, City of Somerville  
Ellin Reisner, STEP  
Chelsea Clarke, Groundworks Somerville







**Friends of the Community Path**  
**112 Belmont Street**  
**Somerville, MA 2143**  
**617.776.7769**  
**friendspath@yahoo.com**  
**www.pathfriends.org/scp/**

May 3, 2011

Boston Metropolitan Planning Organization (MPO)  
Transportation Planning and Programming Committee  
Attn: Project Manager Anne McGahan  
mcgahan@ctps.org  
publicinformation@bostonmpo.org

Re: Addendum - Long Range Transportation Plan, "Paths to a Sustainable Region"

To Ms. McGahan and the MPO Transportation Planning and Programming Committee:

Please consider this an addendum to our April 27 request to include the Community Path in the list of the Projects and Programs by Investment Category (Expansion – bike/ped), as released April 5, 2011, of the Long Range Transportation Plan, "Paths to a Sustainable Region." After seeing the April 5 draft list of bike/ped projects (<http://tinyurl.com/3dtqj4s>), we'd like to emphasize the regional call significance of this vital link between two of our most important off-street paths, along with the safety benefits. This 2.3 miles of unbuilt path is all that's left before we can travel off-road all the way from Bedford to Boston and to towns west.

This week, the MPO has received dozens of letters asking for the Community Path connector to be included in the LRTP. And in March, Transportation Improvement Manager Hayes Morrison received 138 letters in support of TIP funding the Community Path, further demonstrating the tremendous regional support for this bicycle-pedestrian project.

Notably, many supporters wrote of their yearnings for the safety of an off-road Path to Boston versus their currently treacherous on-road commutes. Some relevant quotes from these letters:

*"Without the path extension, it's only a matter of time will another cyclist will be seriously injured or killed on the streets of Cambridge or Somerville."*

*"Scares the daylight out of me to be in that vicious auto traffic, but I take my time, wear my helmet, and hope for the best. Spent the weekend looking after my 24 year old son recovering from shoulder surgery after being hit by a car on his bike, but that's another story."*

*“... the roads are unsafe for pedestrians, bikers, and drivers.... I think that the extension of the bike path will take some of the bikers off the streets (as well as some of the joggers, who also jog year-round in unsafe conditions.)”*

*“Additionally, the bike paths have a merit that the street bike lanes do not. They are the only place where children can learn to ride and ride safely for extended periods of time.”*

According Boston MPOs' 2009 booklet (page 4), *Transportation Planning in the Boston Region: Be Informed. Be Involved*, the Boston MPO area has 23,000 lane-miles of roads and just 68 miles of regional bicycle trails. The Community Path would be a major connector for the existing path (bicycle trail) networks, synergizing their transportation potential as well ridership on the future Green Line extension.

We thank you for the MPO's past support and hope you will take this opportunity to include the Path in the Universe of Projects in the Long Range Transportation Plan.

Sincerely,

Lynn Weissman and Alan Moore  
Co-Presidents, Friends of the Community Path

*“To Lechmere – and beyond!”*

CC: Congressman Michael Capuano  
Transportation Secretary Jeffrey Mullan  
MassDOT Board of Directors  
Mayor Joseph Curtatone, City of Somerville  
Somerville Board of Aldermen  
Senator Patricia Jehlen  
Representative Denise Provost  
Representative Carl Sciortino  
Representative Timothy Toomey  
David Mohler, MassDOT  
Kate Fichter, MassDOT  
Michael Lambert, City of Somerville  
Kathleen Zeigenfuss, City of Somerville  
Ellin Reisner, STEP  
Chelsea Clarke, Groundworks Somerville





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

May 2, 2011

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

Re: Belmont Trapelo Road Corridor Project, 60468

Dear Mr. Mohler,

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

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

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

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

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

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

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

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

Thanks again for your consideration.

Sincerely,



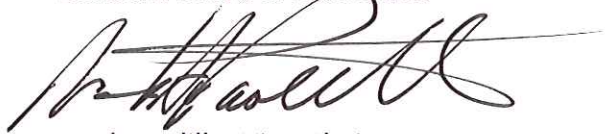
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STATE SENATOR



William N. Brownsberger  
STATE REPRESENTATIVE



Ralph Jones, Chair  
Belmont Board of Selectmen



Mark Paolillo, Vice-Chair  
Belmont Board of Selectmen



Angelo Firenze  
Belmont Board of Selectmen





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Mary Tambiah  
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May 4, 2011

Boston Metropolitan Planning Organization (MPO)  
Transportation Planning and Programming Committee  
Attn: Project Manager Anne McGahan  
[mcgahan@ctps.org](mailto:mcgahan@ctps.org)  
[publicinformation@bostonmpo.org](mailto:publicinformation@bostonmpo.org)

RE: Please include Community Path connector in the LRTP

Dear Project Manager Anne McGahan and the Boston MPO Transportation Planning and Programming Committee:

The Charles River Conservancy (CRC) appreciates the opportunity to submit these comments to support the work of Friends of the Community Path. I am writing to urge the MPO to include the Community Path connector as a top priority bicycle and pedestrian transportation project in the Universe of Projects in the next Long Range Transportation Plan (LRTP), "Paths to a Sustainable Region." This will maximize the chances of the State seeking and allocating future funding for the Community Path.

There are several critical reasons why we support the Community Path connector, and are advocating that this project be labeled a priority in the LRTP:

- 1) The proposed 2-1/2 mile Community Path will link the 23-mile Minuteman Bikeway and the 23-mile Charles River path networks. As the CRC's primary goal is to make the parklands more active, attractive, and accessible to all, we fully support the work of Community Path to provide a continuous path for commuters and recreational users that leads to the Charles River pathways.
- 2) As the CRC provides stewardship of the Cambridge parklands, we appreciate that the Community Path will connect the walking and biking neighborhoods of Somerville and Cambridge to four of the new Green Line Extensions (GLX).
- 3) With our ongoing efforts to construct a skatepark in North Point Park, and our recent advocacy work concerning Education First's (EF) development in this area, we look forward to the numerous community benefits that a greater sustainable transportation network will provide. According to information from Community Path, North Point developers have already agreed to, in a



2003 Special Permit from the City of Cambridge that is still binding, to build the Path through their development (mostly in Cambridge) to both westward, toward the Fitchburg line tracks; and west, to connect the Charles River Path network (presently being extended to Charlestown via the North Bank bridge). One section of the latter has already been built.

The Community Path connector must be designed and built with the GLX, since it must share infrastructure, right-of-way, and heavy construction with the GLX. Since the GLX is required to start construction in the next few years, additional funding will be needed to complete the Path.

The benefits of the Community Path are clear, and will continue to serve the greater Boston community for decades to come. It is important that Boston prioritizes sustainable transportation to make our citizens more active and our city more environmentally conscious. This can be accomplished by making the Community Path a priority in the LRTP, so that this project has the potential to receive the funding that it merits.

Yours truly,

*Renata von Tscharnner*

Renata von Tscharnner  
Founder & President  
Charles River Conservancy



The 2008 "Massachusetts Bicycle Transportation Plan" describes the primary route of the Bruce Freeman Rail Trail as proceeding from the end of the existing section into Concord Center, connecting with the Minuteman Commuter Bikeway in Lexington and Arlington and continuing on to Cambridge and Boston. This route makes more cost/benefit sense than the route on the more remote rail bed being promoted by recreational bicyclists under the guise of transportation because transportation funds provide the funding source.

Acton's feasibility study by FST stated that most rail trail users drive to a trail to use it. Evidence of this is the lack of sufficient parking spaces in Chelmsford and Westford to accommodate those coming to use the rail trail in those towns.

Sudbury officials repeatedly assert that the proposed BFRT is for recreation, not transportation. Trail counts on existing trails confirm most trips on the local rail trails are made on weekends. One must assume these trips are more for pleasure than for commuting.

At last year's Municipal TIP Day, Sudbury's DPW director, on information from the Acton Town Planner, told the MPO that the estimated construction cost for the BFRT through Acton, Concord and Sudbury was currently \$3 million per mile. This cost, combined with what has already been spent, plus the cost of purchasing the Sudbury and Framingham sections from CSX and the construction costs in Sudbury and Framingham as well as the bridge over route 2, would mean the cost to build the BFRT in the present day is fast approaching the \$60-70 million range.

Moreover, the route through these three towns is mostly through woods, sensitive riparian zones and conservation land. Sudbury's Town-commissioned "Four-Season Wildlife and Wildlife Habitat Evaluation" determined that almost half of the proposed Sudbury rail bed route for the BFRT is so important to wildlife that there could be no mitigation from trail construction and a prospective trail should be re-routed away from the rail bed.

Another environmental consequence of trail construction is, if the BFRT were to continue from Carlisle to Framingham on the old rail bed, and the trail were built to AASHTO standards, approximately 65 acres of carbon dioxide absorbing vegetation would be removed. The negative impact on wetlands from trail construction is highlighted by the fact that a rail trail in Concord, if built, will be exempted from the 2010 local wetlands bylaw, otherwise, it could not receive permits.

There is also the inherent presence of contamination along rail beds, an issue of which people are often unaware or one which people choose to ignore. It is hoped that this issue would be fully examined if the BFRT were to be constructed on the rail bed.

As currently is the case on the existing Chelmsford section, the path in these three towns would not have lighting and would not be plowed. Nor is this route convenient or relevant for connecting to schools in any of these towns, although proponents would lead the public to believe otherwise. The path through Acton would require bicyclists to leave it to travel on route 2A to access businesses. In West Concord, the old rail bed does not provide a more convenient or direct access route to the train or businesses.

Some say a bike trail would give an economic boost to a town, yet according to Hudson (Assabet Rail Trail) officials, one third of Hudson's downtown business district is empty. Disappointingly, the Assabet Trail did not provide the hoped for economic boost.

The BFRT through Acton, Concord, Sudbury and the more unpopulated area of Framingham, doesn't make economic or environmental sense. There is no tangible evidence that constructing a trail on the old rail bed would lead to improvement in reducing air pollution, provide congestion mitigation or become a realistic transportation route. At the MAGIC meeting held in Acton last year, a bicycling enthusiast who lives in Acton and works in Chelmsford, said he, like most people, did not have the time to get up earlier to commute to work by bike, nor did he want to arrive at work covered in sweat.

It seems that diminishing transportation funds would be better spent on projects that move larger numbers of people to meet real commuting needs, such as providing buses to central transportation centers. Increasing mass transportation opportunities on a consistent daily basis regardless of heat, cold, rain, snow, sleet, or darkness in order to really help relieve congestion and cut vehicle emissions, is what's needed. It is not a greater environmental benefit to build expensive, remote rail trails through sensitive wildlife habitat in affluent suburbs to which most people drive for weekend recreation.

Thank you.

Carole Wolfe  
Sudbury

**Paths to a Sustainable Region Web and E-mail Feedback  
March 3 - May 4, 2011**

NAME	AFFILIATION	FEEDBACK	DATE
Susan Brooks	Unidentified	I use the Bruce Freeman Rail Trail often. It is easy to get errand done and a fun way to bike around. A lot of shopping is near the trail so I can combine stops. I would like more bike racks, such as the post office and our town hall. Thank you for expanding the rail trails and seeing their benefit to the community.	4/15/2011
Matthew Belmonte	Unidentified	<p>I'm writing to support inclusion of the Somerville Community Path in the Long Range Transportation Plan (LRTP), "Paths to a Sustainable Region." This planned 2.5-miles extension of the Somerville Community Path to Lechmere would at long last link the 23-mile Minuteman cycleway network with downtown Boston and the 23-mile Charles River path network, and also with the Green Line Extension stations. This extension of the Community Path cannot be designed and built, though, unless it shares infrastructure, right-of-way, and heavy construction with the Green Line Extension. Because the Green Line Extension will start construction in about two years, further funds must be identified for the accompanying Community Path extension. Inclusion of the Somerville Community Path in the LRTP will maximise chances for such funding.</p> <p>Existing routes between West Somerville and downtown Boston can be treacherous, mostly because of motorists who fail to yield to oncoming traffic. Absent any reformation of Massachusetts drivers, cyclists need a route that's separated from traffic. Without the path extension, it's only a matter of time will another cyclist will be seriously injured or killed on the streets of Cambridge or Somerville.</p>	4/29/2011
Arnold Reinhold	Cambridge resident	<p>I'm writing to urge the MPO to include the Somerville Community Path connector as a top priority bicycle and pedestrian transportation project in the Long Range Transportation Plan. Inclusion will maximize the chances of future funding for the Community Path.</p> <p>I believe this is a particularly important project as it will link the highly successful Minuteman Path to downtown Boston and the Charles River. However, it cannot be designed and built without sharing infrastructure, right-of-way, and heavy construction with the Green Line extension. The path will also bring riders to the new Green Line stations, none of which have any provision for parking. The Green Line extension will start construction in about 2 years, but more funding needs to be identified for the Path.</p> <p>Please give your careful consideration of this highly cost effective project.</p>	4/29/2011
Jess Hicks	Somerville resident	<p>As an abutter to the proposed Community Path extension in Somerville, I'm writing to urge the MPO to include the Community Path connector as a top priority bicycle and pedestrian transportation project in the Long Range Transportation Plan (LRTP), "Paths to a Sustainable Region." This will maximize the the chances of important future funding for the Community Path.</p> <p>The proposed 2-1/2 mile Community Path will link the 23-mile Minuteman Bikeway and the 23-mile Charles River path networks. The Path will be a safe, ADA-compliant, zero-emissions, traffic-free, off-road route for pedestrians, bicyclists, people in wheelchairs, and other multi-modal transportation users. Moreover, it will bring these people to the new GLX stations. However, it cannot be designed and built without sharing infrastructure, right-of-way, and heavy construction with the Green Line extension (GLX). Since the GLX will start construction in about 2 years, more funding needs to be identified for the Path.</p> <p>On a personal note, the Path in its current form is one of the myriad reasons I chose to live in Somerville and have stayed here for nearly twenty years. It is one of the reasons I purchased my home and decided to stay here to raise my family. The Path in its current form sustained us as a young family, bringing us miles of joy in strollers, tricycles, and first, toddling steps. We look forward to strapping on helmets, taking off training wheels, and rolling out of our back gate onto the Path extension.</p> <p>Thank you for your consideration of this critical project.</p>	4/30/2011

**Paths to a Sustainable Region Web and E-mail Feedback  
March 3 - May 4, 2011**

NAME	AFFILIATION	FEEDBACK	DATE
David H. Douglas	Somerville resident	<p>I'm writing to urge the MPO to include the Community Path connector as a top priority bicycle and pedestrian transportation project in the next Long Range Transportation Plan (LRTP) , "Paths to a Sustainable Region." This will maximize the chances of the State seeking and allocating future funding for the Community Path.</p> <p>The proposed 2-1/2 mile Community Path will link the 23-mile Minuteman Bikeway and the 23-mile Charles River path networks. The Path will be a safe, ADA-compliant, zero-emissions, traffic-free, off-road route for pedestrians, bicyclists, people in wheelchairs, and other multi-modal transportation users that will bring these people to the new Green Line extension (GLX).</p> <p>The Community Path connector must be designed and built with the GLX), since it must share infrastructure, right-of-way, and heavy construction with the GLX. Since the GLX is required to start construction in the next few years, additional funding will be needed to complete the Path.</p>	5/1/2011
Jay Wessland	Somerville resident	<p>I'm writing to urge the MPO to include the Community Path connector as a top priority bicycle and pedestrian transportation project in the next Long Range Transportation Plan (LRTP) , "Paths to a Sustainable Region." This will maximize the chances of the State seeking and allocating future funding for the Community Path.</p> <p>The proposed 2-1/2 mile Community Path will link the 23-mile Minuteman Bikeway and the 23-mile Charles River path networks. The Path will be a safe, ADA-compliant, zero-emissions, traffic-free, off-road route for pedestrians, bicyclists, people in wheelchairs, and other multi-modal transportation users that will bring these people to the new Green Line extension (GLX).</p> <p>The Community Path connector must be be designed and built with the GLX), since it must share infrastructure, right-of-way, and heavy construction with the GLX . Since the GLX is required to start construction in the next few years, additional funding will be needed to complete the Path.</p>	5/1/2011
Michelle Liebetreu	Somerville resident	<p>I'm writing to urge the MPO to include the Community Path connector as a top priority bicycle and pedestrian transportation project in the next Long Range Transportation Plan (LRTP) , "Paths to a Sustainable Region." This will maximize the chances of the State seeking and allocating future funding for the Community Path.</p> <p>The proposed 2-1/2 mile Community Path will link the 23-mile Minuteman Bikeway and the 23-mile Charles River path networks. The Path will be a safe, ADA-compliant, zero-emissions, traffic-free, off-road route for pedestrians, bicyclists, people in wheelchairs, and other multi-modal transportation users that will bring these people to the new Green Line extension (GLX).</p> <p>The Community Path connector must be be designed and built with the GLX), since it must share infrastructure, right-of-way, and heavy construction with the GLX . Since the GLX is required to start construction in the next few years, additional funding will be needed to complete the Path.</p>	5/1/2011
Resa Blatman & Stefan Cooke	Somerville residents	<p>I'm writing to urge the MPO to include the Community Path connector as a top priority bicycle and pedestrian transportation project in the next Long Range Transportation Plan (LRTP) , "Paths to a Sustainable Region." This will maximize the chances of the State seeking and allocating future funding for the Community Path.</p> <p>The proposed 2-1/2 mile Community Path will link the 23-mile Minuteman Bikeway and the 23-mile Charles River path networks. The Path will be a safe, ADA-compliant, zero-emissions, traffic-free, off-road route for pedestrians, bicyclists, people in wheelchairs, and other multi-modal transportation users that will bring these people to the new Green Line extension (GLX).</p> <p>The Community Path connector must be be designed and built with the GLX), since it must share infrastructure, right-of-way, and heavy construction with the GLX . Since the GLX is required to start construction in the next few years, additional funding will be needed to complete the Path.</p>	5/1/2011

**Paths to a Sustainable Region Web and E-mail Feedback  
March 3 - May 4, 2011**

NAME	AFFILIATION	FEEDBACK	DATE
Fred Berman and Lori Segall	Somerville residents	<p>With apologies for largely copying someone else's email (because it accurately reflects our position), we are writing to urge the MPO to include the Somerville Community Path Connector as a top priority bicycle and pedestrian transportation project in the next Long Range Transportation Plan (LRTP) , "Paths to a Sustainable Region." This will maximize the chances of the State seeking and allocating future funding for the Community Path.</p> <p>The proposed 2-1/2 mile Community Path will link the 23-mile Minuteman Bikeway and the 23-mile Charles River path networks. The Path will be a safe, ADA-compliant, zero-emissions, traffic-free, off-road route for pedestrians, bicyclists, people in wheelchairs, and other multi-modal transportation users that will bring these people to the new Green Line extension (GLX).</p> <p>The Community Path connector must be designed and built with the GLX), since it must share infrastructure, right-of-way, and heavy construction with the GLX . Since the GLX is required to start construction in the next few years, additional funding will be needed to complete the Path. Just to state the obvious, if the Path is not built contemporaneously with the Green Line Extension, construction of the Path will be substantially more expensive and more complicated, and will be greatly delayed. Building the Path and the GLX at the same time is cost effective and synergistic.</p>	5/1/2011
Pauline Lim	Somerville resident	<p>I am a bicycle commuter and I'm writing to urge the MPO to include the Community Path connector as a top priority bicycle and pedestrian transportation project in the next Long Range Transportation Plan (LRTP), "Paths to a Sustainable Region." This will maximize the chances of the State seeking and allocating future funding for the Community Path.</p> <p>The proposed 2-1/2 mile Community Path will link the 23-mile Minuteman Bikeway and the 23-mile Charles River path networks. The Path will be a safe, ADA-compliant, zero-emissions, traffic-free, off-road route for pedestrians, bicyclists, people in wheelchairs, and other multi-modal transportation users that will bring these people to the new Green Line extension (GLX).</p> <p>The Community Path connector must be be designed and built with the GLX), since it must share infrastructure, right-of-way, and heavy construction with the GLX . Since the GLX is required to start construction in the next few years, additional funding will be needed to complete the Path.</p> <p>Thank you for fighting the good fight!</p>	5/1/2011



**Paths to a Sustainable Region Web and E-mail Feedback  
March 3 - May 4, 2011**

NAME	AFFILIATION	FEEDBACK	DATE
Kathleen Knisely	Somerville resident	<p>Dear planners all,</p> <p>As a 59 year old bike rider, I'm trying more and more to use the bike and not the car -- for exercise, for the energy conservation, all of that. I've done some bike planning myself in a previous lifetime in the Amherst Planning office and I get it. Money is tight, and I respect your challenge in setting priorities. Let me just note that, as a lifelong area resident, I am constantly getting questioned by newcomers to biking about the safest and easiest way to get from the Minuteman Bikeway and its extensions to the Charles River and Boston. The answer is simple: there isn't one.</p> <p>I then proceed to suggest several tortuous routes. Scares the daylights out of me to be in that vicious auto traffic, but I take my time, wear my helmet, and hope for the best. Spent the weekend looking after my 24 year old son recovering from shoulder surgery after being hit by a car on his bike, but that's another story.</p> <p>Please know that you have a lot of public support to do the right thing here. The benefits pile on themselves, as you can see more and more people making the move to bike transportation as opposed to their automobiles, and as health issues increase in importance. This is a very very important linkage for commuters for sure, but also for errands, doctor visits, recreations, socialization, and exercise. Last week I volunteered to help our City with a pedestrian and bike count on our Community Path and was amazed at the volumes of pedestrians, strollers, scooters, and dog walkers that were also active on the path, even during thunderstorm and rain.</p> <p>I'm a constant voter and taxpayer, a fiscal conservative to be sure, and I ask for your consideration in support of this linkage as a priority in the region's Long Range Transportation Plan. The Green Line extension project offers vital opportunity to incorporate linkage work, if the linkage is identified as a planning priority. Please give it your support.</p>	5/2/2011
Laura McMurry	Cambridge resident	<p>As a longtime commuter bicyclist as well as public transit user, I'm writing to urge the MPO to include the Community Path connector as a top priority bicycle and pedestrian transportation project in the next Long Range Transportation Plan (LRTP) , "Paths to a Sustainable Region."</p> <p>The proposed 2-1/2 mile Community Path will link the 23-mile Minuteman Bikeway and the 23-mile Charles River path networks.</p> <p>The Community Path connector must be be designed and built with the Green Line extension, since it must share infrastructure, right-of-way, and heavy construction with the Green Line extension. Since this extension is required to start construction in the next few years, additional funding will be needed to complete the Path.</p> <p>I hope we do not lose this opportunity.</p>	5/2/2011
John Wilde	Somerville resident	<p>I'm writing to urge the MPO to include the Community Path connector as a top priority bicycle and pedestrian transportation project in the next Long Range Transportation Plan (LRTP) , "Paths to a Sustainable Region." This will maximize the chances of the State seeking and allocating future funding for the Community Path.</p> <p>The proposed 2-1/2 mile Community Path will link the 23-mile Minuteman Bikeway and the 23-mile Charles River path networks. The Path will be a safe, ADA-compliant, zero-emissions, traffic-free, off-road route for pedestrians, bicyclists, people in wheelchairs, and other multi-modal transportation users that will bring these people to the new Green Line extension (GLX).</p> <p>The Community Path connector must be be designed and built with the GLX), since it must share infrastructure, right-of-way, and heavy construction with the GLX . Since the GLX is required to start construction in the next few years, additional funding will be needed to complete the Path.</p>	5/2/2011
Linda Lintz	Medford resident	<p>We've come so far, yet I'm writing to urge the MPO to include the Community Path connector as a top priority bicycle and pedestrian transportation project in the next Long Range Transportation Plan (LRTP) , "Paths to a Sustainable Region." This will maximize the chances of the State seeking and allocating future funding for the Community Path otherwise it may not happen.</p> <p>The proposed 2-1/2 mile Community Path will link the 23-mile Minuteman Bikeway and the 23-mile Charles River path networks. The Path will be a safe, ADA-compliant, zero-emissions, traffic-free, off-road route for pedestrians, bicyclists, people in wheelchairs, and other multi-modal transportation users that will bring these people to the new Green Line extension (GLX). The Community Path connector must be be designed and built with the GLX), since it must share infrastructure, right-of-way, and heavy construction with the GLX . Since the GLX is required to start construction in the next few years, additional funding will be needed to complete the Path.</p>	5/2/2011

**Paths to a Sustainable Region Web and E-mail Feedback  
March 3 - May 4, 2011**

NAME	AFFILIATION	FEEDBACK	DATE
Jonathan O'Connor	Boston resident	<p>Please support the Community path connector in tandem with the Green Line extension project. Both initiatives will do much to relieve traffic congestion that has increased strains on roads and bridges, so it would be pound wise to do both projects together while it is cost effective to do so.</p> <p>Nurturing a pedestrian culture wherever possible is vital in a number of ways. Firstly, for many working residents in Boston, driving to work is becoming financially crushing due to increased gas prices and astronomical parking rates, particularly in these hard economic times. Wherever viable alternatives are given, people do respond! I am deeply grateful for Mayor Menino's recent campaign to include bike lanes and bike safety and have seen the number of bikers skyrocket over the last decade. Just imagine if all of those riders were in idling in cars and suv's on Mass Ave during rush hour!</p> <p>Additionally, the bike paths have a merit that the street bike lanes do not. They are the only place where children can learn to ride and ride safely for extended periods of time. Growing up in Watertown, I recall the many bike trips I made down the esplanade to Harvard square and the Museum of Science. Tobacco companies and Mcdonalds have known for years that the best way to get a permanent customer base is to get children hooked. I think I became permanently hooked on biking from my rides around the Charles River, it became cemented in my mind that biking was a good way to get to places long before I ever got my license. (My pickup truck is parked at home as I write this letter on break from work!)</p> <p>The bike connector in along with the LRTP is a very small additional investment when one considers the amazing gains. Pedestrian cultures are physically healthier and therefore create less strain on the health-care system. They are more likely to promote local businesses and shops rather strip malls and franchises. They are more aware of their neighbors and more active in their community. We're so close to finishing a pedestrian segment that would connect Bedford to Boston. Lets complete the LRTP the right way, the circumstances will never be more opportunistic!</p>	5/2/2011
Camille Petri	Unidentified	<p>I'm writing to you in support of the Community Path connector. This short path provides a vital link in the regional off-street transportation network and gives residents from Bedford to Boston a meaningful improvement in community safety, environment and mobility. In addition, supporting such development plays a vital role in promoting fitness and enjoyment of the outdoors for many, many neighborhoods while cultivating an appreciation for nature and the benefits of exercise.</p> <p>It is extremely important to keep the path on the Long Range Transportation Plan, as the path shares a right of way with the Green Line Extension project, and so they must be built together.</p> <p>Please keep the Community Path on the LRTP, so it can finally connect to Boston.</p> <p>Thank you for your attention to this matter.</p>	5/2/2011
Ulandt Kim	Somerville resident	<p>I may have written before, but I guess I am doubly concerned about concerns of the path not being included in the next stages of LRTP.</p> <p>For me -- and a lot of other people, hundreds of whom I see risking their lives in traffic every day -- the path ("community path" is a silly name in my opinion) and connector are a lot more important than the green line extension. I'd say design and build the path first, then fuss with the green line. Of course I might feel differently when I am 75 and can't ride or walk very far. Anyway, I hope you understand the importance of this opportunity. If the green is built without the path, I swear I will boycott the T for the rest of my life.</p>	5/2/2011

**Paths to a Sustainable Region Web and E-mail Feedback  
March 3 - May 4, 2011**

NAME	AFFILIATION	FEEDBACK	DATE
Alex Feldman	Somerville resident	<p>SOS ! Help .. Now !! This is the moment to help the Community Path connect to Boston, and the 23 miles of dedicated paths. You know the many benefits:</p> <ul style="list-style-type: none"> <li>* less cars clogging roadways to Boston.</li> <li>* Increase ridership on the T</li> <li>* More exercise means healthier people</li> <li>* Obesity is becoming epidemic</li> <li>* Well timed to the bicycle - kiosk program</li> </ul> <p>Please include the Community Path connector as a top priority bicycle and pedestrian transportation project in the next Long Range Transportation Plan (LRTP) , "Paths to a Sustainable Region." This will maximize the chances of the State seeking and allocating future funding for the Community Path.</p> <p>The Community Path connector must be designed and built with the GLX, since it must share infrastructure, right-of-way, and heavy construction with the GLX . Since the GLX is required to start construction in the next few years, additional funding will be needed to complete the Path.</p> <p>Let's act now. My kids will thank you for it . I don't mind if we name the path after you !</p>	5/2/2011
Gabrielle Weiler	Boston resident	<p>I live in Jamaica Plain and commute daily by bike to Tufts University. All through Boston, I take bike paths, ending up on the esplanade. This short path would keep me off Mass ave between Harvard and Porter. It would make my commute safer, faster, and more pleasant.</p> <p>This short path provides a vital link in the regional off-street transportation network and gives residents from Bedford to Boston a meaningful improvement in community safety, environment and mobility.</p> <p>It is extremely important to keep the path on the Long Range Transportation Plan, as the path shares a right of way with the Green Line Extension project, and so they must be built together.</p> <p>Please keep the Community Path on the LRTP, so it can finally connect to Boston.</p>	5/2/2011
Jeff Reese	Medford resident	<p>I'm writing to urge the MPO to include the Community Path connector as a top priority bicycle and pedestrian transportation project in the Long Range Transportation Plan (LRTP), "Paths to a Sustainable Region." This will maximize the chances of important future funding for the Community Path.</p> <p>The proposed 2-1/2 mile Community Path will link the 23-mile Minuteman Bikeway and the 23-mile Charles River path networks. The Path will be a safe, ADA-compliant, zero-emissions, traffic-free, off-road route for pedestrians, bicyclists, people in wheelchairs, and other multi-modal transportation users. Moreover, it will bring these people to the new GLX stations. However, it cannot be designed and built without sharing infrastructure, right-of-way, and heavy construction with the Green Line extension (GLX). Since the GLX will start construction in about 2 years, more funding needs to be identified for the Path.</p> <p>I have lived alongside the path in Somerville in the past and made very good use of it, walking it to get to the Davis Square T stop, or biking or jogging on it for exercise and recreation. I currently live close to Magoun Square, further from the existing path, but near where it could be extended. I've always thought it was a major shame that the path didn't continue into Boston or connect with other regional bike paths. THIS IS THE OPPORTUNITY TO DO SO!!! Let's do it! Once the path is extended, I will undoubtedly use it as often as I did when I lived closer to it in Somerville.</p>	5/2/2011

**Paths to a Sustainable Region Web and E-mail Feedback  
March 3 - May 4, 2011**

NAME	AFFILIATION	FEEDBACK	DATE
Joel Snider	Cambridge resident	<p>I live in Porter Square, Cambridge and use the bike path frequently but would appreciate a safer path into Boston via the proposed Connector. It would enable families to bike to Boston safely and decrease car traffic during major events there( Think July 4).</p> <p>I'm writing to urge the MPO to include the Community Path connector as a top priority bicycle and pedestrian transportation project in the next Long Range Transportation Plan (LRTP) , "Paths to a Sustainable Region." This will maximize the chances of the State seeking and allocating future funding for the Community Path.</p> <p>The Community Path connector must be designed and built with the GLX, since it must share infrastructure, right-of-way, and heavy construction with the GLX . Since the GLX is required to start construction in the next few years, additional funding will be needed to complete the Path.</p>	5/2/2011
Dan Hamalainen	Waltham resident	<p>I am writing to request that your committee include the Community Path connector in the long range transportation plan (LRTP), "Paths to a Sustainable Region", in order to maximize the probability that the state includes funding for the Community Path.</p> <p>It is very important to me that the path move forward with connecting the Minuteman Trail and the Charles River path networks, and the only way the path can be built is if it's designed and built along with the Green Line Extension.</p>	5/2/2011
Anna Anctil	Watertown resident	<p>I'm writing this e-mail to you tonight with one hand, the other being confined at the moment by an elbow brace as I recuperate from injuries sustained during my bike commute to work 2 weeks ago. I swerved to avoid being struck by a car door opened by a motorist as I passed by and ended up face down in the street with a broken bone, cuts and bruises. My commute is a mere 4 miles, and biking it makes sense- it's one less car on the road, one more parking spot or bus seat available to others, I get exercise and the environment benefits.</p> <p>However, the route I travel each day to work does not include a bike lane or bike path and I find that despite my efforts to be careful and to follow all the rules of the road, getting to work by bike can a treacherous endeavor. There is much to be done to promote biking as a safe and healthy mode of transportation and bike paths are key! I urge the MPO to include the Community Path connector as a top priority bicycle and pedestrian transportation project in the Long Range Transportation Plan (LRTP), "Paths to a Sustainable Region." This will maximize the the chances of important future funding for the Community Path.</p> <p>The proposed 2-1/2 mile Community Path will link the 23-mile Minuteman Bikeway and the 23-mile Charles River path networks. The Path will be a safe, ADA-compliant, zero-emissions, traffic-free, off-road route for pedestrians, bicyclists, people in wheelchairs, and other multi-modal transportation users. Moreover, it will bring these people to the new GLX stations. However, it cannot be designed and built without sharing infrastructure, right-of-way, and heavy construction with the Green Line extension (GLX). Since the GLX will start construction in about 2 years, more funding needs to be identified for the Path.</p> <p>Thank you for your consideration of this critical project.</p>	5/2/2011
Keja Valens	Somerville resident	<p>I'm writing to urge the MPO to include the Community Path connector as a top priority bicycle and pedestrian transportation project in the next Long Range Transportation Plan (LRTP) , "Paths to a Sustainable Region." This will maximize the chances of the State seeking and allocating future funding for the Community Path.</p> <p>The proposed 2-1/2 mile Community Path will link the 23-mile Minuteman Bikeway and the 23-mile Charles River path networks. The Path will be a safe, ADA-compliant, zero-emissions, traffic-free, off-road route for pedestrians, bicyclists, people in wheelchairs, and other multi-modal transportation users that will bring these people to the new Green Line extension (GLX).</p> <p>The Community Path connector must be designed and built with the GLX since it must share infrastructure, right-of-way, and heavy construction with the GLX . Since the GLX is required to start construction in the next few years, additional funding will be needed to complete the Path.</p>	5/3/2011

**Paths to a Sustainable Region Web and E-mail Feedback  
March 3 - May 4, 2011**

NAME	AFFILIATION	FEEDBACK	DATE
Ryan Robbins	Somerville resident	<p>I'm writing to you in support of the Community Path connector. This short path provides a vital link in the regional off-street transportation network and gives residents from Bedford to Boston a meaningful improvement in community safety, environment and mobility.</p> <p>It is extremely important to keep the path on the Long Range Transportation Plan, as the path shares a right of way with the Green Line Extension project, and so they must be built together.</p> <p>Please keep the Community Path on the Long Range Transportation Plan, so it can finally connect to Boston.</p>	5/3/2011
William H. Petri	Wayland resident	<p>I'm writing to you in support of the Community Path connector. This short path provides a vital link in the regional off-street transportation network and gives residents from Bedford to Boston a meaningful improvement in community safety, environment and mobility.</p> <p>As one who has along with his family used multiple times and fully appreciated the access the Community Path provides into part of Somerville, I am writing to support the Community Path connector project, which will eventually link the Minuteman Bikeway and Charles River path networks – over 40 miles of continuous path network through many towns the Boston metro area!</p> <p>We have biked from Wayland along the future Mass Central Rail Trail to connectors to the Community Path to our sons house in Somerville. We have looped back via the Community Path and the Minuteman to Bedford and will eventually be able to return to Sudbury/Wayland via the Bruce Freeman Rail Trail. The extension of the Community Path to provide access deeper into Somerville, Cambridge and the Charles Rive Path is critical to continuing to promote the wonderful community building, healthful and carbon saving practices of walking, skating, wheel-chairing and biking for all our citizens.</p> <p>As such, I urge the MPO Transportation Planning and Programming Committee to:</p> <ul style="list-style-type: none"> <li>* include Community Path connector in the LRTP</li> <li>* fully fund the Cedar-to-Lowell Street section of the Community Path (ID 604331) in the 2012 TIP</li> <li>* consider increasing funding in future TIPs for a longer section of this Community Path connector project , which is a long-awaited, zero-emissions multi-purpose transportation improvement project. The path project beyond Lowell Street needs to be designed and built along the Green Line Extension.</li> </ul> <p>I understand that the Community Path extension is not ready to be constructed and so 2011 TIP funds were shifted to the Assembly Square Orange Line station, a great public transit project, which is ready to use those funds now.</p> <p>I hope that the Transportation Planning and Programming Committee sees the regional as well as local significance of the Community Path connector project and will the help support this project to its eventual completion.</p> <p>It is extremely important to keep the path on the Long Range Transportation Plan, as the path shares a right of way with the Green Line Extension project, and so they must be built together.</p> <p>Please keep the Community Path on the LRTP, so it can finally connect to Boston.</p>	5/4/2011

**FINANCIAL OVERVIEW TABLE: 2011-2030 Federal Transportation Funding Summary**

Federal Funding in the Boston Region	2011-15	2016-20	2021-25	2026-30	2011-30 Total
<b>Federal Transportation Funding in the Boston Region</b>	<b>\$ 2,603,422,000</b>	<b>\$ 2,970,340,817</b>	<b>\$ 3,798,696,995</b>	<b>\$ 4,465,377,400</b>	<b>\$ 13,837,837,212</b>
Federal Transit Funding in the Boston Region	\$ 1,425,000,000	\$ 1,558,498,817	\$ 1,806,724,995	\$ 2,094,489,400	\$ 6,884,713,212
Federal Highway Funding in the Boston Region	\$ 1,178,422,000	\$ 1,411,842,000	\$ 1,991,972,000	\$ 2,370,888,000	\$ 6,953,124,000
<b>MPO Federal Highway Discretionary and Major Infrastructure Funding</b>	<b>\$ 375,600,000</b>	<b>\$ 569,590,000</b>	<b>\$ 815,610,000</b>	<b>\$ 1,018,440,000</b>	<b>\$ 2,779,240,000</b>
<i>Major Infrastructure</i>	\$ 69,930,000	\$ 93,990,000	\$ 141,990,000	\$ 173,490,000	\$ 479,400,000
<i>Regional Discretionary Funding</i>	\$ 305,670,000	\$ 475,600,000	\$ 673,620,000	\$ 844,950,000	\$ 2,299,840,000

**TABLE 1a: Programmed Highway Discretionary and Major Infrastructure Funding - Strategy 1 "Current Approach"**

Project	Town	Investment Category	Current Cost (2011)	2011-2015	2016-2020	2021-2025	2026-2030	2031-2035	MPO Funding	*Non-MPO Funding
Route 128 Improvement Program	Randolph to Wellesley	Expansion - Roadway	\$149,000,000	\$149,000,000					\$149,000,000	
Crosby's Corner	Concord and Lincoln	Modernization - Roadway	\$68,189,830	\$68,189,830					\$68,189,830	
*Route 18	Weymouth	Expansion - Roadway	\$31,349,250	\$16,767,211					\$16,767,211	\$14,582,039
*Sullivan Square	Boston	Modernization - Roadway	\$43,300,000		\$41,600,000				\$41,600,000	\$15,377,710
Rutherford Avenue	Boston	Modernization - Roadway	\$49,200,000			\$78,771,000			\$78,771,000	
Needham Street/Highland Avenue	Newton and Needham	Modernization - Roadway	\$18,400,000			\$29,460,000			\$29,460,000	
Route 126/Route 135 Grade Separation	Framingham	Modernization - Roadway	\$58,500,000				\$113,950,000		\$113,950,000	
Trapelo Road	Belmont	Modernization - Roadway	\$16,394,990	\$17,732,822					\$17,732,822	
I-93/Route 3 Interchange (Braintree Split)	Braintree	Expansion - Roadway	\$36,000,000		\$30,508,856				\$47,374,000	
		Modernization - Roadway			\$16,865,144					
I-95/I-93 Interchange	Canton	Expansion - Roadway	\$235,500,000				\$169,730,470		\$458,731,000	
		Modernization - Roadway					\$289,000,530			
I-93/I-95 Interchange	Woburn, Reading, Stoneham, and Wakefield	Expansion - Roadway	\$297,000,000			\$57,060,840			\$475,507,000	
		Modernization - Roadway				\$418,446,160				
I-95 Northbound/Dedham St. Ramp/Dedham St. Corridor	Canton	Expansion - Roadway	\$35,000,000	\$37,856,000					\$37,856,000	
Middlesex Turnpike Phase III	Bedford, Billerica, Burlington	Expansion - Roadway	\$20,800,000		\$27,371,000				\$27,371,000	
Route 1 add-a-lane	Malden, Revere, Saugus	Expansion - Roadway	\$100,000,000				\$194,790,000		\$194,790,000	
Route 53	Hanover	Expansion - Roadway	\$1,000,000		\$1,316,000				\$1,316,000	
New Boston Street Bridge	Woburn	Expansion - Roadway	\$4,900,000		\$6,448,066				\$6,448,066	
Montvale Avenue	Woburn	Expansion - Roadway	\$3,700,000		\$4,870,000				\$4,870,000	
Bridge Street	Salem	Expansion - Roadway	\$10,800,000		\$14,212,000				\$14,212,000	
Assabet River Rail Trail	Hudson to Acton	Expansion - Bike/Ped	\$18,100,000	\$19,580,000					\$19,580,000	
Bruce Freeman Rail Trail	Acton, Concord	Expansion - Bike/Ped	\$18,700,000			\$29,939,000			\$29,939,000	
Green Line Extension College Ave to Route 16	MBTA	Expansion - Transit	\$140,608,000		\$185,031,000				\$185,031,000	
Clean Air and Mobility Program	Regionwide	Clean Air and Mobility	\$2,000,000 per year	\$10,000,000	\$10,936,820	\$12,678,772	\$14,698,171		\$48,313,763	

Programmed Highway Discretionary and Major Infrastructure Funding
Unassigned Highway Discretionary and Major Infrastructure Funding
Total Highway Discretionary and Major Infrastructure Funding

\$319,125,863	\$339,158,885	\$626,355,772	\$782,169,171	\$0	\$2,066,809,691
\$56,474,137	\$230,431,115	\$189,254,228	\$236,270,829	\$0	\$712,430,309
\$375,600,000	\$569,590,000	\$815,610,000	\$1,018,440,000	\$1,180,660,000	\$2,779,240,000

Percentage of Programmed Highway Discretionary and Major Infrastructure Funding
Percentage of Unassigned Highway Discretionary and Major Infrastructure Funding

85%	60%	77%	77%		74%
15%	40%	23%	23%		26%

Modernization - Roadway Funding Programmed
Expansion - Roadway Funding Programmed
Expansion - Bike/Ped Funding Programmed
Expansion - Transit Funding Programmed
Clean Air and Mobility Funding Programmed

\$85,922,652	\$58,465,144	\$526,677,160	\$402,950,530	\$0	\$1,074,015,486	52%
\$203,623,211	\$84,725,922	\$57,060,840	\$364,520,470	\$0	\$709,930,443	34%
\$19,580,000	\$0	\$29,939,000	\$0	\$0	\$49,519,000	2%
\$0	\$185,031,000	\$0	\$0	\$0	\$185,031,000	9%
\$10,000,000	\$10,936,820	\$12,678,772	\$14,698,171	\$0	\$48,313,763	2%

**TABLE 1b: 2011-2030 Federal Transportation Funding Summary - Strategy 1 "Current Approach"**  
**by Investment Category and MPO Discretionary and Major Infrastructure Funding**

<b>MPO Investment Categories (Plus)</b> <i>by primary purpose of projects</i>	<b>2008-11 Unassigned Highway Discretionary Funding</b>	<b>Percentage of Unassigned Highway Discretionary Funding</b>	<b>2011-30 Federal Funding in the Region</b>	<b>Percentage of 2011-30 Federal Funding in the Region</b>	<b>Percentage of Highway Funding in the Region</b>
Transit*			\$ 6,884,713,212	49.92%	
State of Good Repair & Maintenance - Roadway			\$ 1,936,375,000	14.04%	28.0%
Modernization - Roadway	\$ 82,509,954	87.0%	\$ 1,694,008,151	12.28%	24.5%
Expansion - Roadway			\$ 709,930,443	5.15%	10.3%
Expansion - Transit**			\$ 185,031,000	1.34%	2.7%
Expansion - Bike/Ped Specific	\$ 9,300,000	9.8%	\$ 119,400,651	0.87%	1.7%
Clean Air and Mobility			\$ 48,313,763	0.35%	0.7%
Traffic Management & Operations - Roadway	\$ 810,000	0.9%	\$ 6,086,466	0.04%	0.1%
Expansion - Freight Specific			\$ -	0.00%	0.0%
Statewide Maintenance***			\$ 2,190,005,000	15.88%	31.7%
Other****	\$ 2,191,800	2.3%	\$ 16,469,527	0.12%	0.2%
<b>Total</b>	<b>\$ 94,811,754</b>	<b>100.0%</b>	<b>\$ 13,790,333,212</b>	<b>100.0%</b>	<b>100.0%</b>

\*Includes State of Good Repair, Maintenance/Modernization, and Management and Operations for Transit

\*\*All federal funds for transit expansion are flexed from highway discretionary between 2011-30.

\*\*\*Includes items classified by MassDOT as Statewide Maintenance, also includes ITS, CMAQ, HSIP, Transportation Enhancements, Safe Routes to School, etc.

\*\*\*\*Includes funds that don't fit into an investment category, such as study/design.



**TABLE 2a: Programmed Highway Discretionary and Major Infrastructure Funding - Strategy 2 "Regional Needs-Based Focus"**

Project	Town	Investment Category	Current Cost (2011)	2011-2015	2016-2020	2021-2025	2026-2030	2031-2035	MPO Funding	*Non-MPO Funding
Route 128 Improvement Program	Randolph to Wellesley	Expansion - Roadway	\$149,000,000	\$149,000,000					\$149,000,000	
Crosby's Corner	Concord and Lincoln	Modernization - Roadway	\$68,189,830	\$68,189,830					\$68,189,830	
*Route 18	Weymouth	Expansion - Roadway	\$31,349,250	\$16,767,211					\$16,767,211	\$14,582,039
I-93/Route 3 Interchange (Braintree Split)	Braintree	Expansion - Roadway	\$36,000,000		\$30,508,856				\$47,374,000	
		Modernization - Roadway			\$16,865,144					
I-95/I-93 Interchange	Canton	Expansion - Roadway	\$235,500,000				\$169,730,470		\$458,731,000	
		Modernization - Roadway					\$289,000,530			
I-93/I-95 Interchange	Woburn, Reading, Stoneham, and Wakefield	Expansion - Roadway	\$297,000,000			\$57,060,840			\$475,507,000	
		Modernization - Roadway				\$418,446,160				
I-95 Northbound/Dedham St. Ramp/Dedham St. Corridor	Canton	Expansion - Roadway	\$35,000,000	\$37,856,000					\$37,856,000	
Route 1 add-a-lane	Malden, Revere, Saugus	Expansion - Roadway	\$100,000,000				\$194,790,000		\$194,790,000	
I-495/I-290/Route 85 Interchange	Marlborough and Hudson	Expansion - Roadway	\$37,400,000		\$9,843,170				\$49,215,849	
		Modernization - Roadway			\$39,372,679					
Clean Air and Mobility Program	Regionwide	Clean Air and Mobility	\$2,000,000 per year	\$10,000,000	\$10,936,820	\$12,678,772	\$14,698,171		\$48,313,763	
Isolated Intersection Improvement Program	Regionwide	Modernization - Roadway	\$2,000,000 per year		\$12,309,487	\$14,270,069	\$16,542,921		\$43,122,477	

Programmed Highway Discretionary and Major Infrastructure Funding
Unassigned Highway Discretionary and Major Infrastructure Funding
Total Highway Discretionary and Major Infrastructure Funding

\$281,813,041	\$119,836,155	\$502,455,841	\$684,762,092	\$0	\$1,588,867,130
\$93,786,959	\$449,753,845	\$313,154,159	\$333,677,908	\$0	\$1,190,372,870
\$375,600,000	\$569,590,000	\$815,610,000	\$1,018,440,000	\$1,180,660,000	\$2,779,240,000

Percentage of Programmed Highway Discretionary and Major Infrastructure Funding
Percentage of Unassigned Highway Discretionary and Major Infrastructure Funding

75%	21%	62%	67%		57%
25%	79%	38%	33%		43%

Modernization - Roadway Funding Programmed
Expansion - Roadway Funding Programmed
Expansion - Bike/Ped Funding Programmed
Expansion - Transit Funding Programmed
Clean Air and Mobility Funding Programmed

\$68,189,830	\$68,547,310	\$432,716,229	\$305,543,451	\$0	\$874,996,820	55%
\$203,623,211	\$40,352,026	\$57,060,840	\$364,520,470	\$0	\$665,556,547	42%
\$0	\$0	\$0	\$0	\$0	\$0	0%
\$0	\$0	\$0	\$0	\$0	\$0	0%
\$10,000,000	\$10,936,820	\$12,678,772	\$14,698,171	\$0	\$48,313,763	3%

**TABLE 2b: 2011-2030 Federal Transportation Funding Summary - Strategy 2 "Regional Needs-Based Focus"**  
*by Investment Category and MPO Discretionary and Major Infrastructure Funding*

<b>MPO Investment Categories (Plus)</b> <i>by primary purpose of projects</i>	<b>2008-11 Unassigned Highway Discretionary Funding</b>	<b>Percentage of Unassigned Highway Discretionary Funding</b>	<b>2011-30 Federal Funding in the Region</b>	<b>Percentage of 2011-30 Federal Funding in the Region</b>	<b>Percentage of Highway Funding in the Region</b>	<b>Percentage Change in Highway Funding from Strategy 1</b>
Transit*			\$ 6,884,713,212	49.9%		
State of Good Repair & Maintenance - Roadway			\$ 1,936,375,000	14.0%	28.0%	0.0%
Modernization - Roadway	\$ 82,509,954	87.0%	\$ 1,910,919,126	13.9%	27.7%	12.8%
Expansion - Roadway			\$ 665,556,547	4.8%	9.6%	-6.3%
Expansion - Transit**			\$ -	0.0%	0.0%	-100.0%
Expansion - Bike/Ped Specific	\$ 9,300,000	9.8%	\$ 116,762,608	0.8%	1.7%	-2.2%
Clean Air and Mobility			\$ 48,313,763	0.4%	0.7%	0.0%
Traffic Management & Operations - Roadway	\$ 810,000	0.9%	\$ 10,169,647	0.1%	0.1%	67.1%
Expansion - Freight Specific			\$ -	0.0%	0.0%	N/A
Statewide Maintenance***			\$ 2,190,005,000	15.9%	31.7%	0.0%
Other****	\$ 2,191,800	2.3%	\$ 27,518,310	0.2%	0.4%	67.1%
<b>Total</b>	<b>\$ 94,811,754</b>	<b>100.0%</b>	<b>\$ 13,790,333,212</b>	<b>100.0%</b>	<b>100.0%</b>	

\*Includes State of Good Repair, Maintenance/Modernization, and Management and Operations for Transit

\*\*All federal funds for transit expansion are flexed from highway discretionary between 2011-30.

\*\*\*Includes items classified by MassDOT as Statewide Maintenance, also includes ITS, CMAQ, HSIP, Transportation Enhancements, Safe Routes to School, etc.

\*\*\*\*Includes funds that don't fit into an investment category, such as study/design.

**TABLE 3a: Programmed Highway Discretionary and Major Infrastructure Funding - Strategy 3 "New Mix of Projects and Programs - Lower Cost/More Flexibility"**

Project	Town	Investment Category	Current Cost (2011)	2011-2015	2016-2020	2021-2025	2026-2030	2031-2035	MPO Funding	*Non-MPO Funding
Route 128 Improvement Program	Randolph to Wellesley	Expansion - Roadway	\$149,000,000	\$149,000,000					\$149,000,000	
Crosby's Corner	Concord and Lincoln	Modernization - Roadway	\$68,189,830	\$68,189,830					\$68,189,830	
*Route 18	Weymouth	Expansion - Roadway	\$31,349,250	\$16,767,211					\$16,767,211	\$14,582,039
I-93/I-95 Interchange	Woburn, Reading, Stoneham, and Wakefield	Expansion - Roadway	\$297,000,000			\$57,060,840			\$475,507,000	
		Modernization - Roadway				\$418,446,160				
Route 1 add-a-lane	Malden, Revere, Saugus	Expansion - Roadway	\$100,000,000		\$131,593,178				\$131,593,178	
I-93/Route 3 Interchange (Braintree Split)	Braintree	Expansion - Roadway	\$36,000,000		\$30,508,856				\$47,374,000	
		Modernization - Roadway			\$16,865,144					
*Sullivan Square	Boston	Modernization - Roadway	\$43,300,000		\$41,600,000				\$41,600,000	\$15,377,710
Trapelo Road	Belmont	Modernization - Roadway	\$16,394,990		\$21,574,689				\$21,574,689	
Route 2/Route 16 Intersection	Cambridge	Modernization - Roadway	\$40,000,000				\$77,916,020		\$77,916,020	
Route 126/Route 135 Grade Separation	Framingham	Modernization - Roadway	\$58,500,000				\$113,952,179		\$113,952,179	
Route 1/Route 16 Interchange	Revere	Modernization - Roadway	\$10,000,000				\$19,479,005		\$19,479,005	
MassDOT/Mass State Police Communications Interface for Real-time Information	Regionwide	Management & Operations - Roadway	\$10,000,000		\$13,159,318				\$13,159,318	
Clean Air and Mobility Program	Regionwide	Clean Air and Mobility	\$3,000,000 per year	\$11,000,000	\$16,405,230	\$19,018,157	\$22,047,257		\$68,470,644	
Bottleneck Program (e.g., Route 53, Montvale Avenue, New Boston Street Bridge)	Regionwide	Expansion - Roadway	\$4,000,000 per year		\$10,936,820	\$12,678,772	\$14,698,171		\$76,627,525	
		Management & Operations - Roadway			\$10,936,820	\$12,678,772	\$14,698,171			
Complete Streets Program (e.g., Trapelo Road, Rutherford Avenue, Needham Street/Highland Avenue)	Regionwide	Modernization - Roadway	\$4,000,000 per year		\$21,873,640	\$25,357,543	\$29,396,342		\$76,627,525	
Isolated Intersection Improvement Program	Regionwide	Modernization - Roadway	\$4,000,000 per year		\$21,873,640	\$25,357,543	\$29,396,342		\$76,627,525	
MBTA Safety Program (e.g., Positive Train Control and Bridge restoration)	Regionwide	Modernization - Transit	\$4,000,000 per year		\$21,873,640	\$25,357,543	\$29,396,342		\$76,627,525	
Advanced Transit Management Program (e.g., BRT Enhancements, Hand-held, real-time, vehicle location devices, Real-time information, Automatic passenger counters)	Regionwide	Modernization - Transit	\$4,000,000 per year		\$21,873,640	\$25,357,543	\$29,396,342		\$76,627,525	
Management & Operations Program (e.g., Employ Critical Infrastructure Surveillance, Deploy and Manage Dynamic Message Signs, Arterial Traffic Monitoring )	Regionwide	Management & Operations - Roadway	\$4,000,000 per year		\$21,873,640	\$25,357,543	\$29,396,342		\$76,627,525	
MassDOT Bay State Greenway Priority 100 Program (e.g., Northern Strand/Bike to the Sea, Mass Central Rail Trail, Bruce Freeman Rail Trail)	Regionwide	Expansion - Bike/Ped	\$4,000,000 per year		\$21,873,640	\$25,357,543	\$29,396,342		\$76,627,525	

Programmed Highway Discretionary and Major Infrastructure Funding
Unassigned Highway Discretionary and Major Infrastructure Funding
Total Highway Discretionary and Major Infrastructure Funding

\$244,957,041	\$424,821,891	\$672,027,960	\$439,168,857		\$1,780,975,749
\$130,642,959	\$144,768,109	\$143,582,040	\$579,271,143	\$0	\$998,264,251
\$375,600,000	\$569,590,000	\$815,610,000	\$1,018,440,000	\$1,180,660,000	\$2,779,240,000

Percentage of Programmed Highway Discretionary and Major Infrastructure Funding
Percentage of Unassigned Highway Discretionary and Major Infrastructure Funding

65%	75%	82%	43%		64%
35%	25%	18%	57%		36%

Modernization - Roadway Funding Programmed
Expansion - Roadway Funding Programmed
Expansion - Bike/Ped Funding Programmed
Clean Air and Mobility Funding Programmed
Maintenance/Modernization - Transit Funding Programmed
Management and Operations - Roadway Funding Programmed

\$68,189,830	\$123,787,112	\$469,161,246	\$270,139,889	\$0	\$931,278,077	52%
\$165,767,211	\$173,038,854	\$69,739,612	\$14,698,171	\$0	\$423,243,847	24%
\$0	\$21,873,640	\$25,357,543	\$29,396,342	\$0	\$76,627,525	4%
\$11,000,000	\$16,405,230	\$19,018,157	\$22,047,257	\$0	\$68,470,644	4%
\$0	\$43,747,279	\$50,715,086	\$58,792,685	\$0	\$153,255,050	9%
\$0	\$45,969,777	\$38,036,315	\$44,094,513	\$0	\$128,100,605	7%

**TABLE 3b: 2011-2030 Federal Transportation Funding Summary - Strategy 3**  
**"New Mix of Projects and Programs - Lower Cost/More Flexibility"**  
*by Investment Category and MPO Discretionary and Major Infrastructure Funding*

<b>MPO Investment Categories (Plus)</b> <i>by primary purpose of projects</i>	<b>2008-11 Unassigned Highway Discretionary Funding</b>	<b>Percentage of Unassigned Highway Discretionary Funding</b>	<b>2011-30 Federal Funding in the Region</b>	<b>Percentage of 2011-30 Federal Funding in the Region</b>	<b>Percentage of Highway Funding in the Region</b>	<b>Percentage Change in Highway Funding from Strategy 1</b>
Transit*			\$ 7,037,968,262	51.0%	3.9%	2.2%
State of Good Repair & Maintenance - Roadway			\$ 1,936,375,000	14.0%	27.5%	0.0%
Modernization - Roadway	\$ 82,509,954	87.0%	\$ 1,800,017,805	13.1%	25.6%	6.3%
Expansion - Roadway			\$ 423,243,847	3.1%	6.0%	-40.4%
Expansion - Transit**			\$ -	0.0%	0.0%	-100.0%
Expansion - Bike/Ped Specific	\$ 9,300,000	9.8%	\$ 174,546,371	1.3%	2.5%	46.2%
Clean Air and Mobility			\$ 68,470,644	0.5%	1.0%	41.7%
Traffic Management & Operations - Roadway	\$ 810,000	0.9%	\$ 136,629,021	1.0%	1.9%	2144.8%
Expansion - Freight Specific			\$ -	0.0%	0.0%	N/A
Statewide Maintenance***			\$ 2,190,005,000	15.9%	31.2%	0.0%
Other****	\$ 2,191,800	2.3%	\$ 23,077,261	0.2%	0.3%	40.1%
<b>Total</b>	<b>\$ 94,811,754</b>	<b>100.0%</b>	<b>\$ 13,790,333,212</b>	<b>100.0%</b>	<b>100.0%</b>	

\*Includes State of Good Repair, Maintenance/Modernization, and Management and Operations for Transit

\*\*All federal funds for transit expansion are flexed from highway discretionary between 2011-30.

\*\*\*Includes items classified by MassDOT as Statewide Maintenance, also includes ITS, CMAQ, HSIP, Transportation Enhancements, Safe Routes to School, etc.

\*\*\*\*Includes funds that don't fit into an investment category, such as study/design.

## MEMORANDUM

**To:** Transportation Planning and Programming Committee  
**From:** MPO Staff  
**Date:** May 5, 2011  
**Re:** Investment Strategies for Paths to a Sustainable Region (Part II)

### BACKGROUND

At its April 14, 2011 meeting, the Transportation Planning and Programming Committee (Committee) agreed to allow staff to proceed with the development of different investment strategies for the Long-Range Transportation Plan (LRTP) – Paths to a Sustainable Region. The purpose of this work is to provide the Committee with the information for its decision-making regarding programming of the discretionary and major infrastructure funds available for the LRTP.

Since then, staff has developed three investment strategies as outlined below. In addition, staff did an inventory of past spending from 2008 to 2011 in all investment categories. As outlined in the memorandum from staff to the Committee on April 14, 2011, the investment categories that staff is working with are:

- Transit State of Good Repair
- Transit Maintenance and Modernization
- Transit Operations
- Transit Expansion
- Roadway State of Good Repair
- Roadway Modernization
- Roadway Expansion
- Roadway Traffic Management and Operations
- Freight Expansion
- Bicycle/Pedestrian Expansion
- Clean Air and Mobility Program

### FUNDING AVAILABLE TO THE MPO FOR PATHS TO A SUSTAINABLE REGION

The total amount of federal highway and transit money available in the Boston Region MPO by time period is shown in the Financial Overview table. The Massachusetts Department of Transportation (MassDOT) provided estimates of *highway funding* for the Boston Region's

LRTP in five-year time bands from 2011 to 2035. The estimates include the following funding categories:

- Major Infrastructure Projects
- Regional Discretionary Funding
- Federal Aid Bridge Projects
- National Highway System/Interstate Maintenance Projects
- Statewide Maintenance

In the last LRTP, the two categories – Major Infrastructure Projects and Regional Discretionary Funding, were the only categories in which the Committee was given the responsibility for project selection. However, in the past, only funding from the regional discretionary category has been available to the MPO. For Paths to a Sustainable Region, staff will assume the availability of the Major Infrastructure Projects and Regional Discretionary Funding categories for project selection. Table 1 summarizes this information by 5-year time bands.

The MPO has not yet received estimates for *transit funding* for Paths to a Sustainable Region, so staff developed estimates in order to show the Committee all of the federal funding that is anticipated for the Boston Region and proposed in the LRTP. To make these estimates, staff used the transit funding currently assumed to be available through 2014 and then grew that amount by 3% per year through 2035. The 3% per year assumption was provided by Federal Highway and Federal Transit for revenue projections in the previous LRTP. Staff is also continuing the assumption from the last LRTP that 100% of transit funding will go toward state of good repair, maintenance and modernization, and operations. Any transit expansion would be funded by the Commonwealth or through the MPO's flexing of highway funding to transit. This information is provided to show the MPO the source of *all* future funding.

Using the available estimates of *highway funding only*, staff prepared the three investment strategies as described below. They are designed to provide options that include a range of components highlighting various examples of funding possibilities for MPO consideration. In the development of this LRTP, the MPO is facing the problem of probable serious funding shortfalls and certain severe maintenance and state of good repair needs. These strategies may offer the MPO choices for working within these constraints while still maintaining the existing system, improving mobility in all modes, achieving greenhouse gas reductions, and moving toward the other forward-looking visions and policies the MPO embraces.

## **STRATEGY 1 – CURRENT APPROACH**

### **Programmed Highway Funding – Discretionary and Major Infrastructure**

This strategy proposes that current programming trends continue and that the projects listed in JOURNEY TO 2030 would continue to be funded with highway discretionary and major infrastructure funding in Paths to a Sustainable Region. It is shown in Table 1a. Twelve projects no longer would be carried forward because they are either under construction, advertised for construction or in the FFY 2011 element of the FFY 2011-2014 Transportation Improvement Program (TIP). These projects include:

- Pulaski Boulevard (Bellingham) – Under construction
- East Boston Haul Road (Boston) – Under construction in the spring, funded by MassPort
- Resurfacing at Various Locations (Boston) – Under construction
- Route 128/Route 35 and Route 62 (Danvers) – Under construction
- Route 9 Resurfacing (Natick & Framingham) – Under construction
- Route 85 (Hudson) – in 2011 TIP
- Route 139 (Marshfield ) – in 2011 TIP
- Quincy Center Concourse (Quincy) – Under construction
- Assembly Square Roadway (Somerville) – Under construction
- South Weymouth Naval Access Improvements (Weymouth) – Under construction
- Assembly Square Orange Line Station (Somerville) – Preparing to go out to bid in the spring, also in the 2011 TIP
- Wonderland Parking Garage (Revere) – Under construction

Crosby's Corner (included in the 2011 TIP), Route 18 in Weymouth (included in the 2011 TIP), and the Route 128 Add-a-Lane (in the TIP and under construction) must be included in the LRTP because they are ongoing Advance Construction projects.

The remaining projects and the Clean Air and Mobility Program (\$2 million per year with a 3% increase per year beginning in 2016) were then brought forward and programmed in the same time bands as in the previous LRTP. The cost for each project was calculated taking the current cost and increasing it by 4% per year to its programmed time period.

The 2031 to 2035 time period was left unassigned in all the strategies.

The projects and programs were also categorized and fell into several of the investment categories:

- roadway modernization (52%)
- roadway expansion (34%)
- transit expansion (9%)

- bicycle/pedestrian expansion (2%)
- Clean Air and Mobility Program (2%).

Percentages were calculated to show the total programmed and total unassigned highway discretionary funds. The share of unassigned funds in this strategy ranges from 23% to 40% in the time bands between 2016 and 2030. Staff proposes that this be left unassigned to allow for projects that are likely to be under \$10 million and non-capacity adding.

The percentage of unassigned funding in the first time-period (2011 to 2015) is 15%. This percentage assumes that the MPO will receive funding from both the Major Infrastructure Projects and Regional Discretionary Funding categories.

Information from Table 1a was then brought forward to Table 1b as described below.

### **Unassigned Highway Funding – Discretionary and Major Infrastructure**

In order to allocate the unassigned highway discretionary and major infrastructure funding identified in future years to investment categories, staff used the pattern from past expenditures in the FFY 2008-2011 TIP Target programming to develop percentages for future investments even though TIP targets include only discretionary funding not major infrastructure funding. This is shown in the first three columns of Table 1b. Staff’s review of the FFY 2008-2011 TIP expenditures determined that the Committee allocated unassigned highway discretionary funding by the following investment categories:

- Roadway Modernization – 87%
- Bicycle/Pedestrian Expansion – 10%
- Other – 2%
- Roadway Traffic Management & Operations – 1%

These funding percentages were then applied to the unassigned highway discretionary and major infrastructure funding for each 5-year time band through 2030 to determine the assumed allocation of unassigned funding by investment category. Past Clean Air and Mobility Program TIP funding was excluded in this analysis to avoid double counting future investments.

In the roadway modernization and bicycle/pedestrian expansion investment categories, there are both proposed projects and unassigned funds. The unassigned funding forecasts were added to the programmed highway discretionary funding. For example, unassigned roadway modernization forecasts and the funding for the programmed roadway modernization projects listed in Table 1a were combined to determine the total investment in roadway modernization over the entirety of Paths to a Sustainable Region. The same was done for the bicycle/pedestrian expansion investments.

For the other investment categories, the dollar amounts were included as follows:



- Transit – assumed that all transit funding will go to state of good repair, maintenance and modernization, and management and operations (this category has combined the three investment categories)
- Roadway State of Good Repair – sum of the Federal Aid Bridge and National Highway System/Interstate Maintenance Funding from MassDOT estimates
- Roadway Expansion is a total of all roadway expansion projects listed in Table 1a
- Transit Expansion is the total highway funds flexed to transit listed in Table 1a
- Statewide Maintenance is the funding from MassDOT estimates under this category, and it includes activities that are maintenance and non-maintenance, such as ITS, CMAQ, HSIP, Transportation Enhancements, and Safe Routes to School
- Other is the funds that did not fall under one of the other categories such as study and design

Table 1b shows the total federal funding (programmed and unassigned) by investment category between 2011 and 2030 for Paths to a Sustainable Region for Strategy 1 which assumes that current programming trends continue (all numbers have been rounded). It shows that just under 50% of the federal funding into the region would be spent on transit (state of good repair, modernization, or management and operations), 14% on roadway state of good repair, 12% on roadway modernization, 5% on roadway expansion, and approximately 1% on both transit expansion (highway funding flexed to transit) and 1% on bicycle/pedestrian expansion. In addition, 16% of funding would be dedicated to Statewide Maintenance. This spending did not fit into a particular investment category, so it retained its own grouping. The MPO does not have authority over statewide maintenance funding.

The final column of Table 1b shows percentage by investment category for *federal highway funding only*. This column shows that the federal highway funding in the region would be allocated to:

- statewide maintenance (32%)
- roadway state of good repair (28%)
- roadway modernization (25%)
- roadway expansion (10%)
- transit expansion (3%),
- bicycle/pedestrian expansion (2%).

## **STRATEGY 2 – CURRENT LRTP WITH A REGIONAL NEEDS-BASED FOCUS**

### **Programmed Highway Funding – Discretionary and Major Infrastructure**

This strategy proposes highlighting from the current LRTP the large-scale regional solutions to identified regional needs. It focuses mainly on large-scale highway projects from the current

LRTP (both programmed projects and illustrative projects) that address the greatest regional needs. Table 2a lists projects that staff is recommending for this strategy.

Projects that may have met a need at the individual corridor level but did not specifically address the region's needs identified in Chapter 10 – Regional Needs Assessment of the Boston MPO Needs Assessment are not included. This resulted in a regional needs based short list of projects from the current LRTP. Staff then referred to the project evaluation table presented to the Committee at its April 14th meeting which evaluated the projects using the MPO's visions and policies as criteria and chose the large-scale projects that best addressed the visions and policies of the MPO. In addition to retaining the Clean Air and Mobility Program, staff is proposing a new program, the Isolated Intersection Improvement Program, which is derived from the Multimodal Traffic Management and Modernization investment category and is discussed in more detail in Strategy 3. This strategy did not flex highway funding to transit projects. It was assumed that the projects selected for this strategy would remain in the same time bands as they were in the current LRTP.

The projects and programs were also categorized and fell into several of the investment categories:

- roadway modernization (55%)
- roadway expansion (42%)
- transit and bicycle/pedestrian expansion (0%)
- Clean Air and Mobility Program (3%).

Percentages were calculated to show the total programmed and total unassigned highway discretionary funds. The amount of unassigned funds in this strategy ranges from 25% to 79% in the time bands between 2011 and 2030. This strategy provides for more unassigned funding to allow for projects that are likely to be under \$10 million and non-capacity adding.

### **Unassigned Highway Funding – Discretionary and Major Infrastructure**

The unassigned funding was allocated to future time bands using the same procedure as described in Strategy 1. Table 2b shows the total federal funding (programmed and unassigned) by investment category between 2011 and 2030 for Paths to a Sustainable Region for Strategy 2. The first three columns are identical to the table in Strategy 1 assuming the pattern from past expenditures. For future allocations, Table 2b shows that just under 50% of the federal funding into the region would be spent on transit (state of good repair, modernization, or management and operations), 14% on roadway state of good repair, 14% on roadway modernization, 5% on roadway expansion, and less than 1% on bicycle/pedestrian expansion. In addition, 16% of funding would be dedicated to Statewide Maintenance which includes ITS, Transportation Enhancements, CMAQ, HSIP, Safe Routes to School, and other smaller initiatives.

The sixth column (Percentage of Highway Funding in the Region) of Table 2b shows percentage by investment category for federal highway funding only. This column shows that the *federal highway funding* in the region would be allocated to:

- statewide maintenance (32%)
- roadway state of good repair (28%)
- roadway modernization (28%)
- roadway expansion (10%)
- bicycle/pedestrian expansion (2%)

The last column in Table 2b shows the percent change in spending in each of the investment categories from Strategy 1:

- State of Good Repair & Maintenance – no change
- Modernization – Roadway (13%)
- Expansion – Roadway (-6%)
- Expansion – Transit (-100%)
- Expansion – Bicycle/Pedestrian Specific (-2%)
- Clean Air and Mobility – no change
- Traffic Management & Operations – Roadway (67%) (This category has a large percentage increase; however, it only changes from 0.04% to 0.1%)
- Expansion – Freight Specific N/A
- Statewide Maintenance – no change
- Other (67%) (Although this category, which includes study and design, has a large percentage increase it only changes from 0.12% to 0.4%)

This column shows that Strategy 2 would guide the MPO to invest more in the investment categories of Roadway Modernization, Traffic Management & Operations, and Other while resulting in no change or reductions in the other investment categories. Spending in the investment category of Transit Expansion would be eliminated.

### **STRATEGY 3 – NEW MIX OF PROJECTS AND PROGRAMS – LOWER COST/MORE FLEXIBILITY**

#### **Programmed Highway Funding – Discretionary and Major Infrastructure**

Strategy 3, New Mix of Projects and Programs – Lower Cost/More Flexibility, was developed to pull into the LRTP a more diverse set of projects and a more varied set of programs. It is guided by the premise that in times of fiscal constraint, focusing on lower cost projects will provide the

flexibility to address mobility and other needs in many geographic areas of the MPO region, rather than focusing investments in only a few areas.

This strategy still begins with identified regional needs, but instead of looking back to the current LRTP, it looks to the MPO's investment categories and the project evaluation table (discussed above in Strategy 2) that address the greatest regional needs. It also brings to life the programs the Committee considered worthwhile initiating. These programs will allow the MPO to focus funding on lower cost projects in particular areas of benefit. Table 3a lists the projects and programs that staff is recommending for this strategy.

The programs included in this strategy are the programs that the Committee reviewed at an earlier meeting as those that they would consider including in the LRTP. The programs, the investment category in which projects in this program would fall, and examples of projects within the program are described below:

1. Bottleneck Program (included under the Expansion or Traffic Management and Operations investment category) – A bottleneck under this program is a localized section of highway that experiences reduced speeds and inherent delays due to a recurring operational influence. This would include lower cost projects. Staff included \$4 million per year for programming improvements in this program. Examples of projects that could be funded under this program include:
  - Route 53 in Hanover
  - Montvale Avenue in Woburn
  - New Boston Street Bridge in Woburn
2. Complete Streets Program (included under the Traffic Management and Modernization investment category) – Complete streets are roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users, including pedestrians, bicyclists, motorists and public transport users of all ages and abilities. Staff included \$4 million per year for programming improvements in this program. Examples of projects that could be funded under this program include:
  - Needham Street/Highland Avenue in Newton and Needham
  - Trapelo Road in Belmont
3. Isolated Intersection Improvement Program (included under the Multimodal Traffic Management and Modernization investment category) – Staff looked at intersection projects brought to the MPO through the TIP process. These were compared to the CMP priority intersections. It was determined that 188 of the TIP-proposed intersections matched the identified CMP priority intersections. Staff estimates that intersection improvements cost approximately \$1 million/intersection. This results in about \$188,000,000 in intersection improvement needs. Staff included \$4 million per year for programming improvements to CMP priority intersections.

4. MBTA Safety Program (included under the Transit Management and Modernization investment category) – The MBTA system is old and the Authority faces a \$3b backlog of state-of-good repair projects. The MBTA will require additional funding to address safety-critical issues as they emerge, while continuing to attend to the ongoing SGR needs. In addition, some safety-critical projects are not currently funded. This program can fund some of these unmet needs. Staff included \$4 million per year (highway funding flexed to transit) for programming improvements in this program. Examples of projects that could be funded under this program include:
  - Positive train control on the Green Line and commuter rail
  - Restoration of multiple deficient bridges ( mostly on commuter rail)
  
5. Advanced Transit Management Program (included under the Transit Management and Modernization investment category). Staff included \$4 million per year (highway funding flexed to transit) for programming improvements in this program. Examples of projects that could be funded under this program include:
  - Hand-held, real-time, vehicle-location devices for inspectors in the field to help manage bus operations
  - Real-time information and vehicle arrival time technology
  - Automatic passenger counters for rapid transit
  - BRT enhancements on Key Routes (Transit Signal Priority, curb extensions, etc.)
  
6. Management and Operations Program (included under the Multimodal Management and Operations investment category) – The Massachusetts transportation agencies have developed key strategic ITS plans for improving mobility in the region. It is from these plans that projects could be identified. Staff included \$4 million per year for programming improvements in this program. Examples of projects that could be funded under this program include:
  - Incident Management – MassDOT’s highway operations center interface with Massachusetts State Police for real-time incident and congestion management
  - Safety and Security Management – Deploy critical infrastructure surveillance
  - Congestion Management – Freeway-Arterial Integrated Management
  
7. MassDOT Bay State Greenway Priority 100 Program – (included under the Bicycle/Pedestrian Expansion investment category) – This new MassDOT initiative is a blueprint for prioritizing and building an additional 100 miles of shared-use path projects by 2023. It is from this initiative that projects could be identified. Staff included \$2 million per year for programming improvements in this program. Examples of projects that could be funded under this program include:
  - Northern Strand/Bike to the Sea
  - Mass Central Rail Trail

- Bruce Freeman Rail Trail
- Somerville Community Path

The projects and programs were also categorized and fell into several of the investment categories: roadway modernization (52%), roadway expansion (24%), bicycle/pedestrian expansion (4%), a program for transit maintenance and modernization (9%), and the Clean Air and Mobility Program (4%), and a program for management and operations (7%).

### **Unassigned Highway Funding – Discretionary and Major Infrastructure**

The unassigned funding was allocated to future time bands using the same procedure as described in Strategy 1. Table 3b shows the total federal funding (programmed and unassigned) by investment category between 2011 and 2030 for Paths to a Sustainable Region for Strategy 3. The first three columns are identical to the table in Strategies 1 and 2, assuming the pattern from past expenditures. For future allocations, Table 3b shows that 51% of the federal funding into the region would be spent on transit (state of good repair, modernization, or management and operations), 14% on roadway state of good repair, 13% on roadway modernization, 3% on roadway expansion and 1% on bicycle/pedestrian expansion. In addition, 16% of funding would be dedicated to Statewide Maintenance which includes ITS, Transportation Enhancements, CMAQ, HSIP, Safe Routes to School, and other smaller initiatives.

The sixth column (Percentage of Highway Funding in the Region) of Table 3b shows percentage by investment category for federal highway funding only. This column shows that the *federal highway funding* in the region would be allocated to:

- statewide maintenance (31%)
- roadway state of good repair (28%)
- roadway modernization (26%)
- roadway expansion (6%)
- transit state of good repair (4%)
- bicycle/pedestrian expansion (3%)

The last column in Table 3b shows the percent change in spending in each of the investment categories from Strategy 1:

- Transit (2%)
- State of Good Repair & Maintenance – no change
- Modernization – Roadway (6%)
- Expansion – Roadway (-40%)
- Expansion – Transit (-100%)
- Expansion – Bicycle/Pedestrian Specific (46%)

- Clean Air and Mobility (42%)
- Traffic Management & Operations – Roadway (2145%) (This category has a large percentage increase; however, it only changes from 0.04% to 1.9%)
- Expansion – Freight Specific N/A
- Statewide Maintenance – no change
- Other (40%)

This column shows that Strategy 3 would guide the MPO to invest more in the investment category of Roadway Traffic Management & Operations, Roadway Modernization, Bicycle/Pedestrian Expansion, Clean Air and Mobility, Other, and Transit State of Good Repair/Modernization. There would be no change in several categories and reductions in spending in Roadway Expansion. Flexing Highway funding to Transit Expansion would be eliminated.