

**From:** [David Clarke](#)  
**To:** [publicinformation@bostonmpo.org](mailto:publicinformation@bostonmpo.org)  
**Subject:** 2016-2020 LRTP  
**Date:** Friday, June 03, 2011 9:16:15 PM

---

Please include Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 time slot of the Long Range Transportation Plan. This is very important to me as a biker who will make use of this trail for local transportation instead of a car.

Sincerely,  
David B. Clarke



Planning Department

**TOWN OF ACTON**  
472 Main Street  
Acton, Massachusetts 01720  
Telephone (978) 929-6631  
Fax (978) 929-6340  
[planning@acton-ma.gov](mailto:planning@acton-ma.gov)  
[www.acton-ma.gov](http://www.acton-ma.gov)

May 31, 2011

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

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

Dear Mr. Mohler:

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

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

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

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

The design of the ARRT in Acton and Maynard is underway with ARRT HPP earmark funding<sup>1</sup>. We are very close to adding to that the design for two more miles of ARRT in Stow, continuing the Acton – Maynard section from the Maynard/Stow town line to Sudbury Road in Stow. The Stow Town Meeting has committed to Stow's 20% local share of the design project. Very shortly, I anticipate requesting access to the available Federal earmark to fund the complete design of this section in Stow and completing it in lockstep with the Acton/Maynard section.

**If the ARRT were to be dropped from the next LRTP, and also not be programmed in the 2012-15 TIP, the Town of Stow would be denied access to the remaining Federal HPP earmark. As a result, the Federal earmark that the ARRT communities have worked so hard to obtain could be lost through Congressional rescission, the design of the ARRT in Stow would languish, and the Stow section of the ARRT may never become eligible for TIP construction funding. The region would be left with an incomplete rail trail<sup>2</sup>.**

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

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

At that point, MPO staff informed me that reinsertion of the HPP funding for the ARRT would require extending the public comment period by another 15 days. Given how late in the year it already was, I did not want to cause another delay to the TIP. MPO staff assured me that when we are ready with an accurate number, the appropriate HPP funding amount for design of the Stow section could be added in the 2012-15 TIP or by way of a TIP amendment. Relying on that, the ARRT Town's continued moving the project forward. I expect a final cost number for the design in Stow within the next few months after completion (with extensive public participation) of the conceptual (10%) design phase, for which the Town of Stow has committed funds. We will then request this amount for programming in the TIP from the HPP earmark provided we still can do so after completion of the next LRTP<sup>3</sup>.

---

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

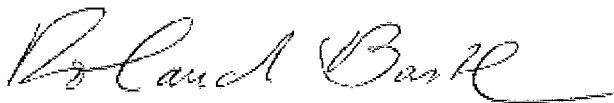
<sup>2</sup> The ARRT section through Marlborough and Hudson was completed several years ago.

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

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

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

Sincerely,



Roland Bartl, AICP  
Planning Director

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

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

---

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

**From:** [Linda Given](#)  
**To:** [tpc@bostonmpo.org](mailto:tpc@bostonmpo.org); [publicinformation@bostonmpo.org](mailto:publicinformation@bostonmpo.org); [Jeffrey.Mullan@state.ma.us](mailto:Jeffrey.Mullan@state.ma.us); [mcgahan@ctps.org](mailto:mcgahan@ctps.org)  
**Cc:** [Joel Bennett](#)  
**Subject:** Bike Path Funding  
**Date:** Thursday, June 02, 2011 3:46:08 PM

---

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

I hope you will vote to fully fund the construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge), as a line item in the LRTP Investment Strategy, in the same time frame as the Green Line Extension. Since the two projects need to share infrastructure, rights-of-way, and simultaneous heavy construction, it makes financial and practical sense to design and build the Community Path together with the Green Line. And having the bike path extend will improve the quality of life for everyone in Somerville and Cambridge, encouraging exercise, recreation - access into Boston - the bike path as it is now is so well loved and used - it only makes sense to extend it as far as possible. And far easier to plan for that now, rather than try to add it on after the fact - I think it really should be seen as part and parcel of our area's public transportation - and thus be packaged in with the Green Line Extension.

Thank you for your efforts to balance different transportation modes and the environment in your Long Range budget.

Sincerely,

Linda Given  
Somerville, Ma

and my non residential address:

Linda Given, owner

JOIE DE VIVRE  
1792 Massachusetts Avenue  
Cambridge, MA 02140  
p 617-864-8188  
f 617-354-5462  
[www.joiedevivre.net](http://www.joiedevivre.net)

**From:** [Kristine Daniel](#)  
**To:** [publicinformation@bostonmpo.org](mailto:publicinformation@bostonmpo.org)  
**Subject:** Charlestown  
**Date:** Wednesday, June 01, 2011 3:49:12 PM

---

Dear sir/madam-

I urge you to include funding for the Rutherford Avenue and Sullivan Square projects in the Boston MPO Long Range Transportation Plan.

Thank you!

Kristine Daniel

**From:** [Marc Gabriel](#)  
**To:** [mcgahan@ctps.org](mailto:mcgahan@ctps.org); [tppc@bostonmpo.org](mailto:tppc@bostonmpo.org); [publicinformation@bostonmpo.org](mailto:publicinformation@bostonmpo.org); [Jeffrey.Mullan@state.ma.us](mailto:Jeffrey.Mullan@state.ma.us); [friendspath@yahoo.com](mailto:friendspath@yahoo.com)  
**Subject:** Community Path from Somerville to Lechmere/Northpoint (Cambridge)  
**Date:** Thursday, June 02, 2011 3:39:36 PM

---

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

I hope you will vote to fully fund the construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge), as a line item in the LRTP Investment Strategy, in the same time frame as the Green Line Extension. Since the two projects need to share infrastructure, rights-of-way, and simultaneous heavy construction, it makes financial and practical sense to design and build the Community Path together with the Green Line.

Thank you for your efforts to balance different transportation modes and the environment in your Long Range budget.

Sincerely,

Marc Gabriel, RA LEED AP  
23 Granite St #3  
Somerville, MA 02143

**From:** [Paul J. Morgan](mailto:Paul.J.Morgan)  
**To:** [<tppc@bostonmpo.org>](mailto:tppc@bostonmpo.org); [publicinformation@bostonmpo.org](mailto:publicinformation@bostonmpo.org); [Jeffrey.Mullan@state.ma.us](mailto:Jeffrey.Mullan@state.ma.us);  
[friendspath@yahoo.com](mailto:friendspath@yahoo.com); [mcgahan@ctps.org](mailto:mcgahan@ctps.org)  
**Subject:** Community Path funding  
**Date:** Wednesday, June 01, 2011 3:29:44 PM

---

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

I hope you will vote to fully fund the construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge), as a line item in the LRTP Investment Strategy, in the same time frame as the Green Line Extension. Since the two projects need to share infrastructure, rights-of-way, and simultaneous heavy construction, it makes financial and practical sense to design and build the Community Path together with the Green Line.

The interaction of the red line and the community path has shown how much ridership has increased as a result of the complementary path. For the green line the path will not only increase ridership on the green line, but with the path essentially running the majority of the way to Boston, many will use it as their main commuting route that would otherwise drive. The air quality issues in our community and in the region are serious and without a change in thinking and leadership they are no going to get better. Why are there countless highways arterials and streets for cars, but not a single way to commute by bicycle through the city of Somerville without taking your life into your own hands?

Thank you for your efforts to balance different transportation modes and the environment in your Long Range budget.

Sincerely,  
Paul Morgan  
46 Warwick Street  
Somerville MA 02145



**From:** [public@ecloud.net](mailto:public@ecloud.net)  
**To:** [mcgahan@ctps.org](mailto:mcgahan@ctps.org); [tppc@bostonmpo.org](mailto:tppc@bostonmpo.org); [publicinformation@bostonmpo.org](mailto:publicinformation@bostonmpo.org); [Jeffrey.Mullan@state.ma.us](mailto:Jeffrey.Mullan@state.ma.us); [friendspath@yahoo.com](mailto:friendspath@yahoo.com)  
**Subject:** Community Path funding  
**Date:** Friday, June 03, 2011 9:43:09 AM

---

Please vote to fully fund the Community Path from Lowell Street in Somerville to Lechemere in Cambridge as a line item in the LRTP Investment Strategy in the same time frame as the Green Line Extension.

One of the joys of living in the Cambridge and Somerville area is the ability to alternate between walking, biking, and using public transportation. I'd love to see more avenues for doing so.

Thank you,  
Shoshana Gourdin  
Somerville, MA 02144

**From:** [resablatman@gmail.com](mailto:resablatman@gmail.com) on behalf of [resa\\_blatman](mailto:resa_blatman)  
**To:** [mcgahan@ctps.org](mailto:mcgahan@ctps.org); [tpc@bostonmpo.org](mailto:tpc@bostonmpo.org); [publicinformation@bostonmpo.org](mailto:publicinformation@bostonmpo.org); [Jeffrey.Mullan@state.ma.us](mailto:Jeffrey.Mullan@state.ma.us); [friendspath@yahoo.com](mailto:friendspath@yahoo.com)  
**Subject:** Community Path  
**Date:** Tuesday, June 07, 2011 10:30:49 PM

---

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

I hope this letter is not too late..... I urge you to fully fund the construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge), as a line item in the LRTP Investment Strategy, in the same time frame as the Green Line Extension. Since the two projects need to share infrastructure, rights-of-way, and simultaneous heavy construction, it makes financial and practical sense to design and build the Community Path together with the Green Line.

Thank you for your efforts to balance different transportation modes and the environment in your Long Range budget.

Sincerely,  
Resa Blatman and Stefan Cooke  
42 Bartlett Street  
Somerville, MA 02145



*The Commonwealth of Massachusetts*

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

Committees:  
Health Care Financing  
Environment, Natural Resources & Agriculture  
Veterans & Federal Affairs  
Public Health

**CAROLYN C. DYKEMA**  
**STATE REPRESENTATIVE**  
8TH MIDDLESEX DISTRICT  
ROOM 473F, STATE HOUSE  
TEL: (617) 722-2210  
Carolyn.Dykema@mahouse.gov

June 1, 2011

Jeffrey Mullan  
Secretary, MassDOT  
10 Park Plaza, Suite 3170  
Boston, 02116

Dear Secretary Mullan:

I am writing in strong support of the Rte. 126/135 Grade Separation project in Framingham and for maintaining this important regional project on the MPO's Long-term Transportation Plan. I understand that an updated Long-term Plan will be voted on tomorrow morning.

This critical regional project is important not only to Framingham, but to the five adjacent Metrowest communities that I represent. The Framingham/Worcester commuter rail is the backbone of public transportation for my constituents, many of whom commute to work in Boston. For businesses, especially those along the Rte. 495 corridor, the rail line is crucial to meeting the increasing need to attract and retain talent. Reliance on rail service to the area is expected to increase given the significant economic activity in the region and the impending purchase of the rail line from CSX. The ability to meet this increased need will be constrained without a plan for addressing the longstanding concerns at the 126/135 intersection.

Public safety at the Rte. 126/135 site is also a concern. The intersection is characterized by a high accident rate which will only grow as rail service through the area is increased. This is of particular concern because the two routes, which are major regional arteries, are used by many of my constituents to access services and shopping on Rte. 9 in both Framingham and Natick.

I urge, in the strongest terms possible, for the MPO to highlight this project as a regional priority by maintaining it on the Long-term Transportation Plan. This is a critical step toward identifying a solution that will ensure the safety of pedestrians and drivers, and allow the Commonwealth to realize the economic potential of the region.

Thank you for your consideration and please don't hesitate to contact me with any questions.

Sincerely,  
  
Carolyn C. Dykema

Cc: David Mohler, MPO  
Sen. Karen Spilka

**From:** [alex.the.jester](mailto:alex.the.jester)  
**To:** [publicinformation@bostonmpo.org](mailto:publicinformation@bostonmpo.org)  
**Subject:** extending the Community Path  
**Date:** Sunday, June 05, 2011 11:19:10 AM

---

To the MPO Transportation Planning and Programming Committee:

The current community path has become one of the most used rail to trails path in America. It has been wildly successful, beyond the planners dreams.

We are now on the cusp of an even greater accomplishment-- linking it to the Charles River, leading it to a whole network of other paths. But we must do it now, since the two projects need to share infrastructure, rights-of-way, and simultaneous heavy construction. Please vote to fully fund the construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge), as a line item in the LRTP Investment Strategy, in the same time frame as the Green Line Extension. It makes financial sense. It makes environmental sense. It will help commuters leave their cars in the driveway, alleviating traffic. And it will encourage more people to walk, ride, roller blade, jog, skip, run, jumprope, and other manners of exercise. And it builds community as we meet and greet our neighbors.

Thank you for your efforts.

Alex & Ami Feldman  
80 Rogers Ave  
Somerville MA 02144  
617-591-8161

*Diana E. Gilchrist ~ 298 Lowell Street ~ Somerville, MA 02145*

June 1, 2011

MPO Transportation Planning and Programming Committee

Dear Ms. McGahan

I hope you will vote to fully fund the construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge), as a line item in the LRTP Investment Strategy, in the same time frame as the Green Line Extension. Since the two projects need to share infrastructure, rights-of-way, and simultaneous heavy construction, it makes financial and practical sense to design and build the Community Path together with the Green Line.

I live on Lowell Street and I work near Lechmere Station. If the Community Path is extended from Lowell Street to Lechmere Station I will be able to ride my bike, walk or take the T to work. I could leave my car at home It will improve my quality of life dramatically. And increase the value of my property. I know for a fact this is the same sentiment I hear though out my neighbor.

We are all looking forward to the Green Line Extension.

Thank you for your efforts to balance different transportation modes and the environment in your Long Range budget.

Sincerely,

Diana E. Gilchrist

<http://pathfriends.org>

**From:** [Ivey St John](#)  
**To:** [publicinformation@bostonmpo.org](mailto:publicinformation@bostonmpo.org)  
**Subject:** Hello from Charlestown and a strong supporter of the Rutherford Avenue/Sullivan Square Plan  
**Date:** Wednesday, June 01, 2011 3:35:39 PM

---

Dear Mr. Mohler:

I have lived in Charlestown for very close to 40 years, and the RA/SS Redesign Plan is the second major construction project (the first being the Big Dig suppression of the Tobin bridge ramps) which will dramatically improve the quality of life for our 15 to 16,000 residents. Charlestown was promised a redesigned Rutherford Avenue and Sullivan Square once the Big Dig was done, and the current plan meets that promise.

We want to end our role as a regional commuter route. The BTD plan accomplishes that. BTD held seven community meetings and one private meeting for the Charlestown Neighborhood Council. 95% of the residents who attended those meetings, and they were very large, endorsed the redesign and want construction to go forward, as do the residents of East Somerville and Cambridge.

We strongly urge you to include funding for the Rutherford Avenue and Sullivan Square projects in the Boston MPO Long Range Transportation Plan and its neighborhood connections to the MBTA stations and surrounding communities of Cambridge and Somerville.

Sincerely,

Ivey St John  
One Monument Square  
Charlestown, 02129

**From:** [Regina Capozzi](#)  
**To:** [publicinformation@bostonmpo.org](mailto:publicinformation@bostonmpo.org)  
**Subject:** Important - please note  
**Date:** Wednesday, June 01, 2011 3:37:45 PM

---

Dear Boston MPO, I am a Charlestown resident and local realtor, I urge you to include funding for the Rutherford Avenue and Sullivan Square projects in the Boston MPO Long Range Transportation Plan. It is very important to the safety and well being of all residents.

Currently navigating the rotary is a death defying maneuver. I look forward to neighborhood access to the MBTA stations and improving the surrounding communities of Cambridge and Somerville. many thanks, Regina Capozzi

--

Regina Capozzi, Realtor  
Senior Associate  
Gibson Waterfront  
Sotheby's Realty  
220 Commercial Street  
Boston, Ma. 02109  
W-[617 725-1981 X126](tel:6177251981)  
F-[617 725-1983](tel:6177251983)  
Cell [617 510-2131](tel:6175102131)  
[regina.capozzi@sothebysrealty.com](mailto:regina.capozzi@sothebysrealty.com)

ALSO AT ----  
One Thompson Square  
Charlestown, Ma 02129  
[617 242 4222 X141](tel:6172424222)

"Please contact me if you need assistance purchasing, selling or renting anywhere!"

**From:** [Marji Gere](#)  
**To:** [publicinformation@bostonmpo.org](mailto:publicinformation@bostonmpo.org)  
**Subject:** In support of the Sullivan Square/Rutherford project  
**Date:** Wednesday, June 01, 2011 7:29:09 PM

---

Dear Boston Metropolitan Planning Organization,

I commute on my bicycle from Somerville to Charlestown everyday and feel that my ride becomes dangerous as I enter Sullivan Square and turn onto Main Street. Connecting the new bicycle lanes on Washington Street in Somerville to the planned bicycle lanes in Charlestown would be a wonderful, practical move on the part of the MPO.

I urge you to include funding for the Rutherford Avenue and Sullivan Square projects in the Boston MPO Long Range Transportation Plan.

Thank you,

Sincerely,  
Marjorie Gere  
(Living Somerville, MA and working in Charlestown, MA)



**From:** [Ecaliente Tamayo](#)  
**To:** [publicinformation@bostonmpo.org](mailto:publicinformation@bostonmpo.org)  
**Subject:** Include funding for the Rutherford Avenue and Sullivan Square projects in the Boston MPO  
**Date:** Wednesday, June 01, 2011 5:29:27 PM

---

David Mohler  
c/o Mark Callahan  
State Transportation Building  
10 Park Plaza, MPO Suite 2150  
Boston, MA 02116

Mr Mohler,

I urge you to include funding for the Rutherford Avenue and Sullivan Square projects in the Boston MPO Long Range Transportation Plan. Encouraging more bicycling is what needs to happen more and more if we're to crawl out of the morass we seem to be in (ie, obesity, energy, lethargy, crises.)

Neighborhood connections to the MBTA stations will generate more users and economic development which will benefit and improve the surrounding communities of Cambridge and Somerville and set a positive civic example.

Respectfully,

Enrique Tamayo

**From:** [Matt Porter](#)  
**To:** [publicinformation@bostonmpo.org](mailto:publicinformation@bostonmpo.org)  
**Date:** Wednesday, June 01, 2011 5:13:53 PM

---

Include funding for Rutherford ave project

Sent from my iPhone

**From:** [Emile Baker](#)  
**To:** [publicinformation@bostonmpo.org](mailto:publicinformation@bostonmpo.org)  
**Date:** Wednesday, June 01, 2011 9:36:43 PM

---

To whom It may concern,

I urge you to include funding for the Rutherford Avenue and Sullivan Square projects in the Boston MPO Long Range Transportation Plan. I live on Rutherford av and would love more trees and better landscaping to decrease the noise of the road. Please consider this in your plans.

Sincerely,

Emile Baker



# City of Medford

Office of The Mayor

Rooms 202-204, City Hall

Medford, Massachusetts 02155

Telephone (781) 393-2408

MICHAEL J. MCGLYNN  
MAYOR

FAX (781) 393-2514  
TDD (781) 393-2516

June 1, 2011

David Mohler, Chairman  
Boston Region Metropolitan Planning Organization  
10 Park Plaza, Suite 2150  
Boston, Massachusetts 02116-3968

***Subject: Long Range Transportation Plan and the Green Line Extension***

Dear Mr. Mohler:

Please accept this comment letter on the proposed alternatives for the Long Range Transportation Plan. The City of Medford continues to lead by example in its support of public transportation and transit oriented development while improving air quality. When the Romney Administration proposed substituting other projects for the Green Line, I argued for the project to move ahead and proposed that the project terminus be studied to Mystic Valley Parkway. I have been requesting for several years that the State define its proposed extension of the Green Line, analyze possible impacts, identify transit development opportunities while creating a plan to protect and preserve our residential neighborhoods.

Adequate technical information, minimizing property takings and impacts and identifying where growth should happen and where it should be controlled are beginning to progress as the State has funded the MAPC Land Use Study. The public planning process has been necessary to receive public input and achieve consensus. It is premature for the State to eliminate funding without the study being completed and findings reported to the City.

It has been the vision of this Administration to support the preservation of residential neighborhoods in the Hillside while identifying opportunities for the expansion of our commercial tax base and the creation of jobs. The Walkling Court housing development could benefit from a public/private partnership to improve living conditions for our seniors while providing a mix of uses. Similarly, the redevelopment of the Whole Food's property should be evaluated to explore mixed use transit oriented opportunities.

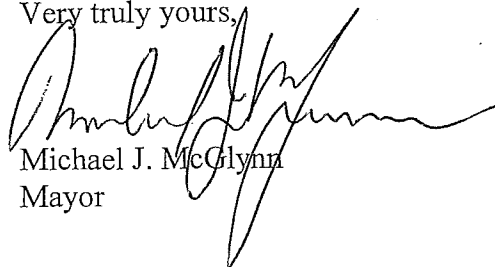


Mr. Mohler  
Page 2

The City and the Patrick Administration have made great strides in working together in a way that not only improves public transit and air quality but also improves the quality of life in our neighborhoods.

It is premature to eliminate the funding opportunities of the extension of the Green Line to Mystic Valley Parkway by allocating funds to other projects in the Long Range Transportation Plan. Do not preclude opportunities for improved mobility, growth and expansion of the City's tax base at this stage. I appreciate your consideration of these comments.

Very truly yours,

A handwritten signature in black ink, appearing to read "Michael J. McGlynn", written over the typed name and title.

Michael J. McGlynn  
Mayor

Attachment

cc: Senator Patricia Jehlen  
Representative Paul Donato  
Representative Sean Garballey  
Representative Carl M. Sciortino, Jr.  
Marc Draisen, Executive Director, MAPC

**From:** [smkboston@comcast.net](mailto:smkboston@comcast.net)  
**To:** [publicinformation@bostonmpo.org](mailto:publicinformation@bostonmpo.org)  
**Subject:** MPO Long Range Transportation Plan"  
**Date:** Wednesday, June 01, 2011 10:06:06 PM

---

We urge you to include funding for the Rutherford Avenue and Sullivan Square projects in the Boston MPO Long Range Transportation Plan. Improving this area should be a top priority for the Charlestown community as a whole and for surrounding communities. Moving forward with planned changes will improve neighborhood connections to the MBTA stations and improve the surrounding communities of Cambridge and Somerville. Please include this project.

Thank you,  
Sandra and Kevin Kelley  
52 Soley Street  
Charlestown, MA 02129

**From:** [RKaufman@BillingAdvantage.com](mailto:RKaufman@BillingAdvantage.com)  
**To:** [publicinformation@ctps.org](mailto:publicinformation@ctps.org)  
**Subject:** MPO Web Site Share Your Views Form  
**Date:** Thursday, June 02, 2011 8:54:59 AM

---

Below is the result of your feedback form. It was submitted by  
([RKaufman@BillingAdvantage.com](mailto:RKaufman@BillingAdvantage.com)) on Thursday, June 02, 2011 at 08:56:55

-----

subjectText: Green Line Route 16 Extension

messageText: Hi,

I would like to express my very strong support for extending the green line to Route 16 in Medford.

Thanks very much,

Rick Kaufman

submitForm: Submit Query

-----

**From:** [turspruch@gmail.com](mailto:turspruch@gmail.com)  
**To:** [publicinformation@ctps.org](mailto:publicinformation@ctps.org)  
**Subject:** MPO Web Site Share Your Views Form  
**Date:** Thursday, June 02, 2011 10:20:21 AM

---

Below is the result of your feedback form. It was submitted by  
(turspruch@gmail.com) on Thursday, June 02, 2011 at 10:22:11  
-----

subjectText: Green Line to Medford

messageText: Hi,

I am writing to ask you to support Investment Strategy No. 1 ("Current Approach"), which is the only one that retains Phase II/Route 16 of the Green Line extension in the Long-Range Plan.

our community desperately needs a viable light rail system and I urge you to support this.

Thank you  
Tara Urspruch

submitForm: Submit Query  
-----



**From:** [fallonk@hotmail.com](mailto:fallonk@hotmail.com)  
**To:** [publicinformation@ctps.org](mailto:publicinformation@ctps.org)  
**Subject:** MPO Web Site Share Your Views Form  
**Date:** Thursday, June 02, 2011 10:18:53 AM

---

Below is the result of your feedback form. It was submitted by  
(fallonk@hotmail.com) on Thursday, June 02, 2011 at 10:20:44  
-----

subjectText: green line to route 16

messageText: Hi,

I would like to add my voice to support Investment Strategy No. 1 ("Current Approach"), which is the only one that retains Phase II/Route 16 of the Green Line extension in the Long-Range Plan.

This is a critical requirement for our area and is something long awaited.

Regards,  
Keith Fallon

submitForm: Submit Query  
-----

June 1, 2011

Attn: David Mohler  
Boston Region MPO  
State Transportation Building  
10 Park Plaza, Suite 2150  
Boston, MA 02116  
Re: Long-Range Transportation Plan

Dear MPO Transportation Planning and Programming Committee:

On behalf of the Massachusetts Smart Growth Alliance, I write to urge you to fully fund the construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the Long Range Transportation Plan at the same time as the Green Line Extension.

Since the two projects need to share infrastructure, rights-of-way, and simultaneous heavy construction, it makes financial and practical sense to design and build the Community Path together with the Green Line.

We recognize that resources are limited and appreciate your efforts to address the transportation needs of the region in a balanced way. However, the Community Path represents a rare opportunity to transform connections across the region and we should not squander it.

Building the Path would effectively create a metropolitan biking system by leveraging the existing infrastructure along the Charles River and the Minuteman Bikeway, and eventually to the emerging system along the Mystic. It would turn a largely recreational system into a much more functional one, safe and viable for commuters for the first time.

Other regions of the country like Philadelphia have embarked on transformational bicycle infrastructure. Here in Greater Boston, we have only to connect the pieces. So although the Community Path appears on the surface to be little more than a costly segment of bike path, it represents a profound expansion of transportation choice across the region, and money well spent.

I would also like to reiterate the Alliance's strong commitment to extending the Green Line to its rightful Medford Hillside terminus at Route 16. As a resident of Medford myself, I understand the relief it will bring to an area choked with cars at commuting times, and the transportation options it will bring to surrounding neighborhoods. As with

Andre Leroux  
Executive Director

---

Boston Society of  
Architects — Civic Initiative  
for Smart Growth

---

Citizens' Housing and Planning  
Association

---

Conservation Law Foundation

---

Environmental League  
of Massachusetts

---

Fair Housing Center  
of Greater Boston

---

Massachusetts Association  
of Community Development  
Corporations

---

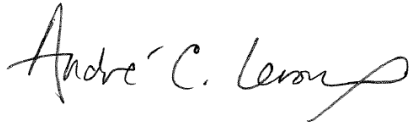
Metropolitan Area Planning  
Council

---

the Community Path, it is far more efficient, with a far more effective result, to build the entire project at once. Please include the Route 16 terminus in the LRTP.

Thank you once more for your dedication to the Commonwealth and your thoughtful attention to these matters.

Sincerely yours,

A handwritten signature in black ink that reads "André C. Leroux". The signature is written in a cursive style with a large, sweeping initial 'A'.

André Leroux  
Executive Director

Cc: Secretary Jeff Mullan

**From:** [Kathy Martin](#)  
**To:** [mcgahan@ctps.org](mailto:mcgahan@ctps.org); [tppc@bostonmpo.org](mailto:tppc@bostonmpo.org); [publicinformation@bostonmpo.org](mailto:publicinformation@bostonmpo.org); [Jeffrey.Mullan@state.ma.us](mailto:Jeffrey.Mullan@state.ma.us)  
**Subject:** Please Build the Community Path  
**Date:** Friday, June 03, 2011 6:50:39 AM

---

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

I hope you will vote to fully fund the construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge), as a line item in the LRTP Investment Strategy, in the same time frame as the Green Line Extension. Since the two projects need to share infrastructure, rights-of-way, and simultaneous heavy construction, it makes financial and practical sense to design and build the Community Path together with the Green Line.

I work in Back Bay and would really love a safe, efficient way to get to work. I also would like to use it for recreational purposes.

Thank you for your efforts to balance different transportation modes and the environment in your Long Range budget.

Sincerely,  
Winfred Kathy Martin  
and David L. Johnson  
32 Hall Avenue  
Somerville, MA 02144

**From:** [William Messenger](mailto:William.Messenger@state.ma.us)  
**To:** [mcgahan@ctps.org](mailto:mcgahan@ctps.org); [tppc@bostonmpo.org](mailto:tppc@bostonmpo.org); [publicinformation@bostonmpo.org](mailto:publicinformation@bostonmpo.org); [Jeffrey.Mullan@state.ma.us](mailto:Jeffrey.Mullan@state.ma.us)  
**Cc:** [friendspath@yahoo.com](mailto:friendspath@yahoo.com)  
**Subject:** Please put Community Path in the MPO Long Ranger Transportation Plan budget as a line item  
**Date:** Wednesday, June 01, 2011 3:22:02 PM

---

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

May I please urge you to vote to fully fund the construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge), as a line item in the LRTP Investment Strategy, in the same time frame as the Green Line Extension. Since the two projects need to share infrastructure, rights-of-way, and simultaneous heavy construction, it makes financial and practical sense to design and build the Community Path together with the Green Line.

I often need to bike this general route, and the streets are not safe for bicycle riders in this corridor. I would personally use the Community Path, and I believe all people in the Greater Boston area would benefit from reduced auto traffic, lower health care costs, and improved air quality if the route were attractive, safe, and direct for bicycles.

Thank you for your efforts to balance different transportation modes and the environment in your Long Range budget.

Sincerely,

William Messenger  
84 Lexington Street  
Belmont, MA 02478

617-489-8768  
[wmessenger@mba1988.hbs.edu](mailto:wmessenger@mba1988.hbs.edu)

**From:** [Darlene Matthews](mailto:Darlene.Matthews@ctps.org)  
**To:** [mcgahan@ctps.org](mailto:mcgahan@ctps.org); [publicinformation@bostonmpo.org](mailto:publicinformation@bostonmpo.org); [Jeffrey.Mullan@state.ma.us](mailto:Jeffrey.Mullan@state.ma.us);  
[publicinformation@bostonmpo.org](mailto:publicinformation@bostonmpo.org)  
**Cc:** [friendspath@yahoo.com](mailto:friendspath@yahoo.com)  
**Subject:** Please vote to fully fund the construction of the Community Path from Lowell Street to Northpoint  
**Date:** Wednesday, June 01, 2011 9:08:03 PM

---

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

When we travel we look to visit other cities that have a good cycling infrastructure in place. We just came back from a weekend in Washington DC.

We rented bikes to get around; they have miles of bike lanes, bike paths, a bike share program, etc.

The construction of the Community Path will benefit tourists as well as the local community by reducing pollution and traffic as well as encouraging physical activity, safe non-motorized vehicle travel and a lifestyle that supports local businesses by putting the consumers near the markets.

I hope you will vote to fully fund the construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge), as a line item in the LRTP Investment Strategy, in the same time frame as the Green Line Extension. Since the two projects need to share infrastructure, rights-of-way, and simultaneous heavy construction, it makes financial and practical sense to design and build the Community Path together with the Green Line.

Thank you for your efforts to balance different transportation modes and the environment in your Long Range budget.

I look forward to the day when my children can walk to Somerville High School on the Community Path.

Sincerely,

Darlene and Brian Matthews  
7 Campbell Park  
Somerville, MA 02144

\_\_\_\_\_ Information from ESET NOD32 Antivirus, version of virus signature database 6172  
(20110601) \_\_\_\_\_

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

**From:** [SARAH FREEMAN](#)  
**To:** [publicinformation@bostonmpo.org](mailto:publicinformation@bostonmpo.org)  
**Subject:** Re: Rutherford Avenue and Sullivan Square projects/ MPO Long Range Transportation Plan  
**Date:** Wednesday, June 01, 2011 3:51:27 PM

---

The following comment is submitted on behalf of the Arborway Coalition.

June 1, 2011

***Re: Rutherford Avenue and Sullivan Square projects/ MPO Long Range Transportation Plan***

To whom it may concern:

The Arborway Coalition is a collaboration of JP residents and other interested parties working with City and State agencies on a variety of Public Safety, Public Health & Historic Landscape issues within the Emerald Necklace park system. Our efforts include promoting safety for all users: pedestrians, bicyclists, motorists and residents. Improved access to public transit is another important element because of its role in selection of healthy transportation options. We are actively involved in the working advisory group considering options for the Casey Overpass in Forest Hills, ped/bike planning along the Emerald Necklace, and we support similar efforts throughout the region for their benefits to the environment and to public health.

We urge you to include funding for the Rutherford Avenue and Sullivan Square projects in the Boston MPO Long Range Transportation Plan. We support Improving neighborhood connections to the MBTA stations throughout the region This project would also improve the adjacent communities of Cambridge and Somerville.

Since its inception in 1996, the Arborway Coalition's activities have included:

**PUBLIC SAFETY:**

1. We are working with DCR and the community to implement the "Gateway to the Arborway", planning improvements to the section of the Arborway between the Casey Overpass and Murray Circle(Boy Scout building) including woodlands management plan, design extension of the recreational path, alternatives for the fence in the median at the entry to the Arboretum, etc.
2. We are also continuing to work with the Jamaica Hills Ass'n, Jamaica Pond Ass'n, the JPNC Public Service Committee, the Emerald Necklace Conservancy, DCR, the City of Boston and the community to address unresolved local access issues between Jamaica Pond and Arnold Arboretum. State Rep. Jeffrey Sanchez and DCR have been convening the ongoing planning meetings.

**PUBLIC HEALTH:**

Promotion of physical activity: completion of the Emerald Necklace bicycle path, improvements in pedestrian conditions, and improved access to public transit (the Forest Hills T Station/Casey Overpass project).

**HISTORIC LANDSCAPE PRESERVATION:**

Keeping the parkway green & clean: tree planting and stewardship, woodlands management, neighborhood clean-ups, restoration of the historic stone wall & trees across from Jamaica Pond, replacement of the deteriorating chain link fence at the Arboretum crosswalk, revitalization of the woodlands on the hillside across from Arnold Arboretum and preservation of Hellenic Hill, the backdrop to Jamaica Pond.

Thank you for the opportunity to comment,  
Sarah Freeman  
22 Arborway  
Jamaica Plain, MA 02130



**From:** [K.Namous](#)  
**To:** [publicinformation@bostonmpo.org](mailto:publicinformation@bostonmpo.org)  
**Subject:** Regional plan for Boston metro area  
**Date:** Wednesday, June 01, 2011 4:20:13 PM

---

Hello,

I understand you are in a process to vote on the regional plan for the Boston metro area.

Please include funding for for the Rutherford Avenue and Sullivan Square projects in the Boston MPO Long Range Transportation Plan.

Rutherford Avenue and Sullivan Square are long overdue a renovation to improve traffic flows, safety, and appearance. This area connects to many surrounding communities, including Cambridge, Somerville, and Everett. The Rutherford Ave/Sullivan Square project will greatly improve neighborhood connections to the MBTA and give Charlestown better links to these other neighborhoods.

Many thanks,

--

Kate Namous, LMT

617 459-6202

[www.kairmid-therapeutics.com](http://www.kairmid-therapeutics.com)

**From:** [Rebecca Albrecht](#)  
**To:** [publicinformation@bostonmpo.org](mailto:publicinformation@bostonmpo.org)  
**Subject:** Rutherford Avenue and Sullivan Square projects  
**Date:** Wednesday, June 01, 2011 5:02:10 PM

---

"We urge you to include funding for the Rutherford Avenue and Sullivan Square projects in the Boston MPO Long Range Transportation Plan"

Thank you,  
Rebecca Albrecht

**From:** [Frank and Pat](#)  
**To:** [publicinformation@bostonmpo.org](mailto:publicinformation@bostonmpo.org)  
**Subject:** Rutherford Avenue and Sullivan Square  
**Date:** Wednesday, June 01, 2011 4:14:25 PM

---

To Whom It May Concern:

My name is Frank Hall reside at 26 Bolster St. Everett. And cycle into Boston and would like to see more bike friendly roadways. So please go forward with the project. Thank You



Massachusetts Chapter

June 2, 2011

Mr. David Mohler, Chair  
Transportation Planning and Programming Committee  
Boston Region Metropolitan Planning Organization  
10 Park Plaza, Suite 2150  
Boston, MA 02116-3968

Re: “Paths to a Sustainable Region” – Green Line Extension

Dear Mr. Mohler:

The Massachusetts Chapter of the Sierra Club has long supported the planned extension of the Green Line from its current terminus at Lechmere Square in East Cambridge, to Somerville and Medford. I twice testified on behalf of the Chapter at public hearings held at Somerville High School in November 2009 and June 2010, and we subsequently submitted written comments on both occasions, expressing our strong support for the project and offering several recommendations that we felt would further improve the new transit line, particularly concerning the design of its stations, and lessen possible negative impacts.

In particular, the Chapter deplored MassDOT’s plan to make College Avenue the “temporary” terminus of the Medford branch for several years, one mile short of its final destination of Mystic Valley Parkway/Route 16, due to a shortage of funding, and relegating the final link to Phase II of the project. We argued that the proposed delay was a sterling example of false economy: By spreading out the timeframe of the project, the price tag will inevitably rise and the Commonwealth will end up spending much more money in the end. Not long after the June hearing, we were further disturbed by an article in the July 11 Boston *Globe* reporting that the project’s completion had been further pushed back, from 2014 to 2015 ([http://www.boston.com/news/local/massachusetts/articles/2010/07/11/long\\_awaited\\_green\\_line\\_extension\\_to\\_somerville\\_medford\\_delayed\\_again/](http://www.boston.com/news/local/massachusetts/articles/2010/07/11/long_awaited_green_line_extension_to_somerville_medford_delayed_again/))—leaving us to wonder if this project will finally be completed, even then. Now it seems that our fears may be realized.

Thus we are further dismayed to learn that the MPO is considering dropping this final link of the extension altogether, thereby permanently terminating the Green Line at College Avenue. In its newly-released document evaluating what projects to include in the next Long-Range Transportation Plan, “Paths to a Sustainable Region,” the MPO has described three possible scenarios for choosing upcoming transportation projects in the Boston region, recommending which projects would receive allocation of federal and state funds. Under the current Plan, Phase II is included, with \$185 million allocated for the 2016-2020 time period from the “Highway Discretionary and Major Infrastructure Funding” account. However, under the other two “Investment Strategies” the MPO would recommend the *elimination* of Phase II and its funding allocation, making it very unlikely that the final mile of the extension would ever be built.

We find this proposal intolerable. The Green Line must go all the way to Route 16. College Avenue is designed to be a station serving Tufts University and the surrounding neighborhood, one whose primary access would be by foot and perhaps also by bus—not via heavy auto traffic like Route 16, a station better suited to serve motorists driving from other suburban communities including Medford and Arlington.



Massachusetts Chapter

Boston Region Metropolitan Planning Organization – 6/2/11 – p. 2

Having lived through the construction and opening of the new Orange Line in the Southwest Corridor a generation ago, *none* of us in Roxbury or Jamaica Plain would have ever tolerated any attempt by the state to truncate the line at Ruggles or Stony Brook, no matter what the justification. The same principle holds here, and the residents of Medford and Somerville are rightly alarmed by the MPO's attempt to delete the final segment of this line.

The Green Line extension is a critical project not only for the communities that it will directly serve, but for the entire metropolitan region as a whole. If it is to become a success in enhancing the urban fabric by providing alternatives to the private automobile—not only transit but enhanced walking and bicycling options as well—it *must* be well-designed and -built from the start. The Medford branch must extend all the way to Mystic Valley Parkway/Route 16. Any attempt by the Commonwealth or its agents to diminish the scope and coverage of this project is totally unacceptable.

Respectfully submitted,

John Kyper, Transportation Chair  
Sierra Club, Massachusetts Chapter

**From:** [Nicole Stewart](#)  
**To:** [publicinformation@bostonmpo.org](mailto:publicinformation@bostonmpo.org)  
**Subject:** Sullivan Square Project  
**Date:** Wednesday, June 01, 2011 9:29:47 PM

---

We urge you to include funding for the Rutherford Avenue and Sullivan Square projects in the Boston MPO Long Range Transportation Plan.

Thank You,  
Nicole Stewart  
Charlestown Resident

**From:** [Robert Cowherd](#)  
**To:** [publicinformation@bostonmpo.org](mailto:publicinformation@bostonmpo.org)  
**Subject:** Sullivan Square  
**Date:** Thursday, June 02, 2011 1:57:53 PM

---

Mr. Mohler,

I am writing to encourage your support for The Sullivan Sq., Rutherford Avenue bicycle project. My children are 10 and 11 years old and riding with them in Cambridge and Somerville has made me acutely aware of how important proper infrastructure engineering remains for determining whether or not we travel by car or by bicycle. This is one of the areas where God is in the details. One accident or one close call is enough to trigger dozens of people to reject the bicycle as a viable alternative. And we see locations throughout our communities where even the most well planned and well executed bike paths, curb cuts, signaling, etc. will be rendered meaningless when they are not continuously interconnected. One dangerous intersection, or one poorly maintained stretch of road, or one stretch of the trip that does not yet have a safe bicycle lane, is enough to keep my children off their bicycles.

Thank you for your excellent work with the Boston MPO and for your consideration,

Robert Cowherd, PhD, Associate Professor of Architecture  
Wentworth Institute of Technology 550 Huntington Ave. Boston, MA 02115 USA  
[cowherdr@wit.edu](mailto:cowherdr@wit.edu); +1 617 989-4453

**From:** [Janet Cochrane Miller](#)  
**To:** [publicinformation@bostonmpo.org](mailto:publicinformation@bostonmpo.org)  
**Subject:** Sullivan Square/Rutherford Ave  
**Date:** Wednesday, June 01, 2011 5:07:35 PM

---

Please place funding for the projects to upgrade Sullivan Square and Rutherford Ave at the top of the list of essential improvements. As of now, they are a blight on the neighborhood and are hazardous, especially for bicycles and pedestrians. I have seen the plans and think that the surface option is the way to go.

Janet C. Miller  
5 Clarken Court  
Charlestown, MA



**From:** [Susanna Barry](#)  
**To:** [mcgahan@ctps.org](mailto:mcgahan@ctps.org); [tppc@bostonmpo.org](mailto:tppc@bostonmpo.org); [publicinformation@bostonmpo.org](mailto:publicinformation@bostonmpo.org); [Jeffrey.Mullan@state.ma.us](mailto:Jeffrey.Mullan@state.ma.us); [friendspath@yahoo.com](mailto:friendspath@yahoo.com)  
**Subject:** Support the Community Path!  
**Date:** Thursday, June 02, 2011 10:15:54 AM

---

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

I hope you will vote to fully fund the construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge), as a line item in the LRTP Investment Strategy, in the same time frame as the Green Line Extension.

The project could not be more timely or valuable as, all across the state, communities are seeking ways to decrease childhood obesity, improve alternative transportation, and enhance environmental friendliness.

Since the two projects need to share infrastructure, rights-of-way, and simultaneous heavy construction, it makes financial and practical sense to design and build the Community Path together with the Green Line.

Thank you for your efforts to balance different transportation modes and the environment in your Long Range budget.

Sincerely,  
Susanna Barry  
Seth Boyd  
109 Willow Avenue #2  
Somerville, MA 02144

**From:** [Sean Nyhan](#)  
**To:** [publicinformation@bostonmpo.org](mailto:publicinformation@bostonmpo.org)  
**Subject:** Transportation Planning  
**Date:** Wednesday, June 01, 2011 4:55:19 PM

---

Hello,

I am a resident of Charlestown. We urge you to include funding for the Rutherford Avenue and Sullivan Square projects in the Boston MPO Long Range Transportation Plan. We greatly need the added green space and bike path. We strongly support giving back Rutherford Ave to the city residents by changing it from the current highway to a neighborhood like boulevard.

Thanks!  
Sean Nyhan

**From:** [Maureen Barillaro](#)  
**To:** [publicinformation@bostonmpo.org](mailto:publicinformation@bostonmpo.org)  
**Subject:** Urgent: Letter of Support for Sullivan Square/Rutherford Avenue  
**Date:** Wednesday, June 01, 2011 4:05:53 PM

---

Dear Boston MPO,

We urge you to include funding for the Rutherford Avenue and Sullivan Square projects in the Boston MPO "Long Range Transportation Plan". It is important for neighborhood connections to the MBTA stations and improving the surrounding communities of Cambridge and Somerville. The future of transportation depends on low energy, high volume transport in urban environments. The future is now, so don't delay this any further.

Sincerely,

Maureen Barillaro  
Somerville Climate Action



600 ATLANTIC AVENUE • BOSTON MA 02210  
WWW.BOS.FRB.ORG

RICHARD C. WALKER III  
VICE PRESIDENT  
COMMUNITY AFFAIRS OFFICER

RICHARD.WALKER@BOS.FRB.ORG  
PHONE: 617.973.3059  
FAX: 617.619.7459

June 6, 2011

Mr. David Mohler, Chair  
Transportation Planning and Programming Committee  
Boston Region Metropolitan Planning Organization  
State Transportation Building, 10 Park Plaza, Suite 4150  
Boston, MA 02116

Re: Long Range Transportation Plan

Dear Mr. Mohler:

On behalf of the Federal Reserve Bank of Boston, I would like to express our support for two proposed transportation projects in our neighborhood. We believe the Silver Line Phase III project and the "T Under D" project both offer significant benefits to the city of Boston and the greater Boston area. We are pleased to have this opportunity to comment and provide support.

The Silver Line Phase III project will link up the two existing Silver Line segments and connect with the Green Line at Boylston Station and the Orange Line at Chinatown. This is what was originally envisioned when the Silver Line was first proposed. It provides a smoother transportation linkage for people coming into the city via the Orange and Green lines and wanting to go to Logan Airport. Of special importance to the city of Boston is the direct link this creates between Boston's Roxbury neighborhood through downtown to the airport. This connection can be an impetus to new development in the Dudley Square area, a section of the city now showing strong revitalization potential. It can also give Boston residents improved access to job opportunities in the South Boston Waterfront and at the airport.

The "T Under D" project would extend the Silver Line under D Street in South Boston, enabling the Silver Line to proceed unimpeded under surface vehicular traffic. It would eliminate the need for a signalized intersection, reduce travel time for Silver Line riders, and improve the flow of surface traffic. We are happy to support this common-sense proposal.

Both the Silver Line Phase III and "T Under D" offer significant community benefits as well as greater modernization and efficiency. These two projects can make a real difference in the continued success of the emerging South Boston Waterfront neighborhood, in the revitalization of Dudley Square, and in better meeting the job and transportation needs of Boston and greater-Boston residents.

I thank you for the opportunity to offer our support for these two critical projects.

Sincerely,

A handwritten signature in cursive script that reads "Richard C. Walker III".

Richard C. Walker III  
Senior Vice President  
Regional & Community Outreach