

Sean Pfalzer

From: Pat Brown <patbrownian@me.com>
Sent: Thursday, March 29, 2012 10:50 AM
To: Sean Pfalzer
Subject: Comment on the Assabet River Rail Trail, which affects the TIP and Tier 1 project choices for FFY 2013-2016

Hi, Sean.

I was disheartened to observe that, in the [3.23 TIP Staff Rec Memo.pdf](#) describing staff recommendations for projects and Tier 1 projects for the FFY 2013-2016 TIP, the project scorings do not reflect the comments I submitted last September regarding the FFY 2012-2015 TIP.

Specifically project #604531, the Assabet River Rail Trail (Acton & Maynard), still shows a score of "4" for "Improves Substandard Pavement" within the "Maintenance, Modernization, and Efficiency" rating. As I described six months ago, this makes no sense at all. It is not possible to "Improve Substandard Pavement" on a project which is an expansion project, and for which no pavement yet exists. The Assabet River Rail Trail (ARRT) is shown with a project score of 67 points in the TIP Staff Recommendation Memo. The total score for this project from the TIP Interactive Database is currently 63. I believe it should be 59 points, with the 4 points for "Improves Substandard Pavement" subtracted. The correct score should be used in the staff recommendations.

The urgency here is that the MPO will use the project rankings presented by staff to determine the FFY 2013-2016 TIP project lists on April 5. The inflated score awarded to the ARRT gives it artificial priority over higher ranking projects. While the same error (wrongly awarding pavement improvement points) was made in ranking project #604532, the Bruce Freeman Rail Trail (Acton), the urgency is less because it is not being considered for the TIP or Tier 1 at this time.

I am troubled that the public input process in place last year apparently didn't result in any acknowledgement of my comment or action taken thereon. If I have sent this request to the wrong place, please direct me to the proper recipient. I apologize for any inconvenience.

I have included both a) the evaluation of the Assabet River Rail Trail in today's TIP Interactive Database and b) my comment from September 3, 2011, concerning the use of the "Improves Substandard Pavement" evaluation.

Thank you.

Pat Brown

In the TIP Interactive Database, project #604531, March 29, 2012, the Assabet River Rail Trail (Acton & Maynard), scores

Maintenance, Modernization, and Efficiency (MME) Substandard Pavement")	16 points (Includes 4 points for "Improves
Livability and Economic Benefit (LBE)	13 points
Mobility	9 points
Environment and Climate Change (ECC)	14 points
Environmental Justice (EJ)	0 points

Safety and Security (S&S)

11 points

Total 63 points

Begin forwarded message:

From: Pat Brown <patbrown34@comcast.net>
Subject: Comment on the FFYs 2012-2015 TIP
Date: September 3, 2011 4:53:17 PM EDT
To: spfalzer@ctps.org

Comment on the FFYs 2012-2015 TIP submitted September 3, 2011

On the TIP project forms and evaluations (Appendix B, following page B-29), the projects 604531 (Assabet River Rail Trail in Acton and Maynard) and 604532 (Bruce Freeman Memorial Bicycle Path, phase 2A, in Acton, Carlisle, and Westford) indicate a score of "4" for "Improves Substandard Pavement" within the "Maintenance, Modernization, and Efficiency" heading. This implies an "existing pavement condition in the range of 'fair' " (that is IRI range of 190 to 320 from the MassDOT Roadway Inventory File) as described on page B-6 in item 20.

However, both the Assabet River Rail Trail and the Bruce Freeman Memorial Bicycle Path, phase 2A, are described as Bicycle/Pedestrian Expansion projects in the Long Range Transportation Plan. There is no existing pavement. There is no existing facility. There is nothing to maintain.

It is baffling when expansion projects receive points for improving existing pavement as part of "Maintenance, Modernization, and Efficiency". It is possible that the MPO has awarded these points obscurely but specifically to encourage bicycle projects. If the MPO determines that a uniform project evaluation across all types of projects--roadways, bikeways, freight, livability, and other--does not adequately favor specific classes of projects, then a more straight-forward method of achieving that end is to include a "project type weighting" category in which extra points may be explicitly awarded for desired project types, rather than to evaluate according to criteria which vary in unexplained ways across project types. It is particularly difficult to understand how an expansion project can be awarded points for maintenance, which contributes to a public perception that the project evaluations are not, in fact, justified by the stated criteria.

Please consider modifying the project evaluation criteria to reflect the actual priorities the MPO wishes to implement. Also, either 1) remove the points for "Improves Substandard Pavement" for expansion projects or 2) explain how such points can be awarded to rationalize the evaluation process.

Thank you for your willingness to accept public input.

Pat Brown
Sudbury

Sean Pfalzer

From: Mary Ellen Sullivan <mesullivan@ctps.org>
Sent: Thursday, March 29, 2012 11:43 AM
To: Anne McGahan; Sean Pfalzer
Subject: FW: LRTP: Do Not Support Phase 2 of the BFRT!

From: Cindy Freud [<mailto:cindyfreud@gmail.com>]
Sent: Thursday, March 29, 2012 11:27 AM
To: publicinformation@bostonmpo.org
Subject: LRTP: Do Not Support Phase 2 of the BFRT!

I used to be a fan of the BFRT. Now I am firmly not, largely because of the behavior of the "Friends of BFRT". Development of the trail on the state owned rail bed was one thing. Attempting to develop trail parking in a residential district (not zoned for parking) in Westford is another. The irony is that there is an often empty parking lot about 2 miles away just over the Chelmsford line. If this is a multi-town state-owned trail, then trail parking should be established in properly zoned areas regardless of the town it is located in. Westford only has 1.8 miles of the trail passing through. The politics & lobbying of the Friends have created so much dissension within Westford. I can't imagine what will happen when the Sudbury residents get wind of the saga, they have almost 6 miles of the trail passing through! I suggest that funding for Phase 2 be delayed until the Friends get their behavior in check. No one needs the headaches these people have caused, simply because they are too lazy to drive and extra 2 or so miles.

-----Original Message-----

From: Elisabeth Carr-Jones [<mailto:elisabeth@carr-jones.com>]

Sent: Wednesday, April 04, 2012 2:23 PM

To: mcallahan@ctps.org

Cc: elisabeth@carr-jones.com

Subject: Green Line Extension to Route 16

Dear Mr. Callahan,

I'm not able to attend the MPO meeting tomorrow, so I'm writing to voice my strong support for the Green Line Extension to Route 16. This portion of the project is terribly important, both from an environmental and an accessibility perspective.

It's been distressing to watch the Route 16 connection be delayed beyond the rest of the Green Line Extension project. Please do not allow this portion of the project to be further delayed.

Thanks for your attention,
Elisabeth

Elisabeth Carr-Jones
Arlington, MA

-----Original Message-----

From: glenn.maston@gmail.com [<mailto:glenn.maston@gmail.com>]

Sent: Wednesday, April 25, 2012 2:42 PM

To: publicinformation@ctps.org

Subject: MPO Web Site Share Your Views Form

Below is the result of your feedback form. It was submitted by
(glenn.maston@gmail.com) on Wednesday, April 25, 2012 at 14:42:09

subjectText: ARRT in 2016 TIP

messageText: I am writing to support the continued development of the Assabet River Rail Trail (ARRT). PLEASE keep the funding for the development of the Acton and Maynard sections of the trail on the schedule for the 2016 Transportation Improvement Program (TIP). It would be very disappointing if the funding was delayed any further. The trail is a fantastic asset to the towns of Hudson and Marlboro, and it would be even better if it was completed and included Acton and Maynard.

submitForm: Submit Query

Nancy Kerr (warrenkerr@comcast.net)

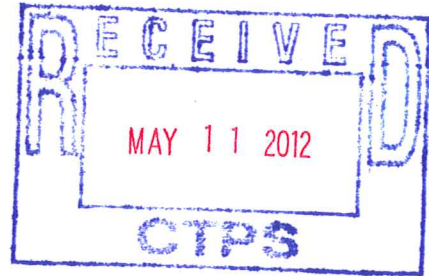
I am in support of ARRT Acton-Maynard construction funding proposed for the 2016 TIP. Please help keep Americans from lapsing into obesity! Having a rail trail for exercise is the safest and least expensive way to stay fit. Whatever the expense is now, spread the cost over the thousands of people who will benefit and you will see it is cost-effective to build the Assabet-Maynard Trail NOW.



CITY OF SOMERVILLE, MASSACHUSETTS
JOSEPH A. CURTATONE
MAYOR

May 5, 2012

Mr. David J. Mohler, Chair
Boston Metropolitan Planning Organization
Massachusetts State Transportation Building
Ten Park Plaza, Suite 4150
Boston, MA 02116



Dear Mr. Mohler:

I am writing to convey my sincerest thanks to you and the Boston Metropolitan Planning Organization (MPO) for your support in maintaining the Patrick administration's commitment to advancing the study and design of the Route 16 station of the Green Line Extension Project (GLX) and for including funding for the project in the Federal Fiscal Years (FFY) 2013 – 2016 Transportation Improvement Program (TIP).

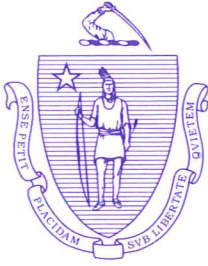
This project is important not only to the cities of Somerville, Cambridge and Medford, but also to the Commonwealth, where continued investment in a 21st-century transportation system that's equitable to everyone and supports a 21st-century economy is vital. We appreciate all you and the MPO have done to advance this key element of the GLX project and for recognizing Route 16 as the logical terminus of GLX.

Somerville looks forward to expanding its critical partnership with the Massachusetts Department of Transportation (MassDOT) and moving ever closer to the long-anticipated GLX groundbreaking.

Sincerely,

Joseph A. Curtatone
Mayor





The Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES

STATE HOUSE, ROOM 466, BOSTON, MA 02133

REP. JASON M. LEWIS

31ST MIDDLESEX DISTRICT
PROUDLY SERVING THE PEOPLE
OF STONEHAM AND WINCHESTER
(617) 722-2017

Jason.Lewis@MAhouse.gov
www.RepJasonLewis.com

Committees:

Vice Chair, Public Health
Children, Families and Persons with Disabilities
Community Development and Small Business
State Administration and Regulatory Oversight

May 7, 2012

Mr. David Mohler
Chair, Transportation Planning and Programming Committee
Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02166



Dear Mr. Mohler:

We are writing to support the proposed inclusion of Tri-Community Bikeway/Greenway Project on the 2013-2016 Transportation Improvement Program (TIP).

The Tri-Community Bikeway is a proposed six mile pedestrian and bicycle path that would connect the communities of Winchester, Woburn, and Stoneham. The path would connect residential, commercial, recreational and civic areas, including commuter rail stations, town buildings, shops, restaurants, and schools located within close proximity to the path.

In 1998, the project received \$186,000 through the state's Transportation Enhancement Program to complete the preliminary (25%) design. In December 2007, Mass Highway issued a Notice to Proceed for final (100%) design contract. The contract value of \$587,000 was funded in the FY07 TIP through the Congestion Mitigation and Air Quality Improvement (CMAQ) Program.

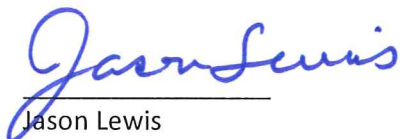
Following this funding granted for design, the three communities have worked extensively to ensure that the Bikeway plan meets the highest safety standards for both riders and the surrounding neighborhood residents. Community leaders have worked with the Massachusetts Department of Transportation, neighborhood business owners, and school committees to ensure that this Bikeway will be a success in the three towns. With increasing momentum, the Tri-Community Bikeway is gaining popularity and support throughout the three towns. We need to harness this energy to move this important project forward.

We strongly support this project because it will promote economic development, provide a more environmentally friendly means of transportation, and improve the quality of life in the region as a whole.

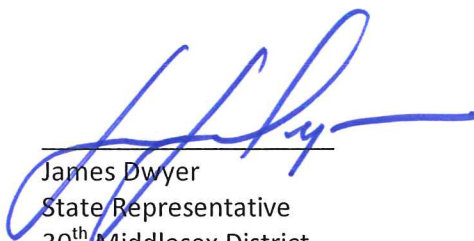
We understand the difficult choices facing the MPO, but hope that construction funding for the Tri-Community Bikeway will be maintained as programmed in 2015 on the 2013-2016 TIP.

Thank you for your consideration.

Sincerely,



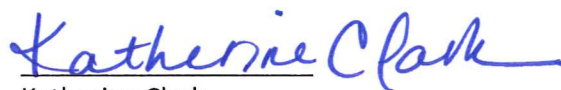
Jason Lewis
State Representative
31st Middlesex District



James Dwyer
State Representative
30th Middlesex District



Patricia Jehlen
State Senator
Second Middlesex District



Katherine Clark
State Senator
Middlesex and Essex District



Kenneth Donnelly
State Senator
Fourth Middlesex District



Town of Winchester

Forrest N. Fontana, Chairman
Roger L. Berman, Vice Chairman
James A. Johnson, III
Thomas R. Howley
Douglas Marmon

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

May 7, 2012

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



Re: Draft FY2013 - 2016 TIP
Tri-Community Bikeway (604652)

Dear Mr. Mohler,

The Town of Winchester would like to thank the Boston Region Metropolitan Planning Organization (MPO) for including funding for the Tri-Community Bikeway in fiscal year 2015 of the draft FY2013 - 2016 Transportation Improvement Program (TIP). The Towns of Winchester and Stoneham, and the City of Woburn have been working cooperatively over the past 15 years to further the design for this important regional project.

The vision for the bikeway/greenway project originated from a desire to revitalize, rediscover, and reconnect existing natural corridors, or "greenways", along the Abjerona River and Horn Pond Brook, and to increase opportunities for alternate modes of transportation within and between the three communities. Overall benefits of the project include:

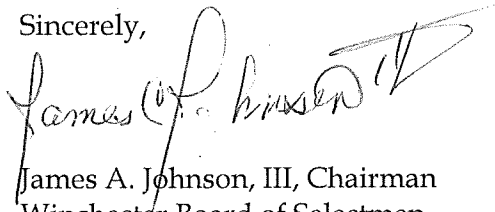
- Improved access and connection to parks, recreational fields, schools, commuter rail stations, commercial districts, historic resources, libraries, and civic buildings;
- Economic opportunities as a result of increased pedestrian and bicycle traffic through commercial areas in the three communities, including Winchester's downtown business district, which is currently listed as a National Register historic district;
- Improved recreational opportunities for residents in all three communities and regionally, through the provision of a safe, multi-modal path accessible to all users, including those with physical handicaps;
- Revitalization of forgotten and dilapidated areas in the three communities, including improvements to the historic landscape of Winchester's greenways designed by noted landscape architect Herbert J. Kellaway;
- Opportunities for historic and environmental education along the path;

- Environmental and economic benefits as a result of the creation of a safe, multi-modal trail that allows residents to access amenities in the three communities, including two commuter rail stations in Winchester;
- Proximity of the path terminus (less than 0.5-mile) to the recreational facilities maintained by the Department of Conservation and Recreation (DCR) at the Mystic Lakes; and
- Opportunities for future linkage with the existing Minuteman Bikeway and the proposed MBTA Green Line extension to Medford.

Phase I (25% design) and Phase II (100% design) have been fully supported and funded through the state and federal governments. A 25% design hearing for the project was held in March 2010 and the municipalities and our engineering consultant Fay, Spofford, and Thorndike (FST) expect to submit 75% design plans to MassDOT in June 2012.

The Town of Winchester asks the MPO to preserve construction funding for this important regional project in the final TIP that is issued for FY2013 - 2016. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "James A. Johnson, III". The signature is written in a cursive style with a large, stylized initial "J".

James A. Johnson, III, Chairman
Winchester Board of Selectmen

cc: Representative Jason Lewis
Representative James Dwyer
Beth Rudolph, P.E. Town Engineer

Brookline Housing Authority

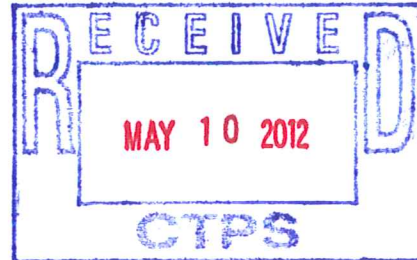
90 Longwood Avenue
Brookline, Massachusetts 02446
617-277-2022
FAX 617-277-1462
TDD 1-800-545-1833, Extension 213

Board of Commissioners

David Trietsch, Chairman
Michael Jacobs, Vice Chairman
Barbara Dugan, Treasurer
Joanne Sullivan, Commissioner
Patrick L. Dober, Executive Director

May 8, 2012

David Mohler, Chair
Boston Region Metropolitan Planning Organization (MPO)
10 Park Plaza, Suite 2150
Boston, MA 02116
Attn: Sean Pfalzer



Re: Intersection and Signal Improvements, Route 9 & Village Square (Gateway East)
MassDOT Project #: 605110

Dear Mr. Mohler,

We are pleased to provide you with this letter of support for the Town of Brookline's Gateway East/Village Square project. The Town's proposed improvements to the Route 9 corridor near Brookline Village offer many benefits to both the residents of Brookline and the region. This project represents a significant step forward in making Brookline Village more livable and walkable for Brookline residents and for creating intra-regional connections for regional residents looking to access the MBTA Green Line and Longwood Medical Area. In particular, this project will provide increased mobility and access to employment for many low-income residents of Brookline Housing Authority (BHA) buildings south of Route 9, who are currently somewhat isolated from the rest of the Town.

A major appeal of this project is that it increases regional mobility. It provides on-street bicycle accommodation and enhanced crossing opportunities at very busy sections of Route 9. It removes the closed pedestrian bridge – which once served as a means for residents to cross Route 9 in an extremely busy corridor – and replaces it with a new, at-grade signalized crossing in the heart of the Brookline Village. The new crossings and bicycle accommodations will make Brookline Village more inviting for everyone, including a significant number of residents of the BHA, many of whom are elderly or families with children.

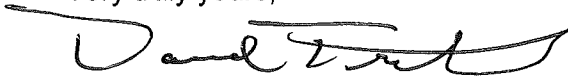
We understand that the Town has moved forward with 25 percent design plans for the Gateway East/Village Square project, initiating the development review process with the Massachusetts Department of Transportation (MassDOT). Creation of the plans included in the 25 percent submittal was the result of a long public planning process and included the input of many stakeholders. We look forward to further conversation with the MPO about the importance of this project and to participating in the ongoing public process anticipated as part of the design review by MassDOT.

In sum, we believe this project is a display of partnership and cooperation in solving a regional mobility need. We are well aware of the Boston Region Metropolitan Planning Organization's goal of programming projects that promote efficiency, livability and sustainability. We are confident that MPO staff and regional representatives agree that Gateway East/Village Square is a good example of a project that meets your standard for inclusion on the Transportation Improvements Program. We encourage you to fund this project and include it the FY 2013-2016 TIP.

A previous letter of support for this project from the Brookline Housing Authority is attached. It indicates our involvement in and strong support of the project since 2010.

Thank you for your consideration of our comments.

Very truly yours,

A handwritten signature in black ink, appearing to read "David Trietsch", with a long horizontal flourish extending to the left.

David Trietsch
Chairman, Board of Commissioners

cc: Jeff Levine, Town of Brookline
Patrick Dober, Brookline Housing Authority

Brookline Housing Authority

90 LONGWOOD AVENUE, SUITE 1
BROOKLINE, MASSACHUSETTS 02446
(617) 277-2022
FAX (617) 277-1462
TDD 1-800-545-1833, Extension 213

Board of Commissioners
David Trietsch, Chairman
Michael Jacobs, Vice Chairman
Barbara Dugan, Treasurer
Joanne Sullivan, Commissioner
Patrick L. Dober, Executive Director

Jeff Levine
AICP, Director
Planning and Community Development
Brookline Town Hall
333 Washington Street
3rd Floor
Brookline, MA 02445

December 2, 2011

Dear Mr. Levine:

At a regular meeting of the Brookline Housing Authority Board of Commissions on August 17, 2010, the Board voted to offer its support for the Gateway East/Village Square improvements. The support of the Board was based on based on the Brookline Planning and Community Development Department's presentation of the conceptual plan, which highlights a series of roadway and intersection improvements. The project encompasses a sizeable land area in close proximity to Brookline Village and the Brookline Housing Authority (BHA) properties on High and Walnut Streets. As the BHA understands it, the current proposal anticipates the removal of the closed pedestrian bridge and the creation of an at-grade signalized crossing at a new intersection of Walnut and Pearl Streets, which would replace the bridge as the primary means of crossing Route Nine, making Brookline Village more walkable and inviting for everyone, including BHA residents.

The Board understands that the Town is poised to move forward with 25 percent design plans for the Village Square project, initiating the development process with the Massachusetts Department of Transportation (MassDOT). The project is the early design stages and the Brookline Housing Authority looks forward to ongoing discussion as part of the public process as the project moves toward final design.

The Board also understands that the project will require the acquisition of about .18 acres of BHA-controlled land where Walnut Street is elongated to form the new intersection at Pearl Street. The expanded Walnut Street roadway layout would travel across the BHA-owned parking lot near the High Street and Walnut Street housing developments.

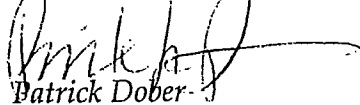
The Board is receptive to further discussion with the Town about a mutually beneficial solution, and believes that both parties will negotiate in earnest over the next several years to arrange site control for the Town.

At this time, compensation may consist of a long-term lease, a fee simple acquisition or land swap. Although it is not yet clear which of these will be the most beneficial to both parties, we are committed to further discussion as the project design evolves.

The Board understands that any disposition of BHA land will require approval from the U.S. Department of Housing and Urban Development (HUD). In the event that an agreement is reached among the various Brookline and state agencies to dispose of BHA land, the BHA will work to achieve approval of such disposition from HUD.

We look forward to further conversation and to participating in the public outreach process anticipated as part of the design review by the Town and MassDOT.

Very truly yours,



Patrick Dober
Executive Director

*cc: Betsy DeWitt, Chair, Board of Selectmen
Melvin Kleckner, Town Administrator*



Town of Brookline

Massachusetts

PLANNING BOARD
Town Hall, 3rd Floor
333 Washington Street
Brookline, MA 02445-6899
(617) 730-2130 Fax (617) 730-2442
TTY (617) 730-2327

Mark J. Zarrillo, Chairman
Linda K. Hamlin, Clerk
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Steven A. Heikin
Steven Kanen
Sergio Modigliani
Jonathan Simpaon



May 10, 2012

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

Attn: Sean Pfalzer

Re: Intersection/Signal Improvements, Gateway East/Village Square, Project #6051100

Dear Mr. Mohler,

The Brookline Planning Board strongly urges you to help fund the Brookline Gateway East/Village Square project. The proposed improvements to the Route 9 corridor will offer many benefits to both the residents of Brookline and the region. This project will make Brookline Village more pedestrian friendly and provide better access to the MBTA Green Line and the heavily used Longwood Medical Area in adjacent Boston. Easier access to employment opportunities will also aid low-income residents, who live in the abutting Brookline Housing Authority buildings, south of Route 9.

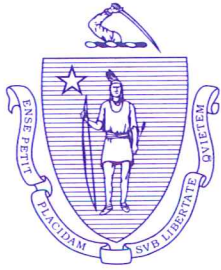
One of the most important changes will be the replacement of a no longer used and out-of-service pedestrian bridge over Route 9, which is not handicap accessible. A new ADA compliant at-grade signalized crossing will be built connecting neighborhoods to the south, including Brookline Housing Authority residents, with the vibrant commercial district of Brookline Village and the MBTA rapid transit to downtown Boston. Bicycle racks will also be provided to encourage less reliance on automobiles.

The Town has moved forward with 25 percent design plans for the Gateway East/Village Square project, initiating the development review process with the Massachusetts Department of Transportation (MassDOT). Creation of the plans included a long public planning process and input of many stakeholders and is a good example of partnership and cooperation in solving a regional mobility need while meeting the MPO's goal of projects that promote efficiency, livability and sustainability.

The Planning Board strongly urges you to include the Gateway East/Village Square project in the Transportation Improvements Program, FY 2013-2016. Thank you for your consideration of this project.

Very truly yours,

Mark J. Zarrillo, Chairman



The Commonwealth of Massachusetts
MASSACHUSETTS SENATE

SENATOR CYNTHIA STONE CREEM
First Middlesex and Norfolk District

STATE HOUSE, ROOM 405
BOSTON, MA 02133-1053
TEL. (617) 722-1639
FAX (617) 722-1266
CYNTHIA.CREEM@MASENATE.GOV
WWW.MASENATE.GOV

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

May 10, 2012

Chair
SENATE BILLS IN THIRD READING
JUDICIARY
Vice Chair
SENATE POST AUDIT AND OVERSIGHT
SENATE WAYS AND MEANS
MENTAL HEALTH AND
SUBSTANCE ABUSE

Re: Intersection and Signal Improvements, Route 9 & Village Square (Gateway East)
MassDOT Project #: 605110

Dear Mr. Mohler:

I am pleased to write in support of the Town of Brookline's Gateway East/Village Square project. This project would make necessary improvements to the Route 9 corridor near Brookline Village, providing on-street bicycle and pedestrian accommodations. These accommodations are critical to increasing accessibility to and from Brookline Village, benefiting residents of Brookline and visitors to the area. Especially important is increasing access to the MBTA Green Line, Longwood Medical Center, and the Brookline Housing Authority buildings south of Route 9.

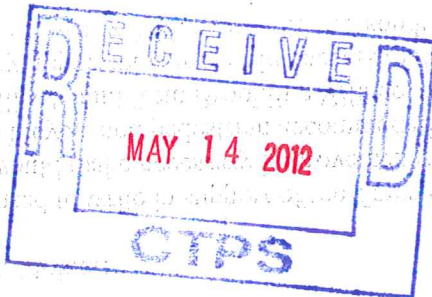
It is my understanding that the Town, with the input of many important stakeholders, has moved forward with the 25 percent design plans for the project and has initiated the development review process with the Massachusetts Department of Transportation (MassDOT). The creation of these plans was the result of a long public planning process. I understand the Town looks forward to further conversation with the Metropolitan Planning Organization (MPO) and to participating in the ongoing public process anticipated as part of the design review by MassDOT.

I believe this project is in line with the MPO's goal of supporting projects that promote efficiency, livability, and sustainability. I hope you fund this project and include it in the FY2013-16 TIP.

Thank you and please feel free to contact me if I may be of service.

Sincerely,

Cynthia Stone Creem
State Senator



The New England Institute of Art®

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

Re: Intersection and Signal Improvements, Route 9 & Village Square (Gateway East)
MassDOT Project #: 605110



Dear Mr. Mohler,


We are pleased to provide you with this letter of support for the Town of Brookline's Gateway East/Village Square project. The Town's proposed improvements to the Route 9 corridor near Brookline Village offer many benefits to both the residents of Brookline, our school, The New England Institute of Art (NEiA), and the region. This project represents a significant step forward in making Brookline Village more livable, safer Route 9 street crossing, (and bicycle friendly) for Brookline residents and for creating intra-regional connections for regional residents looking to access the MBTA Green Line and Longwood Medical Area. In particular, this project will provide increased mobility and access to employment for many low-income residents of Brookline Housing Authority buildings south of Route 9, who are currently isolated from the rest of the Town.

A major appeal of this project is that it increases regional mobility. It provides on-street bicycle accommodation and enhanced crossing opportunities at very busy sections of Route 9. It removes the closed pedestrian bridge – which once served as a means for residents to cross Route 9 in an extremely busy corridor – and replaces it with a new, at-grade signalized crossing in the heart of the Brookline Village. The new crossings and bicycle accommodations will make Brookline Village more inviting for everyone, including a significant number of residents of the Brookline Housing Authority, many of whom are elderly or families with children.

We understand that the Town has moved forward with 25 percent design plans for the Gateway East/Village Square project, initiating the development review process with the Massachusetts Department of Transportation (MassDOT). Creation of the plans included in the 25 percent submittal was the result of a long public planning process and included the input of many stakeholders, including NEiA. We look forward to further conversation with the MPO about the importance of this project and to participating in the ongoing public process anticipated as part of the design review by MassDOT.

In sum, we believe this project is a display of partnership and cooperation in solving a regional mobility need. We are well aware of the Boston Region Metropolitan Planning Organization's goal of programming projects that promote efficiency, livability and sustainability. We are confident that MPO staff and regional representatives agree that Gateway East/Village Square is a good example of a project that meets your standard for inclusion on the Transportation Improvements Program. We implore you to fund this project and include it the FY 2013-2016 TIP.

Thank you for your consideration of our comments.


David G. Warren
President



TOWN of BROOKLINE

Massachusetts

BOARD OF SELECTMEN

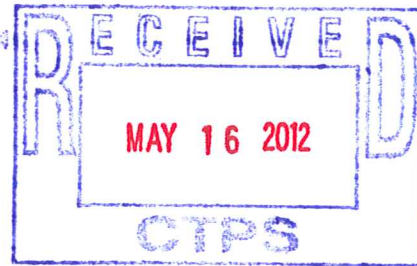
BETSY DEWITT, CHAIRMAN
NANCY A. DALY
JESSE MERMELL
RICHARD W. BENKA
KENNETH M. GOLDSTEIN

333 WASHINGTON STREET
BROOKLINE, MASSACHUSETTS 02445
TEL. (617) 730-2200
FAX: (617) 730-2054
www.brooklinema.gov

May 12, 2012

MELVIN A. KLECKNER
Town Administrator

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



RE: Intersection and Signal Improvements, Route 9 & Village Square (Gateway East
MassDot Project #605110)

Dear Mr. Mohler:

We are pleased to provide you with this letter of support for the Town of Brookline's Gateway East/Village Square project. The Town's proposed improvements to the Route 9 corridor near Brookline Village offers many benefits to both the residents of Brookline and the region. This project represents a significant step forward in making Brookline Village more livable, walkable and safe for Brookline residents and to create intra-regional connections for regional residents looking to access the MBTA Green Line and Longwood Medical Area. In particular, this project will provide an increased mobility and access to employment for many low-income residents of Brookline Housing Authority buildings south of Route 9, who are currently isolated from the rest of the Town.

A major appeal of this project is that it increases regional mobility. It provides on-street bicycle accommodation and enhanced crossing opportunities at very busy sections of Route 9. It removes the closed pedestrian bridge – which once served as a means for residents to cross Route 9 in an extremely busy corridor, but has fallen into disrepair and has become a nuisance – and replaces it with a new, at-grade signalized crossing in the heart of Brookline Village. The new crossings and bicycle accommodations will make Brookline Village more inviting for everyone, including a significant number of residents of the Brookline Housing Authority, many of whom are elderly or families with children.

The Town has moved forward with 25 percent design plans for the Gateway East/Village Square project, initiating the development review process with the Massachusetts Department of Transportation (MassDOT). Plans included in the 25 percent submittal were the result of a long public process and included the input of many stakeholders. We look forward to further conversation with the MPO about the importance of this project and to participating in the ongoing public process anticipated as part of the design review by MassDOT.

In sum, we believe this project is a display of partnership and cooperation in solving a regional mobility need. We are well aware of the Boston Region Metropolitan Planning Organization's goal of programming projects that promote efficiency, livability and sustainability. We are confident that MPO staff and regional representatives agree that Gateway East/Village Square is a good example of a project that meets your standard for inclusion on the Transportation Improvements Program. We implore you to fund this project and include it in the FY2013-2016 TIP

Thank you for your consideration of our comments.

Sincerely,

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

Betsy DeWitt, Chair
Board of Selectmen



BROOKLINE
ECONOMIC DEVELOPMENT ADVISORY BOARD

Building a Better Brookline

**Economic Development
Advisory Board**
333 Washington Street
Brookline, MA 02445
617-730-2468

Anne R. Meyers, Co-Chair
Paul Saner, Co-Chair
Dr. Robert I. Sperber, Founder
Cliff Brown
Susan Houston
Kenneth Lewis
Thomas Nally
Marilyn Newman
David Noe
Alden Raine
Harold Simansky
Donald A. Warner

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



Re: Intersection and Signal Improvements
Route 9 & Village Square (Gateway East)
MassDOT Project #: 605110

Dear Mr. Mohler:

We are pleased to provide you with this letter of support for the Town of Brookline's Gateway East/Village Square project. The Economic Development Advisory Board (EDAB) is a Selectmen-appointed board whose responsibility is to promote and enhance existing commercial areas as well as recommend economic development and renewal policies for the Town.

A major appeal of this project is that it increases regional mobility. It provides on-street bicycle accommodation and enhanced crossing opportunities at very busy sections of Route 9. It replaces the pedestrian bridge which is closed for public safety issues with a new, at-grade signalized crossing in the heart of Brookline Village. The new crossings and bicycle accommodations will make Brookline Village more inviting for everyone, including a significant number of residents of the Brookline Housing Authority, many of whom are elderly or families with children.

The Town's proposed improvements to the Route 9 corridor in Brookline Village will both improve the function of an existing commercial area as well as enhance the redevelopment of 2 Brookline Place a permitted 250,000 square foot medical office building projected to be Brookline's most significant economic development project. Four of our largest employers are located immediately adjacent to this project: Children's Hospital, Dana Farber, the Art Institute of New England, and Brookline Bank.

This project represents a significant step forward in making Brookline Village more livable and walkable for Brookline residents and for creating intra-regional connections for regional residents looking to access the MBTA Green Line and Longwood Medical Area. In particular, this project will provide increased mobility and access to employment for many low-income residents of Brookline Housing Authority buildings south of Route 9, who are currently isolated from the rest of the Town.

We understand that the Town has moved forward with 25 percent design plans for the Gateway East/Village Square project, initiating the development review process with the Massachusetts Department of Transportation (MassDOT). Creation of the plans included in the 25 percent submittal was the result of a long public planning process and included the input of many stakeholders. We look forward to further conversation with the MPO about the importance of this project and to participating in the ongoing public process anticipated as part of the design review by MassDOT.

In sum, we believe this project is a display of partnership and cooperation in solving a regional mobility need. We are well aware of the Boston Region Metropolitan Planning Organization's goal of programming projects that promote efficiency, livability and sustainability. We are confident that MPO staff and regional representatives agree that Gateway East/Village Square is a good example of a project that meets your standard for inclusion on the Transportation Improvements Program. We implore you to fund this project and include it the FY 2013-2016 TIP.

Thank you for your consideration of our comments.

Regards,



Anne Meyers
Economic Development Advisory Board Co-Chair

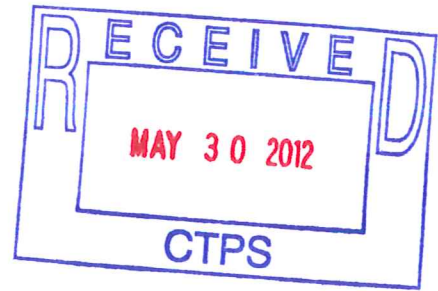


Paul Saner
Economic Development Advisory Board Co-Chair

Barbara Brunman
27 Juniper Ave
Winchester, MA 01890

May 17, 2012

David J. Mohler, Chair
Boston Region MPO
10 Park Plaza, Suite 2150
Boston, MA 02116



Dear Mr. Mohler:

I am writing to express support for the Tri Community Bikeway/Greenway project on the 2013 – 2016 Transportation Improvement Program (TIP).

The Greenway will provide a valuable resource for the towns of Winchester, Woburn and Stoneham for recreational and transportation purposes. The Greenway will connect residents to downtown and between towns, in addition to providing a vital link to the commuter rail and connecting to several schools. In today's busy world, it is important to provide safe pedestrian pathways for our communities.

Many groups in the three towns have pulled together to define the path, address the challenges and build community support. Each town has worked with the local officials and businesses to design the best possible path for the community. It will be a multi-use trail that will be used by citizens of all ages.

This funding is important to realize the bikeway/greenway. This path will be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercise and family entertainment.

Thank you for your support.

Sincerely,

Barbara Brunman

Judith B. Ercolini
38 Lindenwood Road
Stoneham, MA 02180

May 17, 2012

David J. Mohler, Chair
Boston Region MPO
10 Park Plaza, Suite 2150
Boston, MA 02116



Dear Mr. Mohler:

I am writing to express support for the Tri Community Bikeway/Greenway project on the 2013 – 2016 Transportation Improvement Program (TIP).

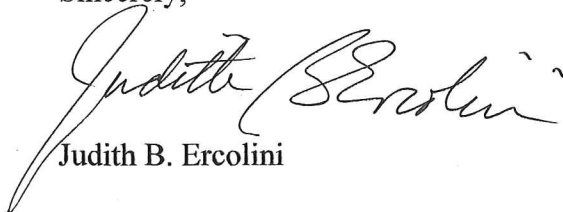
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Thank you for your support.

Sincerely,


Judith B. Ercolini

May 17, 2012

David J. Mohler, Chair
Boston Region MPO
10 Park Plaza, Suite 2150
Boston , MA 02116



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Thank you for your support.

Sincerely,

Cindy Hemenway

Geoffrey Palmer
241 Hillside Ave
ARLINGTON, MA

May 17, 2012

David J. Mohler, Chair
Boston Region MPO
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear Mr. Mohler:

I am writing to express support for the Tri Community Bikeway/Greenway project on the 2013 – 2016 Transportation Improvement Program (TIP).

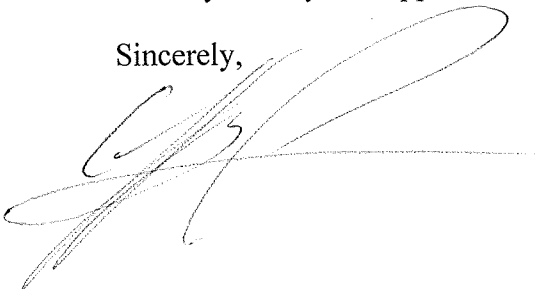
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This funding is important to realize the bikeway/greenway. This path will be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercise and family entertainment.

Thank you for your support.

Sincerely,

A handwritten signature in black ink, appearing to be 'GP', written over a horizontal line. The signature is fluid and cursive.

Brendan Sand
24 Seven Springs Lane Apt 310
Burlington Ma 01803

May 17, 2012

David J. Mohler, Chair
Boston Region MPO
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear Mr. Mohler:

I am writing to express support for the Tri Community Bikeway/Greenway project on the 2013 – 2016 Transportation Improvement Program (TIP).

The Greenway will provide a valuable resource for the towns of Winchester, Woburn and Stoneham for recreational and transportation purposes. The Greenway will connect residents to downtown and between towns, in addition to providing a vital link to the commuter rail and connecting to several schools. In today's busy world, it is important to provide safe pedestrian pathways for our communities.

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This funding is important to realize the bikeway/greenway. This path will be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercise and family entertainment.

Thank you for your support.

Sincerely,





COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS SENATE
STATE HOUSE, BOSTON, MA 02133-1053

Room 109C
TEL. (617) 722-1350
FAX (617) 722-1005

THOMAS.McGEE@MASENATE.GOV
WWW.MASENATE.GOV

SENATOR
THOMAS M. McGEE
THIRD ESSEX AND MIDDLESEX DISTRICT

CHAIR
COMMITTEE ON TRANSPORTATION

VICE CHAIR
COMMITTEE ON
VETERANS AND FEDERAL AFFAIRS

VICE CHAIR
COMMITTEE ON
ECONOMIC DEVELOPMENT AND
EMERGING TECHNOLOGIES

COMMITTEE ON
WAYS AND MEANS

COMMITTEE ON
JUDICIARY

COMMITTEE ON
GLOBAL WARMING AND
CLIMATE CHANGE

May 17, 2012

David Mohler, Chair
Transportation Programming and Planning Committee
The Executive Office of Transportation
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear Mr. Mohler,

I am writing at this time to express my support for the inclusion of the following project as you finalize the FFY 2013-2016 Transportation Improvement Program (TIP).

- **Route 107 over the Saugus Bridge Lynn/ Saugus: Project Number 604952**

This project consists of the construction of the Route 107 (Fox Hill Bridge) which spans the Saugus River. The new bridge will serve as the permanent replacement for the proposed Temporary drawbridge. The new bridge (AKA Belden G. Bly bridge) will be a single leaf bascule drawbridge

It is important to understand that this portion of Route 107 is the main route between the North Shore and Boston. In addition to those who live in communities like Lynn, Salem, Swampscott, and Marblehead, this route is the vital transportation link for the North Shore. This bridge is just beyond the main entrance way to General Electric in Lynn, and operation on the bridge has a substantial impact for the lobster fishing fleets along the Saugus River. It has been in need of repair for years and I hope you will move to advance this project by including it in the final draft for the FFY 2013-2016 TIP. Thank you for your time and consideration. Should you have any questions or require additional information, please do not hesitate to contact me.

Sincerely,

Thomas M. McGee
State Senator
Third Essex and Middlesex District



Northern Middlesex Council of Governments

May 15, 2012

Richard A. Davey
Secretary
Massachusetts Department of Transportation
10 Park Plaza
Suite 2150
Boston, MA 02116-3968



A Multi-Disciplinary
Regional Planning
Agency Serving:

Billerica
Chelmsford
Dracut
Dunstable
Lowell
Pepperell
Tewksbury
Tyngsborough
Westford

Dear Secretary Davey:

I am writing on behalf of the Northern Middlesex Council of Governments (NMCOG) to express strong support for the programming of Phase 2A of the Bruce Freeman Rail Trail in FFY 2014 of the Boston MPO's FFY 2013-2016 Transportation Improvement Program (TIP). NMCOG has been an engaged supporter and proponent of the Bruce Freeman Rail Trail for well over twenty-five years. Phase 1 of the trail, which was completed in 2009, is a tremendous transportation and recreation asset for our communities.

Construction of Phase 2A in FY 2014 will build upon the success of Phase 1 by providing additional alternative transportation opportunities for the region's residents, workers and visitors. The project will help reduce vehicle miles traveled, encourage bicycling and walking, improve air quality, reduce energy consumption, promote healthier lifestyles, build community, and provide economic opportunities for local businesses located along the trail. The Phase 2 project is identified as a priority within Northern Middlesex Metropolitan Planning Organization's recently endorsed *Regional Transportation Plan*.

The leadership that you provide in addressing our transportation needs is greatly appreciated. Please do not hesitate to contact me should you wish to discuss the Council's support for this project further.

Stephen C. Themelis
Chair

Beverly A. Woods
Executive Director

40 Church Street
Suite 200
Lowell, MA
01852-2686

TEL: (978) 454-8021

FAX: (978) 454-8023

www.nmcog.org

Sincerely,

Beverly Woods
Executive Director

cc: David Mohler, MassDOT, Office of Transportation Planning
Jodi Ross, Westford Town Manager
Westford Board of Selectmen
Westford NMCOG Councilors



Board of Selectmen

TOWN OF ACTON
472 Main Street
Acton, Massachusetts 01720
Telephone (978) 929-6611
Fax (978) 929-6350
bos@acton-ma.gov
www.acton-ma.gov

May 21, 2012

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

**RE: Bruce Freeman Memorial Bicycle Path (BFRT)
Phase 2A (Acton, Carlisle, Westford) ID # 604532**



Dear Mr. Mohler:

The Acton Board of Selectmen would like to express sincere appreciation for the placement on the Draft 2013-16 TIP of the Bruce Freeman Rail Trail – Phase 2A construction funding in FFY 2014. Acton residents are thrilled at the prospect of bringing the Bruce Freeman Rail Trail into reality soon. The Town has the design under agreement with MassDOT and under contract with GPI (Greenman-Pedersen, Inc). Work is under way towards completion of the 75% design stage.

The Town of Acton is looking forward to working with MassDOT in completing the design and especially to constructive cooperation in the coming months with MassDOT's Rail Division on the transfer of the right-of-way to rail trail use.

Sincerely,

Pamela A. Harting-Barrat, Chairman
Board of Selectmen

Cc: Sean Pfalzer, CTPS
Marcia Rasmussen, Concord
George Mansfield, Carlisle
Arthur Frost, MassDOT Highway – District 3
Tom Michelman, Friends of the Bruce Freeman Rail Trail

Anne McGahan, CTPS
Angus Jennings, Westford
Rebecca Williamson, GPI



OLD NORTH BRIDGE

TOWN OF CONCORD

BOARD OF SELECTMEN'S OFFICE
22 MONUMENT SQUARE - P.O. BOX 535
CONCORD, MASSACHUSETTS 01742

TELEPHONE (978) 318-3001
FAX (978) 318-3002

May 21, 2012

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

Re: Draft FFY 2013-16 Transportation Improvement Program

Dear Mr. Mohler:

The Board of Selectmen and citizens of the Town of Concord are grateful to the Boston MPO for its support of the Crosby's Corner Project, now getting underway.

We are also very pleased to learn that construction funding for the Bruce Freeman Rail Trail (BFRT) Phase 2A (Acton - Carlisle - Westford/Statewide TE - project #604532) has been included in Federal Fiscal Year (FFY) 2014 of the Metropolitan Planning Organization's Draft FFY 2013-16 Transportation Improvement Program.

We believe that construction of the Bruce Freeman Rail Trail will help to relieve traffic congestion, especially in the area of the Concord Rotary. We look forward to the 25% design of the BFRT-Phase 2B crossing over Route 2 and the 100% design of BFRT-Phase 2C (Concord), both of which are currently underway. We ask that BFRT-Phase 2C be considered for advancement in the construction schedule and inclusion in the Transportation Improvement Program once the 100% design has been completed.

Construction of the Bruce Freeman Rail Trail will offer a safer option for walking or bicycling to the West Concord commuter rail station in addition to the Concord public schools and area businesses of West Concord. It will also promote use of public transportation, improved air quality through a reduction in fossil fuel use, and improvement in public health through exercise.

Sincerely,

Carmin C. Reiss
Chair, Board of Selectmen

Pam Wolfe

From: Sharon Douglas <sharonmarielee@msn.com>
Sent: Monday, May 21, 2012 1:26 PM
To: mcallahan@ctps.org
Subject: Draft FFY 2013-2016 TIP

Dear Michael Callahan,

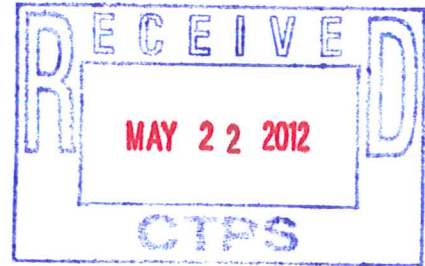
I am a lifelong Medford resident who is adamantly opposed to the funding of the Green Line to Rte. 16. Are you aware that the open meeting by MPO was by invitation only to proponents from Medford according to the MPO's own minutes while opponents and others were shut out? I nor any of the many folks I am in contact with, and who are also against this project, had any notice of this meeting.

It is my hope that you will take these concerns seriously and remedy them, and also please count my vote as being against this project.

Thank you,

Sharon Douglas
179 Forest St.
Medford, MA 02155

Mary E. Furrier
3 Columbus Ave
Stoneham, MA 02180
May 21, 2012



David J. Mohler, Chair
Boston Region MPO
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear Mr. Mohler:

I am writing to express support for the Tri Community Bikeway/Greenway project on the 2013 – 2016 Transportation Improvement Program (TIP).

The Greenway will provide a valuable resource for the towns of Winchester, Woburn and Stoneham for recreational and transportation purposes. The Greenway will connect residents to downtown and between towns, in addition to providing a vital link to the commuter rail and connecting to several schools. In today's busy world, it is important to provide safe pedestrian pathways for our communities.

Many groups in the three towns have pulled together to define the path, address the challenges and build community support. Each town has worked with the local officials and businesses to design the best possible path for the community. It will be a multi-use trail that will be used by citizens of all ages.

This funding is important to realize the bikeway/greenway. This path will be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercise and family entertainment.

Thank you for your support.

Sincerely,

Handwritten signature of Mary E. Furrier in blue ink.

Mary E. Furrier

This project would mean so much to our community! We appreciate you supporting our efforts.

Pam Wolfe

From: Resendes, Carolyn <Carolyn.Resendes@tufts.edu>
Sent: Monday, May 21, 2012 12:06 PM
To: mcallahan@ctps.org
Subject: Draft FY42013-2016TIP

Dear Mr. Callahan,

I would like to express to you how wrong having the Green Line extend to Rt 16 would be & how opposed I am to this extension. I have lived in Medford for 35 years & feel that this will cause a huge traffic tie up on the Parkway & also change the beauty of my town. I have many neighbors who feel the same. The burden & cost is too much for the citizens to bear.

Thanks you for your time.

Carolyn Resendes
Medford, Ma. 02155

May 21, 2012

David J. Mohler, Chair
Boston Region MPO
10 Park Plaza, Suite 2150
Boston, MA 02116



Dear Mr. Mohler:

We are writing to express our strong support for the Tri Community Bikeway/Greenway project on the 2013–2016 Transportation Improvement Program (TIP).

We are residents of Winchester who first learned about the Bikeway/Greenway project during a 2008 site visit by Bikeway/Greenway representatives at the Muraco Elementary School in Winchester. As parents of children at the school, we wanted to learn more about the project and its impact on the school community. Having attended several meetings on the bikeway and having reviewed the proposed bikeway proposal, we believe that the school community will benefit greatly from the bikeway.

In addition, the Greenway/Bikeway will provide a valuable resource for the towns of Winchester, Woburn and Stoneham for recreational and transportation purposes. The Greenway will connect residents to downtown and between towns, in addition to providing a vital link to the commuter rail and connecting to several schools. It will be a multi-use trail that will be used by citizens of all ages.

This funding is important to realize the bikeway/greenway. This path will be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercise and family entertainment.

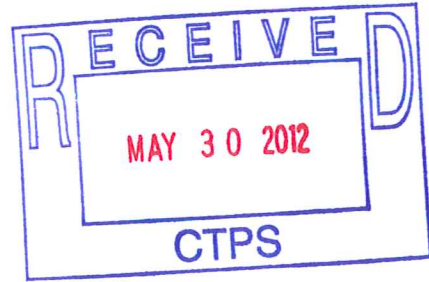
Thank you for your support.

Sincerely,

Handwritten signatures of Maura D. Sullivan and Steven J. Cagnetta.

Maura D. Sullivan
Steven J. Cagnetta
28 Stone Avenue
Winchester, MA 01890

Kara Larzelere
12 Philips Road
Stoneham, MA 02180



May 22, 2012

David J. Mohler, Chair
Boston Region MPO
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear Mr. Mohler:

I am writing to express support for the Tri Community Bikeway/Greenway project on the 2013 – 2016 Transportation Improvement Program (TIP).

As far as I have observed, bike paths are one of the most used recreational resources in our area. For example, the Minuteman bikeway and the bikeway along the Charles River in Boston are always bustling with bikers, walkers, and rollerbladers. It is a great, safe way for families to exercise. My husband and I have two children, ages 9 and 11. We often pack up our bikes on the back of the car and take them to the Minuteman bikeway in Lexington to ride. How wonderful it would be to be able to take a safe bike ride right from our house!

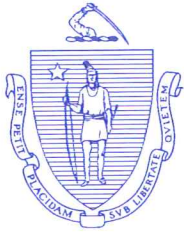
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Thank you for your support.

Sincerely,

A handwritten signature in blue ink, appearing to be "Kara Larzelere", written in a cursive style.

Kara Larzelere



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



May 22, 2012

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

Dear Chairman Mohler,

We write in support of the rehabilitation of the Carlton Street Footbridge. We urge the Boston Region Metropolitan Planning Organization Board to consider this project for funding in the Transportation Improvement Program for fiscal year 2014.

This rehabilitation project would restore and re-open the walking surface of the historic bridge. This project would improve walkways and ramps for mobility impaired individuals as well as pedestrians and bicyclists. Mobility will be greatly enhanced and improved for many people to access the parks, hospitals and academic institutions along the Riverway. Various surrounding paths would be enhanced and will allow pedestrians and bicyclists to travel from the Boston University campus along Carlton Street, across the Muddy River, and into the Longwood Medical Area. The rehabilitation of the footbridge would directly benefit the local economy of the surrounding communities by increasing alternative transportation options. Improvements to the footbridge would also complement the Muddy River Restoration Project which will begin this summer.

Please do not hesitate to contact us if you have any additional questions.

All the best,

William N. Brownsberger
STATE SENATOR
Second Suffolk and Middlesex

Cynthia Stone Creem
STATE SENATOR
First Middlesex and Norfolk

Gloria L. Fox
STATE REPRESENTATIVE
Seventh Suffolk

Pam Wolfe

From: Neil Osborne <attyosbn@gmail.com>
Sent: Tuesday, May 22, 2012 12:26 PM
To: mcallahan@ctps.org
Subject: Draft FFY 2013-2016 TIP

Dear Mr. Callahan

I am the President of the Mystic Valley Area Branch of the NAACP. As the local entity of the National Association for the Advancement of Colored People the Mystic Valley branch services the cities and towns of Medford, Arlington, Malden, Everett, Winchester and Woburn. The primary mission of the NAACP and the Mystic Valley branch locally is to ensure the political, educational, social and economic equality of rights of all person and to eliminate racial hatred and racial discrimination.

I am compelled to write to you today because of un-addressed concerns of my fellow West Medford neighbors about needlessly extending the Greenline all the way down to Route 16. Historically, West Medford has maintained a high concentration of African American households. Our West Medford community has always been a vibrant open and diverse community.

We are opposed to needlessly expending limited resources on studying then building an extension that will encroach on the property of neighbors and further invite unwanted development in the part of the city with a historically high concentration of African American families.

It is important for the planners involved in this Greenline extension project to know and understand that a majority of the African American community does not welcome the Greenline at Route 16.

We ask the question who is in a better position to absorb the burdens of the Greenline terminus? We see terminating the Greenline at College avenue as a much much better solution for the Medford community then forcing this process on West Medford.

If you would like to discuss our opposition further please feel free to contract me directly at 617-482-1160 or you may want to speak with members directly which can also be arranged.

I hope you find this correspondence helpful as we felt compelled to share how unwanted this project is viewed in our community.

Neil Osborne, Pres.
Mystic Valley Area Branch NAACP



**TOWN OF WESTFORD
BOARD OF SELECTMEN**

TOWN HALL
55 Main Street
WESTFORD, MA 01886
Telephone (978) 692-5501 Fax (978) 399-2557

May 22, 2012

Boston MPO
ATTN: FY13-16 TIP Public Comments
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

To Whom it May Concern:

On behalf of the Town of Westford we wish to express our gratitude that MassDOT posted the Bruce Freeman Rail Trail, Phase 2A, for construction in 2014 using Transportation Enhancement funds. We strongly support this project remaining in the final TIP.

Bicycle paths are essential elements of a sustainable transportation future. The MPO's continued inclusion of the Bruce Freeman Rail Trail in the Long Range Transportation Plan recognizes nearly two decades of local municipal and citizen efforts on behalf of the of the BFRT. The Town of Westford is committed to the completion of the BFRT and counts on continued MPO support in this endeavor.


Again, thank you for your support for the Bruce Freeman Rail Trail.


Sincerely,

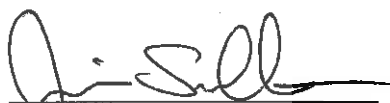
Westford Board of Selectmen


Andrea Peraner-Sweet, Chair


Robert Jefferies


Kelly Ross, Vice Chair


Valerie Wormell


Jim Sullivan, Clerk

TOWN OF DANVERS

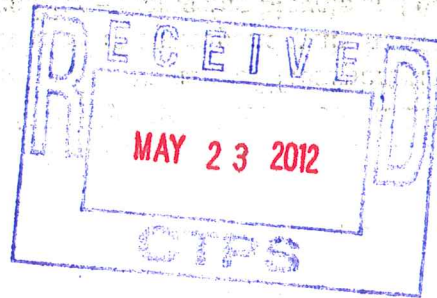


Town Hall, Sylvan Street
Danvers, MA 01923
Telephone (978) 777-0001
Fax (978) 777-1025
wmarquis@mail.danvers-ma.org

Wayne P. Marquis, Town Manager

May 23, 2012

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



**SUBJECT: Comment on Amendment to the Federal Fiscal Year (FFY) 2013 element of its
FFYs 2013 – 2016 Transportation Improvement Program**

Dear Mr. Mohler:

On behalf of the Town of Danvers, I would like to thank the Transportation Planning and Programming Committee for considering the Reconstruction of Liberty Street Project on the 2013 TIP. The Town of Danvers has worked with the Massachusetts Department of Transportation to address any design concerns. The project has been fully designed to correspond with the MPO's larger goals: maintenance – updating old infrastructure, livability – increasing bicycle and pedestrian access, and safety – bringing the corridor up to MUTCD, AAB and ADA requirements and is ready to be advertised for construction.

If you have any questions or need any additional information concerning this matter, please do not hesitate to call my office at (978) 777-0001, ext. 3069.

Sincerely,

Wayne P. Marquis
Town Manager

WPM:af

cc: Board of Selectmen
Senator Frederick Berry
Representative, Theodore Speliotis
David B. Lane, Director of Public Works
Robert E. Lee, P.E., Director of Operations
Richard P. Rodgers, P.E., Town Engineer
Martha C. Duffield, P.E., Program Engineer
Trish Domigan, P.E., VHB, Inc.
Sean Pfalzer, MPO

Sean Pfalzer

From: Madeleine Gelsinon <mgelsinon@aol.com>
Sent: Wednesday, May 23, 2012 4:12 PM
To: spfalzer@ctps.org
Subject: Funding BF Rail Trail

Sean, I would ask that funding for the Bruce Freeman Rail Trail in Concord and Acton not take place. There are so many problems that exist with this project. I am sure that funding can be diverted to more necessary areas. Thank You. Madeleine Gelsinon

Doreen Murphy
221 Central Street
Stoneham, Ma, 02180
May 23, 2012

David J. Mohler, Chair
Boston Region MPO
10 Park Plaza, Suite 2150
Boston, MA 02116



Dear Mr. Mohler:

I am writing to express support for the Tri Community Bikeway/Greenway project on the 2013 – 2016 Transportation Improvement Program (TIP).

The Greenway will provide a valuable resource for the towns of Winchester, Woburn and Stoneham for recreational and transportation purposes. The Greenway will connect residents to downtown and between towns, in addition to providing a vital link to the commuter rail and connecting to several schools. In today's busy world, it is important to provide safe pedestrian pathways for our communities.

Many groups in the three towns have pulled together to define the path, address the challenges and build community support. Each town has worked with the local officials and businesses to design the best possible path for the community. It will be a multi-use trail that will be used by citizens of all ages.

This funding is important to realize the bikeway/greenway. This path will be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercise and family entertainment.

Thank you for your support.

Sincerely,

Handwritten signature of Doreen Murphy in cursive script.

Doreen L. Murphy

William Murphy
221 Central Street
Stoneham, Ma, 02180
May 23, 2012



David J. Mohler, Chair
Boston Region MPO
10 Park Plaza, Suite 2150
Boston , MA 02116

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Thank you for your support.

Sincerely, 

William Murphy



Town Administrator
Tel. (978) 371-6688

Town of Carlisle

Office of

BOARD OF SELECTMEN

66 WESTFORD STREET
CARLISLE, MASSACHUSETTS 01741
TEL. (978) 369-6136

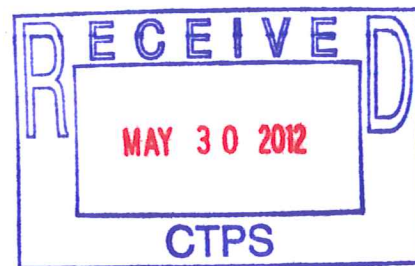


Fax. (978) 318-0098

May 24, 2012

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

RE: Bruce Freeman Memorial Bicycle Path (BFRT)
Phase 2A (Acton, Carlisle, Westford) ID # 604532



Dear Mr. Mohler:

The Carlisle Board of Selectmen would like to express sincere appreciation for the placement on the Draft 2013-16 TIP of the Bruce Freeman Rail Trail-Phase 2A construction funding in FFY 2014. Carlisle residents are thrilled at the prospect of bringing the Bruce Freeman Rail Trail into reality soon. The Town has the design under agreement with MassDOT and under contract with GPI (Greenman-Pedersen, Inc.). Work is under way towards completion of the 75% design stage.

The Town of Carlisle is looking forward to working with MassDOT in completing the design and especially to constructive cooperation in the coming months with MassDOT's Rail Division on the transfer of the right-of-way to rail trail use.

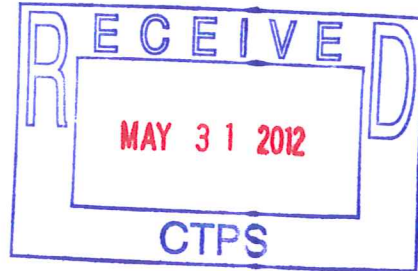
Sincerely,

Douglas A. G. Stevenson, Chairman
Carlisle Board of Selectmen

Brenda Flynn
18 Chestnut Street
Stoneham, MA 02180

May 24, 2012

David J. Mohler, Chair
Boston Region MPO
10 Park Plaza, Suite 2150
Boston, MA 02116



Dear Mr. Mohler:

I am writing to express support for the Tri Community Bikeway/Greenway project on the 2013 – 2016 Transportation Improvement Program (TIP).

I have kids. I want my kids to be able to go places on their bicycles and explore their communities. I want them to feel connected to the world around them. I want them to get exercise, and meet up with friends. This is hard to do in 21st century America... and even harder without safe infrastructure that considers forms of traffic other than cars.

I've walked the bikeway. I'm really excited about it. I think it can have a transformative effect on the community and neighborhoods through which it passes. I think it can make an impact on a healthier town, healthier inhabitants and a healthier environment. For example, it passes directly past the 354 Express bus to Boston. It can help take cars off the road.

Please support this bike way – I do!

Thank you for your support.

Sincerely,

A handwritten signature in black ink, appearing to read "Brenda Flynn". The signature is fluid and cursive.

Brenda Flynn

Ethan Lippman
202 Northampton St
Boston MA, 02118

May 24, 2012

David J. Mohler, Chair
Boston Region MPO
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear Mr. Mohler:

I am writing to express support for the Tri Community Bikeway/Greenway project on the 2013 – 2016 Transportation Improvement Program (TIP).

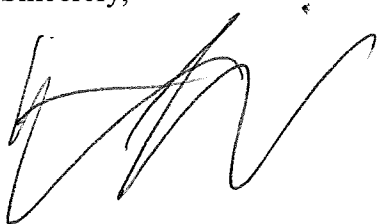
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This funding is important to realize the bikeway/greenway. This path will be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercise and family entertainment.

Thank you for your support.

Sincerely,

A handwritten signature in black ink, appearing to be 'Ethan Lippman', written in a cursive style.

William J. Murphy Jr.
43 Pomeworth Street, Unit 31
Stoneham, Ma, 02180
May 24, 2012



David J. Mohler, Chair
Boston Region MPO
10 Park Plaza, Suite 2150
Boston , MA 02116

Dear Mr. Mohler:

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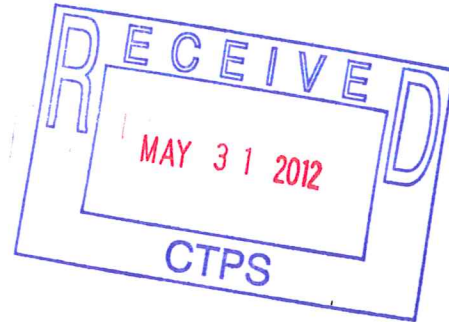
Thank you for your support.

Sincerely,

William J. Murphy Jr.

May 24, 2012

David J. Mohler, Chair
Boston Region MPO
10 Park Plaza, Suite 2150
Boston , MA 02116



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Thank you for your support.

Sincerely,

Beth Murray - Reading

24 May 2012

Dear Mr Mohler,

I am writing to express my opposition to putting the Acton section of the Bruce Freeman Rail Trail on the 2014 TIP. No matter how organized the biking proponents are, the underlying issue remains: creating this extraordinarily expensive rail trail does nothing to ameliorate transportation impacts.

I find it bizarre that state would yield to the lobbying efforts of the biking organizations and spend tax payer dollars to create an environmentally noxious recreational facility. Our tax dollars should go toward road safety first. Clearly the intense use of our towns' roads by biking groups has really made it unsafe for both riders and drivers. Some of these bikers are actually using their bikes for transportation. They won't use the rail trail for commuting - it doesn't really go where they need to go most of the time -

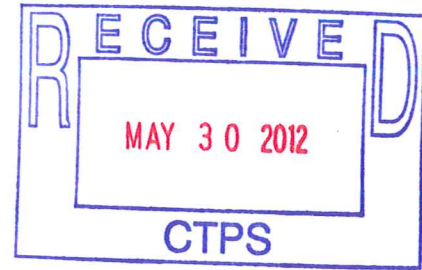
but these riders need security on our roads. If the MPO were really committed to supporting alternative transportation and not just in the pocket of special interest groups, it would deny putting Acton in the TIP and instead put resources into making a real transportation corridor for safe biking.

Sincerely,
Lydia Rogers



William S. Rice (American, 1873-1963)
Redwood Monarchs, 1925
Block print, 30.5 x 25.4 cm (12 x 10 in.)
© Roberta Rice Treseder
Pomegranate Communications, Inc.
Box 808022, Petaluma CA 94975
www.pomegranate.com

Anthony Wilson
181 Central St
Stoneham, MA 02180



May 24, 2012

David J. Mohler, Chair
Boston Region MPO
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear Mr. Mohler:

I am writing to express support for the Tri Community Bikeway/Greenway project on the 2013 – 2016 Transportation Improvement Program (TIP).

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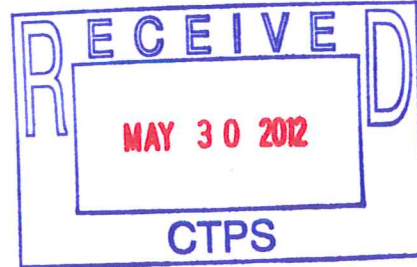
Thank you for your support.

Sincerely,

A handwritten signature in blue ink, appearing to read "Anthony Wilson", with a long horizontal flourish extending to the right.

William Conary
13 Henzie St
Reading, Mass. 01867
May 25, 2012

David J. Mohler, Chair
Boston Region MPO
10 Park Plaza, Suite 2150
Boston, MA 02116



Dear Mr. Mohler:

I am writing to express support for the Tri Community Bikeway/Greenway project on the 2013 – 2016 Transportation Improvement Program (TIP).

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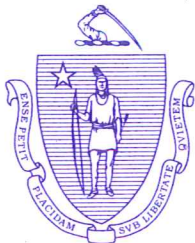
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Thank you for your support.

Sincerely,

Handwritten signature of William Conary.

William Conary



The Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES
STATE HOUSE, BOSTON 02133-1054

EDWARD F. COPPINGER
STATE REPRESENTATIVE
10TH SUFFOLK DISTRICT



Committee:
Elder Affairs
Housing
State Administration & Regulatory Oversight

STATE HOUSE, ROOM 26
TEL. (617) 722-2080 ext. 7705

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

Re: Intersection and Signal Improvements, Route 9 and Village Square (Gateway East)

Dear Mr. Mohler,

I am writing in support of the Town of Brookline's Gateway East/Village Square project. The Town's proposed improvements to the Route 9 corridor near Brookline Village offer many benefits to both the residents of Brookline and the region. This project represents a significant step forward in making Brookline Village more livable and more walkable for Brookline residents and for creating intra-regional connections for regional residents looking to access the MBTA Green Line and Longwood Medical Area.

As the State Representative for the 10th Suffolk District, I represent Precincts 14, 15 and 16 in Brookline. Although the area around Brookline Village is not within the 10th Suffolk District, I have heard from my constituents about the importance of the Brookline Village area to their daily lives. My constituents will benefit from this project because it will improve where they work and shop on a daily basis.

A major appeal of this project is that it increases regional mobility. It provides on-street bicycle accommodation and enhanced crossing opportunities at very busy sections of Route 9. It removes the closed pedestrian bridge which once served as a means for residents to cross Route 9 in an extremely busy corridor – and replaces it with a new, at-grade signalized crossing in the heart of Brookline Village. The new crossings and bicycle accommodations will make Brookline Village more inviting and safer for everyone, including my constituents.

When the MBTA was debating slashing the two bus lines (routes 51 and 60) that provide the only public transportation options for my constituents, I had numerous conversations with my constituents who needed the MBTA everyday to get to work and to do shopping around Brookline. The crucial benefit of the 51 and 60 bus routes is that they connect my constituents to the entire MBTA system, especially the D Line on the Green Line. My constituents visit Brookline Village routinely; the Gateway East/Village Square project will invite more of my constituents to the area, boosting local small businesses and further uniting the entire Town of Brookline.

I believe that this project is a display of partnership and cooperation in solving a regional mobility need. I am well aware of the Boston Region Metropolitan Planning Organization's goal of programming projects that promote efficiency, livability and sustainability. I am confident that MPO staff and regional representatives agree that Gateway East/Village Square is a good example of a project that meets your standard for inclusion on the Transportation Improvements Program. We ask that you fund this project and include it in the FY 2013-2016 TIP.

Thank you for your consideration and if you have any questions please do not hesitate to contact me at 617-722-2080 or e-mail me at Edward.Coppinger@mahouse.gov.

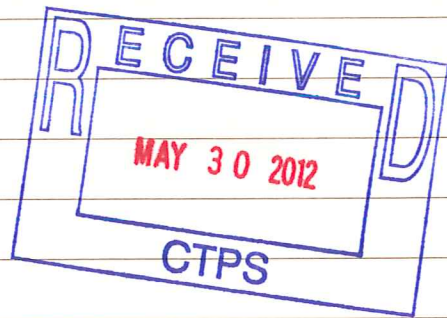
Thanks,



Edward F. Coppinger
State Representative
10th Suffolk District

May 26, 2012

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



Dear Mr. Mohler:

I am writing to express support for the TR's
Community Bikeway/Greenway on the 2013-2016 Transportation
Improvement Program.

The Greenway will provide a valuable resource for
the towns of Winchester, Woburn and Stoneham
for recreational and transportation purposes.

It will be a multi-use trail that will be used by
citizens of all ages.

Thank you for your support.

Sincerely,

Brenda J. Barbauer
17 Ledge St.
Stoneham, MA 02180

Comments on the Boston MPO 2013-2016 Draft TIP

1) Please clarify when and where comments may be sent

The TIP document available for review is posted at this link:

http://www.ctps.org/bostonmpo/3_programs/2_tip/FFYs_2013_2016_Draft_TIP_050212.pdf

on the TIP main page here:

http://www.ctps.org/bostonmpo/3_programs/2_tip/tip.html

The document explains how to obtain additional copies on page 3; however it does not explain how to return comments on the draft out for review. The main web page also does not explain how to submit comments.

The logical inference is to send the comments either to the TIP staff contact or to use the “Share Your Views” link to the left of the main web page at the following link:

http://www.ctps.org/bostonmpo/6_get_involved/1_share_your_views/share.html

However, the information provided at the May 23 TIP review indicates that comments should be sent to the chair of the Boston Region MPO (address provided), or sent via e-mail to publicinformation@ctps.org. Staff members at the 12:30 pm May 23 meeting verified that this contact information is correct for returning comments.

Additionally, the Boston MPO website shows no mention of the public comment period on the TIP or on the UPWP on the main page as of 11:00 am on May 27, although public comment will be accepted through 5:00 pm, May 31. I have attached a screenshot of this page.

Please communicate clearly and unambiguously both that public comment is accepted and also where public comment should be submitted through the entire public comment period.

2) Please rationalize project evaluations, particularly in the “Maintenance, Modernization, and Efficiency” category for the Bruce Freeman Rail Trail (2A)

The Long Range Transportation Plan (LRTP) on page 4-1 states that “system preservation, modernization, and efficiency are a guiding vision for this LRTP”, and proceeds to discuss the importance of prioritizing maintenance. The TIP evaluation forms contain a “Maintenance, Modernization, and Efficiency” category in line with the goal described in the LRTP. The project evaluation for the 2013-2016 TIP for the Bruce Freeman Rail Trail (2A) in Acton include 4 points for Improves Substandard Pavement, 4 points for Improves Substandard Signal Condition, and 4 points for Improves Traffic Signal Operations. The Bruce Freeman Rail Trail (2A) is a bicycle/pedestrian expansion project, which has no pavement and no traffic signals. The explanation I have been given is: If there are currently no pavement and no signals, then constructing them would constitute maximum improvement.

Additionally, the evaluation was upgraded from that available earlier this year, in which this project received 4 points for Improves Substandard Pavement, 2 points for Improves Substandard Signal Condition, and 0 points for Improves Traffic Signal Operations. The 2013-2026 TIP contains no indication that the project scope or design has changed, and no mention of the reasons for revising these scores. I have attached the evaluations for your reference.

The MPO should explain in the TIP why the best evaluation for maintaining existing facilities in the Highway element should be awarded to bicycle/pedestrian expansion projects and how this furthers the explicit goals in the LRTP, specifically maintaining the existing system in a state of good repair.

3) Please explain the computation of expected CO₂ reductions listed for some—but not all—projects described in the TIP.

The 2013-2016 TIP document describes “CO₂ Reduction” on page 3-1 as “the annual tons of carbon dioxide reduced by the project.” The basis for this claim is unspecified and no method of verification is proposed. My specific concern is that the number of users driving to end-destination recreational trails will contribute to emissions which are not considered in these models; my general concern is that the assumptions for these models are unstated and opaque.

The CO₂ reduction calculation is performed on only some of the projects listed in the TIP, and the stated numbers are often counter-intuitive. It would be helpful to have a consistent evaluation of all projects describing the expected effect on CO₂ emissions and a specific statement of how this affects the “CO₂ Reduction” evaluation score in that project’s TIP evaluation under the heading of “Environment and Climate Change”.

Thank you for your willingness to accept public input.

Pat Brown.



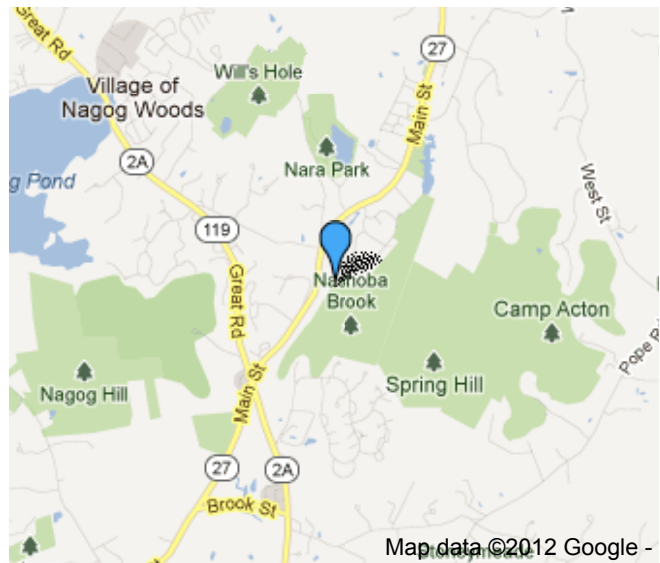
Project Information Form

You are not logged in. You may view but not edit the information for this project.

Proponent-Provided
Data last entered on:
TIP Status

01/20/2012
Pre-TIP

- 1 ID Number: **604532**
- 2 Municipality(ies): **Acton, Carlisle & Westford**
- 3 Project Name: **Bruce Freeman Memorial Bicycle Path, phase 2A**
- 4 Project Category: **Bicycle and Pedestrian**
- 5 Mass DOT Highway **3**
- Division District:
- 6 MAPC Subregion: **MAGIC**
- 7 Estimated Cost: **\$8,992,520**
- 8 Earmark Funds:



9 Description:
The proposed project will extend from the end of the BFRT Phase 1 (Westford-Lowell Phase) and continue south through Westford, Carlisle and Acton for a total length of approximately 4.88 miles. The construction will include: a new variable width (ranges from 10 to 12 feet) paved asphalt multi-use rail trail with 2-foot stabilized shoulders, an adjacent 6 foot stone dust trail (provided where feasible), trail pavement markings and signing, passively actuated flashing beacons at trail/roadway crossings, new roadway pavement markings and signing at trail crossings, construction of a pre-fabricated pedestrian bridge structure over Route 2A/119, rehabilitating six existing railroad bridges along the trail, constructing culverts, earthwork, landscaping and other items incidental to the construction of the rail trail.

- 10 Project Length **4.92**
(Miles):
- 11 Project Lane-Miles: **0**
- 12 Additional Lane- **9.84**
Miles:

Community Support

P1 Community Priority

Additional Status

13 Additional Status: ITS Conformity Approved CMAQ Approved Enhancement

Readiness

14 TIP Status: **Pre-TIP**

15 Design Status

PRC Approved 9/10/2007 25% Approved 1/28/2009 75% Approved 100% Approved
 25% Submitted 4/7/2008 75% Submitted 100% Submitted PSE Submitted

16 Right-of-Way Requirement

Required
 Not Required

17 Right-of-Way Responsibility

Mass DOT Highway Division Responsibility
 Municipal Responsibility Municipal Approval

18 Right-of-Way Certification

Date Certification Expected:

Date Certification Received:

Certification Recorded:

Date Certification Expires:

19 Required Permits:

Maintenance, Modernization and Efficiency

20 Existing Pavement Condition

Pavement Roughness (IRI):

IRI Year

21 Degree of Bicycle/Pedestrian Provisions

Sidewalks: **none, one side**

≥ Four-Foot Shoulder Signed Bicycle Route Bicycle Trail Striped Bicycle Lane

P2 What are the infrastructure condition needs or issues of the project area?

This is a new infrastructure project continuing the completed BFRT Phase 1 off-road corridor for bicycle and other non-motorized transportation south to East Acton. More than 90% of Phase 2 is in Acton, the rest in Carlisle and Westford. The provision of on-street accommodations (bike lanes) throughout the region is severely constrained by narrow roadways with narrow rights-of-way throughout. The BFRT Phase 2A would for the most part follow an existing former railroad corridor. The existing surface is the former railroad bed - mostly with rails and ties still in place. The route crosses minor rivers and streams in six locations. There are three crossings of numbered routes: Route 27 (twice) and Route 2A/119 (once).

P3 How does this project address the infrastructure condition needs or issues in the project area?

The project will provide a paved trail surface with shoulders. Existing rails and ties will be removed. Six short railroad bridges will be rehabilitated and re-decked. Crossings of Route 27 will be at-grade and equipped with safe crossing devices as required. Crossing of Route 2A/119 will be accomplished with a bridge. The Towns' transportation infrastructure management systems for roads, sidewalks, bridges, etc. includes visual inspections and reports, tracking on spreadsheets of inspection reports and of repairs/resurfacing/improvements, and repairs/resurfacing/improvements as needed with Chapter 90 and local funds. When completed, the ARRT will become part of the system.

Maintenance, Modernization and Efficiency Evaluation and Score (36 total points possible):

<i>Improves substandard pavement</i>	4
<i>Improves substandard signal equipment condition</i>	2
<i>Improves traffic signal operations</i>	0
<i>In a Congestion Management Process Identified Area</i>	6
<i>Improves intermodal accommodations/connections to transit</i>	6
<i>Implements ITS strategies other than traffic signal operations</i>	0
<i>Sum of Evaluation Scores</i>	18

Livability and Economic Benefit

22	Residential density threshold [7 dwelling units (DU)/acre (suburban) to 15 DU/acre (urban)]:	1.29
23	Commercial floor area ratio threshold [50 employees/acre (suburban) to 150 employees/acre (urban)]:	52
24	A future zoned population/employment ratio between 2.0 and .75 in the project area:	0.42
25	Mix of uses allowed within the area:	Yes
26	Maximum parking requirements in the corridor:	No
27	If any new development, a TDM program that includes at least four of the following:	Yes
	Ridesharing program Subsidized transit use and financial incentives	
	Parking restrictions or pricing policies Areawide strategies	
	Alternative work hours Subsidies for local transit service	
	Telecommuting options Multi-occupant vehicle access	
28	Serves as a targeted redevelopment site:	No
29	Municipality provides financial or regulatory support for targeted development:	No
30	Supports regional freight infrastructure:	No

P4 How does the project improve access for pedestrians, bicyclists, and public transportation?
The BFRT is exclusively for bicyclists, pedestrians, wheelchair users, etc. - not for automobiles. When fully completed, it will have direct transit access at three locations, with the West Concord commuter rail station being the closest to Phase 2A.

P5 How is the project consistent with local land use policies?
Bicycle and pedestrian improvements are long standing policy and planning objective in the Town of Acton, expressed in Master Plans, Open Space and Recreation Plans, and other policy documents since the 1980's. Acton has consistently supported and promoted the BFRT for many years. There is a high local and regional demand for this trail.

P6 How does the zoning within 1/2 mile of this project support transit-oriented development and preserve any new roadway capacity?
In the East Acton portion of the BFRT are many apartments. The trail will connect them to the West Concord train station (when connected across Route 2). North Acton and East Acton villages are designated mixed use growth centers under local zoning. Ice House Pond and NARA are two

public parks located along the trail route.

P7 How is the project consistent with state, regional, and local economic development priorities?

The BFRT is identified on the regional bicycle plan. East Acton and North Acton Villages with mixed use zoning are located along the trail route. The trail also runs parallel to the Route 2A/119 mixed use corridor where many of Acton's business are located along with many apartments. Shops and business in these areas will benefit from the BFRT.

Livability and Economic Benefit Evaluation and Score (28 total points possible):

Design is consistent with complete streets policies

Provides multimodal access to an activity center

Reduces auto dependency

Project serves a targeted redevelopment site

Provides for development consistent with the compact growth strategies of MetroFuture

Project improves Quality of Life

Sum of Evaluation Scores

2
2
3
0
4
2
13

Mobility

31 Level of Service:

32 Transit Vehicles Using Roadway:

MBTA Bus Routes:

Other Transit:

33 CMP Congested Area:

34 Average Speed

AM Peak Period:

PM Peak Period:

35 Average Speed Index

AM Peak Period:

PM Peak Period:

36 Equipment Condition

Number of Signals:

Signal Descriptions:

P8 What is the primary mobility need for this project, and how does it address that need?

The need for alternative transportation modes and corridors, especially in Boston urban and suburban areas has been well documented. The BFRT when fully completed will serve Boston's northwestern suburbs between Lowell and Framingham with rail access in Lowell, West Concord, and Framingham. Roads in the area are congested due to land use densities, historic settlement patterns, and more recent suburban development. Opportunities to increase roadway capacities for non-motorized transportation do not exist, or are severely limited due to narrow rights-of-way.

P9 What intelligent transportation systems (ITS) elements does this project include?

Project will employ Cross Alert System or equivalent at all at-grade street crossings.

Mobility Evaluation and Score (25 total points possible):

Existing peak hour level of service (LOS)

Improves or completes an MPO or State identified freight movement issue

2

Address proponent identified primary mobility need
Address MPO identified primary mobility need
Project reduces congestion
Improves transit reliability
Sum of Evaluation Scores

0
2
2
0
8

Environment and Climate Change

- 37 Located in an area of critical environmental concern
 38 Located within 200 feet of a waterway

P10 How does the project relate to community character?

In addition to providing rail access, the BFRT (ph. 2A/2C) links together historic town centers/villages (North Acton, East Acton, West Concord), other business areas, neighborhoods, and recreation facilities along its path. The project has been vetted thoroughly in all participating communities. No negative effects are known or anticipated.

P11 What are the environmental impacts of the project?

The BFRT will contribute to reduced motor vehicle miles travelled/emissions, and provides a healthful transportation option to commuters. The BFRT Phase 2A has little or no environmental impact. For the most part, the trail will be built on an existing railroad bed, which runs mostly along Nashoba Brook and crosses associated wetland areas. One area in Acton north of Route 2A/119 is mapped by NHESP as an estimated habitat of rare wildlife.

Environment and Climate Change Evaluation and Score (25 total points possible):

Air Quality (improves or degrades)
CO₂ reduction
Project is in an Executive Office of Energy and Environmental Affairs (EOEEA) certified Green Community
Project reduces VMT/VHT
Addresses identified environmental impacts
Sum of Evaluation Scores

3
3
4
2
2
14

Environmental Justice

(If there is no check in box 39 or 40, this section is not applicable to your municipality.)

- 39 Located within 1/4 mile of an Environmental Justice Area.
- 40 Located within 1/4 mile of an Environmental Justice Population Zone.
- 41 If this project is in an MPO-defined environmental justice area or environmental justice population zone, how would it improve access to an existing transit facility?
- 42 If this project is in an MPO-defined environmental justice area or environmental justice population zone, how would it improve safety for users of the transportation facility?
- 43 If this project is in an MPO-defined environmental justice area or environmental justice population zone, how would it improve air quality?

44 If this project is in an MPO-defined environmental justice area or environmental justice population zone, how does it address an MPO-identified environmental justice community need?

P12 Are there any other environmental justice issues being addressed by this project?

Regarding 41 & 42: This project (phase 2A of the BFRT) is being moved forward in design together with phases 2B and 2C. When all completed the project will provide this EJ population with continuous off road bike and pedestrian access over Route 2 to the Fitchburg commuter line station in West Concord (+/-2 miles east). There is presently, no safe way to make that connection across Route 2 without a car; also, there is local transit service. Regarding 43: The BFRT will contribute to reduced motor vehicle miles travelled/emissions, and provides a healthful transportation option to commuters. The BFRT Phase 2A has little or no environmental impact.

Environmental Justice (10 total points possible):

Improves transit for an EJ population

Design is consistent with complete streets policies in an EJ area

Addresses an MPO identified EJ transportation issue

Sum of Evaluation Scores

0
0
0
0

Safety and Security

- 45 Top 200 Rank:
- 46 EPDO/Injury Value: **13**
- 47 Crash Rate/Crashes per Mile:
- 48 Bicycle-Involved Crashes: **0**
- 49 Pedestrian-Involved Crashes: **0**

P13 What is the primary safety need associated with this project, and how does it address that need?

Local roads and streets are unsafe for bicycle use. On-street bicycle accommodations do not exist. Paved shoulders are too narrow, or do not exist. Sidewalks are intermittent. Opportunities for widening roads to accommodate bike lanes do not exist or are extremely limited due to narrow rights-of-way. The BFRT will provide a safe off-road commuting/travel route for bicyclists and users of other non-motorized modes of transportation.

Safety and Security Evaluation and Score (29 total points possible):

Improves emergency response

Design effect ability to respond to extreme conditions

EPDO/Injury Value Using the Commonwealth's listing for

Estimated Property Damage Only (EPDO)

or Injury Value information

Design addresses proponent identified primary safety need

Design addresses MPO identified primary safety need

Improves freight related safety issue

Improves bicycle safety

Improves pedestrian safety

Improves safety or removes an at grade railroad crossing

Sum of Evaluation Scores

0
0
1
3
3
0
3
1
0
11

Additional Community Comments

Including additional project phases or concurrent public works associated with this project.

1. MassDOT and the Towns of Acton, Concord, Carlisle and Westford are advancing the design for BERT Phases 2A and 2C in one unit. Acton is the lead community for both phases for all contracting purposes. An engineering firm (GPI) is under contract to produce the 100% design for both phases, and work is progressing towards 75% design. 2. MassDOT has begun the 25% design for Phase 2B, connecting 2A and 2C over Route 2. This was previously tied to the Route 2 rotary project. Phase 2B is now being advanced separately from the rotary project. 3. Construction of Phase 1 out of Lowell to Route 225 in Westford is completed. 4. Total length Ph. 2A: +/-4.8 miles (+/-3 miles in Ph. 2C; together +/-7.8 miles). 5. Current construction cost estimate based on 25% design with PRC approval: \$7.7 million for Ph. 2A; plus 25% contingency per MassDOT guidelines = Total cost \$9.625 million (\$6.1 million for Ph. 2C; plus 25% contingency per MassDOT guidelines = Total cost \$7.625 million). Phases 2A and 2C together \$17.25 million in 2009 dollars. 6. Construction funding for Phases 2A and 2C is planned in "Paths to a Sustainable Region" for 2021-25; amount \$29,871,000. 7. Right of Way owned by EOT. Communities have completed title research. DOT Rail has all documents under review. Long term leases, licenses, or easements are being discussed.

Cost per Unit

50 \$ per ADT:

51 \$ per Lane-Mile: **\$913,874**

Staff Comments

MPO/CTPS Study:

Air Quality Status: **Exempt**

TIP Contact:

Roland Bartl



Friends of the Bruce Freeman Rail Trail

<http://www.brucefreemanrailtrail.org/>

May 27, 2012

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

Re: Project ID 604532. Bruce Freeman Rail Trail Phase 2A (Westford, Carlisle, Acton)

Dear Mr. Chairman:

We, the Board of Directors of the Friends of the Bruce Freeman Rail Trail (FBFRT), are writing to you as the Chair of the Boston Region MPO to provide comments on the Draft 2013-2016 Transportation Improvement Program (Draft TIP).

The FBFRT represents over 4000 individuals, families and businesses who desire the swift design and construction of the proposed 25-mile multi-modal path from Lowell through Chelmsford, Westford, Carlisle, Acton, Concord, Sudbury, and Framingham.

As we have been participating in the TIP and Long Range planning process since 2007, the FBFRT Board was very pleased to see Phase 2A of the BFRT scheduled for start of construction in 2014 and to be paid for with Statewide Transportation Enhancement funds. It is with great delight that we are asking for construction of Phase 2 of the BFRT in 2014, hoping it will remain in the Final TIP.

Phase 2A is a 4.88 mile extension of the BFRT from Westford through Carlisle into Acton and its swift construction is a logical next step. As the 75% design is ongoing for Phase 2A, completion of the Phase 2A design is scheduled to be completed in time for the 2014 construction season. The public support is overwhelming, and the construction of Phase 2A will provide even more benefits as the trail will provide access to many more destinations adding to the already heavily used BFRT Phase 1 in Chelmsford and Westford.

Of course, we will be advocating for inclusion of BFRT Phase 2B (crossing Route 2— now in 25% design) and Phase 2C (in Concord: now in 75% design) , and hopefully Phase 2D (in Sudbury) in TIPs over the next few years. For now the inclusion of just Phase 2A in the Final 2013-2016 TIP is appropriate.

We thank you for your time and continued significant support of the Bruce Freeman Rail Trail.

Sincerely,

Thomas S. Michelman

Thomas S. Michelman
President - Friends of the Bruce Freeman Rail Trail
www.brucefreemanrailtrail.org
6 Magnolia Drive
Acton, MA 01720

tmichelman@comcast.net
978-580-6190

cc: David Shedd - Project Manager / MassDOT
Sean Pfalzer -TIP Project Manager / Boston MPO CTPS

Bcc: Board of Directors - Friends of the Bruce Freeman Rail Trail

Dr. William Wood
25 Bussell Road
Medford, Mass. 02155
781-391-8424 ww2wood@comcast.net

May 27, 2012

Boston Metropolitan Planning Organization
10 Park Plaza
Suite 2150
Boston, Mass. 02116-3968

Subject: Public Comments on Draft Transportation Investment Plan (TIP) – 2013-2016

Dear Mr. Callahan:

At this time I am opposed to the funding of the proposed Route 16 station within the Draft TIP (2013-2016). It should be eliminated from the TIP until many more requirements in spelling out environmental justice population roles and disability population roles are met. Regarding environmental protection of either the now or future generation, there should be more studies of the impact as described by Dr. Marlene Warner concerning the environmental assessment report.

The Truth: Some day a historian or academic researcher will come back and read about the proposed Green Line and its land development project and will find the MPO did not tell the truth.

The Legacy: Whether the MPO wants the project to be or not, the legacy is that the MAPC led people down the garden path. A path created by many planners throughout history.

The Medford environmental justice community's voice did not make a difference in this project. The Medford disability community's voice did not make a difference in this project. The MPO is stating that we are "unworthy of life."

That is the Truth. That is what the MPO is saying by executing its policy of funding the Route 16 station of the proposed Green Line within the Draft TIP (2013-2016). Yes, I use the word executing as that is what you are doing to these people, executing the life they worked for, dreamed of and the life to which they are entitled.

You are doing what government does. And our government is destroying the moderate income and the environmental fabric of our society in its policies and planning. So when the area of Route 16 is planned to go to the middle class or wealthy and replace those diversities of moderate means, we are not so amicable to the state and its octopus arms.

We realize the need for getting to the truth, which is the basis of science. The truth of any project is to determine if the people who live there are being hurt by this project. The truth bears a great deal of history in Boston.

Jim Campano fought the West End development. Janet Rose fought development in Cambridge. These people are being more and more respected in their communities while government is falling apart. Jim Campano gives lectures on the West End and its planning process at MIT. Janet Rose has had parks dedicated to her in Cambridge for her advocacy work in the community. She too talks about planners and the fallacy of benefits.

I ask you to listen to the truth. Truth is in the room, whether in comments and or stated by those people who linger around this project, people knowledgeable in environmental work. Dr. Marlene Warner, a truth seeker of the environment and science and who has commented many times on the lack of environmental benefit of this project. She serves on the Houston Galveston Area Council, a 17- county planning commission for over ten years. In particular she serves on the Environmental Health committee and its Air Quality subdivision.

Mr. Neil Osborne, an attorney, who has stated many times to me, he does not mind signing on to the truth. As an African American leader of his community, he speaks the truth in his comments and his speeches.

Myself, a person who grew up in Cambridge, led the charge against the inequity of the Kendall Square development project and against its developers and MIT. By requiring the Cambridge Redevelopment Authority by hiring more planners who would follow the community's role, this plan was equally as good as the MIT plan for Kendall Square that came about by the professionals. But of course it had too much to say about the area's quality of life. The Kendall Square development project as envisioned by planners is now complained about because there is no one in the area after 5 p.m. It is barren area. Yet before development it was a vibrant neighborhood. This is the truth and stated many times.

You are not listening and that is why government is not working for its people. We are here to talk to government, but are they listening?

Sincerely yours,

Dr. William Wood

Sean Pfalzer

From: Pam Wolfe <pwolfe@ctps.org>
Sent: Wednesday, May 30, 2012 7:16 AM
To: spfalzer@ctps.org; damstutz@ctps.org
Cc: dfargen@ctps.org
Subject: FW: Green Line Extension

From: John W Anderson [<mailto:jwa02155@yahoo.com>]
Sent: Tuesday, May 29, 2012 6:00 PM
To: mcallahan@ctps.org
Subject: Green Line Extension

As a Medford residents, we are delighted to see that this is moving forward.

John Anderson and Heather Champigny

*Cameron Bain, Chairman
12 Highland Avenue
Stoneham MA 02180*

May29, 2012

David J. Mohler, Chair
Boston Region MPO
10 Park Plaza, Suite 2150
Boston , MA 02116

Dear Mr. Mohler:

I am writing to express support for the Tri Community Bikeway/Greenway project on the 2013 – 2016 Transportation Improvement Program (TIP).

The Greenway will provide a valuable resource for the towns of Winchester, Woburn and Stoneham for recreational and transportation purposes. The Greenway will connect residents to downtown and between towns, in addition to providing a vital link to the commuter rail and connecting several schools parks and play grounds. Today it is important to provide safe pedestrian pathways and bicycle paths for our communities. Today multi use trail proponents support the goal of the Governors Healthy Transportation Compact by working to establish such facilities. This project has its roots in the Town of Stoneham in 1988 when Town Meeting formed a committee to determine the best use of the former rail line. A multi use trail or bikeway was widely accepted following a study conducted by MAPC in 1989. In 1995 the Tri Community Bikeway was formed when Winchester and Woburn joined the Stoneham group in the endeavor to establish the Tri Community Bikeway

Many groups in the three towns have pulled together to define the path, address the challenges and build community support. Each town has worked with the local officials and businesses to design the best possible path for the community. It will be a multi-use trail that will be used by citizens of all ages.

This funding is important to realize the bikeway/greenway. This path will be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercise and family entertainment.

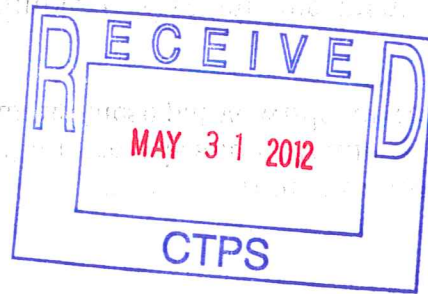
Thank you for your support.

Cameron Bain, Chairman

Stoneham Bicycle and Greenway Committee

May 29, 2012

David J. Mohler, Chair
Boston Region MPO
10 Park Plaza, Suite 2150
Boston, MA 02116



Dear Mr. Mohler:

I just heard about the Tri Community Bikeway/Greenway project that's part of the 2013 – 2016 Transportation Improvement Program (TIP).

I live in Melrose, MA, next to Stoneham. If there's a Greenway in the town next door, that's where I'll be heading with my family. My daughter is 7, she enjoys safely riding her little bicycle on bike paths, away from automobiles. Additionally, I use bike paths as a conduit for errands and recreation whenever it's convenient. I support businesses along these paths, while my car is parked in my driveway at home.

When I see my tax dollars used to fund simple, positive enhancements like bikeways and greenways, it makes me happy to pay my taxes.

Thank you for your support !

Sincerely,

A handwritten signature in black ink, appearing to read "Jeff Berlin".

Jeff Berlin
21 Walton Park
Melrose, MA 02176

(781) 665-2150

JEFF.BERLIN@COMCAST.NET

Sean Pfalzer

From: Pam Wolfe <pwolfe@ctps.org>
Sent: Wednesday, May 30, 2012 7:19 AM
To: spfalzer@ctps.org; damstutz@ctps.org
Cc: dfargen@ctps.org
Subject: FW: Green Line extension

From: Gauri V. Bhide [\[mailto:gbhide@massmed.org\]](mailto:gbhide@massmed.org)
Sent: Tuesday, May 29, 2012 9:01 PM
To: mcallahan@ctps.org
Subject: Green Line extension

I am a resident of Medford, and am writing to voice support for completion to the Green Line extension up to the Rte 16 stop. This would benefit commuters and residents, and be an important step in the public transportation commitment made by the State.
Thank you for your consideration of this matter,

Gauri Bhide MD
www.cancertreatmentconsults.com



TOWN OF BROOKLINE
Massachusetts

DEPARTMENT OF PUBLIC WORKS

May 29, 2012



Andrew M. Pappastergion
Commissioner

Mr. David Mohler, Chair
Boston Region Metropolitan Planning Organization (MPO)
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

RE: **BROOKLINE – SUPPORT for Carlton Street Footbridge Rehabilitation**
MassDOT Project # 606316 - Prioritization in FFY 2013-16 TIP

Dear Mr. Mohler:

The Brookline Department of Public Works embraces this opportunity to **support the Carlton Street Footbridge Rehabilitation Project #606316**, and would respectfully request that this regional, pedestrian/bicycle link, spanning the MBTA tracks, be programmed in the Commonwealth's Transportation Improvement Program (TIP) for Fiscal Years 2013-16.

The **Carlton Street Footbridge** is a regional asset whose rehabilitation would provide a universally accessible pedestrian/bicycle link, above the active MBTA D-Greenline tracks, that both reconnects the region's pedestrian and bicycle facilities, and re-opens an historic entry to Riverway Park, a part of the Emerald Necklace Parks. Designed by the 'father of American landscape architecture,' Brookline landscape architect, Frederick Law Olmsted, the region's Emerald Necklace Parks, including their historic landscapes, waterways, roadways, pedestrian/bicycle paths and bridges, are listed on the State and National Registers of Historic Places.

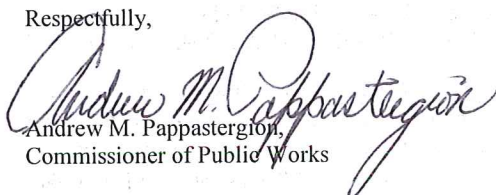
Stewardship for these historic park and transportation assets rests jointly in the hands of Town of Brookline, City of Boston, and the Commonwealth of Massachusetts. I would highlight that these same **public agencies cite the Rehabilitation of the Footbridge as an urgent and regional action in two landmark documents: The Emerald Necklace Parks Master Plan and the Muddy River Restoration EIR/MOA/MOU.**

Approved by MassDOT as an eligible Federal Transportation Enhancement project in 2011, **the Rehabilitation of the Carlton Street Footbridge is a model project for Enhancement funding.** The project captures not just the requisite one, but a total of FOUR of the qualifying activities that would truly make the footbridge an outstanding Enhancement project for the Commonwealth and the Nation, alike: 1) Provision of pedestrian/bicycle facility; 2) Rehabilitation and opening of historic transportation facility; 3) Historic Preservation; and 4) Landscaping and other scenic beautification.

As the project currently concludes MassDOT's 25% design review process, it is imperative that the Boston Region MPO prioritize the Footbridge Rehabilitation on the pending State TIP. The project receives high marks from the MPO's own staff evaluation, and is eminently **consistent with MPO policies and priorities**, as it: 1) maintains and modernizes an historic ped/bike bridge; 2) improves livability by re-opening a 'gap' in the ped/bike system; 3) improves mobility for not only peds/bikes but also the disabled; 4) improves the environment, specifically a rare cultural resource; 5) provides transportation equity by resurrecting a vital ped/bike facility; 6) promotes alternative, and green modes of transportation, critical to climate change policy; and 7) provides safe egress to the park above the MBTA (rather than at-grade) while increasing park activity and resulting security (more eyes and ears).

Again, for the third consecutive year, the Town of Brookline appeals to the MPO staff and regional representatives, to program on the TIP the footbridge rehabilitation – a project that by all the agency's own standards would prove an exemplary model of stewardship of an historic and regional transportation legacy.

Respectfully,


Andrew M. Pappastergion,
Commissioner of Public Works

Cc: Board of Selectmen

333 Washington Street ♦ Brookline, Massachusetts 02445-6863
Telephone: (617) 730-2156 Facsimile: (617) 730-2258
www.brooklinema.gov

Sean Pfalzer

From: Pam Wolfe <pwolfe@ctps.org>
Sent: Wednesday, May 30, 2012 7:18 AM
To: spfalzer@ctps.org; damstutz@ctps.org
Cc: dfargen@ctps.org
Subject: FW: green line extension

From: anna buxton [<mailto:annabuxton@yahoo.com>]
Sent: Tuesday, May 29, 2012 8:07 PM
To: mcallahan@ctps.org
Subject: green line extension

I am a great fan of public transportation ! As our energy resources are scarce, public transportation has a new important role in the movement of people from home to work and work to home. My husband and I regularly ride a bike to our nearest T stop. Please take a look into the future of the Boston/ Cambridge community and invest our tax dollars in the Green Line extension! Make Boston an example for all to follow and create employment for people.

Sincerely

Anna M Buxton

Pam Wolfe

From: patricia clinton <par38c@aol.com>
Sent: Tuesday, May 29, 2012 3:24 PM
To: mcallahan@ctps.org
Subject: funding for rt16 in medford

I believe the money should be spent on other projects. Rt.#16 is very heavy with traffic now. . Cant get off my street now. It would cause a lot of unrest for the neighborhood. Lots of moving of people who have lived in the neighborhood for a long time.. It would not reduce the traffic at all. Where is all the ridership coming from.? We have a good bus & train service now in Medford. Seems to me all the push for this if from people in other towns. I don't want people from other towns telling us what is good for our neighborhood. They wont be affected by any of the upheaval..Thank you .

Sean Pfalzer

From: Pam Wolfe <pwolfe@ctps.org>
Sent: Wednesday, May 30, 2012 7:16 AM
To: spfalzer@ctps.org; damstutz@ctps.org
Cc: dfargen@ctps.org
Subject: FW:

From: cambia davis [<mailto:cambia716davis@yahoo.com>]
Sent: Tuesday, May 29, 2012 6:19 PM
To: mcallahan@ctps.org
Subject:

Dear Mr. Callahan,

I enthusiastically support funding for the Green Line extension into Somerville and Medford. I am a resident of Medford. I also support raising taxes to pay for the T. I ride buses and subway and commuter rail lines.

Thank you,

Cornelia Davis
28 Butler St.
Medford, MA

From: Jenn.DesAutels
To: publicinformation@ctps.org
Subject: I support the Green Line Extension
Date: Tuesday, May 29, 2012 4:57:56 PM

Dear Mr. Mohler,

I am a six-year resident of Medford, an active community member and a mother of two young children. I support the extension of the Green Line into Medford. Public rail service would reduce my dependence on a vehicle to connect my family with the city. Medford is so close to Boston by car but so far away by public transit. It's time that changed. I believe that increasing public access to Medford via the Green Line Extension will improve the local economy. It will boost businesses and enable Medford to continue to expand its growing cultural offerings. Medford has a diverse population ethnically and economically. It is a city with a lot to offer and in turn can derive benefit from an increased flow of visitors.

Thanks,
Jennifer DesAutels

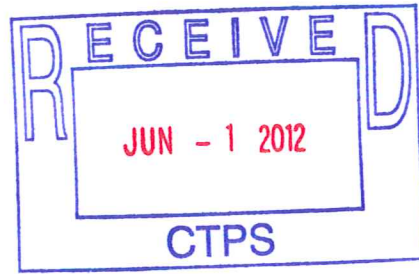
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Jennifer Cheng DesAutels
Freelance Illustration and Graphic Design
New clients welcome
Online samples: StudioJCD.com
617-233-4121 cell
781-393-1813 home
21 Knollwood Rd.
Medford, MA 02155

Janet Edmunson
72 Snowberry Drive
South Portland, ME 04106

May 29, 2012

David J. Mohler, Chair
Boston Region MPO
10 Park Plaza, Suite 2150
Boston , MA 02116



Dear Mr. Mohler:

I am writing to express support for the Tri Community Bikeway/Greenway project on the 2013 – 2016 Transportation Improvement Program (TIP).

I am a former resident of Danvers and loved to ride my bike everywhere. This Greenway will be a wonderful addition for those of us who still love to travel to the area.

I hope the funding will be available to make this Greenway happen. This funding is important to realize the bikeway/greenway. This path will be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercise and family entertainment.

Thank you for your support.

Sincerely,

A handwritten signature in blue ink, appearing to read "Janet Edmunson", with a long horizontal flourish extending to the right.

Janet Edmunson

Sean Pfalzer

From: Pam Wolfe <pwolfe@ctps.org>
Sent: Wednesday, May 30, 2012 7:20 AM
To: spfalzer@ctps.org; damstutz@ctps.org
Cc: dfargen@ctps.org
Subject: FW:

From: John E [\[mailto:jpellersick@yahoo.com\]](mailto:jpellersick@yahoo.com)
Sent: Tuesday, May 29, 2012 9:59 PM
To: mcallahan@ctps.org
Subject:

Dear Michael,

I read the Transportation Improvement Program (TIP) for the Boston Region Metropolitan Planning Organization (MPO) and wanted to share the following comments:

"I live in Medford and support the Green Line extension first to college ave and then to Route 16, done in a thoughtful and timely manner"

"I think it is shameful we continue to invest so much in roadways, and relatively so little in public transportation and on bike paths or other access. This subsidizes very consumptive non-sustainable ways off living, at the expense of rail, public transit and bicycle transportation. we should find ways to support more car pooling, electric or other alternate low emissions vehicles, and continued biking infrastructure."

"I also think it is shameful we have backed away from commitments made as part of the central artery project, which had a tremendous focus on cars and limited investments in other modes of transport. This plan seeks to kill off other once committed projects, such as the red line blue line connection. Sad."

John Ellersick

11 Boston Ave

Medford, MA

Sean Pfalzer

From: Pam Wolfe <pwolfe@ctps.org>
Sent: Wednesday, May 30, 2012 7:19 AM
To: spfalzer@ctps.org; damstutz@ctps.org
Cc: dfargen@ctps.org
Subject: FW: THE GREEN LINE IS COMING!?!

From: janine fay [<mailto:jfay@gis.net>]
Sent: Tuesday, May 29, 2012 8:31 PM
To: mcallahan@ctps.org
Subject: THE GREEN LINE IS COMING!?!

I believe it will happen!
It will be so great for Somerville!
Press ON!
Thank you
Janine Fay

43 Munroe Street
Somerville MA 02143

May 29, 2012

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

Re: Draft FY2013 - 2016 TIP, Tri-Community Bikeway (604652)

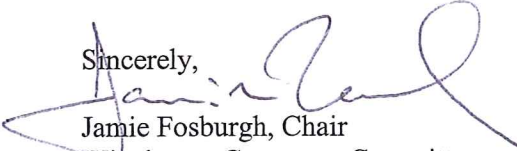
Dear Mr. Mohler:

On behalf of the Winchester Greenway Committee, I am writing to express our support and enthusiasm for the inclusion of construction funding for the Winchester, Woburn, Stoneham Tri-Community Bikeway in year 2015 of the Draft FY2013-2016 Transportation Improvement Program (TIP).

The communities of Winchester, Stoneham and Woburn have worked together since 1997 to develop and pursue this important multi-use pathway project. Today, the importance of alternative transportation networks that promote healthful exercise, save expensive gas, alleviate roadway congestion and reduce carbon dioxide emissions cannot be overstated.

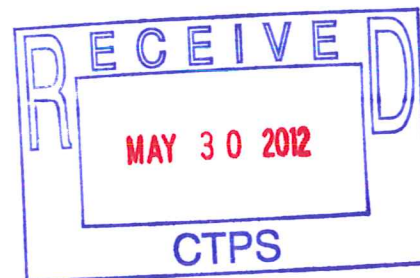
With completion of the 75% project plans imminent, inclusion of the Tri-Community Bikeway in the 2013-2016 TIP is appropriate and timely, and will restore critical project momentum. We believe that this is an extremely important and meaningful project for our communities, and we look forward to seeing its completion in the near future.

Sincerely,



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

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



Pam Wolfe

From: Lee Goldfinch <jilgero@comcast.net>
Sent: Tuesday, May 29, 2012 4:40 PM
To: mcallahan@ctps.org
Subject: Green Line Extension

I am a resident of Medford and have an office in West Medford. I am strongly in support of the Green Line Extension, plan to be a regular user of this line when it is in place, and believe it will be a very important convenience for my patients, many who travel on public transportation. The station on the Mystic River Parkway is an essential piece for ease of use and convenience, and I also strongly support that project.

Sincerely Yours, James Lee Goldfinch, PhD

Sean Pfalzer

From: Pam Wolfe <pwolfe@ctps.org>
Sent: Wednesday, May 30, 2012 7:19 AM
To: spfalzer@ctps.org; damstutz@ctps.org
Cc: dfargen@ctps.org
Subject: FW: Green Line Extension

From: Lois Grossman [<mailto:lgrossm2@gmail.com>]
Sent: Tuesday, May 29, 2012 9:30 PM
To: mcallahan@ctps.org
Subject: Green Line Extension

Dear Mr. Callahan

I see that the Boston MPO schedule includes provisions to extend the Green Line to Medford, first to College Avenue and then to Mystic Valley Parkway. As a resident of Medford and regular user of public transportation, I am in favor of building both stops and look forward to the day that I can ride the T from Medford.

Thank you
Lois Grossman
33 West Street
Medford



Town of Hull



TOWN MANAGER

781-925-2000
FAX 781-925-0224

MUNICIPAL BUILDING
253 ATLANTIC AVENUE
HULL, MA 02045

May 29, 2012

Richard A. Davey
Mass DOT Secretary and CEO, Boston Region MPO Chairman
c/o David J. Mohler
Executive Director, Office of Transportation Planning
Massachusetts Department of Transportation
10 Park Plaza, Suite 2150
Boston, MA 02116

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

Dear Secretary Davey:

I am writing to you today to provide comments on the Draft FFY 2013-2016 TIP and express the Town of Hull's commitment to the reconstruction of Atlantic Avenue (Project #601607). The Town of Hull is disappointed that the Atlantic Avenue Reconstruction Project was not included on the Draft TIP. Atlantic Avenue, which is long overdue for repairs and upgrades, is one of only three roadways leading into the Town of Hull. The 25% Design was submitted in August 2010, and we recently received the 25% Design Comments. Following the upcoming 25% Design Public Hearing, we are committed to submitting the 75% Design before the end of the year. We seek your support for this important local project and request that this project be considered for funding in one of the out years of the Draft TIP.

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

The Town of Hull is committed to updating Atlantic Avenue in accordance with the goals of the Boston MPO to the extent possible to improve substandard conditions, modernize the roadway, and enhance access and mobility along the corridor. The proposed improvements incorporate "Complete Streets" design features and will help revitalize the neighborhood and affect positive change on the environment and local businesses. Atlantic Avenue is essential to maintaining the

safety and security of local residents by providing one of the Town's few points of access for emergency response and evacuation during coastal storms.

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

Sincerely,

A handwritten signature in black ink, appearing to read 'Philip E. Lemnios', with a long horizontal flourish extending to the right.

Philip E. Lemnios
Town Manager

cc: Hull Board of Selectmen
Representative Garrett Bradley
Senator Robert L. Hedlund
Joseph Stigliani, Director of Hull Public Works

Pam Wolfe

From: Erik Jacobs <erikdjacobs@gmail.com>
Sent: Tuesday, May 29, 2012 4:26 PM
To: mcallahan@ctps.org
Subject: Public Comment on the MPO's 2013-2016 Transportation Improvement Program

Dear Mr. Callahan,
I wanted to voice my strong support for the money allocated to The Green Line Extension, ESPECIALLY for the 2nd phase of the Green Line Extension from its temporary terminus at College Avenue in Medford to its permanent terminus at Mystic Valley Parkway on the Medford/Somerville line. I would love to see both of them done in a single phase, but am excited that both approaches have been included.

My family lives on Capen St. in Medford's Hillside neighborhood and among the people we know there is unilateral support for the project. We believe it will greatly benefit the residents and businesses in this area and we are looking forward to you breaking ground soon.

Thank you for working toward this vision.

Sincerely,
Erik and Dina Jacobs

Erik Jacobs
www.jacobsphotographic.us
www.jpgcollective.com
www.anthemmultimedia.com

Sean Pfalzer

From: Pam Wolfe <pwolfe@ctps.org>
Sent: Wednesday, May 30, 2012 7:18 AM
To: spfalzer@ctps.org; damstutz@ctps.org
Cc: dfargen@ctps.org
Subject: FW: green line extension

From: Linda G. Katz [<mailto:linda.katz@yahoo.com>]
Sent: Tuesday, May 29, 2012 8:28 PM
To: mcallahan@ctps.org
Subject: green line extension

I'm writing to express my enthusiastic support for the green line extension. It should be funded and work should start as soon as possible!

Linda Katz
Arlington, MA

Sean Pfalzer

From: Pam Wolfe <pwolfe@ctps.org>
Sent: Wednesday, May 30, 2012 7:17 AM
To: spfalzer@ctps.org; damstutz@ctps.org
Cc: dfargen@ctps.org
Subject: FW: Supports Green Line Extension

From: Colleen Kirby [<mailto:kirby.cho@gmail.com>]
Sent: Tuesday, May 29, 2012 6:27 PM
To: mcallahan@ctps.org
Subject: Supports Green Line Extension

Dear Michael,

My employer will soon be moving down to Boston from Woburn and one of the reasons was because of good mass transit connections. I will be using bus and subway connections and know that if it weren't for the easy connections I would have to be looking for a new job. I am sure there are many people who will use the green line for commuting once it is in place...I might even be able to use it once it's finished since I live in Arlington near to where the extension will be going. Thanks, Colleen

PS Now when we have a great recession and lots of people out of work and low interest rates, this is the time be investing in infrastructure and new jobs...you won't find a time when such a project would be cheaper and by employing construction workers you'll be helping the local and state economy!

Sean Pfalzer

From: Pam Wolfe <pwolfe@ctps.org>
Sent: Wednesday, May 30, 2012 7:18 AM
To: spfalzer@ctps.org; damstutz@ctps.org
Cc: dfargen@ctps.org
Subject: FW: Public comment for Boston region MPO draft TIP

-----Original Message-----

From: John Kohl [<mailto:jtk@bostonpog.org>]
Sent: Tuesday, May 29, 2012 8:04 PM
To: mcallahan@ctps.org
Subject: Public comment for Boston region MPO draft TIP

Hello Mr. Callahan,

I write to express my support for the Green Line Extension and its full construction to the permanent terminus at Mystic Valley Parkway. I live in Arlington. Our town will substantially benefit from the terminus's close proximity to the northeast corner of town. We're excited for this project to begin and successfully constructed.

--

==John Kohl <jtk@bostonpog.org>

Sean Pfalzer

From: Pam Wolfe <pwolfe@ctps.org>
Sent: Wednesday, May 30, 2012 7:21 AM
To: spfalzer@ctps.org; damstutz@ctps.org
Cc: dfargen@ctps.org
Subject: FW: Green line extension

From: Kevin Leete [<mailto:mayorkl@gmail.com>]
Sent: Tuesday, May 29, 2012 10:56 PM
To: mcallahan@ctps.org
Subject: Green line extension

Per suggestion, I would like to voice my support for this initiative. I live right next to the sure where the proposed station would be (Somerville), and find it very exciting.

Thank you.

Kevin Leete
180 Boston Ave, Somerville

Pam Wolfe

From: TLinc02155@aol.com
Sent: Tuesday, May 29, 2012 3:52 PM
To: mcallahan@ctps.org
Subject: Comments on Extension of Green Line to Route 16 (Medford)

May 29, 2012

Mr. Callahan:

RE: Extension of the Green Line to Route 16 (Medford)

Please enter my comments into the public record.

I am strongly in favor of extending the Green Line to Route 16. It makes sense in transportation, environmental and cost terms. It is farsighted and serves the true interests of Medford. It will help reduce pollution, greenhouse gas production, and road congestion. It will be an economic boon to Medford and the Hillside neighborhood.

Count me in!

Thomas W. Lincoln
27 Gleason Street
Medford, MA 02155

Sean Pfalzer

From: Pam Wolfe <pwolfe@ctps.org>
Sent: Wednesday, May 30, 2012 7:17 AM
To: spfalzer@ctps.org; damstutz@ctps.org
Cc: dfargen@ctps.org
Subject: FW: Support for Green Line Extension to Medford and beyond.

From: Stephen Paul Linder [<mailto:spl@alum.mit.edu>]
Sent: Tuesday, May 29, 2012 6:36 PM
To: mcallahan@ctps.org
Subject: Support for Green Line Extension to Medford and beyond.

While south and west of Boston you can take the Green Line and Red Line to Route 128, to the north and north west these lines do not leave Cambridge. Please support the Green Line extension to through Medford to Winchester and Woburn. Get more cars off the streets, including the ones that speed past my house every day.

Also, extend the Red Line!!

Stephen

--
Dr. Stephen Paul Linder
518-569-3933

<http://alum.mit.edu/www/spl>

Pam Wolfe

From: William Marx <wmarx103@gmail.com>
Sent: Tuesday, May 29, 2012 4:27 PM
To: mcallahan@ctps.org
Subject: Support for Funding of the Green Line Extension

Dear Mr. Callahan,

As a long-time supporter for the Green Line Extension I am extremely happy to hear that funding for the project is going forward. Making the promise of this extension a reality is long overdue. It is great to hear that funding is in place and construction will finally begin -- groundbreaking might actually happen later this year!

Best,

Bill Marx
Editor, [The Arts Fuse](#)
103 Highland Road
Somerville, MA 02144

Pam Wolfe

From: Nitecki, Zbigniew H. <Zbigniew.Nitecki@tufts.edu>
Sent: Tuesday, May 29, 2012 4:18 PM
To: mcallahan@ctps.org
Subject: Green Line Extension

As a Somerville resident, I strongly support the funding necessary to complete the Green Line extension to the Mystic Valley parkway.

Zbigniew Nitecki
135 Lowell Street #1
Somerville MA 02143

Sean Pfalzer

From: Pam Wolfe <pwolfe@ctps.org>
Sent: Wednesday, May 30, 2012 7:20 AM
To: spfalzer@ctps.org; damstutz@ctps.org
Cc: dfargen@ctps.org
Subject: FW: Funding for the Green Line extension to Route 16

-----Original Message-----

From: Alan Peterson [<mailto:petersonian@mac.com>]
Sent: Tuesday, May 29, 2012 10:30 PM
To: mcallahan@ctps.org
Subject: Funding for the Green Line extension to Route 16

Dear Michael Callahan,

My wife and I are strongly in support of the Green Line coming to West Medford.

We live within walking distance to what we hope will be the final terminus for the Green Line at Route 16.

We have two children ages 8 and 10. We feel their and our public transportation needs would greatly improve with the Green Line coming to Medford. In our opinion the Route 16 terminus clearly offers the public much greater access to the new Green Line trolley and connecting subway lines, thus make it worth the tax dollars spent to build it and giving our children a transportation future that's cleaner and more efficient.

Sincerely yours,

Alan, Katrin, Emma and Oliver Peterson
7 Fairfield Street, Medford MA

Sent from my iPad

Sean Pfalzer

From: Pam Wolfe <pwolfe@ctps.org>
Sent: Wednesday, May 30, 2012 7:15 AM
To: spfalzer@ctps.org; damstutz@ctps.org
Cc: dfargen@ctps.org
Subject: FW: Support for GLX

From: Julia Prange [<mailto:juliaprange@gmail.com>]
Sent: Tuesday, May 29, 2012 4:35 PM
To: mcallahan@ctps.org
Subject: Support for GLX

Dear Mr.Callahan,

I am writing to express my unabated support for the GLX project finally breaking ground later this year! As a Union Square, Somerville resident who cares deeply about the quality of life offered by the Boston region and more specifically, my own neighborhood, there is no greater benefit than this project.

Thank you for your hard work.
Julia Prange Wallerce
51 Bow Street #1
Somerville, MA 02143

--
Julia Prange/Wallerce
juliaprange@gmail.com

Pam Wolfe

From: Julia Prange <juliaprang@gmail.com>
Sent: Tuesday, May 29, 2012 4:35 PM
To: mcallahan@ctps.org
Subject: Support for GLX

Dear Mr. Callahan,

I am writing to express my unabated support for the GLX project finally breaking ground later this year! As a Union Square, Somerville resident who cares deeply about the quality of life offered by the Boston region and more specifically, my own neighborhood, there is no greater benefit than this project.

Thank you for your hard work.

Julia Prange Wallerce
51 Bow Street #1
Somerville, MA 02143

--

Julia Prange/Wallerce
juliaprang@gmail.com

Pam Wolfe

From: Vaughan Rees <vaughanrees@fastmail.fm>
Sent: Tuesday, May 29, 2012 7:41 PM
To: mcallahan@ctps.org
Subject: Support for Green Line extension

Dear Mr. Callahan,

I understand that the MPO is considering implementing the Green Line extension from its temporary terminus at College Avenue in Medford to its permanent terminus at Mystic Valley Parkway on the Medford/Somerville line.

As a resident of Medford, I wish to place on the record my support for Phase II of the Green Line extension. This strategy has massive support from the local community.

The extension of the Green Line to Route 16 is essential for the future needs of the community that it will serve. This service will provide critical access to schools, jobs, sporting, and other opportunities for a new generation of young people in this area.

The need for accessible, reliable transportation is made more pressing because of the location of Environmental Justice communities in the area of Phase II of the Green Line extension. Six census tracts meet federal government environmental justice criteria: Tract 3397 (Harvard Street-Main Street-Mystic Avenue area); and Tracts 3393 and 3394 (West Medford, on either side of the Mystic River). Portions of Tracts 3395 and 3396, between Boston Avenue and the Somerville line, also are considered Environmental Justice communities.

The local community strongly support this project and wish to see state transportation officials invest in the future needs of a large and growing urban community.

Sincerely,

Vaughan Rees
Rock Hill St
Medford, MA

Sean Pfalzer

From: Pam Wolfe <pwolfe@ctps.org>
Sent: Tuesday, May 29, 2012 1:02 PM
To: spfalzer@ctps.org; damstutz@ctps.org
Subject: FW: Greenline Ext. to W. Medford

From: Janice Spencer [<mailto:jspencer@medford.org>]
Sent: Tuesday, May 29, 2012 9:52 AM
To: mcallahan@ctps.org
Subject: Greenline Ext. to W. Medford

As a lifelong resident of W. Medford, I would love to have the green line extension extend to Rte. 16, Medford. Thank you.

Janice Spencer

Pam Wolfe

From: Janice Spencer <jspencer@medford.org>
Sent: Tuesday, May 29, 2012 9:52 AM
To: mcallahan@ctps.org
Subject: Greenline Ext. to W. Medford

As a lifelong resident of W. Medford, I would love to have the green line extension extend to Rte. 16, Medford. Thank you.

Janice Spencer

Sean Pfalzer

From: Pam Wolfe <pwolfe@ctps.org>
Sent: Wednesday, May 30, 2012 7:20 AM
To: spfalzer@ctps.org; damstutz@ctps.org
Cc: dfargen@ctps.org
Subject: FW: We fully support the Green Line funding!

-----Original Message-----

From: fun parc [<mailto:funparc@gmail.com>]
Sent: Tuesday, May 29, 2012 10:10 PM
To: mcallahan@ctps.org
Subject: We fully support the Green Line funding!

Michael Callahan,

We fully support the Green Line funding and this wonderful project.

The thought that groundbreaking could actually happen later this year is very exciting!!

Eva and David Todtfeld
Medford, MA

Mark E. Warren
Attorney – CPCU - ARM
18 Maple Street
Stoneham, Massachusetts 02180
Telephone (781) 438-4834
Mobile (617) 233-1520
E-mail: MARKWARREN@MMWARREN.COM



May 29, 2012

VIA E-MAIL TO *david.mohler@state.ma.us*

David J. Mohler, Chair
Boston Region MPO
10 Park Plaza, Suite 2150
Boston, Massachusetts 02116

Dear Mr. Mohler:

I am writing to ask that the Boston Region MPO keep funding for the Tri Community Bikeway/Greenway project in the 2013 – 2016 Transportation Improvement Program (TIP).

I have been working since 1994 to complete the East Boston. I was the attorney who had worked with the Boston firm of Robinson & Cole in 2002 to incorporate the Friends of the East Boston Greenway, Inc. That organization now has a six-figure endowment to use for the maintenance and upkeep of the Greenway. Ten years later, I am in the process of working with Robinson & Cole to get 501 (c)(3) status for the recently incorporated Friends of the Tri-Community Greenway, Inc.

As the East Boston Greenway does for that community, the Tri-Community Greenway will provide a valuable resource for the towns of Winchester, Woburn and Stoneham for recreational and transportation purposes. The Greenway will connect residents to downtown and between towns, in addition to providing a vital link to the commuter rail and connecting to several schools. In today's busy world, it is important to provide safe pedestrian pathways for our communities.


Many groups in the three towns have pulled together to define the path, address the challenges and build community support. Each town has worked with the local officials and businesses to design the best possible path for the community. It will be a multi-use trail that will be used by citizens of all ages.

This funding is important to realize the bikeway/greenway. This path will be a safe and environmentally friendly way to connect and benefit three communities and provide a valuable outlet for exercise and family entertainment.

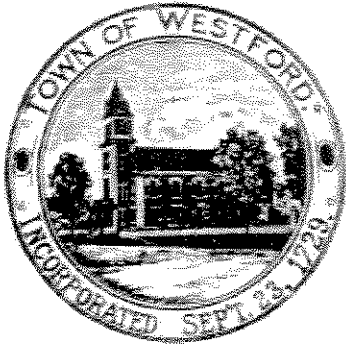
David J. Mohler
May 29, 2012
Page 2

Thank you for your anticipated support for this important project.

Very truly yours,

A handwritten signature in black ink, appearing to read "Mark E. Warren", with a long horizontal flourish extending to the right.

Mark E. Warren



TOWN OF WESTFORD
Planning Board

Town Hall
55 Main Street
Westford, MA 01886
Telephone (978) 692-5524 Fax (978) 399-2732

May 29, 2012

Boston Region MPO
Attn: Sean Pfalzer, Project Manager
10 Park Plaza Suite 2150
Boston, MA 02116

Re: Support for Acton - Carlisle - Westford Bruce Freeman Rail Trail, Phase II-A

Dear Mr. Pfalzer:

The Westford Planning Board recently learned that the DRAFT 2012 TIP includes Phase 2A of the Bruce Freeman Rail Trail (Project number 604532) for construction in FY14 using Statewide Transportation Enhancement (TE) funds.

We submit this letter to express our enthusiastic support for this project and to request the project remain in the final TIP. The Bruce Freeman Rail Trail (BFRT) is a wonderful regional amenity, and its value will be greatly enhanced by the Phase 2A extension. Phase 1 construction and planning for the extension have allowed us to work closely with citizens and town officials in our neighboring communities for many years. We are confident that Phase 2A construction funding in FY14 will not only greatly benefit the many who already enjoy the trail, but also expand usage, access, and enjoyment of the BFRT in the years ahead.

The MPO's continued inclusion of the BFRT in the Long Range Transportation Plan builds on nearly two decades of local municipal and citizen efforts on behalf of the of the BFRT. The Town of Westford is committed to the completion of the BFRT and counts on continued MPO support in this endeavor. Again, thank you for your support for the Bruce Freeman Rail Trail.

Sincerely,

For Mike Green, Chair
Westford Planning Board

Sean Pfalzer

From: Pam Wolfe <pwolfe@ctps.org>
Sent: Wednesday, May 30, 2012 7:16 AM
To: spfalzer@ctps.org; damstutz@ctps.org
Cc: dfargen@ctps.org
Subject: FW: Public comment - Green Line Extension

From: Tom Whiteford [<mailto:twwhiteford@gmail.com>]
Sent: Tuesday, May 29, 2012 5:16 PM
To: mcallahan@ctps.org
Subject: Public comment - Green Line Extension

Hello Michael,

I understand that the MPO is taking public comment on the Green Line Extension. I would like to voice my support for the project, and it's extension to a Route 16 terminus. Running the green line to Route 16 seems like a natural point to end the green line. There is some good commercial (Whole Foods) and office space that would provide good options for commuters. It would also make the green line an option for West Medford, and East Arlington residents. All good benefits.

Thanks,

Tom Whiteford
77 Boston Ave
Medford, MA

From: [Carole Wolfe](#)
To: publicinformation@ctps.org
Subject: Comment on 2013-2014 TIP
Date: Tuesday, May 29, 2012 2:29:43 PM

Hello,

We are requesting a reconsideration of the placement of the Acton section of the Bruce Freeman Rail Trail on the 2014 TIP.

First, it is illogical to consider that the more costly Freeman might be constructed when past MPO minutes have stated that the less costly Assabet trail directly connecting to the Acton train station is deemed too expensive. The Freeman will not connect to public transit until at least another \$10 million is spent to complete the Acton section, cross route 2 by bridge, and pave to the Concord transit station. If the trail continues south of the Concord train station, many more millions will be required to build a glorified sidewalk used mostly for weekend recreation and lunchtime strolls, just the way the first section of the Freeman is used. And, just as is the case of the Chelmsford/Westford/Carlisle Freeman, the Acton section will not be plowed, nor lighted or used on days that are too hot, too cold, too icy, or too rainy. Also, perhaps similar to section one, routine maintenance will be in the hands of volunteers, which is not a long-term reliable policy. Moreover, if the trail were to continue past the Concord train station, it should be acknowledged that for a substantial distance, the rail bed runs parallel to a road with two existing bike lanes that could easily be widened and sidewalks to which additional lengths could be added. It would be much more cost effective to extend sidewalks in front of houses in both towns than to pave through the more remote woods and swamps as is being proposed.

Secondly, as far as can be told, the recommendation of the Regional Transportation Advisory Council to establish unbiased criteria to rank rail trail projects has not been heeded. Nor does it seem there has been a willingness to have an honest discussion concerning the topic introduced by a member of the RTAC at a meeting last year regarding the harmful environmental impacts from building trails through sensitive habitat areas. Sudbury was foresighted enough to commission a four-season wildlife study which concluded there could be no mitigation for trail construction through nearly half of the rail bed's footprint due to its location within sensitive wildlife habitat. It is believed that Acton has done no similar comprehensive, unbiased wildlife impact study.

It's time to honestly assess the cost-benefit of rail trail construction, both monetarily and environmentally. The benefits of a rail trail through the woods of Acton and Concord are not equal to those resulting from a trail in more tightly populated areas where it really is conceivable that a trail could actually be used for transportation.

Thank you.
Richard and Carole Wolfe
Sudbury

Sean Pfalzer

From: Pam Wolfe <pwolfe@ctps.org>
Sent: Wednesday, May 30, 2012 7:21 AM
To: spfalzer@ctps.org; damstutz@ctps.org
Cc: dfargen@ctps.org
Subject: FW: Green Line Extension Support

-----Original Message-----

From: Dave Wood [<mailto:dwood617@comcast.net>]
Sent: Tuesday, May 29, 2012 10:35 PM
To: mcallahan@ctps.org
Subject: Green Line Extension Support

Dear Mr. Callahan:

I am writing in support of the Green Line extension to Rte. 16 in Medford. As a life-long Cambridge resident and former transportation reporter for the Patriot Ledger of Quincy, I have witnessed first hand how public transportation can have a positive affect on individuals and on economic development. It makes sense for the people of Somerville and Medford to reap the benefits of this vital transportation link to Downtown Boston.

Respectfully submitted

Dave Wood
63 Gorham St.
Cambridge, MA 02138

Pam Wolfe

From: Jennifer Yanco <jjyanco@gmail.com>
Sent: Tuesday, May 29, 2012 9:59 AM
To: mcallahan@ctps.org
Subject: Draft FFY 2013-2016 TIP.

To whom it may concern,

As a resident of West Medford, I am very much in support of extending the Green Line to route 16. Given the rather spotty bus service in this area (the 94 is notorious for being off schedule or not coming at all), it would be a real boon to the neighborhood to have reliable transportation. We are also eager to reduce air pollution caused by bus traffic.

Again, I am 100% in support of extending the Green Line to route 16.

Best regards,

Jennifer J. Yanco
16 Monument Street
Medford, MA 02155

781-483-3218



33 Broad Street | Suite 300 | Boston, MA 02109
Tel: 617-502-6240 | Fax: 617-502-6236

WWW.ABETTERCITY.ORG

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Joseph Zukowski

Richard A. Dimino
(President & CEO)
* Executive Committee
† Former Chairman

May 30, 2012

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

**Re: Draft FFY 2013 Unified Planning Work Program and Draft FFY 2013-2016
Transportation Improvement Program**

Dear Mr. Mohler:

On behalf of A Better City (ABC), I am pleased to submit the following comments on the Draft FFY 2013 Unified Planning Work Plan of the Boston Region MPO, dated April 19, 2012, and the Draft FFY 2013-2016 Transportation Improvement Plan.

A Better City is a membership organization that advocates for sustainable transportation and development policies and projects that achieve high standards of design, support economic development, enhance mobility, and provide environmental benefits. We welcome the opportunity to comment on these important transportation documents.

Several worthwhile projects are listed in the UPWP including analysis in support of the Accelerated Bridge Program, Green Line Extension, the South Station Expansion Project, and land use modeling and support for assessment of greenhouse gas impacts of projects. One of the most important efforts cited in the work plan are model enhancement, development of statistical households and travel profiles of the region, and development of a comparison of 1991 and 2011 trip making patterns and household characteristics based on analysis of the 2011 Massachusetts Travel Survey. Having analysis of this recent data is absolutely critical to generating useful analysis that can serve as the basis for evaluation of projects that address the needs of the current world, which is far different from that of 1991. We are very pleased to see these activities in this work plan.

The TIP includes a number of projects that we believe are important for the region, as well as many in the universe of projects that should be advanced when funding becomes available. We will also suggest projects that should be added to the universe for future consideration. Highway and transit projects programmed in the TIP that we believe are important and need to be implemented within the time frame established include:

- Commonwealth Avenue improvements from Amory to Alcorn Street: 2015
- North Washington Street bridge rehabilitation: 2016
- West Second Street Bridge Replacement in South Boston: 2014
- Reconstruction of Melnea Cass Boulevard, including the BRT ROW: 2014
- Washington Avenue bridge replacement in Chelsea: 2015
- Green Line Extension (Phase II) College Avenue to Route 16: 2016
- Purchase of revenue vehicles for the MBTA subway and bus fleets: 2014-2016
- MBTA Subway and track improvements: 2016
- MBTA power program: 2013



- MBTA facilities maintenance and modernization for yards, shops, and parking: 2013-2016
- MBTA station accessibility program: 2013
- MBTA systems upgrades, including Government Center Station: 2013-2016
- MBTA preventive maintenance program: 2013-2016 (\$60,000,000) [3-68]

We have commented in the past on the SIP commitments, and we concur with the analysis described in this document and with inclusion of the projects listed in the Eastern Massachusetts Ozone Nonattainment Area modeling. All of these priority projects, and perhaps several more, are likely to be implemented within the time frame indicated, given adequate funding and diligent attention to advanced planning, design, permitting, and construction.

We urge MassDOT to seek funding sources and, when funding is identified, for the MPO to add the following projects to the TIP list from the universe of projects:

- Reconstruction of Causeway Street
- Reconstruction of Rutherford Avenue from City Square to Sullivan Square
- Improvements at Audubon Circle
- Improvements on Boylston Street at Brookline Avenue and Park Drive


Each of these projects addresses critical needs in the local and regional transportation network.

In addition to those projects already listed in the universe of projects, we urge the MPO to return to that list the following projects that have been on the universe of projects list in the past:

- Transportation improvements in the Urban Ring corridor
- Silver Line Phase III
- Design of the Red Line/Blue Line Connector

These projects have been shown to address items in the Needs Assessment of the recently adopted Long Range Transportation Plan and have been given a lower priority due to the lack of funds for their advancement. We believe, however, that they deserve further consideration should financial circumstances change in the future and appropriately should remain on this comprehensive list.

We offer these recommendations with the notion that these planning documents, along the Long Range Transportation Plan for the Boston Region MPO are living documents that should be amended as necessary to address the changing needs and circumstances of the region. Inclusion of the projects listed above would be a good first step in recognizing those changes.

Sincerely,

Richard A. Dimino
President and CEO

Sean Pfalzer

From: Pam Wolfe <pwolfe@ctps.org>
Sent: Wednesday, May 30, 2012 7:23 AM
To: spfalzer@ctps.org; damstutz@ctps.org
Cc: dfargen@ctps.org
Subject: FW: Green line extension

From: Deb Agliano (DebOnTheWeb) [<mailto:Deb@debontheweb.com>]
Sent: Wednesday, May 30, 2012 6:35 AM
To: mcallahan@ctps.org
Subject: Green line extension

Dear Mr. Callahan,

I support the Green line extension.

Thank you!

Debra Agliano
Medford, MA

Sean Pfalzer

From: Pam Wolfe <pwolfe@ctps.org>
Sent: Wednesday, May 30, 2012 1:17 PM
To: spfalzer@ctps.org; damstutz@ctps.org
Cc: dfargen@ctps.org
Subject: FW: Green Line Extension to Mystic Valley PKY

From: PHILIP BLOOM [<mailto:apjbloom@verizon.net>]
Sent: Wednesday, May 30, 2012 8:59 AM
To: mcallahan@ctps.org
Subject: Green Line Extension to Mystic Valley PKY

Please add my support to the subject project. This project will add to the economic and environmental health of the area.

Thank you,

Annette Bloom
Medford, MA



May 30, 2012

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

Dear Mr. Mohler:

I write on behalf of Conservation Law Foundation (“CLF”) to provide the following comments on the Boston Region Metropolitan Planning Organization’s (“MPO”) draft Transportation Improvement Program for fiscal years 2013-2016 (“TIP”). CLF is a nonprofit, member-supported regional environmental organization working to conserve natural resources, protect public health and promote thriving communities for all in the New England region. CLF has long supported enhanced public transportation and was instrumental in securing the Massachusetts State Implementation Plan (“SIP”) transit system improvements in metropolitan Boston. We provide these comments to strongly support inclusion of the Green Line Extension in the TIP and in particular, use of flexed highway funds for the College Avenue to Route 16 segment of the project. We also request that, in the future, MPO members be provided with information about the greenhouse gas (“GHG”) emissions projected in connection with individual transportation projects *prior* to selection for inclusion in the Transportation Improvement Program, as required by the GreenDOT Policy Directive (“GreenDOT”).

Green Line Extension to Route 16

CLF is very pleased that the MPO has programmed in the TIP funding for the College Avenue to Route 16 segment of the Green Line Extension project. This funding will provide essential public transportation services to a densely populated and underserved part of the region. This segment of the project will produce an estimated reduction in vehicle miles traveled (“VMT”) of more than ten percent of those expected from the extension. As a result, this project will reduce GHG emissions, helping to meet the Commonwealth’s obligations pursuant to the Massachusetts Global Warming Solutions Act (“GWSA”) and GreenDOT, which mandates the MPO to take GHG emissions into account for purposes of TIP planning. It also will provide more equitable access to transit—and thus to increased economic and educational opportunities—to five state-defined environmental justice communities (two in Somerville, two in Medford, and one in Arlington).

At the same time, this project will help MassDOT comply with the SIP, which requires construction of an extension of the Green Line “from Lechmere Station to Medford Hillside.” See 310 CMR 7.36(2)(j)1. The Green Line Extension Project to College Avenue, without further extension to Route 16, would not comply with the SIP since Medford Hillside’s well-



documented historical boundaries do not include the location of the proposed terminus at the intersection of College Avenue and Boston Avenue.¹ Thank you for including the Green Line Extension to Route 16 in the TIP.

The GWSA, M.G.L. c. 21N, provides that, by 2020, statewide GHG emissions shall be reduced twenty-five per cent below the 1990 emissions level and requires the Commonwealth to develop a plan to achieve those reductions. The transportation sector produces nearly forty percent of the total GHG emissions in Massachusetts so it is particularly important to ensure emissions are aggressively reduced in this sector. See MPO’s Long Range Transportation Plan – Paths to a Sustainable Region (“LRTP”) at 5-3. Additionally, over the last twenty-five years, total VMT has increased nearly seventy percent.² At the same time, public transit in New England averted more than 1.7 mmt of carbon dioxide emissions—the equivalent of taking 31,000 cars off the road for a year.³ Given the growing climate crisis, the Commonwealth needs to create the right incentives, promote transit ridership, and reduce VMT in order to achieve the GWSA GHG reduction target by 2020. Reliable, accessible public transportation is a critical component of any successful GHG reduction policy. We therefore greatly appreciate that the MPO has decided to flex a portion of the funding available for programming in the TIP for a transit project as provided by the Intermodal Surface Transportation Efficiency Act of 1991 (“ISTEA”) and continued under the 1998 Transportation Equity Act for the 21st Century (“TEA-21”) and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (“SAFETEA-LU”).

By flexing funding for transit, the MPO is furthering GreenDOT, which the Commonwealth specifically has incorporated into the Massachusetts Clean Energy and Climate Plan for 2020 (“Climate Plan”). See Climate Plan at pp. 66-67. The Transportation Improvement Programs and the Statewide Transportation Improvement Program **must be consistent with the Commonwealth’s GHG reduction target**. Id. at 66 (emphasis added). GreenDOT and the Climate Plan specifically require the MPOs and MassDOT to “balance highway system expansion projects with other projects that support smart growth development and promote public transit, walking and bicycling.” Id.

¹ For a more detailed explanation of this issue, please see CLF’s comments on the Draft and Final Environmental Impact reports for the Green Line Extension Project available at http://www.greenlineextension.org/documents/FinalEIR/Vol2and3/71_GLX_FEIR_V2_CommOrg3of5_20100615.pdf and at http://www.greenlineextension.org/documents/FinalEIR/certificate/FEIR_CommentsPart4.pdf respectively.

² See *Cool Moves: Transit in NE and Its Role in Curbing Global Warming Environment NH* (2007). Found at: <http://www.environmentnewhampshire.org/reports/environmental-health/global-warming-reports/cool-moves-transit-in-new-england-and-its-role-in-curbing-global-warming-pollution> (8-10-09).

³ Id.



GHG Modeling

As required by GreenDOT since it was issued nearly two years ago to the day on June 2, 2010, the MPO has recently begun to model GHG emissions for certain transportation projects in this TIP cycle. We applaud the MPO for finally taking this crucial step. However, GreenDOT requires that for “project prioritization and selection:”

“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.” See GreenDOT, p. 5.

Accordingly, the MPO must evaluate emissions for each project in order to assess the total GHG emissions profile of the TIP and assure it is *decreasing over time*. GHG emissions accounting data must be transparent, and so should be available publicly, and importantly, must be available to MPO members as they develop the TIP to assist their deliberations. No such information currently is included in the draft TIP issued for public comment. The MPO must be able to consider the GHG emissions from each individual transportation project included in the TIP, so that project selection can be prioritized on the basis of GHG emissions as required by GreenDOT and the Climate Plan issued pursuant to the GWSA. The MPO’s sister Metropolitan Planning Organization, the Merrimack Valley Metropolitan Planning Organization (“MVMPO”), has already taken a significant step in this direction by including GHG tracking information in its draft FY2013-FY2016 TIP. See MVMPO TIP FY2013 GHG Tracking, attached as Exhibit A. We request that the Boston Region MPO also provide this information to its members and the public this year and GHG emissions on a project basis ahead of the TIP development process next year.

Air Quality Conformity

As described in more detail in CLF’s comment letter on the draft FY2012-FY2015 Transportation Improvement Program dated September 13, 2011, the continued delays in implementing the SIP’s transportation control measures (“TCMs”), (the Green Line Extension, the Red/Blue Line Connector, the Fairmount Line Improvement Project, and the 1,000 additional park and ride spaces), which have not yet been approved by the Massachusetts Department of Environmental Protection (“DEP”), place the TIP’s air quality conformity in doubt. All “State and local agencies with influence over the approvals of funding for TCMs over other projects within their control” must give “maximum priority to approval or funding of TCMs over other projects within their control.” 40 CFR 93.113(c). The MPO has therefore this year again failed



to provide sufficient funding for these TCMs in the draft TIP. See CLF comment letter dated September 13, 2011, attached as Exhibit B.

Thank you for your consideration of these comments. If you have any questions, I can be reached by phone at (617) 850-1739 or by email at rmares@clf.org.

Sincerely,

Rafael Mares
Staff Attorney

cc Sean Pfalzer
TIP Manager
Central Transportation Planning Staff
Certification Activities Group
10 Park Plaza, Suite 2150
Boston, MA 02116

Exhibit A

2013 Merrimack Valley TIP GHG Tracking

MassDOT Project ID	MassDOT Project Description	Funding Source	Total Program Funds	GHG Analysis Type	GHG Impact by the Numbers	GHG Impact Description	Additional Description
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Section 1A / Federal Aid / Target Projects

STP - Surface Transportation Program

600214	HAVERHILL- RECONSTRUCTION OF ROUTE 125 (SOUTH MAIN ST), FROM BOSTON ROAD TO BASILIERE BRIDGE & SALEM STREET, FROM SOUTH MAIN STREET TO PEABODY STREET	STP-PAC	\$ 368,848	Qualitative	0	Assumed Nominal Decrease in Emissions from Sidewalk Infrastructure	
602469	MERRIMAC- RECONSTRUCTION OF ROUTE 110 (WEST MAIN STREET/EAST MAIN STREET), FROM 400 FEET WEST OF ORCHARD STREET TO BROAD STREET	STP	\$ 4,300,296	Qualitative	0	No Assumed Impact/Negligible Impact on Emissions	
605689	MERRIMAC- RESURFACING & RELATED WORK ON ROUTE 110	STP	\$ 520,000	Qualitative	0	No Assumed Impact/Negligible Impact on Emissions	
605181	METHUEN- INTERCHANGE RECONSTRUCTION ON I-93 AT ROUTE 110/113 ROTARY, INCLUDING REMOVAL OF M-17-017 & M-17-018, REHAB OF M-17-007 & NEW BRIDGE CONSTRUCTION OF M-17-040	STP	\$ 260,795	Quantified	0	RTP Project	

HSIP - Highway Safety Improvement Program

605181	METHUEN- INTERCHANGE RECONSTRUCTION ON I-93 AT ROUTE 110/113 ROTARY, INCLUDING REMOVAL OF M-17-017 & M-17-018, REHAB OF M-17-007 & NEW BRIDGE CONSTRUCTION OF M-17-040	HSIP	\$ 442,956	Quantified	0	RTP Project	
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CMAQ - Congestion Mitigation and Air Quality

605181	METHUEN- INTERCHANGE RECONSTRUCTION ON I-93 AT ROUTE 110/113 ROTARY, INCLUDING REMOVAL OF M-17-017 & M-17-018, REHAB OF M-17-007 & NEW BRIDGE CONSTRUCTION OF M-17-040	CMAQ	\$ 885,911	Quantified	0	RTP Project	
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2013 Merrimack Valley TIP GHG Tracking

MassDOT Project ID	MassDOT Project Description	Funding Source	Total Programmed Funds	GHG Analysis Type	GHG Impact by the Numbers	GHG Impact Description	Additional Description
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Section B / Federal Aid Bridge Projects

600988	GROVELAND-HAVERHILL - BRIDGE REPLACEMENT, G-15-001=H-12-012, ROUTE 97 & ROUTE 113 OVER THE MERRIMACK RIVER (BATES BRIDGE)	BRAC	\$ 8,585,000	Qualitative	0	No Assumed Impact/Negligible Impact on Emissions	
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Quantified Impact: 0

Section C / Federal Aid Non-Target Projects

Earmarks

F&WS	NEWBURY - REPAIR, RECONSTRUCTION & RESURFACING OF SUNSET DRIVE IN NEWBURY	HPP (2005)	\$ 224,975	Qualitative	N/A	
605181	METHUEN- INTERCHANGE RECONSTRUCTION ON I-93 AT ROUTE 110/113 ROTARY, INCLUDING REMOVAL OF M-17-017 & M-17-018, REHAB OF M-17-007 & NEW BRIDGE CONSTRUCTION OF M-17-040	HPP (2005)	\$ 329,258	Quantified	0	RTP Project
0			\$ 0	Qualitative	0	N/A

Quantified Impact: 0

Other

605181	METHUEN- INTERCHANGE RECONSTRUCTION ON I-93 AT ROUTE 110/113 ROTARY, INCLUDING REMOVAL OF M-17-017 & M-17-018, REHAB OF M-17-007 & NEW BRIDGE CONSTRUCTION OF M-17-040	IM	\$ 1,000,000	Quantified	0	RTP Project
F&WS	NEWBURY - REPAIR, RECONSTRUCTION & RESURFACING OF SUNSET DRIVE IN NEWBURY	Other	\$ 395,020	Qualitative	0	N/A

Quantified Impact: 0

Section D / Federal Aid Major & State Category Projects

IM - Interstate Maintenance

0	No Projects Programmed	0	\$	Qualitative	0	N/A
0	No Projects Programmed	0	\$	Qualitative	0	N/A

Quantified Impact: 0

NHS - National Highway System

0	No Projects Programmed	0	\$	Quantified	0	N/A
0	No Projects Programmed	0	\$	Quantified	0	N/A

Quantified Impact: 0

2013 Merrimack Valley TIP GHG Tracking

MassDOT Project ID	MassDOT Project Description	Funding Source	Total Programmed Funds	GHG Analysis Type	GHG Impact by the Numbers	GHG Impact Description	Additional Description
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► Other

605181	METHUEN- INTERCHANGE RECONSTRUCTION ON I-93 AT ROUTE 110/113 ROTARY, INCLUDING REMOVAL OF M-17-017 & M-17-018, REHAB OF M-17-007 & NEW BRIDGE CONSTRUCTION OF M-17-040	Statewide CMAQ	\$17,700,000	Quantified	0	RTP Project	
605181	METHUEN- INTERCHANGE RECONSTRUCTION ON I-93 AT ROUTE 110/113 ROTARY, INCLUDING REMOVAL OF M-17-017 & M-17-018, REHAB OF M-17-007 & NEW BRIDGE CONSTRUCTION OF M-17-040	Statewide TE	\$ 188,500	Quantified	0	RTP Project	

Quantified Impact ► 0

► Section 2A / Non-Federal Projects

0	No Projects Programmed	0 \$	-	Qualitative	0	N/A	
0	No Projects Programmed	0 \$	-	Qualitative	0	N/A	

Quantified Impact ► 0

► Section 2B / Non-Federal Bridge Projects

0	No Projects Programmed	0 \$	-	Qualitative	0	N/A	
0	No Projects Programmed	0 \$	-	Qualitative	0	N/A	

Quantified Impact ► 0

2013 Merrimack Valley TIP GHG Tracking Summary

Total Quantified Impact ► 0

Exhibit B



September 13, 2011

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

Dear Mr. Mohler:

Conservation Law Foundation (“CLF”) is pleased to provide the following comments on the Boston Region Metropolitan Planning Organization’s (“MPO”) draft Long Range Transportation Plan - Paths to a Sustainable Region (“LRTP”) and draft Transportation Improvement Program (“TIP”) for fiscal years 2012-2015. CLF is a nonprofit, member-supported regional environmental organization working to conserve natural resources, protect public health and promote thriving communities for all in the New England region. CLF has been a long-time supporter of enhanced public transportation and was instrumental in securing the Massachusetts State Implementation Plan (“SIP”) transit system improvements in metropolitan Boston. We are commenting to make you aware of the fact that the LRTP and TIP are not in compliance with the Transportation Conformity Regulations, 40 CFR Part 51, subpart T and Part 93, subpart A, and as such cannot be adopted as proposed and to request that you consider the climate change impacts of transportation projects prior to selection for inclusion in the LRTP and TIP.

Air Quality Conformity

Since Massachusetts is not in attainment for the national ambient air quality standard for ozone, it has in place a state implementation plan, which includes a series of transportation control measures (“TCMs”). All transportation plans or transportation improvement programs, reviewed, supported, or funded by federal agencies, such as the MPO’s LRTP and TIP, must conform to the goals of this existing state implementation plan. See 42 USC s. 7506(c)(1). To conform, these transportation planning documents must implement the transportation elements of any applicable state implementation plan. See 42 USC s. 7506(c)(2). Therefore, before a federal agency may approve, accept, or fund any projects in the LRTP or TIP, there must be an affirmative finding by the federal Department of Transportation (“USDOT”) that all activities included conform to the state implementation plan. Such determinations must be made every time a new transportation plan or transit improvement program is adopted. See 40 CFR 93.104. As the MPO, you may also not approve any TIP until you determine that the program provides for timely implementation of transportation control measures (“TCMs”) in the SIP. See 40 CFR

93.113. Specifically, the Transportation Conformity Rules require that the LRTP and TIP “provide for the timely implementation of TCMs from the applicable implementation plan.” 40 CFR 93.113(a). For the TIP this means that if TCMs are behind the schedule established in the SIP that “all State and local agencies with influence over the approvals or funding for TCMs **are giving maximum priority to approval or funding of TCMs over other projects within their control.**” 40 CFR 93.113(c) (emphasis added). The LRTP, in turn, is required to “provide for the timely completion or implementation of all TCMs in the applicable implementation plan” and has to be “consistent with schedules included in the applicable implementation plan.” 40 CFR 93.113(b)(1).

For the Green Line Extension Project, one of the TCMs in the SIP, the TIP includes \$476,200,000 for FY2012 through FY 2015 and the LRTP includes \$586,654,000 for the same time period. The project, however, has been estimated by MassDOT to cost over a billion dollars and is required to be completed by December 31, 2014, which is before the expiration of the TIP, and within the LRTP’s 2012-2015 time period. As a result, significantly more funds are required to be budgeted in the TIP and the 2012-2015 LRTP time period for a positive conformity determination. We understand that MassDOT intends to seek permission to delay the Green Line Extension Project, but, to date, it has not yet petitioned the Department of Environmental Protection (“DEP”) to do so. MassDOT therefore has not obtained approval for any project delay, as is required by the SIP. See 310 CMR 7.36(4)(c). Until a petition to delay is submitted and approved by DEP, however, transportation conformity must be conducted with respect to existing TCMs and their existing deadlines in the current SIP. See 42 USC s. 7506(c)(1). The MPO is well aware of this and has similarly risked adverse conformity determinations in the past. See attached letters from USDOT dated December 5, 2007.

Likewise, the TIP only includes \$5 million for the completion of the design of the Red/Blue Line Connector, another SIP TCM, although MassDOT has estimated the project to require another \$49 million. See LRTP at 8-49. While MassDOT currently is seeking to eliminate this SIP requirement, its request to do so was submitted on July 1, 2011 and neither DEP nor the United States Environmental Protection Agency (“EPA”) has yet considered it. Again, since transportation conformity must be conducted with respect to existing TCMs and their existing deadlines in the current SIP, the full amount of funding required to complete this design project (\$49 million) must be included in the TIP. Since the SIP deadline for the Red/Blue Line Connector is December 31, 2011, all \$49 million should be budgeted for FY2012.

For the Fairmount Line Improvement Project, another of the SIP TCMs, MassDOT estimates a remaining cost of \$54.1 million. See LRTP at 8-4. The TIP, however, only includes \$36,407,814 for FY2012, although the project is required by the SIP to be completed by December 31, 2011. The TIP does include additional funding for the Fairmount Line, but only in FY 2013 and FY 2014, dates which occur after the SIP deadline. While MassDOT has

recently petitioned for a delay of this project, DEP has not approved its request. Therefore, to conform to the SIP, the TIP must continue to reflect the existing deadline.

For the 1,000 additional park and ride parking spaces, also a SIP TCM, MassDOT estimates the remaining costs to be \$32 million. See LRTP at 8-4. The TIP, however, only includes \$24,270,978 total. This TCM is required to be completed by December 31, 2011. MassDOT has also petitioned to delay this project until the Spring of 2012, but the petition has not yet been approved by DEP. Even if MassDOT were to be allowed to delay this project until the Spring of 2012, all of the remaining costs would have to be in the TIP for FY 2012.

These numbers clearly show that neither the TIP nor the LRTP provide for the timely completion or implementation of all TCMs in the SIP as is required by the Transportation Conformity Rules. Considering that other transportation projects, not required by the SIP, are being funded in the TIP and the LRTP ahead of these TCMs, it is also clear that the MPO and MassDOT are not giving maximum priority to funding of these TCMs over other projects within their control, which is also required for conformity. See 40 CFR 93.113(c). Governor Deval Patrick's recent statement, which appeared in the Somerville News on August 10, 2011, only highlights the lack of priority the Commonwealth currently confers on these TCMs. Referring to the Green Line the Governor stated that the project has been "put (sic) back on the schedule because we have to be realistic about what we can afford to do today, and how it ranks in the priority of things that need to be done." Somerville News, A Perfect Storm: GLX Highlights American Problem at <http://www.thesomervillenews.com/archives/17938> (last viewed on September 8, 2011). To be appropriately reflected in the TIP and LRTP, the TCMs from the SIP including, but not limited to the Green Line Extension, the Red/Blue Line Connector, the 1000 additional park and ride parking spaces, and the Fairmount Line also need at least in part to be federally funded, since there is not a sufficient state bond authorization in place for these projects.¹

In addition, CLF continues to be troubled by the proposed segmentation of the Green Line Extension Project into two phases. To comply with the SIP, MassDOT must construct an extension of the Green Line "from Lechmere Station to Medford Hillside" by December 31, 2014. See 310 CMR 7.36(2)(j)1. The Green Line Extension Project, as proposed, does not comply with the SIP, since Medford Hillside's well-documented historical boundaries do not include the location of the proposed terminus at the intersection of College Avenue and Boston

¹ The state legislature has authorized the issuance of bonds of a total of \$808,150,000 for these TCMs. The Transportation Bond Bill of 2008 authorized the issuance of bonds up to \$708,000,000 for the SIP TCMs. See Chapter 86 of the Acts of 2008. Another \$100 million were authorized in a capital improvement needs bond bill in 2007. See An Act Providing for the Immediate Capital Improvement Needs of the Commonwealth at Section 2. And \$150,000 were authorized for a study of a Green Line extension by the City of Medford in 2008. See Chapter 303 of the Acts of 2008.

Avenue.² For the LRTP to conform, the full extension to Route 16 therefore needs to be included in the 2012 to 2015 timeframe. Likewise, the TIP needs to include funding for the full extension to Route 16.

Global Warming Solutions Act and GreenDOT

The Massachusetts Global Warming Solutions Act (GWSA), M.G.L. c. 21N, provides that, by 2020, statewide greenhouse gas (“GHG”) emissions shall be reduced twenty-five per cent below the 1990 emissions level and requires the Commonwealth to develop a plan to achieve those reductions. The transportation sector produces nearly forty percent of the total GHG emissions in Massachusetts so it is particularly important to ensure emissions are aggressively reduced in this sector. See LRTP 5-3. Additionally, over the last twenty-five years, the number of vehicle miles traveled (VMT) has increased nearly 70%.³ At the same time, public transit in New England averted more than 1.7 mmt of carbon dioxide emissions—the equivalent of taking 31,000 cars off the road for a year.⁴ Given the growing climate crisis, the Commonwealth needs to create the right incentives, promote ridership, and reduce VMT in order to achieve the GWSA GHG reduction target by 2020. Reliable, accessible public transportation is a critical component of any successful GHG reduction policy. Yet, Massachusetts is at risk of moving backward with respect to fostering public transportation as a part of the solution for reducing GHG emissions, given the Massachusetts Bay Transportation Authority’s increasing budget gap and the continued, chronic underfunding of the Regional Transit Authorities.

As you know, the Commonwealth specifically has incorporated the GreenDOT Policy Directive (“GreenDOT”) into the Massachusetts Clean Energy and Climate Plan for 2020 (“Climate Plan”). See Climate Plan at pp. 66-67. Accordingly, in its consideration of projects to include in the LRTP, the MPO is legally required to plan for reducing greenhouse gas emissions over time. Specifically, the Climate Plan provides that “Long-range planning documents, including statewide planning documents [...], 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

² For a more detailed explanation of this issue, please see CLF’s comments on the Draft and Final Environmental Impact reports for the Green Line Extension Project available at http://www.greenlineextension.org/documents/FinalEIR/Vol2and3/71_GLX_FEIR_V2_CommOrg3of5_20100615.pdf and at http://www.greenlineextension.org/documents/FinalEIR/certificate/FEIR_CommentsPart4.pdf respectively.

³ See *Cool Moves: Transit in NE and Its Role in Curbing Global Warming Environment NH* (2007). Found at: <http://www.environmentnewhampshire.org/reports/environmental-health/global-warming-reports/cool-moves-transit-in-new-england-and-its-role-in-curbing-global-warming-pollution> (8-10-09).

⁴ Id.

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.” *Id.* at 66 (emphasis supplied).

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

We were pleased to see that the MPO, for the first time, includes a section on climate change in its LRTP, including some modeling of the expected carbon dioxide emissions from a portion of the planned transportation project mix. We also appreciate that the MPO intends to model more transportation projects for carbon dioxide emissions in its next TIP cycle. However, in order to make project selection decisions that will ensure GHG reduction goals are met via planning over time, the MPO must make public GHG accounting on a project basis. This accounting was not provided to the MPO when it was developing the LRTP and TIP and currently is not included in the report. The MPO must consider the GHG emissions from each individual transportation project included in the LRTP and TIP, so that project selection can be prioritized on the basis of GHG emissions as required by the Climate Plan.

Conclusion

For the reasons stated above, the CLF respectfully requests that the MPO revise the LRTP and TIP to ensure conformity and compliance with the SIP. All SIP TCMs should be included in the TIP and the LRTP in the appropriate year or time span to conform to and comply with the requirements and deadlines of the SIP. The TIP and LRTP should also include GHG accounting for individual transportation projects and such information should be provided to the MPO and the public prior to selection of transportation projects for the TIP and LRTP in the future.

Thank you for your consideration of these comments. If you have any questions, I can be reached by phone at (617) 850-1739 or by email at rmares@clf.org.



Sincerely,

A handwritten signature in blue ink that reads "Rafael Mares".

Rafael Mares
Staff Attorney

cc Michael Chong
Planning and Environmental Program Manager
FHWA Massachusetts Division
55 Broadway, 10th Floor
Cambridge, Massachusetts 02142

Donald Cooke
Air Technical Unit
US Environmental Protection Agency, Region 1
5 Post Office Square, Suite 100
Mail Code OEP05-2
Boston, MA 02109

Christine Kirby
Massachusetts Department of Environmental Protection
One Winter Street
Boston, MA 02108

Anne McGahan
Plan Manager
Central Transportation Planning Staff
Certification Activities Group
10 Park Plaza, Suite 2150
Boston, MA 02116

Mary Beth Mello
Regional Administrator
Federal Transit Administration, Region 1
Transportation Systems Center
Kendall Square
55 Broadway, Suite 920
Cambridge, MA 02142-1093



Sean Pfalzer
Transportation Improvement Plan Coordinator
Central Transportation Planning Staff
Certification Activities Group
10 Park Plaza, Suite 2150
Boston, MA 02116

Pamela Stephenson
Division Administrator
FHWA Massachusetts Division
55 Broadway, 10th Floor
Cambridge, Massachusetts 02142



U.S. Department of Transportation

Federal Transit Administration
Region I
55 Broadway Suite 920
Cambridge, MA 02142-1093
617-494-2055
617-494-2865 (fax)

Federal Highway Administration
MA Division
55 Broadway 10th Floor
Cambridge, MA 02142-1093
617-494-3657
617-494-3355 (fax)

December 5, 2007

Bernard Cohen, Secretary
Executive Office of Transportation and Public Works
State Transportation Building
10 Park Plaza, Room 4150
Boston, MA 02116

Dear Secretary Cohen:

Subject: Massachusetts – Fiscal Year 2008-2011 Transportation Improvement Programs/Air Quality Conformity Determinations

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our joint review of the Metropolitan Planning Organizations' FY 2008-2011 Transportation Improvement Programs (TIPs) and accompanying Air Quality Conformity Determinations transmitted by your office on October 1, 2007.

Based on our review, and the recommendations received from the Environmental Protection Agency (EPA) on November 26, 2007, the FY 2008-2011 TIPs and their air quality conformity analyses do not support a positive conformity finding.

A major criterion of the Transportation Conformity Rule is section 93.108 which requires that "TIPs must be fiscally constrained in order to be found in conformity". Further, the FHWA/FTA joint metropolitan planning regulations at 23CFR450.324(h)(i), stipulate that "projects included in the first two years of the TIPs shall be limited to those for which funds are available or committed". Without passage by the Massachusetts General Court of Transportation Bond legislation or other funding mechanism, funding for the FY 2008 and FY2009 highway construction program is not available or committed, as required. Consequently, the FY 2008-2011 TIPs are not fiscally constrained and we find their air quality analyses invalid for supporting a positive air quality conformity finding at this time.

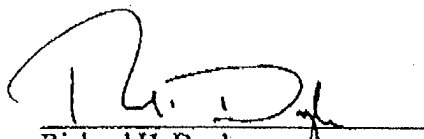
We also note that the demonstration of timely implementation of transportation control measures (TCMs) in the State Implementation Plan (SIP) is required for a positive conformity determination. The Commonwealth has submitted to EPA a SIP revision requesting the substitution/modification of three TCMs, the Arborway Restoration, the Green Line Extension to

Ball Square, and the Blue Line/Red Line Connection. This SIP revision is pending EPA approval. Until the SIP revision receives final EPA approval, transportation conformity must be conducted with respect to the existing TCMs in the currently approved SIP. The Boston MPO appropriately continues to carry forward the original SIP TCM projects in the air quality conformity analysis. However, upon EPA's approval of the SIP TCM substitutions, we shall expect the Boston MPO to amend its transportation plan to include those substitutions within sixty days. In the meantime, your staff needs to continue to provide quarterly reports and other updates, as necessary, to FHWA and FTA on the progress of the SIP TCM substitutions.

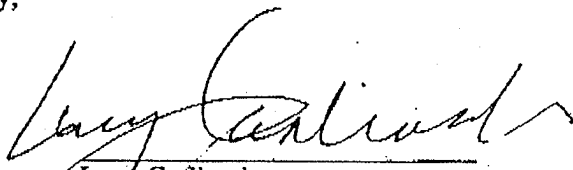
Lastly, we note that the Massachusetts Department of Environmental Protection (DEP) must concur with the MPOs' air quality conformity determinations, prior to our being able to make a positive conformity finding.

Should you have any questions regarding the air quality conformity determination, please feel free to contact Michael Chong at (617) 494-3275 or Andy Motter at (617) 494-3560.

Sincerely,



Richard H. Doyle
Regional Administrator
Federal Transit Administration



Lucy Garliauskas
Division Administrator
Federal Highway Administration

- cc: Luisa Paiewonsky, Commissioner, MassHighway
- David Mohler, Acting Deputy Secretary for Planning, EOT
- Robert Varney, EPA Regional Administrator
- Arleen O'Donnell, Commissioner, Massachusetts DEP



U.S. Department
of Transportation

Federal Transit Administration Region I 55 Broadway Suite 920 Cambridge, MA 02142-1093 617-494-2055 617-494-2885 (fax)	Federal Highway Administration MA Division 55 Broadway 10 th Floor Cambridge, MA 02142-1093 617-494-3657 617-494-3355 (fax)
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Bernard Cohen, Secretary
Executive Office of Transportation
State Transportation Building
10 Park Plaza, Room 4150
Boston, MA 02116

DEC 06 2007

Re: Request for approval of FY 2008-2011 Statewide Transportation Improvement Program (STIP)

Dear Secretary Cohen:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our joint review of the Fiscal Year 2008-2011 Massachusetts Statewide Transportation Improvement Program (STIP) transmitted with your letter of October 1, 2007. We cannot approve the STIP for the following reasons:

- The STIP is not financially constrained. In accordance with 23CFR450.216(m), "projects included in the first two years of the STIP shall be limited to those for which funds are available or committed". Without passage by the Massachusetts General Court of transportation bond legislation or other funding mechanism, funding for the FY 2008 and FY 2009 (and beyond) highway construction program is not available or committed as required.
- The Transportation Improvement Programs (TIPs), that the STIP is based upon, are not in conformity with the State Implementation Plan for attaining national ambient air quality standards (NAAQS), in accordance with requirements of the Clean Air Act. 40CFR93.108 requires that "TIPs must be fiscally constrained in order to be found in conformity". Without conforming TIPs, we are unable to approve the STIP. Please refer to our letter of December 5, 2007 (copy enclosed) for additional information on the Air Quality Conformity Determinations of the TIPs.

Please note that, in the absence of an approved FY 2008-2011 STIP, the existing FY 2007-2010 STIP remains in effect. Therefore, to the extent that funds are available, projects in the FY 2008 element of the FY 2007 – 2010 STIP may be advanced. In accordance with 23CFR450.218(d), the FHWA and FTA may also approve specific projects or programs that are necessary to maintain or establish highway and transit operations, even though those projects or programs may not be included in an approved STIP.

We are pleased that the Governor has filed a transportation bond bill that demonstrates the State's commitment to advancing much needed transit and highway improvements, and we encourage the State to take up the passage of this bond bill with equal urgency. In the interim, we are strongly recommending that the State and the Massachusetts Metropolitan Planning Organizations (MPOs) take this opportunity to re-examine and re-prioritize projects and funding commitments in the STIP that are more representative of priorities that better reflect the increasingly pressing concerns and needs in the bridge and safety areas that we have been recently discussing with you.

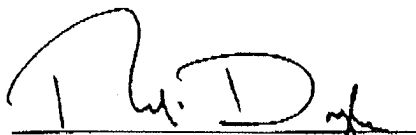
As you and your staff enter into negotiations with the Massachusetts Association of Regional Planning Agencies and the MPOs, we encourage you to establish short-term program priorities that are consistent with the limited highway and transit funds available. New funding targets will need to be developed to carry out these priorities and reflected in the re-submittal of the FY 2008-2011 STIP once the bond bill has passed. In this very difficult resource-constrained environment, we recognize that a re-examination of the STIP may be advanced more expeditiously and objectively with additional assistance, including the use of a facilitator. We offer our assistance and participation during these negotiations. The key issues and program priority concerns that we believe need to be more fully addressed in the STIP/TIP are as outlined in greater detail in the enclosure titled Appendix A: Key Issues to Be Addressed in the Re-examination of the FY 2008-2001 STIP.


We reiterate that it is of the utmost importance that transportation bond legislation be enacted as early as possible in the next calendar year so that the Federal Fiscal Year 2008 highway program can be carried out in an orderly and timely manner. As you know, obligation authority for our core highway programs is tied to the Federal Fiscal Year, which ends September 30, 2008. Without the availability or commitment of funding, the Commonwealth would be unable to use obligation authority tied to FY 2008.

As noted in our letter of July 30, 2007 (copy attached) to MassHighway Commissioner Paiewonsky on the closeout of the FY 2007 highway program, the practice of deferring the majority of obligations of Federal funds until the last quarter is no longer acceptable. We are confident that the State can reverse this practice, however insufficient progress in this area may preclude access to redistribution of obligational authority in August. In the past several years the additional amounts of authority granted to MA has ranged from \$50-90 million dollars.

We look forward to working with you as take steps to achieve a fiscally constrained, conforming STIP.

Sincerely,


Richard H. Doyle
Regional Administrator
Federal Transit Administration


Lucy Galianskas
Division Administrator
Federal Highway Administration

3 Enclosures:

- 1.) December 5, 2007 FHWA/FTA Conformity Letter**
- 2.) Appendix A: Key Issues to be Addressed in the Re-Examination of the FY 2008-2011 STIP**
- 3.) July 30, 2007 FHWA Letter on FY 2007 End of Year Project/Program Closeout**

**cc: Wendy Stern, Undersecretary of Planning and Program Development, EOTPW
Susan Bristol, Undersecretary for Administration and Finance
Luisa Paiewonsky, Commissioner, MassHighway
Frank Tramontozzi, Chief Engineer, MassHighway
David Mohler, Acting Deputy Secretary for Planning, EOTPW
Arthur Shea, CEPO Director, EOTPW
Robert Varney, Regional Administrator, EPA
Arleen O'Donnell, Commissioner, Massachusetts DEP
Massachusetts Regional Planning Agencies
MassHighway District Highway Directors**

Sean Pfalzer

From: Pam Wolfe <pwolfe@ctps.org>
Sent: Wednesday, May 30, 2012 7:23 AM
To: spfalzer@ctps.org; damstutz@ctps.org
Cc: dfargen@ctps.org
Subject: FW: Green Line Extension to Mystic Vally Parkway

-----Original Message-----

From: Frederick Crane [<mailto:c-bird@comcast.net>]
Sent: Wednesday, May 30, 2012 7:07 AM
To: mcallahan@ctps.org
Subject: Green Line Extension to Mystic Vally Parkway

Good Morning Mr. Callahan,

I wanted to voice my approval for the plan of extending the Green Line to Mystic Valley Parkway. It is a sensical place to start and end the line and will provide service to a huge chunk of the populous that will otherwise go unserved.

Best Regards,

Frederick Crane
Medford, MA

Sean Pfalzer

From: Pam Wolfe <pwolfe@ctps.org>
Sent: Wednesday, May 30, 2012 6:07 PM
To: spfalzer@ctps.org; damstutz@ctps.org
Cc: dfargen@ctps.org
Subject: FW: Comment on TIP

From: Sara Elsa-Beech [<mailto:selsabeech@gmail.com>]
Sent: Wednesday, May 30, 2012 5:29 PM
To: Michael Callahan
Subject: Comment on TIP

Mr. Callahan,

I want to express my support for the projects listed, particularly the Green Line Extension through Route 16. In addition, I appreciate the attention to pedestrian, bicycle, and public-transport paths in the draft TIP for FY 2013-16. I hope, as well, that the Somerville Beacon Street project includes improved bicycle accommodations, as this is a major bike route to Boston and eastern Cambridge.

Thank you very much,
Sara Elsa-Beech, M.Arch, LEED AP.
11 Prichard Ave.
Somerville, MA 02144

Sean Pfalzer

From: Pam Wolfe <pwolfe@ctps.org>
Sent: Wednesday, May 30, 2012 1:17 PM
To: spfalzer@ctps.org; damstutz@ctps.org
Cc: dfargen@ctps.org
Subject: FW:

-----Original Message-----

From: Susan Gerould [<mailto:gerould@comcast.net>]
Sent: Wednesday, May 30, 2012 8:57 AM
To: mcallahan@ctps.org
Subject:

I am writing in support of extending the Green Line to Route 16. it would be a great neighborhood asset to connect faster transportation to parts of Somerville and to North Station and would go far towards relieving the congestion of car travel. My husband and I would use it frequently.

Thank you.

Susan Gerould
110 Allston Street
Medford

Sent from my iPod

Sean Pfalzer

From: Pam Wolfe <pwolfe@ctps.org>
Sent: Wednesday, May 30, 2012 1:20 PM
To: spfalzer@ctps.org; damstutz@ctps.org
Cc: dfargen@ctps.org
Subject: FW: Green Line Extension

-----Original Message-----

From: lgomez@medford.k12.ma.us [<mailto:lgomez@medford.k12.ma.us>]
Sent: Wednesday, May 30, 2012 12:47 PM
To: mcallahan@ctps.org
Subject: Green Line Extension

Hi Michael,

I am SO excited about the Green Line coming into MEDFORD!!

I live and work in Medford, and I would love to be able to catch the train into Cambridge, Somerville and Boston.

Please support the ground breaking this year.

Thank You

Loren Gomez
35 Hillcroft Park
Medford, Ma

From: [Barbara Graczyk](mailto:Barbara.Graczyk@ctps.org)
To: publicinformation@ctps.org
Subject: Support Tri-Community Greenway
Date: Wednesday, May 30, 2012 1:49:24 PM

I am writing to express support for the Tri Community Bikeway/Greenway project on the 2013 – 2016 Transportation Improvement Program (TIP). The Greenway will provide a valuable resource for the towns of Winchester, Woburn and Stoneham for recreational and transportation purposes.

The Greenway will connect residents to downtown and between towns, in addition to providing a vital link to the commuter rail and connecting to several schools. In today's busy world, it is important to provide safe pedestrian pathways for our communities. Many groups in the three towns have pulled together to define the path, address the challenges and build community support. Each town has worked with the local officials and businesses to design the best possible path for the community. It will be a multi-use trail that will be used by citizens of all ages. This funding is important to realize the bikeway/greenway. This path will be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercise and family entertainment.

Thank you

Barbara J. Graczyk
Stoneham, MA

Sean Pfalzer

From: Pam Wolfe <pwolfe@ctps.org>
Sent: Wednesday, May 30, 2012 6:06 PM
To: spfalzer@ctps.org; damstutz@ctps.org
Cc: dfargen@ctps.org
Subject: FW: green line extension

From: Patrice Kastenzholz [mailto:patrice_kastenzholz@harvardpilgrim.org]
Sent: Wednesday, May 30, 2012 2:24 PM
To: mcallahan@ctps.org
Subject: green line extension

I live in West Medford and would like to speak strongly in favor of the greenline extension. I would prefer it to go to West Medford Square, but it should go to the Mystic Valley Parkway at a minimum. My entire family of 4 depend on public transport and the extension would dramatically improve our life

Patrice Kastenzholz
1446 Mystic Valley Parkway
West Medford

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Sean Pfalzer

From: Pam Wolfe <pwolfe@ctps.org>
Sent: Wednesday, May 30, 2012 1:19 PM
To: spfalzer@ctps.org; damstutz@ctps.org
Cc: dfargen@ctps.org
Subject: FW: Green Line extension

From: Joseph Keane [<mailto:keaneirish@gmail.com>]
Sent: Wednesday, May 30, 2012 12:13 PM
To: mcallahan@ctps.org
Subject: Green Line extension

Good Day Mr. Callaghan,

I had Callahan's as good neighbors when I was growing up in Ireland. I live on College Ave and would really like to see the green line extension down the road. As the body grows weaker and train seem like it would be a great benefit to the area transportation.

Thanks for the support.

Joe Keane

College Ave
Medford Ma.

781 395 7828

Sean Pfalzer

From: Pam Wolfe <pwolfe@ctps.org>
Sent: Thursday, May 31, 2012 10:55 AM
To: spfalzer@ctps.org; damstutz@ctps.org
Cc: dfargen@ctps.org
Subject: FW: Support for Green Line Extension

From: craigkelley62@verizon.net [<mailto:craigkelley62@verizon.net>]
Sent: Wednesday, May 30, 2012 11:29 PM
To: matranscom@googlegroups.com; mcallahan@ctps.org
Subject: Support for Green Line Extension

As a City Councillor in Cambridge, I cannot explain well enough how important it is to follow up on past promises and extend the Green Line. Ideally, all the way to 128. Not just Cambridge, but all of Greater Boston relies on a dynamic and versatile transit system, and the Green Line extension is a huge part of keeping our transit both dynamic and versatile.

Sincerely,

Craig A. Kelley
Cambridge City Council
6 St. Gerard Terrace
Cambridge, MA 02140

From: emkneeland@verizon.net
To: publicinformation@ctps.org
Subject: MPO Web Site Share Your Views Form
Date: Wednesday, May 30, 2012 8:33:00 PM

Below is the result of your feedback form. It was submitted by
(emkneeland@verizon.net) on Wednesday, May 30, 2012 at 20:38:41

subjectText: rail trail in Sudbury

messageText: As a resident of Sudbury, Ma, I do not believe that any money should be spent on a rail trail in Sudbury for many, many, many reasons - it would be harmful to the environment, it would be too costly for the taxpayers, crosswalks on busy roads would be dangerous for walkers, bikers & people in cars - parking for people using the trail would be difficult to find and it would change the character of the bucolic setting that it would traverse. Thank You. Elaine Kneeland

submitForm: Submit

Sean Pfalzer

From: Pam Wolfe <pwolfe@ctps.org>
Sent: Wednesday, May 30, 2012 1:18 PM
To: spfalzer@ctps.org; damstutz@ctps.org
Cc: dfargen@ctps.org
Subject: FW: Green Line Extension

From: Lindsay Leete [<mailto:lindsayb25@gmail.com>]
Sent: Wednesday, May 30, 2012 9:44 AM
To: mcallahan@ctps.org
Subject: Green Line Extension

Good Morning,

I support the Green Line Expansion. I own a home on the W. Somerville/W. Medford Line and so this would have a direct impact on my commute to work every day. It took me over an hour to make the trek today (door to door) which is ridiculous for a 7 mile distance!

This would have a positive impact on our neighborhood and I hope it does become a reality!

Best,
Lindsay Leete

Sean Pfalzer

From: Pam Wolfe <pwolfe@ctps.org>
Sent: Wednesday, May 30, 2012 6:08 PM
To: spfalzer@ctps.org; damstutz@ctps.org
Cc: dfargen@ctps.org
Subject: FW: Strong support of Medford Green Line Extension project

From: Elana Lian [mailto:elana_lian@yahoo.com]
Sent: Wednesday, May 30, 2012 5:34 PM
To: mcallahan@ctps.org
Subject: Strong support of Medford Green Line Extension project

Hello Michael,

Hope this email has reached you well.

I would like to voice my strong support for the Green Line Extension to Medford region. We have a proliferate residential base and would highly appreciate the convenience of Green Line in Medford region.

Thanks,
Elana

Sean Pfalzer

From: Pam Wolfe <pwolfe@ctps.org>
Sent: Wednesday, May 30, 2012 1:18 PM
To: spfalzer@ctps.org; damstutz@ctps.org
Cc: dfargen@ctps.org
Subject: FW: green line

-----Original Message-----

From: Nancy Lincoln [<mailto:nanlincoln@gmail.com>]
Sent: Wednesday, May 30, 2012 9:10 AM
To: mcallahan@ctps.org
Subject: green line

Dear Mr. Callahan,

I am thrilled that the green line will be extended!!! (I live in West Medford) thanks for all your service- Nancy Lincoln

From: [Lisa Lyons](#)
To: publicinformation@ctps.org
Subject: I Support The Tri Community Greenway
Date: Wednesday, May 30, 2012 11:14:00 AM

I am writing to express support for the Tri Community Bikeway/Greenway project on the 2013 – 2016 Transportation Improvement Program (TIP). The Greenway will provide a valuable resource for the towns of Winchester, Woburn and Stoneham for recreational and transportation purposes.

The Greenway will connect residents to downtown and between towns, in addition to providing a vital link to the commuter rail and connecting to several schools. In today's busy world, it is important to provide safe pedestrian pathways for our communities. Many groups in the three towns have pulled together to define the path, address the challenges and build community support. Each town has worked with the local officials and businesses to design the best possible path for the community. It will be a multi-use trail that will be used by citizens of all ages. This funding is important to realize the bikeway/greenway. This path will be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercise and family entertainment.

We have been trying to get this approved since long before my family moved to Stoneham in 1994. My children are now grown. Please support this funding.

Thank you

Lisa Lyons
Stoneham, MA

From: [anne_macaskill](mailto:anne_macaskill@ctps.org)
To: publicinformation@ctps.org
Subject: I Support The Tri Community Greenway
Date: Wednesday, May 30, 2012 11:05:40 AM

Good morning,

Below are some comments in support of TIP. I think it is an environmentally safe idea and one that would benefit the 3 towns of Stoneham, Winchester, and Woburn.

I am writing to express support for the Tri Community Bikeway/Greenway project on the 2013 – 2016 Transportation Improvement Program (TIP). The Greenway will provide a valuable resource for the towns of Winchester, Woburn and Stoneham for recreational and transportation purposes.

The Greenway will connect residents to downtown and between towns, in addition to providing a vital link to the commuter rail and connecting to several schools. In today's busy world, it is important to provide safe pedestrian pathways for our communities. Many groups in the three towns have pulled together to define the path, address the challenges and build community support. Each town has worked with the local officials and businesses to design the best possible path for the community. It will be a multi-use trail that will be used by citizens of all ages. This funding is important to realize the bikeway/greenway. This path will be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercise and family entertainment.

Thank you for your consideration,
Anne T. MacAskill
supporter of the Greenway project

Sean Pfalzer

From: Pam Wolfe <pwolfe@ctps.org>
Sent: Wednesday, May 30, 2012 7:24 AM
To: spfalzer@ctps.org; damstutz@ctps.org
Cc: dfargen@ctps.org
Subject: FW: Green line extension

-----Original Message-----

From: Luquitia [<mailto:luquitia@yahoo.com>]
Sent: Wednesday, May 30, 2012 7:09 AM
To: mcallahan@ctps.org
Subject: Green line extension

Dear Mr. Callahan,

I am writing to express my support for the geen line extension. I moved to Medford in 2007 and have been patiently awaiting the extension - I am very excited about the prospect of groundbreaking in the next year.

Thanks for your attention,Luke McDermott

Sent from my NOOK

Sean Pfalzer

From: Pam Wolfe <pwolfe@ctps.org>
Sent: Thursday, May 31, 2012 10:54 AM
To: spfalzer@ctps.org; damstutz@ctps.org
Cc: dfargen@ctps.org
Subject: FW: Public comment - Transportation Improvement Program (TIP)

From: Maura McEnaney [<mailto:mauramedford@yahoo.com>]
Sent: Wednesday, May 30, 2012 9:04 PM
To: mcallahan@ctps.org
Subject: Public comment - Transportation Improvement Program (TIP)

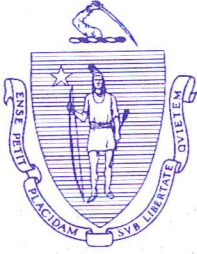
Please accept this as my public comment in support of the Green Line Extension Project to Medford, and specifically for the inclusion of the funding for Phase II of the project -- the Green Line extension to Mystic Valley Parkway (Rt. 16) -- in the federal fiscal year 2016.

I would love to see the Green Line come to Medford as a way to provide more teenagers and seniors and the growing population of people without cars with a "one-seat ride" into Boston during regular T-operating hours. As an adolescent and teenager growing up in Newton, I relied heavily on the Green Line to travel with friends to museums, concerts, Fenway Park, Boston Garden and Harvard Square. It provided me, as a young person, with the freedom to explore the Boston area without having to rely on aging parents to chauffeur me around town. It gave me a sense of independence and even some confidence that I think many young people from car-reliant suburban communities do not have. This extension would boost ridership and improve air quality as you've discussed, but it would give our young people, seniors, non-drivers, and those who might not (gulp) not to own a car - a great way to get around.

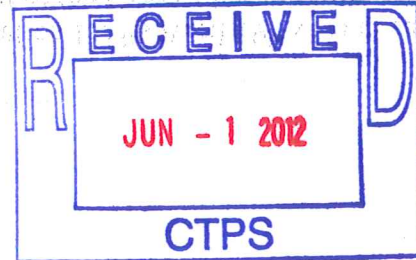
I support funding the Green Line extension to Rt. 16 in FFY 2016. More public transportation is never a bad thing.

Thank you.

Maura McEnaney, Medford, MA
781-254-6987



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



David J. Mohler
Boston Region MPO
10 Park Plaza, Suite 2150
Boston, MA 02116

May 30th, 2012

Dear Mr. Mohler and Honorable Members of the Boston MPO:

We would like to thank the Metropolitan Planning Organization for its April 19th vote in support of funding for the Mystic Valley Parkway/Route 16 segment of the Green Line Extension Project (GLX). We applaud the decision to include \$8.1 million in FFY 2016, and are writing to submit public comment in support of its inclusion in the 2012-2016 TIP.

The Route 16 terminus was identified as MassDOT's preferred alternative because it will ensure the GLX project realizes the maximum benefits possible. The Route 16 terminus, compared to all of the alternatives, provides the best air quality benefit, the greatest number of new riders, and the greatest reduction in vehicle miles traveled.

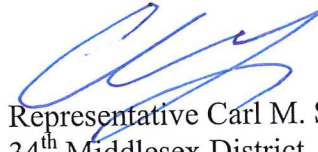
In addition to the inclusion of \$8.1 million in FFY 2016 for work pertaining to the Route 16 terminus, we also support the inclusion of \$712 million for the GLX Phase I to College Ave and Union Square. The extension of the Green Line matches well with established goals and objectives of the Commonwealth's regional plan and GreenDOT, and helps bring the state into conformity with the Clean Air Act. This is an extremely important regional transit project which will provide reliable and direct transportation for many residents, remove a significant number of cars from our roads, and improve our air quality.

We appreciate all the work and support the MPO has done to advance both phase elements of GLX project, and we urge you to pass the draft FFYs 2013-2016 TIP to make the state's commitment to extend public transportation to both Medford Hillside and Union Square a reality.

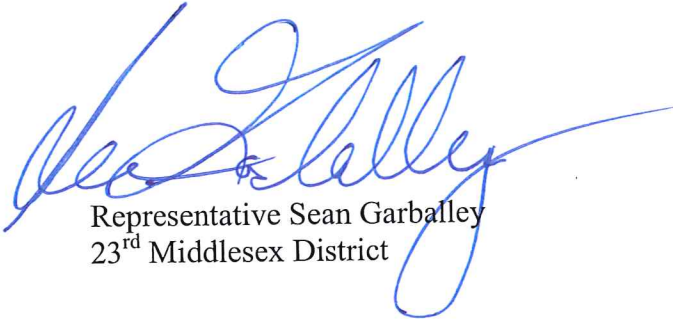
Sincerely,



Senator Patricia D. Jehlen
2nd Middlesex District



Representative Carl M. Sciortino
34th Middlesex District



Representative Sean Garballey
23rd Middlesex District



Representative Denise Provost
27th Middlesex District

Cc: Secretary Richard Davey – Department of Transportation
Mayor Michael J. McGlynn, City of Medford
Mayor Joseph A. Curtatone, City of Somerville
Karl H. Quackenbush – Executive Director, Boston Region Metropolitan Planning Organization

Paul Morrissey
Aero Cycle Co.
642 Boston Ave.
Medford, MA 02155
781-395-9966

May 30, 2012

Mr. Michael Callahan
Transportation Planner
Metropolitan Planning Organization
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear Mr. Callahan,

I am writing in regard to the proposed MBTA Green Line expansion into West Medford. As a long time Medford resident and owner of a business which abuts the proposed Green Line Expansion into Medford, I have monitored this proposal closely and have come to the conclusion that the expansion is neither in the best interest of our community nor our state.

In this era of staggering MBTA budget deficits and yearly income shortfalls, I feel that the MPO's motion to allocate \$8.1 million to a study of the design and preliminary engineering of a Route 16 terminus ignores the fiscal realities that our state faces. To this point, I have noticed that proponents of this project seem to focus only on the initial capital outlay for this project while ignoring the future operating expenses of an expanded Green Line. These inevitable costs *already* overwhelm the MBTA's budget. I do not understand why we continue to explore expanding the system while neglecting the existing lines and equipment which are in dire need of repairs. T riders will never know a first class public transit system if the MBTA continues to shirk its responsibility to maintain its infrastructure in favor of expansion.

I am also concerned that the expansion may impact the West Medford community in a negative way. Although it has been recently stated that a Route 16 terminus will bring "incredible economic development potential," we must also keep in mind that this proposal could threaten the ability of current West Medford residents, who already benefit from multiple public transit options, to afford homes and remain in their diverse neighborhood.

Thank you for your time and close attention to this issue. I hope that you will consider these concerns and that you will not hesitate to contact me should you have any questions.

Sincerely,

Paul Morrissey

Sean Pfalzer

From: Pam Wolfe <pwolfe@ctps.org>
Sent: Wednesday, May 30, 2012 1:23 PM
To: spfalzer@ctps.org; damstutz@ctps.org
Cc: dfargen@ctps.org
Subject: FW: TIP - Support of Green Line Extension to Medford

From: John Murphy [<mailto:Johnm@Oechsle.com>]
Sent: Wednesday, May 30, 2012 10:43 AM
To: mcallahan@ctps.org
Subject: TIP - Support of Green Line Extension to Medford

Mr. Callahan,

I just want to voice my very strong support of the Green Line Extension funding to Medford and preferably to the Route 60.

I've lived in Medford for 15 + years and feel the Green Line Extension is long overdue and needed! I'm very excited of the prospect of work actually starting on the project in the near future.

Regards,

John Murphy
28 Woods Road
Medford, MA 02155

Sean Pfalzer

From: Pam Wolfe <pwolfe@ctps.org>
Sent: Wednesday, May 30, 2012 1:19 PM
To: spfalzer@ctps.org; damstutz@ctps.org
Cc: dfargen@ctps.org
Subject: FW: Draft FFY 2013-2016 TIP

-----Original Message-----

From: Raymond Nagem [<mailto:nagem@engc.bu.edu>]
Sent: Wednesday, May 30, 2012 11:13 AM
To: mcallahan@ctps.org
Subject: Draft FFY 2013-2016 TIP

Dear Mr. Callahan,

I am writing to express my opposition to the recommendation by the Massachusetts DOT to allocate \$190,000,000 for a Route 16 station on the Green Line extension to Somerville and Medford.

I am a resident of Medford near the proposed Route 16 station, and I attended the initial public hearings on the Green Line extension. The Route 16 station was specifically excluded from the reports that were published after those public hearings. Mitigation studies associated with the Route 16 station were not made, and an environmental impact analysis associated with the Route 16 station was not completed.

It is highly irregular to allocate funds and proceed with plans for the station without the mitigation studies and the environmental impact analysis. I urge you to eliminate the proposed funding for the Route 16 station until all studies have been properly completed and the input of all Medford residents has been considered.

Sincerely,

Raymond J. Nagem
9 Norton Ave
Medford, MA 02215

Pam Wolfe

From: Anita Nagem <amnagem@hotmail.com>
Sent: Wednesday, May 30, 2012 7:37 PM
To: mcallahan@ctps.org
Subject: Draft FFY 2013-2016 TIP

Dear Mr. Callahan,

As a resident of Medford Hillside, I am writing to express my objection to the allocation of funding for a Route 16 terminus for the Green Line Extension.

I find it very presumptuous of Mass DOT to recommend that the MPO fund this project with neither adequate public notification nor local resident support.

There is significant, probably majority, Medford resident opposition to the Route 16 stop. At the first series of meetings on this topic in 2009, it was clear that Medford residents were not in favor of it. When the second series of meetings began in the winter of 2011, there was still strong opposition. At the first meeting, many Medford residents spoke against it. But at the second meeting, when the first person spoke against it, he was told by the Mass DOT moderator that they already knew that there was opposition, and that Mass DOT wanted the rest of the meetings "to focus on what residents wanted if the Route 16 stop was built." The rest of the meeting was structured in such a way that opponents were shut out. After attending that meeting, many opponents did not attend further meetings.

At the only meeting at which opponents were allowed to speak freely, at Medford City Hall last November, there was overwhelming opposition.

Please remove this funding from the Draft FFY 2013-2016 TIP.

Sincerely,
Anita Nagem

From: [Matthew Nordan](#)
To: publicinformation@ctps.org
Subject: I really, really Support the Tri Community Greenway
Date: Wednesday, May 30, 2012 11:26:21 AM

To whom it may concern:

I know budgets are slammed in general, but the funds to support the Tri Community Bikeway/Greenway really ought to stay in the 2013-2016 TIP.

This effort has taken lots of time and work from three towns to get to this critical phase. The bikeway's benefits are many fold -- driving economic development, decreasing environmental impact, improving health, and enriching lives for generations.

Please, please, don't let this get cut.

Thank you.

--

Matthew M. Nordan
(781) 254-2929 (mobile)

Sean Pfalzer

From: Pam Wolfe <pwolfe@ctps.org>
Sent: Wednesday, May 30, 2012 1:17 PM
To: spfalzer@ctps.org; damstutz@ctps.org
Cc: dfargen@ctps.org
Subject: FW: My Medford household supports the Green Line Extension funding in the TIP

-----Original Message-----

From: Martha Ondras [<mailto:mondrasarch@gmail.com>]
Sent: Wednesday, May 30, 2012 7:44 AM
To: mcallahan@ctps.org
Subject: My Medford household supports the Green Line Extension funding in the TIP

Dear Mr. Callahan,

We live in Medford and are very excited that the Green Line Extension is finally coming to Medford. We enthusiastically support the Green Line Extension funding that is in the Transportation Improvement Plan for fiscal years 2013 through 2016. We are glad the funding for studying the final terminus at Mystic Valley Parkway is included in the TIP, as a properly designed terminus at Mystic Valley Parkway would greatly benefit our community.

Sincerely,
Martha Ondras and Martin Pearlman
45 Kilgore Avenue
Medford, MA 02155

From: [Paul Pinella](#)
To: publicInformation@ctps.org
Subject: Paul Pinella, in support of the Tri Community Bikeway Project
Date: Wednesday, May 30, 2012 9:37:59 PM

Dear MPO Officials:

My name is Paul Pinella and I am a long-time resident of Winchester. I also operate my business here, Radar Media Group, Inc.

Today I am writing to show support for the Tri Community Bikeway/Greenway project, which I know is on the 2013 – 2016 Transportation Improvement Program (TIP). I, and other family members, are all avid bicycle riders in Winchester and surrounding towns. The Greenway will provide a valuable resource for the towns of Winchester, Woburn and Stoneham for recreational and transportation purposes. We will use it for both work and play, including commuting to surrounding towns or areas of transportation.

The Greenway will connect residents to downtown and between towns, in addition to providing a vital link to the commuter rail and connecting to several schools.

I believe today it is important to provide safe pedestrian pathways for our communities. Personally I feel much safer and more inclined to ride, almost daily, when bike paths are available.

Many groups in the three towns have pulled together to define the path, address the challenges and build community support. We have all worked with the local officials and businesses to design the best possible path for the community. We can see that it will be a multi-use trail that will be used by citizens of all ages. This funding is important to realize the bikeway/greenway. This path will be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercise and family entertainment.

Please do everything you can to help.

Thanks and regards,
Paul Pinella

Paul Pinella | President
Radar Media Group, Inc.
Suite 101a, 12 Blossom Hill Road
Winchester MA 01890
Phone 781-721-1910

Fax 480-287-8289
www.radarmedia.com
paul@radarmedia.com

From: [Bill Previdi](#)
To: publicinformation@ctps.org
Subject: I Support The Tri Community Greenway
Date: Wednesday, May 30, 2012 4:54:26 PM

I am writing to express support for the Tri Community Bikeway/Greenway project on the 2013 – 2016 Transportation Improvement Program (TIP). The Greenway will provide a valuable resource for the towns of Winchester, Woburn and Stoneham for recreational and transportation purposes. This project has been too many years in the planning and I hope that this time we will see some actual progress.

The Greenway will connect residents to downtown and between towns, in addition to providing a vital link to the commuter rail and connecting to several schools. In today's busy world, it is important to provide safe pedestrian pathways for our communities. Many groups in the three towns have pulled together to define the path, address the challenges and build community support. Each town has worked with the local officials and businesses to design the best possible path for the community. It will be a multi-use trail that will be used by citizens of all ages. This funding is important to realize the bikeway/greenway. This path will be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercise and family entertainment.

Thank you

Bill & Edie Previdi
11 Elmhurst Rd
Stoneham, MA.

From: [Jack and Peggy Roll](#)
To: publicinformation@ctps.org
Subject: I Support The Tri Community Greenway
Date: Wednesday, May 30, 2012 12:41:02 PM

I am an occasional user of the bike way from arlington to bedford along the abandoned railroad tracks – it is a great recreational opportunity – and, for those still in the workforce, a green way to commute

I foresee the tri city bike way to serve a similar purpose – opening yet another vista from winchester north and east

plz support funding

jack roll
winchester

Sean Pfalzer

From: Pam Wolfe <pwolfe@ctps.org>
Sent: Wednesday, May 30, 2012 1:18 PM
To: spfalzer@ctps.org; damstutz@ctps.org
Cc: dfargen@ctps.org
Subject: FW: green line extension to medford, rte. 16

From: Gabrielle Rossmer [<mailto:gjrossmer@gmail.com>]
Sent: Wednesday, May 30, 2012 10:40 AM
To: mcallahan@ctps.org
Subject: green line extension to medford, rte. 16

Hi:

I am just writing to let you know that my family is very excited that the green line extension may break ground soon and particularly that the extension to rte. 16 is slated to become part of the current project. It is my understanding that the realistic possibilities for Route 16 really depend on having it included now. I think I am too old to be able to experience it in some future project or plan.

So please accept this comment as an endorsement of the Green Line Extension to Route 16. As a West Medford Resident, the Route 16 site would be about a 10 minute walk from my house, a big improvement over current options.

Yours,

Gabrielle Gropman

--

Gabrielle Rossmer Gropman
155 Allston Street
Medford, MA 02155
+781 396-7037
www.gabriellerossmer.com

From: maria@bostondynamics.com
To: publicinformation@ctps.org
Subject: MPO Web Site Share Your Views Form
Date: Wednesday, May 30, 2012 10:47:25 AM

Below is the result of your feedback form. It was submitted by
(maria@bostondynamics.com) on Wednesday, May 30, 2012 at 10:53:06

subjectText: Tri Community Bikeway/Greenway project

messageText: I am writing to express support for the Tri Community Bikeway/Greenway project on the 2013 - 2016 Transportation Improvement Program (TIP). The Greenway will provide a valuable resource for the towns of Winchester, Woburn and Stoneham for recreational and transportation purposes. The three towns have pulled together to define the path, address the challenges and build community support. They have worked with the local officials and businesses to design the best possible path for the community. This funding is important to realize the bikeway/greenway. This path will be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercise and family entertainment. Thank you for your support.
Sincerely,
Maria Silvaggi

submitForm: Submit Query



MAY 31 12 PM 4:58

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

May 30, 2012

David J. Mohler, Chair
Boston Region MPO
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02126

Subject: SWAP Subregional Comments on the Draft FFY2013-2016 Transportation Improvement Program (TIP) and the Draft FFY 2013 Unified Planning Work Program (UPWP)

Dear Mr. Mohler and Members of the MPO,

The SouthWest Advisory Planning Committee (SWAP) of the Metropolitan Area Planning Council (MAPC) wishes to present its comments on the Draft TIP for Federal Fiscal Years 2013-2016 and the Draft UPWP for Federal Fiscal Year 2013.

I. Projects Included in the Draft Transportation Improvement Program

SWAP members strongly support the two local projects identified in the Draft TIP:

ID #604988 Franklin Reconstruction of Route 140, Main Street & Emmons Street
This project includes resurfacing, sidewalk reconstruction, traffic calming and streetscape improvements. This project will further SWAP's goals to create/ maintain walkable and sustainable town centers, further enhancing economic development opportunities.

ID #605657 Medway Reconstruction of Route 109, from Holliston St. to w. of Highland St.
This project will reconstruct Route 109 and provide sidewalks, street lighting and signage in Medway's business district.

II. Project Included in the Draft Unified Planning Work Program

ID # 42313 SWAP Regional Public Transit Feasibility Study

SWAP enthusiastically supports a study that will focus on a regional approach to transit within the member communities. This is a Short-Range Transportation Planning project with proposed funding of \$40,000 and the Central Transportation Planning Staff (CTPS) as the funding recipient.

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

Sincerely,

Gino Carlucci, Chair
SouthWest Advisory Planning Committee

Cc: SWAP email list

Bellingham	Franklin	Hopkinton	Milford	Norfolk	Wrentham
Dover	MAPC	Medway	Millis	Sherborn	

From: [Martha Werler](#)
To: publicinformation@ctps.org
Subject: I Support The Tri Community Greenway
Date: Wednesday, May 30, 2012 8:44:03 PM

Hello,

Please, please, please support the bikeway for the Winchester, Woburn, and Stoneham communities. This would provide great recreational opportunities for families in this age of inactivity and obesity. I especially look forward to using it for commuting and errands.

Thanks,

Martha Werler
52 Myrtle Terrace
Winchester



495/METROWEST

PARTNERSHIP

Leaders for Regional Prosperity

May 30, 2012

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

RE: Boston Metropolitan Planning Organization's draft Transportation Improvement Program, FFY 2013-2016

Dear Mr. Mohler:

On behalf of the 495/MetroWest Partnership, please accept the following as our official comments regarding the draft *Transportation Improvement Program (TIP)* for FFY 2013 to FFY 2016.

The 495/MetroWest Partnership is a non-profit advocacy organization serving thirty-three communities, over half a million residents, and an employment base of approximately \$17 billion, by addressing regional needs through public/private collaboration, and by enhancing economic vitality and quality of life while sustaining natural resources. The Partnership is concerned about regional constraints and limitations, and conducts numerous initiatives on transportation, workforce housing, and water resources.

The 495/MetroWest region has experienced significant growth over recent years which has resulted in opportunities and benefits, as well as presented a series of complex and conflicting transportation challenges. If ignored, these challenges threaten the quality of life and economic wellbeing of a region that has become an economic engine for the Commonwealth. Our regional transportation challenges affect the state's ability to remain economically competitive. These challenges include: increasing traffic congestion, an increase in vehicle miles traveled, highway capacity issues, gaps in public transit, and aging transportation infrastructure.

The Partnership commends the Boston MPO for the transparency of their evaluation process but we remain concerned that the scoring system favors dense urban communities, particularly with existing transit infrastructure. We agree with the establishment of regional-level criteria and welcome consideration of the "economic benefit" of a project as part of the MPO's policies. However, we feel the scoring system should be based on a percentage of possible points for a community versus possible points for the region due to some criteria being unattainable for many of our communities within the Boston Region MPO. This holds particularly true in the case of "reducing auto dependency" and "improving transit reliability" as well as other transit accessibility points. The Partnership has long been an advocate for increased transit options in our region and we will continue to push for alternative modes of transportation. Nevertheless, our existing transit infrastructure does not allow the region a fair comparison with urban communities within the Boston MPO region under the current project evaluation scoring system. As such, we continue to ask for your consideration for regional equity when scoring projects.

We recognize that there are not enough financial resources to meet all the transportation demands of the Greater Boston region; the fiscal challenges related to the state's transportation infrastructure have been well documented and are finally becoming part of the public discourse.

495/METROWEST PARTNERSHIP

200 FRIBERG PARKWAY, SUITE 1003, WESTBOROUGH, MA 01581

PHONE: 774-760-0495 FAX: 774-760-0017

WWW.495PARTNERSHIP.ORG

The draft TIP for FFY 2013-2016 is another clear indication of the dire condition of transportation financing in the Greater Boston region.

Considering the financial constraints, the Partnership would like to recognize and commend the Boston MPO for the recommended advancement of the following projects from the Universe of Projects List to the FFY 2013-2016 TIP:

- Reconstruction of Route 85 (Maple Street) in Marlborough (Project #604810)
- Reconstruction on Route 109 in Medway, From Holliston Street to 100 Feet West of Highland Street (Project #605657)
- Signal & Intersection Improvements at Route 27 (Main Street) and Route 30 (Commonwealth Road) in Wayland (Project #601579)
- Bruce Freeman Rail Trail, Phase 2A in Acton, Carlisle, and Westford (Project #604532)

The Partnership strongly supported the recommendation to fund Route 9/Oak Street in Natick (Project #601586) in FFY 2012. The Partnership believes this project is important to the continued economic prosperity of the region. We understand the project is expected to be advertised for construction before the end of the fiscal year and would strongly urge that this schedule not waver.

Additionally, we are hopeful that projects previously included in the FFY 2012 element of the 2012-2015 TIP and supported by the Partnership are completed on time:

- Assabet River Rail Trail Design in Acton/Stow (Project #604531)
- I-95 Bridge over Green Street in Foxborough (Project #605414)
- Central Street Bridge over the Sudbury River in Framingham (Project #602839)
- Interstate Maintenance of I-495 from Franklin to Milford (Project #606169)
- Route 2 Resurfacing in Acton, Boxborough and Littleton (Project #604472)

The Partnership appreciated the recommendation last year to include the Reconstruction of Route 126 in Framingham (Project # 606209) in FFY 2013. The use of these funds in a timely manner is imperative to the project's realization, which will result in improvements to congestion, air quality, and livability. Additional projects in the FFY 2013 element of the TIP supported by the Partnership include:

- I-90 Ramp over I-495 in Hopkinton (Project #605774)
- Interstate Maintenance & Related work on I-495 in Franklin (Project # TBD)
- Interstate Maintenance & Related work on I-95 in Foxborough (Project #605596)
- Installation of Cameras, Message Signs & Communication Infrastructure on I-495 from Hopkinton to Andover (Project # 606283)
- Bike Path Construction & Improvements on Cochituate Rail Trail in Framingham (Project #606137)
- Reconstruction of Route 140, Main Street & Emmons Street in Franklin (Project #604988)

In addition to the above mentioned Bruce Freeman Rail Trail in Acton, Carlisle and Westford, the Partnership supports the following projects scheduled for the FFY 2014 and 2015 elements of the TIP:

- Bridge Demolition, B-06-011, Route 126 over CSX Railroad (Abandoned) & Installation of Bike Path Culvert in Bellingham (Project #605895)
- Bridge Replacement, H-23-006=W-24-016, Fruit Street over CSX & Sudbury River in Hopkinton and Westborough (Project #606632)

The Partnership recognizes and appreciates the number of projects within the 495/MetroWest Region in the first and last years of the FFY 2013-2016 TIP. In addition to our comments above regarding those project which moved from the Universe List to the current TIP, we also support the following projects in the FFY 2016 element of the TIP:

- **Interstate Maintenance & Related work on I-495 in Foxborough, Plainville, Wrentham (Project #606176)**
- **Interstate Maintenance & Related work on I-495 in Franklin (Project #606546)**
- **Signal Installation at Route 16/126 and Oak Street in Holliston (Project #602462)**

Again, we recognize the inadequate and uncertain level of funding for transportation projects. The lack of sound financial footing for transportation infrastructure going forward continues to jeopardize the state’s and the region’s economic recovery and future success. Due to these financial straits, major projects that would have significant regional impact sit idle in the TIP’s “Universe of Roadway Projects for Discretionary Funding” list. Below is a listing of projects within the Partnership’s service area, for which we would like to reiterate our support:

<i>ID</i>	<i>Municipality</i>	<i>Name</i>
604531	Acton, Maynard	Assabet River Rail Trail
606223	Acton, Concord	Bruce Freeman Rail Trail Construction (Phase IIB)
1316	Framingham	Downtown Corridor Traffic and Streetscape Improvements
955	Framingham	Route 126 (Route 9 to Lincoln St.)
601359	Franklin	Reconstruction of Pleasant Street, from Main St to Chestnut St
602929	Holliston	Multi-Use Trail Construction on a Section of the Upper Charles Trail (Phase I)
1006	Hopkinton	School Street/W. Main Street Intersections
606043	Hopkinton	Signal & Intersection Improvements on Route 135
604732	Hudson	Bridge Replacement, Route 85 (Washington Street) over the Assabet River
601906	Hudson	Bridge Replacement, Cox Street over Assabet River
1488	Hudson	Lincoln St. at Cox St. and Packard St.
1047	Hudson	South Street
1460	Littleton	Harvard Street

604231	Marlborough	Intersection & Signal Improvements on Route 20 at Concord Road
604811	Marlborough	Reconstruction of Route 20 (East Main Street) from Main Street Easterly to Lincoln Street
604697	Marlborough	Reconstruction of Farm Road, from Cook lane to Route 20
1167	Medway	Route 109 (Milford Street)
602134	Medway	Resurfacing & Related Work on a Section of Medway Village Street
967	Milford	Veteran's Memorial Drive/Alternate Route
602364	Millis	Reconstruction of Village St, from Main St (Rte 109) to the Medway Town Line
605034	Natick	Reconstruction of Route 27 (North Main Street), from North Ave to the Wayland Town Line
1130	Natick	Route 9/Route 27 Intersection
604989	Southborough	Reconstruction of Main Street (Route 30), from Sears Rd to Park St
1064	Southborough	Cordaville Road/Route 85 Rehabilitation
971	Sudbury	Old Sudbury Road (Route 27)
1069	Sudbury	Route 20/Wayside Inn Road
1015	Sudbury	Route 20/Landham Road Intersection
1037	Sudbury	Route 20/Horsepond Road
1164	Sudbury	Bruce Freeman Rail Trail, Phase 2D
1305	Sudbury	Bruce Freeman Rail Trail, Phase 2E
603739	Wrentham	Construction of Route 1-495/Route 1A Ramps
604745	Wrentham	Reconstruction of Taunton Street (Route 152)

As some have advanced, the addition of other projects in the 495/MetroWest region to the Universe of Projects list has not gone unnoticed. The lack of movement on many of these projects as well as the omission of others threatens the economic vitality of the 495/MetroWest region, a region that has become a critical component of the Commonwealth's economy.

The Partnership would like to once again commend the Boston MPO for the reliable funding stream provided to the MetroWest RTA (MWRTA). The MWRTA has created substantial transit options for the residents of Ashland, Framingham, Holliston, Hopkinton, Marlborough, Natick, Sherborn, Southborough, Sudbury, Wayland, and Weston. The MWRTA continues to expand service and convenience through new routes and bus tracking technology. Moreover, the MWRTA has shown leadership and ingenuity in increasing the interoperability between the MBTA and the MWRTA with projects like the CharlieCard service. However, the transportation challenges and need for transit services continue to grow, requiring consistent and equitable financial contributions from the state. Currently, the MWRTA has only limited Saturday service and no Sunday service, unlike many of its counterparts throughout the state. Much like with transportation projects, transit projects are underfunded.

The Partnership is well aware that transportation needs in the 495/MetroWest region far outweigh the financial resources for any given fiscal year in the entire Boston Region MPO's TIP. However, we encourage you and the other members of the Boston MPO to recognize the economic impact of delaying projects in our region. Projects like **Route 126 in Framingham** must be addressed sooner rather than later to successfully confront major congestion, safety, air quality, and sustainable development issues in the 495/MetroWest region.

If there are any questions regarding these projects or our commentary on the TIP, please contact Jessica Strunkin at 774.760.0495 x.103, or by email at Jessica@495partnership.org. Thank you for your time and consideration.

Sincerely,



Paul F. Matthews
Executive Director



Jessica Strunkin
Deputy Director of Public Policy & Public Affairs

cc: 495/MetroWest Legislative Delegation
Secretary Richard A. Davey

May 31, 2012

TO: MPO staff and members
FROM: LEE AUSPITZ
RE: COMMENT ON DRAFT TIP FY 2013-16

The writer of this comment served as Somerville mayoral appointee on the citizen advisory committees for the Green Line Extension (GLX) 2006-10 and the preceding "Beyond Lechmere" study 2004-5. He was also involved in Red Line Extension planning, construction and mitigation in the years 1975-1984 and subsequent economic development issues through the Davis Square Task Force until 2009. Documentation for this comment may be found on a dedicated site:

www.josiahleeauspitz.org

This comment is focused on a simple expedient to remove a key blockage to federal FTA funding of the Green Line Extension (GLX). The draft TIP projects \$200 million in matching federal funds for the period 2013-16. This is the first installment of a larger hoped for grant from the FTA New Starts Program of up to 50% of the total GLX cost.

However, as the draft TIP makes clear, the main financial responsibility for GLX remains with the Commonwealth, since the GLX falls under a court mandate to improve regional air quality and to meet additional geographical specifications embodied in the SIP as amended in 2005. The draft TIP-- page 41, Section A, Non-Federal Projects—correctly states: "The Commonwealth is committed to fully funding this project with bond funds if New Starts is not awarded." Thus, any discrepancy between federal requirements and the GLX risks doubling the state's financial burden.

It is therefore a matter of concern that crucial certifications by MPO member agencies are defective and discrepant both with the SIP and with other controlling laws and regulations. They incorporate erroneous geographical and procedural assertions, which have been rubber stamped from one agency to another without due professional diligence.

1. A public information inquiry by this writer has established that after the "Tufts University/Ball Square" was replaced as terminus location by "Medford Hillside" in the amended SIP of 2005 EOT/MassDOT made no effort to consult the federal geographical standard (GNIS) to ascertain where these locations were. To the contrary, EOT introduced maps, based on no reference to the federal standard, showing "Medford Hillside" to be at College and Boston Avenues, a place that GNIS, the "Beyond Lechmere" study, and indeed MBTA bus maps put at Tufts University. Even the GLX environmental impact documents regularly describe this station as "surrounded by Tufts University properties." When the Tufts/College Avenue terminus was selected for New Starts funding, the SIP could easily have been re-amended or provided with a

substitution to reinstate the previous Tufts requirement. A streamlined substitution process was available for this purpose after 2006.

Instead, the choice was made to persevere with the assertion that Tufts/College Avenue and Medford Hillside were the same place, ignoring research from the Medford community, and stonewalling the counsel of office holders and citizens alike to accept straightforwardly the official geographical facts. Since the GNIS standard has federal statutory force, enforceable at several federal venues within and outside DOT (see section 1 of the memorandum at www.josiahleeauspitz.org), the failure to consult it would seem to be a clear case of professional negligence in a project that aspires to federal funding.

2. A formal public information (FOIA) inquiry by this writer to the U.S. Department of Transportation has also established that there has been no due diligence exercised by DOT or the New England Regional Office of FTA to check the accuracy or procedural integrity of a determination letter dated July 9, 2010 from MassDEP Commissioner Laurie Burt to the Massachusetts Secretary of Transportation. This letter, also reproduced on the above-cited website, is now taken by FTA, on the basis of no legal consultation, outside correspondence or internal staff analysis of its own, as the definitive document on SIP compliance and legal conformity.

That the Burt letter will not bear critical scrutiny is evident on three grounds:

a) The Burt letter asserts that the geographical requirement of the SIP is fulfilled because “first and foremost the proposed project is expected to provide the air quality benefits required by 310 CMR 7.36 and the SIP.” This stunning non-sequitur—that a localized geographical requirement is ipso facto fulfilled by compliance with a region-wide air quality requirement—was “deferred to” by Secretary Ian Bowles in the official FEIR Certificate of July 30, 2010. He added, however, a careful qualifying sentence limiting his own personal approval of SIP compliance to the environmental damage concerns of his agency, as governed by MEPA. Yet FTA has seen fit, on the basis of no recorded staff work, to rely entirely on Burt’s more exaggerated claim. FTA has also chosen to ignore a more judicious, internally generated MassDEP document submitted to the DEIR by Christine Kirby, January 8, 2010, stating, more honestly, that meeting the SIP regional air quality standard constitutes SIP compliance only “in part.”

The reason to include specific geographical points of reference in the SIP is of course to serve identifiable population concentrations and areas of cumulative environmental damage that are not highlighted in region-wide air quality averages. I am aware of no competent transportation planner who would argue that a regional air quality standard, which submerges pockets of high environmental impact in the sea of large numbers, can serve as a self-sufficient substitute for local geographical considerations, such as geographically specific socioeconomic impacts. Yet this is precisely the fallacious argument upon which the Burt letter relies.

(As is well known locally, the difference between Tufts and the preferred alternative for Medford Hillside is not merely the mile of automotive traffic distance that separates the

two, but the fact that the preferred Medford Hillside alternative would serve seven of the neediest residential districts in Medford and Somerville, including housing projects with the highest commute-to-work times.)

b) The Burt letter also asserts that the controlling regulation 310 CMR 7.36 was not intended to commit any project to an “exact location.” At the same time, the letter disclaims expertise in local geographical matters—a way of confessing ignorance of the lay of the land in GLX itself. A locally informed and reasonable view would accept that the SIP does not specify an exact location within the Medford Hillside requirement—and indeed two terminus locations meeting that requirement were studied, as were several locations satisfying the Union Square requirement of the SIP. But there is no reasonable justification to leap from flexibility within a specified geographical area to the conclusion implicit in the Burt letter that named geographical requirements can be discarded without due process.

The regional office of FTA seems to have been so impressed by the “exact location” argument that its own letter of air quality certification, signed by FTA Regional Administrator Mary Beth Mello (as well as Federal Highway Administration Division Administrator Pamela Stephenson) and dated November 30, 2011, went so far as to alter the wording of the SIP to omit specific references to Medford Hillside and Union Square and replace them with the words “Medford” and “Somerville,” as if any place in those two cities would suffice for terminus locations. This is especially striking because the prior federal EPA air quality certification upon which FTA relied for its scientific data preserved accurately the exact geographical wording of the SIP.

c) The Burt letter, finally, in a particularly perverse touch, both cites and seeks to bypass the procedural thrust of the substitution subsection of 310 CMR 7.36. It states: “To further recognize the need for flexibility in project planning the 2006 amendment to the regulation included the ability to implement substitute projects under subsection (5) Substitute Transit System Improvement Projects. ...” This subsection, if followed diligently, would require MassDOT to apply under its streamlined procedures for a ruling to shorten the Medford Hillside SIP requirement to Tufts University/College Avenue for the project as currently projected in the 2013-13 draft TIP and beyond. To do so it will have to demonstrate in a public process satisfactory environmental effects (110% improvement over the pre-substitution project). That the Burt letter both cites and seeks to bypass the public process requirements of this subsection, and that no responsible agency has sought independent advice on this course of action, increases the likelihood that GLX will find its federal matching funds denied, reduced or delayed at levels outside the self-referential world of the Boston MPO.

Independently of the financial effect, the underlying issues present opportunities for improving public, professional and institutional integrity which are worth pursuing in their own right.

Sean Pfalzer

From: Pam Wolfe <pwolfe@ctps.org>
Sent: Friday, June 01, 2012 7:16 AM
To: spfalzer@ctps.org; damstutz@ctps.org
Cc: dfargen@ctps.org
Subject: FW: Public comment on the draft Transportation Improvement Program (TIP) for projects to be funded in FFY 2013 - 2016

From: Elisabeth Bayle [<mailto:ebayle@bayle.com>]
Sent: Thursday, May 31, 2012 10:47 PM
To: mcallahan@ctps.org
Cc: 'Carl Sciortino'
Subject: Public comment on the draft Transportation Improvement Program (TIP) for projects to be funded in FFY 2013 - 2016

To the esteemed members of the Boston Region Metropolitan Planning Organization (MPO):

As a homeowner in Medford Hillside for the last 25 years, I would like to congratulate you and thank you for allocating funding on the Green Line Extension in the draft TIP, particularly for funding work on planning the Green Line Extension from its temporary (absolutely inappropriate) terminus at College Avenue in Medford to its permanent (much more appropriate and beneficial) terminus at Mystic Valley Parkway on the Medford/Somerville line.

It's difficult for me to keep commenting on the Green Line Extension when I feel that the very obvious case for better, cleaner, more efficient public transportation in a neglected corridor that had a legal mandate to gain light rail service by the end of 2014 has been amply made again and again. After attending meetings for the last six years, commenting with both verbal and written comments at every opportunity, and cheering every milestone (the signing of a petition in support of the Route 16 terminus by over 2,000 area residents; MassDOT's selection of the Mystic Valley Parkway/Route 16 station as the preferred alternative for the terminus for the Green Line Extension; the extremely belated support of our leading-from-behind Mayor, etc.), I have been suffering from cynicism and fatigue as the date for the Extension keeps getting pushed farther out, costs mount astronomically due to avoidable factors, and energetic forces of negativity continually counteract progress. As it is, I may be too old to ride the Green Line Extension when it finally is built.

However, I want to muster the energy to celebrate your choice to include funds for going, literally, the extra mile on the Green Line Extension, from the temporary terminus at College Avenue which is not in Medford Hillside (a legal mandate that has been continually ignored or denied, despite copious and carefully researched evidence) to Mystic Valley Parkway/Route 16, which IS in Medford Hillside and serves a much broader population, including Environmental Justice communities, than the College Avenue station at Tufts ever can.

The opportunities for significant improvements in air quality, transit-oriented development, and quality of life that are made possible by building the Green Line Extension to Route 16 have been amply documented in the superb report on the Mystic Valley Parkway Green Line Extension Community Visioning Process which was completed in February 2012. (Report at http://mapc.org/sites/default/files/Final_Report_forweb.pdf, appendices at http://mapc.org/sites/default/files/Green_Line_report_Appendices.pdf.)

These opportunities, including better access to jobs, health care, education, and culture are much diminished in a terminus at College Ave., which has no opportunities for the sorely needed transit-oriented development, service to Environmental Justice communities, and service to multiple communities, including Somerville and Arlington, that are

robust in the Route 16 location. Moreover, the College Ave. terminus will worsen air quality in the Medford Hillside area (by bringing more car traffic through it to get to that station), something that the legal mandate sought specifically to ameliorate.

Your leadership in funding the Green Line Extension to Mystic Valley Parkway / Route 16 is visionary and will benefit many communities in a transformative way for generations to come.

With sincere thanks,

Elisabeth Bayle
Medford Hillside resident

Sean Pfalzer

From: Bellas, Georgia <georgia_bellas@harvard.edu>
Sent: Thursday, May 31, 2012 2:23 PM
To: spfalzer@ctps.org; mcallahan@ctps.org; publicinformation@bostonmpo.org;
publicinformation@ctps.org; friendspath@yahoo.com
Subject: 2013-2016 TIP - Support for Green Line to Rt. 16, future GLX/CPX funding

To the Boston Metropolitan Planning Organization:

Somerville is a vibrant community that I am proud to be part of and support. As a Somerville resident and as a cyclist who bikes daily for transportation and pleasure, I strongly support the below items. Thank you for reading.

I'm writing to support these items in the Draft 2013-2016 Transportation Improvement Program (TIP): 1) The allocations for the extension of the Green Line from a relocated Lechmere Station in Cambridge to College Avenue in Medford and a spur to Union Square in Somerville, and 2) the \$8.1 million in FFY 2016 for work on planning the Green Line Extension from its temporary terminus College Avenue to its permanent terminus at Mystic Valley Parkway on the Medford/Somerville line.

I am also writing to urge you to fully fund the completion of the Community Path extension, in future TIPs and LRTPs, as part of the Green Line extension project – not just to Inner Belt, but all the way to the existing paths at Lechmere/North Point. The Community Path is becoming an integral part of the Green Line extension design. There are Community Path connections now in all 4 GLX station designs along the Community Path route! Please support full completion of the Community Path in the future.

Sincerely,
Georgia Bellas
Somerville, MA 02143

Sean Pfalzer

From: resablatman@gmail.com on behalf of resa blatman <resa@resablatman.com>
Sent: Thursday, May 31, 2012 2:35 PM
To: spfalzer@ctps.org; mcallahan@ctps.org; publicinformation@bostonmpo.org;
publicinformation@ctps.org; friendspath@yahoo.com
Subject: 2013-2016 TIP - Support for Green Line to Rt. 16, future GLX/CPX fundin

To the Boston Metropolitan Planning Organization:

Please hear us out..... I'm writing to support these items in the Draft 2013-2016 Transportation Improvement Program (TIP): 1) The allocations for the extension of the Green Line from a relocated Lechmere Station in Cambridge to College Avenue in Medford and a spur to Union Square in Somerville, and 2) the \$8.1 million in FFY 2016 for work on planning the Green Line Extension from its temporary terminus College Avenue to its permanent terminus at Mystic Valley Parkway on the Medford/Somerville line.

I am also writing to urge you to fully fund the completion of the Community Path extension, in future TIPs and LRTPs, as part of the Green Line extension project – not just to Inner Belt, but all the way to the existing paths at Lechmere/North Point. The Community Path is becoming an integral part of the Green Line extension design. There are Community Path connections now in all 4 GLX station designs along the Community Path route! Please support full completion of the Community Path in the future.

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



CITY OF CAMBRIDGE

Community Development Department

BRIAN P. MURPHY

*Assistant City Manager for
Community Development*

May 31, 2012

SUSAN GLAZER

*Deputy Director for
Community Development*

David Mohler
Boston MPO Executive Secretary
10 Park Plaza
Boston, MA 02116

RE: Draft FFYs 2013–2016 TIP

Dear Mr. Mohler:

Thank you for the opportunity to comment on the MPO's Draft FFYs 2013–2016 Transportation Improvement Program (TIP).

I am very pleased that the MPO has recommended that the Cambridge Common be programmed in FY13 and that additional funds be allocated to the project to pay for new LED lighting and other smaller cost increases for a total allocation in the TIP of \$2,764,874. This project is a very high priority project for the City of Cambridge and extremely important to preserving and improving sustainable transportation in the Harvard Square area with more than 10,000 pedestrians, bus riders and cyclists use this historic open space at the edge of Harvard Square every day.

The City is ready to move the design to 100% pending receipt of Mass DOT comments on the 75% designs which were submitted in early January of 2012. Submittal of 100% plans is expected in the early fall 2012.

I am also very pleased that the MPO has voted to allocate funds to include the planning for the Green Line Extension to Route 16. This is an important step to maximizing the effectiveness of the new Green Line and resident's options for using sustainable transportation.

Regarding the UPWP, I look forward to the completion and publication of several informative projects including the Bicycle Network Evaluation, Impacts of Walk Radius/Transit Frequency & Reliability, Roundabout Screening Tool, and TIP Project Impacts Before – After Evaluation.

Thank you for the opportunity to comment on these documents. I appreciate the MPO's support for projects which are important to Cambridge and

344 Broadway
Cambridge, MA 02139
Voice: 617 349-4600
Fax: 617 349-4669
TTY: 617 349-4621
www.cambridgema.gov

surrounding communities. Please contact Bill Deignan with any questions you might have at (617) 349-4632. Thank you.

Very truly yours,

Brian P. Murphy
Assistant City Manager for Community Development

Sean Pfalzer

From: Pam Wolfe <pwolfe@ctps.org>
Sent: Thursday, May 31, 2012 10:56 AM
To: spfalzer@ctps.org; damstutz@ctps.org
Cc: dfargen@ctps.org
Subject: FW: Support for Full-Length Green Line Extension

-----Original Message-----

From: Ethan Contini-Field [<mailto:ethancontinifield@gmail.com>]
Sent: Thursday, May 31, 2012 1:10 AM
To: mcallahan@ctps.org
Subject: Support for Full-Length Green Line Extension

Mr. Callahan,

I want to register my continued support for the full implementation of the Green Line extension through Somerville as presented in the design meetings, with the Rt. 16 (and Union Square) terminus. My wife and I recently purchased a home in Somerville (where I have rented for 10 years) and the Green line will bring much needed economic development to Somerville. Being the most densely populated city in New England, the MBTA and MPO could hardly get a better bang for their buck.

Thanks for your efforts,
Ethan Contini-Field
215 Summer St #1
Somerville, MA 02143

Sean Pfalzer

From: Pam Wolfe <pwolfe@ctps.org>
Sent: Thursday, May 31, 2012 12:21 PM
To: spfalzer@ctps.org; damstutz@ctps.org
Cc: dfargen@ctps.org
Subject: FW: Support from Somerville for the Green Line

From: Alison.Cromer@sungard.com [<mailto:Alison.Cromer@sungard.com>]
Sent: Thursday, May 31, 2012 11:34 AM
To: mcallahan@ctps.org
Subject: Support from Somerville for the Green Line

Please fund this project and put us all out of our misery. We've been promised this for so long. Parking/traffic/pollution gets worse every year. With the MaxPac nearing completion and designed to leverage the Green Line I expect it will all get much worse before it gets better.

Regards,
Alison Cromer
86 Hudson Street
Somerville

Alison Cromer • Enterprise Account Manager • SunGard • AvantGard

Tel +1 502 409 8161 • Mobile +1 617 910 7941

CONFIDENTIALITY: This email (including any attachments) may contain confidential, proprietary and privileged information, and unauthorized disclosure or use is prohibited. If you received this email in error, please notify the sender and delete this email from your system. Thank you.

Sean Pfalzer

From: Pam Wolfe <pwolfe@ctps.org>
Sent: Thursday, May 31, 2012 10:56 AM
To: spfalzer@ctps.org; damstutz@ctps.org
Cc: dfargen@ctps.org
Subject: FW: green line funding

-----Original Message-----

From: Elisa de la Cruz [<mailto:elisald2003@yahoo.com>]
Sent: Thursday, May 31, 2012 12:20 AM
To: mcallahan@ctps.org
Subject: green line funding

Hello Mr. Callahan,

My name is Elisa de la Cruz and I am a resident of Somerville, MA. My family and I are very excited to hear that the Green line extension may soon begin. We are in full support of this project and sincerely hope that the green line will extend all the way to Medford (Rt. 16) beyond college Avenue. This would help my husband tremendously as he takes the T to work in Boston off of the E line.

Best Regards,
Elisa de la Cruz

Sent from my iPad

From: [DePompei, Dan \(WLS\)](#)
To: publicinformation@ctps.org
Date: Thursday, May 31, 2012 2:14:15 PM

To the MPO,

My name is Daniel A. De Pompei. I have been a resident of Sudbury MA for 39 years. I have been a member of the National Rails to Trails Conservancy for 20 years.

The following statement is provided in response to the MPO's request for citizen input for current transportation planning. I am specifically interested in bicycles as an opportunity for alternative transportation.

I do not, however, support the design or construction of multi-use trails that can not be validated to reduce automotive traffic in a substantive and measurable way. I do not support multi-use trails whose right-of-way passes through, or near, areas of endangered or threatened species habitat, major game trails, wetlands or riparian areas.

In this regard, the proposed Bruce Freeman Rail Trail in Sudbury has not, and, in my estimation, can not be justified as mitigating traffic congestion. The proposed right-of-way for the Bruce Freeman in Sudbury violates all of the above mentioned wildlife and environmental concerns. And, perhaps unique to Sudbury, the trail right-of-way places significant, historical family owned small businesses at risk (specifically Cavicchio's).

There has been no open, measurable justification of the Bruce Freeman rail trail in Sudbury. There has been no effort by the Trail's advocacy group (or the state) to address or resolve any of the risks associated with the trail and I do not recommend and will not support the use of public funds for the Bruce Freeman Rail Trail.

There are simply too many State validated needs for transportation funds that should take priority over the Bruce Freeman Rail Trail in Sudbury.

This is the same set of comments I provided last year and they remain applicable. I am available for further discussion.
Respectfully submitted,.

Daniel A. De Pompei
35 Haynes Road
Sudbury, MA
978-443-6390

Sean Pfalzer

From: Pam Wolfe <pwolfe@ctps.org>
Sent: Thursday, May 31, 2012 5:35 PM
To: spfalzer@ctps.org; damstutz@ctps.org
Cc: dfargen@ctps.org
Subject: FW: support for Green line extension

From: Glenn Dickson [<mailto:grd@shirim.com>]
Sent: Thursday, May 31, 2012 2:39 PM
To: mcallahan@ctps.org
Subject: support for Green line extension

Dear Mr. Callahan,

I am a resident of Medford and wholeheartedly support the funding for the extension of the Green Line. I am excited about the prospect of a one-seat ride to Boston and beyond on the new line.

Thank you,
Glenn Dickson

Glenn Dickson
781-648-4282
www.shirim.com
www.naftulesdream.com

From: [Kristin Drew](#)
To: publicinformation@ctps.org
Subject: Tri Community Bikeway/Greenway Support!
Date: Thursday, May 31, 2012 1:47:03 PM

I am writing to express support for the Tri Community Bikeway/Greenway project on the 2013 – 2016 Transportation Improvement Program (TIP). It will be valuable resource for the towns of Winchester, Woburn and Stoneham for both recreational and transportation purposes.

The Greenway will connect residents to downtown and between towns, in addition to providing a vital link to the commuter rail and connecting to several schools. In today's busy world, it is important to provide safe pedestrian pathways for our communities. Many groups in the three towns have pulled together to define the path, address the challenges and build community support. Each town has worked with the local officials and businesses to design the best possible path for the community. It will be a multi-use trail that will be used by citizens of all ages. This funding is important to realize the bikeway/greenway. This path will be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercise and family entertainment.

Thank you,

Kristin Drew

[Kristin](#)

Sean Pfalzer

From: Pam Wolfe <pwolfe@ctps.org>
Sent: Friday, June 01, 2012 7:15 AM
To: spfalzer@ctps.org; damstutz@ctps.org
Cc: dfargen@ctps.org
Subject: FW: In support of the Green Line Extension to Medford Hillside

From: John Roland Elliott [<mailto:JohnRolandElliott@comcast.net>]
Sent: Thursday, May 31, 2012 9:44 PM
To: mcallahan@ctps.org
Subject: In support of the Green Line Extension to Medford Hillside

Dear Boston Region Metropolitan Planning Organization:

(In the fervent hope that brevity is the soul of public comment ...)

- 1) Thanks to the MPO for its past backing for the Green Line Extension.
- 2) Please be certain that enthusiastic support thrives and grows in Medford:
 - a. Of the tens-of-thousands of Medford, Somerville and Arlington residents who would benefit from a terminus at Mystic Valley Parkway / Route 16, thousands said as much in a petition a few years back.
 - b. The members of the Medford/Somerville/Arlington state legislative delegation have been consistently reliable proponents of the MVP / Route 16 terminus.
 - c. Local governments of Somerville and Arlington, and finally this year Medford, have publically recognized the value of extending the Green Line to MVP / Route 16.
- 3) Please continue your visionary assistance for public transportation in general and especially the Green Line Extension – in particular, the Green Line Extension to the *real* Medford Hillside with a terminus at Mystic Valley Parkway / Route 16.

Regards,

John Roland Elliott
34 Emery Street
Medford Hillside, MA
02155-5307

Sean Pfalzer

From: Alex Epstein <alexepstein@gmail.com>
Sent: Thursday, May 31, 2012 2:45 PM
To: spfalzer@ctps.org; mcallahan@ctps.org; publicinformation@bostonmpo.org;
publicinformation@ctps.org
Cc: friendspath@yahoo.com
Subject: 2013-2016 TIP - Support for Green Line to Rt. 16, future GLX/CPX funding

Dear Boston Metropolitan Planning Organization:

I am writing to support the following items in the Draft 2013-2016 Transportation Improvement Program (TIP):

- 1) The allocations for the extension of the Green Line from a relocated Lechmere Station in Cambridge to College Avenue in Medford and a spur to Union Square in Somerville;
- 2) \$8.1 million in FFY 2016 for work on planning the Green Line Extension from its temporary terminus College Avenue to its permanent terminus at Mystic Valley Parkway in Somerville.

I am also writing to urge you to fully fund the completion of the Community Path extension, in future TIPs and L RTPs, as part of the Green Line extension project – not just to Inner Belt, but all the way to the existing paths at Lechmere/North Point. The Community Path is becoming an integral part of the Green Line extension design. There are Community Path connections now in all four GLX station designs along the Community Path route. Please support full completion of the Community Path in the future.

Sincerely,
Alex Epstein
278 Beacon Street, Apt. 55
Somerville, MA 02143

Sean Pfalzer

From: Susan Fendell <sfendell@hotmail.com>
Sent: Thursday, May 31, 2012 9:57 PM
To: spfalzer@ctps.org; mcallahan@ctps.org; publicinformation@bostonmpo.org;
publicinformation@ctps.org; friendspath@yahoo.com
Subject: 2013-2016 TIP - Support for Green Line to Rt. 16, future GLX/CPX funding

To the Boston Metropolitan Planning Organization:

It is past time to encourage public transportation by expanding its reach. The need for such transportation is urgent. I was just speaking with a friend who returned recently from Scotland. He informed me that few families owned two cars. But he said their public transportation system was far more extensive than ours. I believe in public transportation and because of that I'm writing to support these items in the Draft 2013-2016 Transportation Improvement Program (TIP): 1) The allocations for the extension of the Green Line from a relocated Lechmere Station in Cambridge to College Avenue in Medford and a spur to Union Square in Somerville, and 2) the \$8.1 million in FFY 2016 for work on planning the Green Line Extension from its temporary terminus College Avenue to its permanent terminus at Mystic Valley Parkway on the Medford/Somerville line.

It is also past time to provide safe means to bicycle and walk from community to community. Therefore, I am also writing to urge you to fully fund the completion of the Community Path extension, in future TIPs and LRTPs, as part of the Green Line extension project – not just to Inner Belt, but all the way to the existing paths at Lechmere/North Point. The Community Path is becoming an integral part of the Green Line extension design. There are Community Path connections now in all 4 GLX station designs along the Community Path route! Please support full completion of the Community Path in the future.

Sincerely,
Susan Fendell
39 Simpson Ave.
Somerville, MA 02144



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

May 31, 2012

Boston Metropolitan Planning Organization (MPO)
Transportation Planning and Programming Committee
Sean Pfalzer, CTPS
Michael Callahan, CTPS
spfalzer@ctps.org, mcallahan@ctps.org, publicinformation@bostonmpo.org,
publicinformation@ctps.org

Re: Support for GLX to Rt. 16 in 2013-2012 TIP, future GLX/CPX funding

To Sean Pfalzer, Mike Callahan, and the MPO Transportation Planning and Programming Committee:

We are writing on behalf of the Friends of the Community Path, a regional group with ~1000 members. Our mission is to extend the Community Path in Somerville 2.1 miles eastward to Cambridge to connect the 23-mile Minuteman Bikeway network to the 23-mile Charles River path network. This Community Path Extension (CPX) will then result in almost 50 miles of continuous path network through 11 Boston MPO cities and towns, with multi-modal connections with the future Green Line extension (GLX). (Please see attached map.)

First, we wish to thank the MPO Board and Staff for the 2012 TIP funding for the upcoming construction of the next ¼-mile section of the Community Path, from Cedar-to-Lowell Streets in Somerville – the first extension of the CPX in 18 years! This segment is also extremely significant since the CPX begins to dovetail here with the GLX route, by the Lowell Street GLX station.

Support for GLX-to Rt. 16 and Arlington Bikeway

We wish to express our support for the following items in the 2013-2016 TIP:

1. The allocations for the extension of the Green Line from a relocated Lechmere Station in Cambridge to College Avenue in Medford and a spur to Union Square in Somerville:
 - FY 2013: 79.3 million
 - FY 2014: \$94.9 million
 - FY 2015: \$235.8 million
 - FY 2016: \$302 million

2. \$8.1 million in FFY 2016 for work on planning the Green Line Extension from its temporary terminus College Avenue to its permanent terminus at Mystic Valley Parkway on the Medford/Somerville line. (FFY 2016 is the first TIP year in which an amount for the Mystic Valley Parkway station could be designated, as funding for the project is programmed in the 2016-2020 segment of the MPO's Long Range Transportation Plan.)

Future TIPs and LRTPs: CPX as Part of GLX Project

It is no coincidence that our logo graphic shows the Community Path together with the GLX tracks. As you know, we consider the CPX an integral part of the GLX project. And there is growing evidence of this, as the CPX is increasingly included in the ongoing GLX design. We therefore urge you to include full funding in future TIPs and LRTPs for the completion of the CPX as part of the GLX – all the way to Lechmere/North Point.

Evidence of growing recognition of CPX as part of the GLX project

GLX/CPX Design

- All four GLX stations along the CPX route will make CPX connections in some way.
- The 30% GLX design being prepared now includes building new sections of the CPX at the Gilman Square and Washington Street Stations. The GLX design team said that designing these two Community Path sections as part of the GLX stations solved many access challenges. The Friends of the Community Path have had significant input to this design.
- These new GLX/CPX sections (700 feet at Gilman Square and 1,200 feet south of Washington St. station) reduce the remaining CPX distance to design and construct – and therefore, the remaining CPX costs are reduced.
- The Secretary of Transportation has committed the State to design the CPX to Inner Belt.
- The GLX design already includes a feasible route for the CPX along the GLX route from Lowell Street to Lechmere. This includes a feasible CPX crossing over the Fitchburg line, near the former Red-bridge location. (There is no funding so far for this construction of this crossing.)
- The GLX project will include design and construction of all CPX infrastructure needed so that the CPX can be completed without any interruption of GLX service.
- The CPX is consistently among the top concerns in GLX public comments:
http://www.boston.com/yourtown/news/medford/2011/12/community_path_among_top_conce.html

Meetings about the GLX/CPX

- The GLX design team hosted an extremely productive “private” meeting with the Friends of the Community Path about integrating the CPX and GLX design (September 2011). The design team has made significant changes to the GLX design in order to integrate changes proposed by the Friends of the Community Path.
- MassDOT hosted a well-attended public GLX design meeting focusing on the CPX design (September, 2011) and is planning a 2nd GLX public design meeting focusing on the CPX design in 2012 (date TBA).

- The Friends of the Community Path hosted a personal walking tour with MassDOT Secretary of Transportation Richard Davey and Director of Planning David Mohler of the CPX route along the GLX (January 2012).
<http://www.facebook.com/media/set/?set=a.265987576791389.61931.129724153751066&type=3>
- The GLX design team has publicly thanked the community for our input and said that this is the best community they have worked with on this type of project (since we've provided positive input and good ideas about design). (February 8 and March 7, 2012)

The CPX Still Needs Funding

There are clear and profound benefits of the CPX to the GLX project, and to a combined GLX/CPX design and synergy.

However, additional funding will still be needed in future TIPs to complete the remaining sections of the CPX in between the 4 GLX stations (about 7,200 feet, or 1.3 miles total), especially from Brickbottom to the existing North Point paths to the Charles River. The amount of funding required to complete the CPX will be estimated when the 30% GLX design is complete; we estimate it will be in the range of \$10 to \$20 million.

We look forward to continuing work positively and collaboratively on the Green Line and Community Path Extensions, with the MPO and other stakeholders.

Thanks you for consideration of this public comment.



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

“To Lechmere – and beyond!”

cc: Senator Patricia Jehlen
Representative Denise Provost
Representative Carl Sciortino
Representative Timothy Toomey
Mayor Joseph Curtatone, City of Somerville
Thomas Taylor, President, Somerville Board of Aldermen
Bill White, Vice-President, Somerville Board of Aldermen
Hayes Morrison, City of Somerville
Sarah Spicer, City of Somerville
Ellin Reisner, STEP
Ken Krause, MGNA

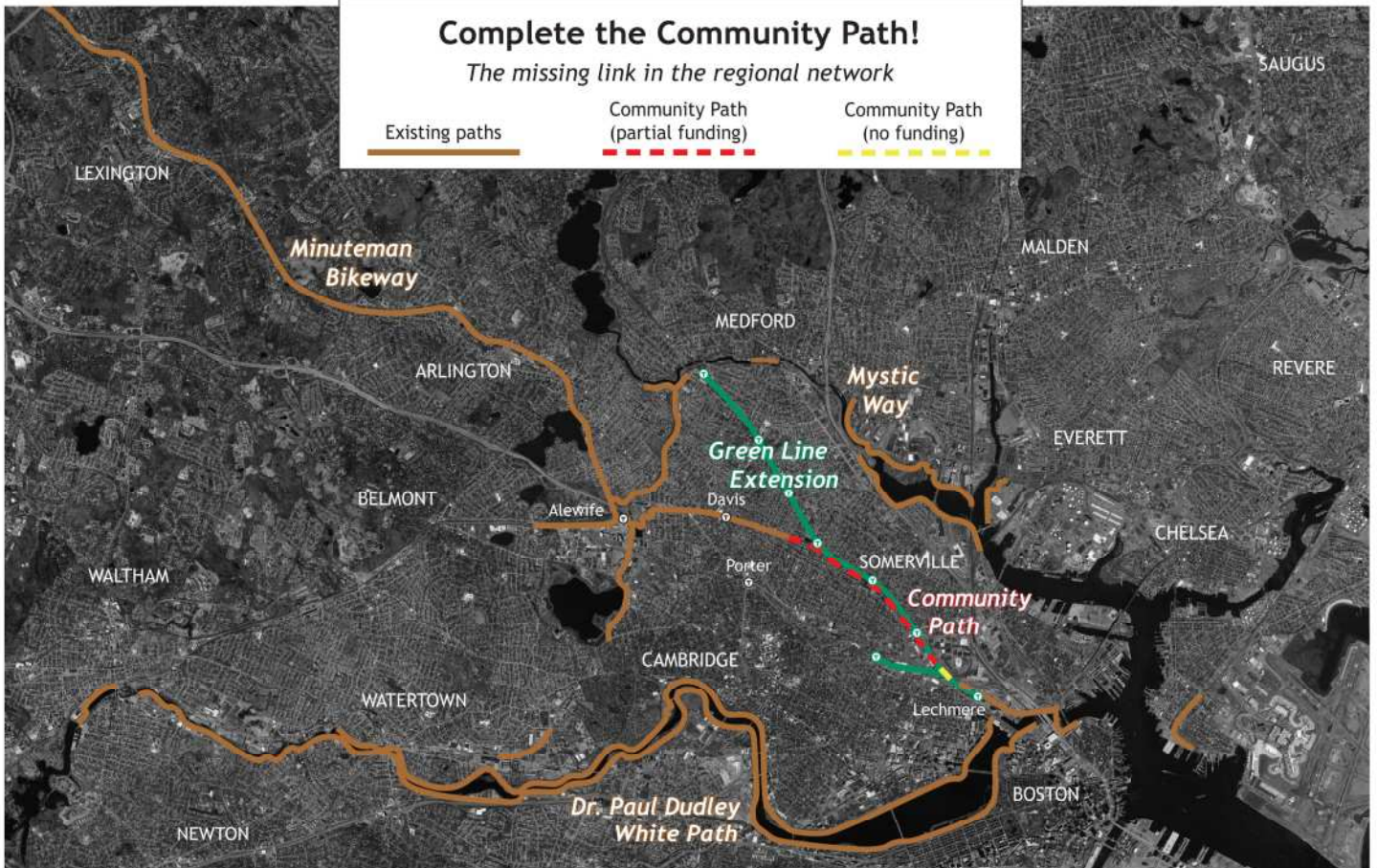
Complete the Community Path!

The missing link in the regional network

Existing paths

Community Path
(partial funding)

Community Path
(no funding)



Transportation Investment Plan (FFYs) 2013-2016
Public Comments

SUBMITTED BY

Green Line Advisory Committee for Medford (GLAM)
c/o 25 Bussell Road
Medford, Mass. 02155

SUBMITTED TO

Boston Metropolitan Planning Organization
State Transportation Building
10 Park Plaza
Boston, Mass. 02116-3968
Attention: Michael Callahan

May 30, 2012

The Green Line Advisory Group (GLAM) is a federally recognized educational transit group from the city of Medford, one of the few in the country that represents the environmental justice and disability communities together. Our membership includes a diverse group of people as well from differing political perspectives and differing educational backgrounds. We put forth our public comments on the Draft TIP (FYs) 2013-2016.

We believe the funding for the proposed Green Line Route 16 station should be removed from the Draft TIP (FYs) 2013-2016. As an educational transit group we do not make these comments lightly and these are the reasons for our recommendation

We base our position on the following:

- a) We contend that the supposed support for the proposed Route 16 Green Line station project is greatly exaggerated based upon a political process known as “**card stacking**” upon which we will elaborate.¹ This project is not well supported in the city of Medford and specifically creates an undue environmental burden upon a historic African American community who has been marginalized from this process at the outset of Mass DOT and MAPC’s transit and land development planning process in Medford. (See Exhibit 1, Boston Globe article, dated November 2, 2011 on MAPC’s last meeting in Medford on the Route 16 project, where it concluded there was little to no support in the room for this project)

MAPC met with the African American community in October 2011 after all ready preparing its draft recommendations for development at Route 16. At that meeting MAPC representative claimed Route 16 was a “mandated station”, which cast doubts on the accuracy of the MAPC process where a deceptive misrepresentation was told to the African American community. Route 16 is not a mandated station and even the draft TIP under consideration plainly states Route 16 is not a mandated station.

Nor has the state concluded that it is Medford Hillside, which is the contention by the white proponents who appeared at the April 19th meeting of the MPO by invitation only. This is the political situation that has arisen around the proposed Green Line to Route 16. With this deception of fact, we contended MAPC created a tainted process and showed their selves to be less objective than originally proposed to the community as a whole and specifically in what we contend was its marginalization of the environmental justice community with false facts.

¹ “Card Stacking” is a device in which the propagandist employs all the art of deception to win support for their ideal or policy. He stacks the cards against the truth by using under emphasis or over emphasis to dodge issues and evade facts. He makes the unreal seem real and often resorts to lies, censorship and distortion.” Reference Hughes, Richard E. and Duhamel, P. Albert, “Rhetoric: Principles and Usage”, Prentice Hall, Inc., 1962, page 250

On November 2nd the MAPC put forth its draft recommendation regarding land development for this area, and although they claim it did not include a Route 16 transit station decision, we predicted in our December 2011 comments on their plan that the dye had already been cast toward MAPC selling a Route 16 terminus to Mass DOT and the MPO. This prediction was based upon our ethnographic work within the process and our political analysis of the way MAPC, Mass DOT and the MPO were conducting themselves. This analysis is stated within the Executive Summary of our public comments to MAPC.

We also observed an election last year in Medford, where one candidate ran on the issue of supporting Green Line development and the proposed Green Line Station at Route 16. And another candidate opposed the Route 16 station and development. The candidate who opposed won the election in Medford and came in the top three while the candidate who was in favor of the proposed Green Line lost and came in last place. That shows the passion on this issue and the actual vote gives you a real sense that the proposed Green Line is not favored in Medford, never mind just the Route 16 station.

The following is an excerpt of GLAM's aforementioned Executive Summary in its written MAPC public comments, page 4, in December 2011.

"The MAPC Community Visioning Process of a supposed Vision of a "What If" exercise for land development opportunities at Route 16 has become a tainted process that has been used as a political football since its inception to undermine the citizen participation process of the proposed Green Line Extension. In May of 2011 the MPO proposed eliminating \$185,000,000 in funding for Route 16 from its Long Range Transportation Plan (LRTP). This was in light of financial deficits at the MBTA, a major backlog in maintenance needs, and the self evident delay of the proposed Green Line due to economic recession issues and the high risk of not receiving federal New Starts funding in the face of financial constraint conditions at the MBTA level. This situation was previously warned by former Mass DOT Sec. Jeffrey Mullan before his departure, which was much publicized in the Boston area media.

When the MPO, of which the MAPC is a voting policy member, proposed this elimination the focal point of advocacy groups became that eliminating these funds would render meaningless the Rte 16 Community Visioning Process, supposedly in an effort to continue studies and a citizen participatory process to build consensus within that area. Yet when the annual SIP report was released in late July stating Mass DOT would be proposing delays in Phase I of the proposed Green Line Extension with a 90% chance of completion pushed to 2020, the advocacy movement has moved in an ironic action to get Rte 16 incorporated into the SIP as a legally mandatory stop, exploiting the delay as a way to collapse the two phases together. Hence, the attempt to usurp the citizen participatory process at Route 16 through back door political pressure.

The implications of this action, to be yet ruled upon, was to make an optional phase (Route 16) mandatory in cost to the Commonwealth while over riding what was supposed to be an MAPC citizen participatory process in finding consensus at Route 16 as so it was presented by MAPC representatives to GLAM leaders in July 2010. As a political football in the arena of political gamesmanship of the proposed Green Line Extension, the MAPC process has been relegated to back room politics rendering the process less than transparent to the general public when you question the role of the MAPC and advocacy groups within the MPO process. This action only coincides with GLAM's previous public comments about a flawed MAPC public process at Route 16 that falls flat in its lack of progressive thought and new trends in research.

At the September 13th SIP public meetings Mass DOT outlined their intent to ask for a delay for the Phase I Green Line Extension project with offsetting mitigation measures to be identified and put in place. It also was revealed through GLAM's testimony that the FTA Office of Civil Rights was addressing GLAM's Title VI and ADA complaint/report issues through a broader perspective through a compliance review of Mass DOT. The immediate reaction of the Somerville politicians and advocacy groups was then to lobby the MPO on September 22nd to vote to fund the proposed Green Line at the current schedule with state dollars and also to get a commitment to fully fund the proposed Green Line with 100% state bonding with the Governor's approval. The Mayor of Medford appears to have supported this effort in political rhetoric only. This action is only matched by the lack of political transparency by a Somerville delegation who previously claimed to the public in prior years the funding for the proposed Green Line has always been in place.

We are aware through confidential sources who were in attendance at the September 22nd Executive Session (See exhibit 1) of the Somerville board of alderman that Somerville's political strategy was a concerted effort to get this vote by the MPO before November 1st when it was required under its current MOU to open its membership to a broader spectrum of elected cities that would bring greater scrutiny and questions about such a vote and process. Hence, there appears to be a bad faith action regarding the Memorandum of Understanding (MOU) that was approved on July 7, 2011 by the MPO."

In the April 19th minutes of the MPO, page 13, Mr. Tom Bent, representative of the City of Somerville, states, "The MPO programmed the project (meaning Route 16) on the LRTP and that the project is a legal commitment." Mr. Bent was then corrected by Mr. Mohler of Mass DOT that this is not believed by Mass DOT to be a legal commitment. Yet, it was pictured so by the MAPC and proponents at the local Medford level.

Were the newly elected representatives on the MPO set up by the prior MPO membership to force their vote for this proposed TIP project under the same card

staking technique used against the African American community in Medford, “it’s a mandated project”? Is the MPO deceiving its new membership about this project in asking them to vote for funding for this project within the TIP with future commitment to build of \$190 million? Projects are removed off the TIP all the time through amendment processes.

Is “card stacking” the way fair government should work? We think not. And we have expressed the same sentiment to the state leadership.

- b) We contend the MPO violated the intent of the 23 CFR 450.212 (Public Involvement) in its April 19th meeting by encouraging invitation only of proponents while leaving out those constituencies and other interested parties who will be impacted by this Route 16 amendment and may have opposing or other points of view.²

According to 23 CFR 450.212, a federal regulation, “Public involvement processes shall be proactive and provide complete information, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement.” GLAM contends that the environmental justice and disability community’s voices were marginalized within the MPO Route 16 process against regulation 23 CFR 450.212.6.a “A process for seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households which may face challenges accessing employment and other amenities.”

After months of pushing the MAPC to meet within the neighborhoods of impact instead of continually at Tufts University, MAPC finally met with the African American community on October 2011 at the historic West Medford community center. This is the same meeting where the community was told that Route 16 is a mandated station. MAPC only met with the African American community in the 11th hour of its recommendation to the public. At this meeting where GLAM representatives were present at invitation of the African American community, a leader in the African American community stated to MAPC, “Want to ensure the comments provided at this meeting are relayed to decision makers.” This statement was made by the Mystic Valley NAACP branch President who had concerns that his community was not being treated equally to the Tufts community where most of the MAPC meetings were held. (We have provided copies of the WMCC comments as Exhibit 2). This situation goes to the MAPC planners’ inability to recognize different members of a community, in other words their cultural incompetence. Why was this leader of his community not invited to the April 19th meeting to provide his community’s point of view since he was an identified interested party and expressed his desire to relay information to the decision makers.

² Boston Region Metropolitan Planning Organization (MPO) Meeting of April 5, 2012, page 12

The MPO board must ask itself why were you not presented with the African American comments concerning Route 16? As the Boston Globe article confirms, there was little to no support for the MAPC recommendation in Medford. Yet two white female proponents at the MPO invitation only April 19th meeting claim that this project will benefit the environmental justice community. Two people who have supported the extension of the proposed Green Line before studies were even presented and who support a transit proponent group that has yet to present a face of diversity of its membership.

We feel that this lesson parable by the late legal scholar, Derek Bell is appropriate at this time. He wrote about "The Space Traders" from his 1992 book, "Faces at the Bottom of the Well: The Permanence of Racism". That parable describes promises made to a white community to solve its debt issues, its energy and resource issues in exchange for one thing: its black population, which would be sent to outer space. The white population in the parable accepts the offer by an overwhelming margin.

We hope that the MPO representatives based upon promises of economic development at Route 16 do not arrive at the same overwhelming margin as those in the parable at the sacrifice of the historic environmental justice and disability populations within our community with a plan that all ready identifies social inequity. Yet, by not soliciting or listening to this community's input, are you doing as illustrated within the lesson parable?

- c) We contend that the disability representatives from GLAM were disenfranchised from the TIP discussion at an MPO public meeting of January 25th, 2012. Currently there is a Mass DOT and FTA Office of Civil rights investigation concerning these claims.

The FTA Office of Civil Rights has summarized this complaint as follows:

- ✓ MPO attitudinal issues toward people with disabilities has not been resolved,
- ✓ A complete lack of training and commitment in how to create barrier free meetings for those with disabilities,
- ✓ the lack of follow through on Title VI and ADA,
- ✓ The MPO's staff's inability to recognize, validate, discuss or resolve issues pertaining to alternative reasonable accommodations.

In the card stacking device of the MPO process, we contend that we were prevented from equally participating in discussions of the TIP process because we were attempting to bring up the same questions concerning the proposed Green Line extension as in our narrative to you today. This is a point that is verified by an MPO recording of the January 25th meeting.

As this case is being investigated currently, we cannot elaborate on the details. But we can ask the MPO representatives, why are you being shielded from other perspectives in this process when deciding upon funding within the TIP?

Conclusion:

In the book, *Rhetoric, Principles and Usage* by Richard E. Hughes and P. Albert Duhamel, the authors speak to the topic of how to detect propaganda, how to recognize propaganda, to analyze it, and to appraise it.

“ . . . propaganda is expression of opinion or action by individuals or groups deliberately designed to influence opinions or actions of other individuals or groups to predetermined ends. Thus propaganda differs from scientific analysis.” They go on to state that whereas the propagandist is trying to put something across, the scientist is trying to discover truth and fact. And the truth and fact is what GLAM has been trying to report in its ethnographic work and documentation in public comments.

We are asking the MPO representatives to step outside of the political process and ask yourself what is the truth and what is the fact. We do not believe you have been presented the truth nor the facts regarding support for this project nor do you have a clear understanding of its impact to a historic African American community and the disability populations living within the area. We believe you have been manipulated by a propaganda process that discriminates against populations.

Once land development is pinpointed and put on the table, it now becomes a significant issue at the local level, causing real estate speculation. This issue was never addressed in the MAPC vision meetings as they compartmentalized the view of development, misrepresented facts and impact, omitted many cumulative affects and community development studies that would have brought out these cumulative affects.

There are, of course, the pretense of mitigation measures that can be taken regarding gentrification and displacement. But as noted in the essay, “Grief and adaptation: The Impact of Relocation in Boston’s West End”, public discussion of plans for urban renewal will happen several years before the actual land takings and local pressures will develop in the meantime from entities such as Tufts University. And during that time, the land development plans will undergo many changes. As in the case of The West End and other projects, there will likely be a gradual decrease and eventual elimination of all talk of low cost or even middle income rental housing, which in the case of the West End included promises of opportunities for local residents to continue living in the area. And as we have seen in the Max Pak land development in Somerville, these promises are often broken as developers move to save costs and go for highest and best use in housing pricing.

And although the West End urban renewal project is noted as one of historic notoriety in planning and caused public policy reform changes in the dialogue on urban renewal and social equity, it appears that it is still relevant today in the largeness of urban development planned for the proposed Green Line Extension corridor as proposed by the predetermined vision of MAPC and the techniques it used in its propaganda. There seems not to be any willingness to comprehend the costs of what is defined as “progress” and identifying the disparity between who the beneficiaries will be and who the victims will be.

In *Lessons for Urban Planners*, an essay written by Chester W. Hartman, a city planner, an essay also in the book “*The Last Tenement: Confronting Community and Urban Renewal in Boston’s West End*”, he writes that traditional planners are seen as those serving specific political goals and class interests, and the official planners, wittingly or unwittingly, serve those needs instead of dealing in alternative proposals more suited to neighborhood needs and desires. We have observed and reported on such a process by the MAPC and within the proposed Green Line Extension process as they defined and controlled the dialogue.

It becomes apparent since GLAM was formed to represent all members of Medford and has a diversity of members within it that speak with different methods of communicating and those different methods appear not to have been wanted at the MAPC meetings. Trying to get the state to recognize that environmental justice members have rights to protest participation in places far from the neighborhood of impact and their homes and that people with disabilities have rights to have minimum standards followed that are required and that people with different backgrounds in life, do not always want to be lectured to and sold a project. They want real facts. They want the truth of what the project will do, not a vision on grandiose style. This is where MAPC fell down. Any good scientist would take a look at this planning and see that all that is requested is a fair process, not the goal of political expediency.

Do we believe there was equal treatment of the environmental justice community of Medford? Only time and court challenges may tell. But if the human historic aspect of West Medford is eradicated through gentrification and displacement, the “Ville” as it is known historically may disappear from the landscape much as the struggle seen between Columbia University and Harlem.

Where did the environmental justice comments fall within the schedule of the MPO and MAPC process? Where did differing viewpoints come within the schedule of the MPO and MAPC process? This question brings the onerous upon the current MPO representatives to address this issue within their recommendation process.

Therefore, we cannot support the funding of the Route 16 project as it now stands and ask for its removal from the TIP. Many GLAM members were

anticipating supporting this process until they came to the first MAPC civility meeting, which we watched carefully with observations that if this is the way free speech is being handled and this is the way the environmental justice and disability community are to be handled, how far has government really achieved social equity?

GLAM's Executive Committee supports these public comments with a full unanimous decision. The Executive Committee is made up of environmental justice, disability and able-bodied people, as well as, small business owners.

Sincerely yours,

Carolyn Rosen
Chairperson

Respectfully Submitted by:

<p>Ms. Carolyn Rosen, MBA, MTS ADA Coordinator/CFO Chairperson of GLAM Elected member of the Medford Democratic Party and officer Member of the Zonta Club of Medford 25 Bussell Road Medford, Mass. 02155</p>	<p>Ms. Mary Anne Adduci Secretary of GLAM Board of Director of Arthur D. Little Alumni Association 2 North Street Medford, Mass. 02155</p>
<p>William Wood, M.S., M. Ed., Ph.D. Retired Business Owner, Wood & Associates Elected Medford Democratic Party member and Ward Chair Kiwanis Club board member Disability Advocate 25 Bussell Road Medford, Mass. 02155</p>	<p>Mr. Henry Milorin Elected Member of the Medford Democratic Party Disability Advocate 8 Temple Street Medford, Mass. 02155</p>
<p>Neil Osborne, Esq. President of NAACP Mystic Valley Area Branch 122 Boston Avenue Medford, Mass. 02155</p>	<p>Mr. Bernie Green Chairperson of the Medford Republican Party Elected state representative for the state Republican Party 608 Main Street Medford, Mass. 02155</p>
<p>Gwen Blackburn Retired Dir. Of Multi-Cultural Dept. SPED & Harassment liaison, Civil Rights Officer Medford Public Schools 233 Arlington St. Medford, Mass. 02155</p>	<p>Mr. Felix Blackburn EEO/Affirmative Action Officer State Transportation Authority, Retired Commission Member of the Medford Traffic Commission 233 Arlington Street Medford, Mass. 02155</p>
<p>Paul Morrissey Business owner, Aerocycle 642 Boston Avenue Medford, Mass. 02155</p>	

Exhibit 1

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Medford residents fear impact of Route 16 T stop

November 03, 2011 | By Matt Byrne, Town Correspondent, Globe Staff

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By Matt Byrne, Town Correspondent

In 25 years, urban planners foresee a West Medford revitalized by surging commercial and retail development, boosted property values, and access to easy transportation to downtown Boston -- all clustered around the proposed extension of the Green Line to Route 16.

But as Medford residents turned out last night to hear the pitch by the Metropolitan Area Planning Council, some expressed concern that the station would draw unwanted vehicular traffic, jack up property taxes, and push out longtime residents of the African American community in the area.

"There will be gentrification, we know that," said Gwen Blackburn, who for 48 years has lived on Arlington Street, steps from the proposed station site. She was among a small chorus of doubters who questioned whether the station would irreversibly change the fabric of the neighborhood.

"We have some concerns about what that Route 16 station will do for us," Blackburn said.

The meeting was the final installment in a series of five listening sessions commissioned by the Massachusetts Bay Transportation Authority to gauge residents' wants and needs as agency officials plan the \$1.2 billion project. The discussion will not dictate changes in the look, design, or scope of the station, but was intended to hear residents' reactions to the plan.

Those comments will become part of recommendations made to the state, which are set for release next month. A two-week public comment period will follow, according to the planning council.

"I think there is more support now than there was at the beginning," said Kate Fichter, project manager for the extension.

During an extended question and answer session attended by more than 100 Medford residents, some expressed fear that Boston-bound T riders from surrounding towns will treat residential streets near the new terminus as a de-facto commuter parking lot. Others called for the preservation of open space, and some speakers said the project should include greater bicycle and pedestrian access.

During about an hour of questioning, only one resident spoke up in praise of the project, calling it a boon to the entire city.

Some of the features would require extensive rezoning and coordination by Medford officials, but Doug Carr, a resident of Boston Avenue, said he doubted the city could pull it off.

"I see a lot of things here that need to be put on Medford's plate," Carr said. "I don't see the capacity here to do it."

Matt Byrne can be reached at mbyrne.globe@gmail.com.

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http://articles.boston.com/2011-11-03/yourtown/30355971_1_station-site-residents-proj... 12/20/2011

12

Exhibit 2

Notes from October 19, 2011 Meeting at West Medford Community Center

MAPC Staff Person Present: Eric Halvorsen

Comments Made During Meeting

Displacement and Gentrification:

This area of Medford has already begun to see socio-economic change, worried that the Green Line Extension will accelerate change

Concerned about rising property values in the neighborhood which could lead to higher property taxes

Concerned that individuals living on a fixed-income may not be able to afford additional housing costs and may be displaced as a result

Concerned about being able to pass on their homes to children and grandchildren

Concerned that their children already can't afford to purchase a home in the neighborhood

Concerned about the displacement of an historic African-American community

Meeting participants indicated they do not want to move from their current residence into new affordable housing that might be developed in the area

Meeting participants indicated an interest in learning more details about what policies or programs are/could be made available to help limit impacts of displacement on the neighborhood

Concerned about the expansion of Tufts University further into the neighborhood and the results that any possible expansion may have on existing residents

Outreach:

Concerned that not enough meetings were held in the West Medford community, or at the Community Center

Meeting participants commented they had not been aware of the MAPC visioning process

Meetings have not been held that specifically outreach to or include the disability community

Concerned that meetings were held at Tufts University during evening hours, also one meeting was held in the winter

Other Comments:

Will the Green Line Extension negatively impact tax payers in Medford?

Want to ensure the comments provided at this meeting are relayed to decision makers

Concerns expressed about parking on residential streets around the potential Green Line

From: tracygleu@verizon.net
To: publicinformation@ctps.org
Subject: MPO Web Site Share Your Views Form
Date: Thursday, May 31, 2012 1:26:01 PM

Below is the result of your feedback form. It was submitted by
(tracygleu@verizon.net) on Thursday, May 31, 2012 at 13:31:41

subjectText: Bruce Freeman Rail Trail

messageText: I am opposed to spending this money for a recreational trail. The money would be much better spent on addressing existing transportation and infrastructure concerns which effect a greater number of Massachusetts citizens. Fix roads and bridges and improve the T before we build rail trails. It's a luxury we can't afford in these times.

submitForm: Submit Query

Sean Pfalzer

From: Pam Wolfe <pwolfe@ctps.org>
Sent: Thursday, May 31, 2012 1:10 PM
To: spfalzer@ctps.org; damstutz@ctps.org
Cc: dfargen@ctps.org
Subject: FW: Support for Green Line extension to Mystic Valley Parkway

-----Original Message-----

From: jonathan.herzog@gmail.com [<mailto:jonathan.herzog@gmail.com>] On Behalf Of Jonathan Herzog
Sent: Thursday, May 31, 2012 12:37 PM
To: mcallahan@ctps.org
Subject: Support for Green Line extension to Mystic Valley Parkway

I am told that the Boston Region MPO seeks public comment on the Transportation Improvement Program. I cannot comment on the entire thing, but I note that it includes support for the Green Line extension to Mystic Valley Parkway. As a resident of Somerville (Woods Ave) I would like you to know that I enthusiastically support this project and want it to happen as soon as possible.

Thanks.

--

Jonathan Herzog
jherzog@alum.mit.edu
<http://jonathanherzog.com>

From: [Mike Korcynski](mailto:Mike.Korcynski@ctps.org)
To: publicinformation@ctps.org
Subject: Transportation Improvement Program (TIP) Comments
Date: Thursday, May 31, 2012 4:13:54 PM

I am an abutter to the proposed Green Line Extension terminus location at College Ave. in Medford. We bought our house five years ago in Medford knowing the Green Line was coming, and I look forward to the project's eventual completion all the way to Mystic Valley Parkway/Medford Hillside.

The progress on Phase I of this project has left me questioning whether the Green Line Extension (GLE) will ever actually serve the Medford Hillside. I disagree with MassDOT's claim that a terminus station at College Avenue fulfills the state's legal commitment to serve Medford Hillside, as the vast majority of what is commonly accepted as the Hillside area is far beyond where phase I service would terminate.

I'm writing to express my support and enthusiasm for the decision to include funding for the **Green Line Extension Project (Phase II), Medford Hillside (College Ave) To Mystic Valley Parkway/ Route 16** in the TIP. I'm excited at the prospect that a second phase of this project could actually bring rail service to Medford Hillside. I hope that the MPO will continue to support this project through to completion, and continue to recognize the importance of this project within the region. I also hope that the MPO will work to complete this project in a timely fashion so that the time between the opening of the two phases is kept to a minimum.

Sincerely,

Mike Korcynski
149 Burget Ave.
Medford, MA 02155

Sean Pfalzer

From: Gloria J. Korsman <gkorsman@yahoo.com>
Sent: Thursday, May 31, 2012 2:26 PM
To: spfalzer@ctps.org; mcallahan@ctps.org; publicinformation@bostonmpo.org;
publicinformation@ctps.org; friendspath@yahoo.com
Subject: 2013-2016 TIP - Support for Green Line to Rt. 16, future GLX/CPX funding

To the Boston Metropolitan Planning Organization:

I am a Cambridge resident who cares about sustainable transportation. I mostly ride a bicycle for short trips, including my daily commute to work, and I occasionally ride the MBTA. Not only do I want bike safely through Somerville, I want my neighbors to have transportation alternatives to owning a personal automobile. Automobiles are expensive, and in tough economic times, safe, affordable, and reliable transportation is matter of equity and justice for all urban residents.

I support these items in the Draft 2013-2016 Transportation Improvement Program (TIP): 1) The allocations for the extension of the Green Line from a relocated Lechmere Station in Cambridge to College Avenue in Medford and a spur to Union Square in Somerville, and 2) the \$8.1 million in FFY 2016 for work on planning the Green Line Extension from its temporary terminus College Avenue to its permanent terminus at Mystic Valley Parkway on the Medford/Somerville line.

I also urge you to fully fund the completion of the Community Path extension, in future TIPs and LRTPs, as part of the Green Line extension project – not just to Inner Belt, but all the way to the existing paths at Lechmere/North Point. The Community Path is becoming an integral part of the Green Line extension design. There are Community Path connections now in all 4 GLX station designs along the Community Path route! Please support full completion of the Community Path in the future.

Sincerely,
Gloria Korsman
91 Montgomery Street
Cambridge MA 02140

Kenneth J. Krause

50 Mystic Street Medford, MA 02155
781-396-0920 kenneth.krause@comcast.net

May 31, 2012

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

Dear Mr. Mohler:

Thank you for the opportunity to comment on the Boston Region Metropolitan Planning Organization's Draft Transportation Improvement Program (TIP) for Federal Fiscal Years 2013-2016.

First, I wish to commend the MPO's Transportation Planning and Programming Committee for its extensive work in creating a TIP that addresses a broad array of projects across all transportation modes throughout the Boston area, continuing its emphasis on creating "Paths to a Sustainable Region."

I would like to offer the following comments in support of four specific projects that are included in the draft TIP:

Green Line Extension to Somerville and Medford

Marking eight years of involvement in the public process surrounding the Green Line Extension, I am delighted that we are only a few months away from ground being broken on this vitally important regional transportation project. Much of the credit for this impending milestone being within reach is due to the consistent commitment by the Boston Region MPO to this project – both the legally mandated extension to Medford Hillside and Union Square in Somerville, and MassDOT's commitment to the enhancement of the Medford branch of the extension to a permanent terminus station at Mystic Valley Parkway on the Somerville/Medford line.

The Metropolitan Area Planning Council's Green Line-Mystic Valley Parkway Vision Study, published late last fall, was the state's fifth major study of the Green Line extension since 2004 and just the latest to extol the virtues of the Mystic Valley Parkway station. What's more, the MAPC study provided new data regarding the impact of added Green Line service to Mystic Valley Parkway, particularly in the area of economic development, showing the potential for the creation of 240 jobs, 176 additional housing units, and significant increases in property values and associated tax revenues for the cities of Medford and Somerville.

Moreover, public support for the Green Line Extension, in particular the final leg to Mystic Valley Parkway, has never been stronger, as evidenced by the statements by the

Kenneth J. Krause – Boston MPO TIP

mayors of Medford and Somerville and by Tufts University before the Boston Region MPO at its meeting of April 19, 2012.

I wholeheartedly support all of the funding for the Green Line Extension that is included in the Draft TIP for FFY2013-2016, especially the \$8.1 million in FFY2016 that will begin the planning in earnest for the permanent terminus station at Mystic Valley Parkway.

Woods Memorial Bridge

I support the funding to replace the Woods Memorial Bridge on Revere Beach Parkway (Route 16), and the Route 16 bridge that crosses the MBTA Orange Line and commuter rail tracks and River's Edge Drive. These bridges are a crucial link for travel between Medford and Everett and points east. In addition to being in poor condition, the bridges badly need improvements for pedestrian accommodations (many people walk over the bridges to/from Wellington Station and the Gateway Center shopping area in Everett). Not only has this area seen a large increase in residential dwellings, but looking ahead, this route will become even more heavily traveled should a casino be approved for the Suffolk Downs site in East Boston, which many people will travel to via Everett.

Arlington Bikeway Connection

I support funding to create an Arlington Bikeway connection at the intersections of Route 60 and Route 3 in Arlington Center. This is an important link to the Minuteman Bikeway and will greatly improve safety for all users of this intersection.

Tri-Community Bikeway

I support the funding to construct the Tri-Community Bikeway in Stoneham, Woburn and Winchester, which will fill in yet another "missing link" in the region's growing bicycle network and encourage more people to travel by bicycle by creating safer and more pleasant conditions.

My one negative comment regarding the Draft TIP is that I am disheartened that MassDOT is requesting to remove the Red Line-Blue Line connector from its list of SIP commitment projects. Connecting the only two lines in the MBTA system that do not intersect is a tremendous opportunity for increasing regional mobility and, in particular, access to jobs, health care, and educational opportunities. It also would be an important improvement to the Blue Line and the entire MBTA system given the potential addition of a casino at Suffolk Downs, as mentioned previously. I hope the Boston Region MPO can prevent the Red-Blue connector project from being eliminated from the SIP.

Thank you for your consideration.

Ken Krause

Ken Krause
50 Mystic Street
Medford, MA 02155

Sean Pfalzer

From: Pam Wolfe <pwolfe@ctps.org>
Sent: Friday, June 01, 2012 7:15 AM
To: spfalzer@ctps.org; damstutz@ctps.org
Cc: dfargen@ctps.org
Subject: FW: Somerville Greenline Extension

From: elevevtt@aol.com [<mailto:elevevtt@aol.com>]
Sent: Thursday, May 31, 2012 9:13 PM
To: mcallahan@ctps.org
Subject: Somerville Greenline Extension

Just a note to express one senior citizen's urgent need for a green line extension into Somerville. I'm often waiting a long time for a bus to get to a subway. Trips take twice as long as they should. Please continue the plans for our subway stops here. No more delays, please!

Thank you.

Eileen Levett
30 Warren Ave
Somerville, MA 02143

Sean Pfalzer

From: sonia lipson <sonialipson@yahoo.com>
Sent: Thursday, May 31, 2012 2:26 PM
To: spfalzer@ctps.org

To the metropolitan planning Organization:

I'm writing to support these items in the Draft 2013-2016, TIP which refer to the GLX and completion of Community Path extension as part of the GLX.

I have been hoping we can support public transportation in a tangible way here in Somerville, and this is the biggest opportunity available.

Sonia Lipson
22 Prospect Hill Avenue
Somerville, MA 02143
617 625 3072

Family Nurse Practitioner



Via email, regular mail

May 31, 2012

Member Institutions

- Beth Israel Deaconess Medical Center
- Brigham and Women's Hospital
- Children's Hospital Boston
- Dana-Farber Cancer Institute
- Emmanuel College
- Harvard Medical School
- Harvard School of Dental Medicine
- Harvard School of Public Health
- Immune Disease Institute
- Isabella Stewart Gardner Museum
- Joslin Diabetes Center
- Judge Baker Children's Center
- Massachusetts College of Art
- Massachusetts College of Pharmacy and Health Sciences
- Massachusetts Department of Mental Health
- Simmons College
- Temple Israel
- Wentworth Institute of Technology
- Wheelock College
- The Winsor School

Chairman David J. Mohler
Boston Region Transportation Planning and Programming Committee
10 Park Plaza, Suite 2150
Boston, MA 02116

Re: Draft TIP FFYs 2013-2016

Dear Members of the MPO,

MASCO (Medical Academic and Scientific Community Organization, Inc.) has reviewed the *Draft Fiscal Years 2013-2016 Transportation Improvement Program (TIP)*. MASCO's 24 member and associate member institutions have a major stake in regional transportation decisions, with more than 45,200 employees, 21,000 students, and 25,000 daily patients and visitors in the Longwood Medical and Academic Area (LMA) of Boston. More than 85% of LMA employees live in one of the 101 cities and towns comprising the MPO region. Consequently, improvements that benefit the LMA are also beneficial to residents of the Greater Boston region.

The following comments are submitted for your consideration in the final version of the TIP:

- **Melnea Cass Blvd. Construction (FY '14):** We support reconstruction of Melnea Cass Boulevard and plans to accommodate dedicated bus lanes in a reconstructed center median. The need for improved crosstown transit service in the Central Area is well documented in the State's Long Range Transportation plan. Commuters to the LMA using the Red Line and Commuter Rail stopping at JFK/UMass and coming from South Boston, Dorchester and Roxbury rely heavily on crosstown bus service including MBTA bus routes 8, 19, 47, CT2 and CT3. By fully or partially removing these bus routes from mixed traffic and placing them in a new, dedicated bus lane, travel times for all traffic using Melnea Cass Blvd. between local destinations and the Southeast Expressway, the LMA, Fenway, Kenmore and beyond will greatly improve. As a key stakeholder, we have participated in the public meetings held by the Boston Transportation Department and are encouraged to see current concept designs for a center median. While we recognize that the TIP is fiscally constrained we understand that this project is currently underfunded by approximately 50% and we urge the MPO to allocate additional funds towards closing this gap.
- **South Bay Harbor Trail Construction (FY '14):** We strongly support this project. The number of people cycling and walking to reach the LMA is increasing. Among our commuters, the mode split has increased in bike/walk by 6% between 2000 and 2010. More than 2,000 LMA employees live in neighborhoods with access to the South Bay Trail. Given these facts, and the health and environmental benefits of

Associate Members

- Blue Cross Blue Shield of Massachusetts
- Harvard Vanguard Medical Associates
- Merck Research Laboratories

cycling and walking, we are supportive of the funds programmed for construction of the South Bay Harbor Trail which will link neighborhoods in South Boston, the South End and Roxbury to Ruggles Station and the Southwest Corridor at the eastern edge of the LMA. We are working with the City to designate bike routes between Ruggles Station and the LMA.

- **Improvements to Commonwealth Avenue (FY '15):** We support this project which will provide improved multi-modal accommodations for bikes and pedestrians similar to upgrades made on Commonwealth Avenue between the Public Garden and Kenmore Square.
- **Deck Patching & Superstructure Repairs on B-16-365 (Bowker Overpass, FY'13):** The Bowker Overpass is a critical gateway providing direct access between the West Fenway, LMA, Storrow Drive and Commonwealth Ave. and repairs are necessary in the immediate future. In the longer term, we look forward to the results of Mass DOT's I-90 Boston ramps study which is looking at Turnpike ramp improvements and potential ways to link to the Bowker Overpass.
- **Massachusetts Avenue (Route 2A) over Commonwealth Avenue (FY '15).** We support the replacement of the Massachusetts Avenue bridge that spans Commonwealth Avenue. Our M2 shuttles carry 2,400 trips daily across the bridge and there are more than 3,000 LMA employees residing in Cambridge and Somerville who rely on safe and efficient roadways.
- **Intersection Improvement Program (pilot, FY '13):** We support this pilot program as an effective way to fund low-cost, high impact signal retimings, restripings and new technologies to address congestion in the region's roadways. We look forward to seeing the program's launch and its potential applicability to the LMA's busy intersections.

Thank you for the opportunity to comment.

Sincerely,



Tom Yardley, Senior Planner

cc: Boston Region Metropolitan Planning Organization Transportation
Planning and Programming Committee

Sean Pfalzer

From: Pam Wolfe <pwolfe@ctps.org>
Sent: Thursday, May 31, 2012 5:39 PM
To: spfalzer@ctps.org; damstutz@ctps.org
Cc: dfargen@ctps.org
Subject: FW: Comments on TIP for FFYs 2013-2016

From: Lynn McWhood [<mailto:linwoodplace@earthlink.net>]
Sent: Thursday, May 31, 2012 3:18 PM
To: mcallahan@ctps.org
Subject: Comments on TIP for FFYs 2013-2016

May 31, 2012

Boston Metropolitan Planning Organization
Attn: Michael Callahan
Re: Transportation Improvement Plan, Draft Federal Fiscal Years (FFYs) 2013 -2016

I would like to express my strong support for the allocation of \$720 million to the completion of the Green Line Extension to Somerville and Medford. As a participant on the Steering Committee of Somerville's recently completed Comprehensive Plan process, I understand how important the Green Line Extension is to the future economic and environmental health of Somerville. It has been very encouraging to see the progress being made in planning for station design in the last couple years.

I hope that future TIPs will also include full funding for the completion of the Community Path in coordination with the Green Line Extension to maximize the extension's value for the city and the region.

Sincerely,

Lynn McWhood
45 Ibbetson St. #3
Somerville, MA 02143

15 Ledge Street
Stoneham MA 02180
May 31, 2012

David J. Mohler, Chair
Boston Region MPO
10 Park Plaza, Suite 2150
Boston , MA 02116

I am writing to support for the Tri-Community Bikeway/Greenway project #604652 on the 2013 – 2016 Transportation Improvement Program (TIP) for these reasons:

1. It is saving a patch of green in an industrial/business area,
2. It will allow for economical, safe, and healthy transportation,
3. It will encourage patronage of local small businesses along the way.

1. Stoneham calls its section “the Greenway” because it is on a right of way that is 50 feet wide and passes through natural areas including a meadow and a woodlot that is one of the few places where the Sweetwater Brook is in its natural state. The owner of the lot was persuaded by Cameron Bain to donate it to the town for a nature center, as the Greenway will connect the middle school to it. The Greenway crosses Main Street about the middle of the business district and passes through a meadow in an old industrial area to reach Woburn.

If the public right of way is not made into a multiuse path in this round of funding, Stoneham businesses and politicians will see to it that every inch is developed for private businesses.

2. In this economic climate, transportation by bicycle means having to buy less gas and that means more food on the table or one more bill paid.

However, if I have to ride on the street, I am at greater risk of getting hit by a car than if I can ride on an off-road path and can cross streets that have signage and markings warning cars to watch out for bicycles.

If I can travel off-road under shade trees, I also won’t have to breathe in exhaust fumes and ride in the hot sun. Being able to bike ride, run, or walk in a pleasant setting to reach businesses and services, like the public libraries, will encourage people to develop a healthier lifestyle. In addition to “running” errands, people in the three communities will be able to “bike” errands to save time.

3. The fact that the tri-community “bikeway” is intentionally multimodal and connects Stoneham to Woburn and Winchester means that a larger number and a wider demographic will be attracted to the path, than if it were limited to biking and only one community.

People who are spending their leisure time in walking, skateboarding, jogging and biking are more likely to spend their money in the businesses they pass nearby, than if those same people were on the highway whizzing to the big box malls. The path will bring vital income to local businesses.

For these reasons I heartily urge you to be sure to fund the Tri-Community Bikeway in this Transportation Improvement Program for FY 2013-2016.

Sincerely,

Catherine Moore

Sean Pfalzer

From: Moore, Alan@Boston <Alan.Moore2@chartisinsurance.com>
Sent: Thursday, May 31, 2012 5:04 PM
To: publicinformation@ctps.org
Cc: spfalzer@ctps.org; Mike Callahan
Subject: comments on 2013 and 2014 TIPs

May 31, 2012

Boston Metropolitan Planning Organization (MPO)
Transportation Planning and Programming Committee
Sean Pfalzer
Michael Callahan
publicinformation@bostonmpo.org

Re: Support for GLX to Rt. 16 in 2013-2012 TIP, future GLX/CPX funding

To Sean Pfalzer, Mike Callahan, and the MPO Transportation Planning and Programming Committee:

Support for Green Line Extension (GLX) to Rt. 16

Please include the following 2 items in the 2013-2016 TIP:

1. The allocations for the extension of the Green Line from a relocated Lechmere Station in Cambridge to College Avenue in Medford and a spur to Union Square in Somerville:
 - FY 2013: 79.3 million
 - FY 2014: \$94.9 million
 - FY 2015: \$235.8 million
 - FY 2016: \$302 million
2. \$8.1 million in FFY 2016 for work on planning the Green Line Extension from its temporary terminus College Avenue to its permanent terminus at Mystic Valley Parkway on the Medford/Somerville line. (FFY 2016 is the first TIP year in which an amount for the Mystic Valley Parkway station could be designated, as funding for the project is programmed in the 2016-2020 segment of the MPO's Long Range Transportation Plan.)

Sadly against support for the Arlington Minuteman Bikeway funding

I would like to support the funding of the Minuteman Bikeway crossing of Massachusetts improvements in Arlington but I cannot. The Town has chosen a poor solution (bike lanes) over cycletracks (proposed design to be submitted under separate cover for your approval). The improvements are too marginal to get more than a half million in TIP funding. So please withdraw this funding until they propose a better plan.

Strong support for the Bruce Freeman Rail Trail Phase 2A Construction

Please include funding for Phase 2A in the Draft Transportation Improvement Program (TIP) for 2014 construction.

Strong Support for other trail projects in the Region

- South Bay Harbor Trail, from Ruggles Station to Fort Point Channel in Boston
- The Tri-Community Bikeway (Winchester, Stoneham, Woburn)
- Improvements on the Cochituate Rail Trail, from School Street to Route 30 Framingham

Please consider funding for the Community Path Extension in future TIPs and LRTPs when the GLX Project is funded.

I wish to thank the MPO Board and Staff for the 2012 TIP funding for the upcoming construction of the next ¼-mile section of the Community Path Extension (DPX) from Cedar-to-Lowell Streets in Somerville -- the first extension of the CPX in 18 years!

As you know, the CPX an integral part of the GLX project. And there is growing evidence of this, as the CPX is increasingly included in the ongoing GLX design. We therefore urge you to include full funding in future TIPs and LRTPs for the completion of the CPX as part of the GLX – all the way to Lechmere/North Point.

Thanks you for consideration of my comments.

Alan Moore
23 Cherry St.
Somerville, MA 02144
23cherry@gmail.com

Sean Pfalzer

From: smoynihhan@rcn.com
Sent: Thursday, May 31, 2012 3:22 PM
To: spfalzer@ctps.org; mcallahan@ctps.org; publicinformation@bostonmpo.org; publicinformation@ctps.org; friendspath@yahoo.com
Subject: Green Line Extension and Community path extension

To the Boston Metropolitan Planning Organization:

I live in Somerville and have worked in East Cambridge for 12 years. I often ride my bike to work, but it is a treacherous ride. I have been living in hope that the green line and bike path will be extended and I urge and beg you to make it happen.

I'm writing to support these items in the Draft 2013-2016 Transportation Improvement Program (TIP): 1) The allocations for the extension of the Green Line from a relocated Lechmere Station in Cambridge to College Avenue in Medford and a spur to Union Square in Somerville, and 2) the \$8.1 million in FFY 2016 for work on planning the Green Line Extension from its temporary terminus College Avenue to its permanent terminus at Mystic Valley Parkway on the Medford/Somerville line.

I am also writing to urge you to fully fund the completion of the Community Path extension, in future TIPs and L RTPs, as part of the Green Line extension project – not just to Inner Belt, but all the way to the existing paths at Lechmere/North Point. The Community Path is becoming an integral part of the Green Line extension design. There are Community Path connections now in all 4 GLX station designs along the Community Path route! Please support full completion of the Community Path in the future.

Sincerley,
Susan Moynihan
16 Ames ST Somerville, MA
02145

Sean Pfalzer

From: Bob Nesson <bnesson@nessonmedia.com>
Sent: Thursday, May 31, 2012 2:30 PM
To: spfalzer@ctps.org; mcallahan@ctps.org; publicinformation@bostonmpo.org;
publicinformation@ctps.org
Cc: Lynn Weissman
Subject: Funding for the GL extension; and the Community Path

As a Somerville resident, I'm writing in support for funding of the Green Line Extension as well as the Community Path in Somerville. Both are vital to the economic and environmental quality of our area. I'm a regular bicycle commuter and high-end recreational bicyclist, and as such am well aware of the need for a complete, contiguous green pathway system in the metro area. We sorely lack that and remain less competitive with other cities as a result.

It's in everyone's interest to reduce traffic and pollution and to encourage use of public transportation. The long overdue extension of the Green Line is critically important to any possibility of meeting that goal.

Thank you.

Bob Nesson
Filmmaker

Nesson Media Boston, Inc.
1300 Soldiers Field Road, Suite 4
Boston MA 02135
617.869.8267
bnesson@nessonmedia.com
www.nessonmedia.com

From: jim.nigrelli@gmail.com
To: publicinformation@ctps.org
Subject: MPO Web Site Share Your Views Form
Date: Thursday, May 31, 2012 12:09:04 PM

Below is the result of your feedback form. It was submitted by
(jim.nigrelli@gmail.com) on Thursday, May 31, 2012 at 12:14:46

subjectText: FFY 2013-2016 TIP

messageText: I would like to see funds associated with primarily recreational projects, like the \$9 million for the Bruce Freeman Rail Trail, removed from the TIP and applied to real transportation projects. The transportation infrastructure in this state is in shambles and should be a priority over any recreational project at this time.

submitForm: Submit

From: truman1967@gmail.com
To: publicinformation@ctps.org
Subject: MPO Web Site Share Your Views Form
Date: Thursday, May 31, 2012 9:31:52 AM

Below is the result of your feedback form. It was submitted by
(truman1967@gmail.com) on Thursday, May 31, 2012 at 09:37:34

subjectText: rail trail in sudbury mass

messageText: Dear BRMTO,

Thank you for giving me the opportunity to make a comment in regard to this topic. I do not feel a rail trail added in sudbury is a good idea. One is the affect it will have on the wild life in sudbury and more importantly as waste of money because there already is a bike path available in sudbury. Why do we need two??

Kind Regards

Lisa Nigrelli

submitForm: Submit Query

NORTH SUBURBAN PLANNING COUNCIL

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

May 31, 2012

David Mohler
Chair, Transportation Planning and Programming Committee
Boston Region Metropolitan Planning Organization
State Transportation Building
Ten Park Plaza, Suite 2150
Boston, MA 02116-3968

RE: North Suburban Planning Council comments for the Transportation Improvement Program (TIP) and Unified Planning Work Program (UPWP)

Dear Mr. Mohler:

The North Suburban Planning Council has reviewed the Draft FFY 2013-2016 Transportation Improvement Program (TIP) and Unified Planning Work Program (UPWP) lists released at the end of April. We appreciate the opportunity to review these draft lists and below we offer our comments in continued support of the projects involving our subregion communities. We also understand that the MPO is proposing to set aside a portion of 2016 TIP funding through the Clean Air Mobility program to enable support for smaller implementation projects that may emerge. NSPC is also supportive of this new allocation of TIP funds.

The projects listed below are ready to go, and we strongly advocate for their continued place on the 2013-2016 project list. NSPC communities look forward to seeing the listed projects move forward from year-to-year.

Comments in support of specific projects are provided below.

TIP 2013-2016 Projects

Project ID	Project Title <i>Comment</i>	Programming Year	Municipalities
606170	Interstate Maintenance & Related Work on I-95	2013	Lexington, Burlington
605597	Interstate Maintenance & Related Work on I-95	2013	Wakefield, Lynnfield
604879	Interstate Maintenance & Related Work on Route I-93	2013	Wilmington, Woburn
606516	Safe Routes to Schools (Dolbeare School)	2013	Wakefield
606432	Expansion of Fiber, CCTV, VMS & Traffic Sensor Network on I-95	2013	Burlington, Woburn, Reading
42603	Wilmington Bridge Replacement Project on Route 38 (Main Street)	2014	Wilmington
603917	Lighting Upgrades on I-93	2014, 2015, 2016	Stoneham, Woburn

NORTH SUBURBAN PLANNING COUNCIL

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

Project ID	Project Title <i>Comment</i>	Programming Year	Municipalities
601019	Signal & Improvements at 4 Locations on Church Street & Route 3 (Cambridge Street) The Route 3 project in Winchester is a MASSDOT project that has been designed and is waiting funding and should improve public safety and pedestrian safety in Winchester.	2014	Winchester
604652	Tri-Community Bikeway The North Suburban Planning Council fully supports the programming on the TIP of the Tri-Community Bikeway. This has long been a high priority of the Planning Council and its member communities. This is a “green” project that will be at 100% design shortly and, once constructed, will decrease greenhouse gases and promote walking, bicycling and other modes of transportation between the three communities.	2015	Winchester, Stoneham, Woburn
29492	Middlesex Turnpike Improvements, from Crosby Drive North to Manning Road (Phase III) NSPC continues to support the conclusion of this tri-town project that is necessary to reduce congestion and support existing and future economic development and housing starts in the area.	2016	Bedford, Billerica, Burlington
602165	Signal & Intersection Improvements at Route 28/North Street NSPC supports the proposed improvements at these two intersections along Route 28 to address congestion and high rate of accidents.	2016	Stoneham

UPWP Study Projects List

Project Title <i>Comment</i>	Study Year	Municipalities
CORRIDOR/SUBAREA PLANNING STUDIES & LAND USE REVIEWS: Subregional Priority Development and Priority Preservation Studies The North Suburban Planning Council priority mapping project provides a unique opportunity to promote dialogue about land use issues that transcend municipal boundaries. Local perspectives are key to identifying areas where growth and development should be emphasized (priority development areas) as well as areas that should be preserved to protect natural resources and the character of each city and town (priority preservation areas). Through the process, regionally significant transportation investments and regionally significant infrastructure investments are also identified.	2013	Up to nine NSPC communities
I-93/I-95 INTERCHANGE, WOBURN The I-93/I-95 Interchange continues to be a high priority of the Council and moving this project forward in accordance with the results of the I-93/I-95 Task Force is critical to the continued support of the impacted communities.	2013	Reading, Stoneham, and Woburn
Regional HOV Systems Planning Phase II The design of an HOV system in the communities of the North Suburban region should begin with working with the Council and its member communities that are being studied to understand the implications and how such a system would impact the regional transportation system.	2013	Woburn, Reading, Stoneham, Andover, Tewksbury, Wilmington
Priority Corridors for LRTP Needs Assessment - Route 3/3A in Burlington and Woburn (North Corridor) This corridor is the top priority in this subregion for a needs assessment. The corridor is	2013	Multiple communities

NORTH SUBURBAN PLANNING COUNCIL

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

in need of a coordinated review and has the full support of the communities.		
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We note that there are still some longstanding projects that have progressed in design and approvals, which are not included on the TIP. Our communities have an ongoing frustration about spending money on design, approvals, and hearings, to still have these projects not progress to inclusion on the TIP and funding. West Street in Reading is one such project. The MASSDOT held a hearing on this project in January, 2008 and the 75% design was submitted in September, 2008. The Town has approved almost 500 housing units along the West Street corridor in anticipation of this project being built - most of those housing units have already been built. The Town has spent over \$398,727 on design and approvals. All local environmental permits are in place and state/federal approvals are underway. Yet this project is still not on the TIP. The MPO must address the lack of commitment of the scarce resources to priority local projects.

We appreciate your consideration of these projects, which represent key improvements that will enhance the condition of the region's transportation facilities and will enhance the Greater Boston region's livability.

Should you have any questions about NSPC's comments, please contact Jennifer Erickson, NSPC Subregional Coordinator, at jerickson@mapc.org. Thank you for this opportunity to provide comments to the Boston MPO.

Sincerely,

TONY FIELDS

Tony Fields, Chairman
North Suburban Planning Council

Cc: North Suburban Planning Council municipal membership (electronic version)
Eric Bourassa, Manager, Transportation Planning, MAPC

Sean Pfalzer

From: Pam Wolfe <pwolfe@ctps.org>
Sent: Thursday, May 31, 2012 5:43 PM
To: spfalzer@ctps.org; damstutz@ctps.org
Cc: dfargen@ctps.org
Subject: FW: in support of the Green Line Extension

From: Jon Obuchowski [mailto:jon_obuchowski@terc.edu]
Sent: Thursday, May 31, 2012 4:40 PM
To: mcallahan@ctps.org
Subject: in support of the Green Line Extension

My wife and I are Somerville residents; we are strongly in support of the green line extension, and it is a factor we're strongly weighing in regards to whether or not we stay in Somerville or move (much) further out.

sincerely
Jon & Loretta Obuchowski
2 High Street
Somerville MA 02144
617-850-5308

Sean Pfalzer

From: Jonah Petri <jpetri@izotope.com>
Sent: Thursday, May 31, 2012 2:26 PM
To: spfalzer@ctps.org; mcallahan@ctps.org; publicinformation@bostonmpo.org;
publicinformation@ctps.org
Cc: Friends of the Community Path
Subject: 2013-2016 TIP Comments

Hello,

I know you read a lot of these letters, so I will keep this very short. I wish to express my support for the MPO's allocation of TIP funding for the following projects:

- * GLX project to College Ave and Union Square
- * GLX planning to Route 16
- * Ruggles to Fort Point Channel Multi-use Path
- * Bicycle and pedestrian improvements to Harvard Square
- * Bruce Freeman Rail Trail Phase II-A
- * Tri-community bikeway project

Additionally, I ask that the MPO allocate funds in future TIP amendments for the full funding of construction of the Somerville Community Path Extension (CPX). This project is very important for the region, as it connects many disparate multi-use paths into a large, regional network. It is very important to construct the CPX as part of the GLX project, as the two projects share the same right-of-way, and heavy construction in the corridor will be difficult or impossible once the GLX is operating. To wait and construct the CPX separately would be a waste of time and money for the region.

Sincerely,
Jonah Petri

Sean Pfalzer

From: Pam Wolfe <pwolfe@ctps.org>
Sent: Thursday, May 31, 2012 4:56 PM
To: spfalzer@ctps.org; damstutz@ctps.org
Cc: dfargen@ctps.org
Subject: FW:

From: Michael Quinn [mailto:quinn_dc@yahoo.com]
Sent: Thursday, May 31, 2012 1:37 PM
To: mcallahan@ctps.org
Subject:

Good Afternoon,

I am writing to express my support for the Green Line Extension into Somerville and Medford. I believe it is an enormous opportunity for the area and I have been looking forward to it for years (I am a resident of South Medford and work regularly in Somerville). I believe that it's a worthwhile endeavor; it seems well-conceived and I know a number of people who will find it useful.

Thanks very much,

Mike Quinn
Medford, MA

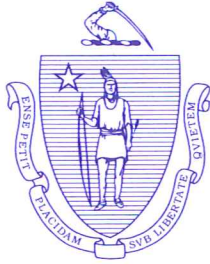
Pam Wolfe

From: John Reinhardt <riverreinhardt@gmail.com>
Sent: Thursday, May 31, 2012 7:14 PM
To: mcallahan@ctps.org
Subject: Comment on 2013 TIP
Attachments: FCP May 31 2012 letter on TIP to Boston MPO.pdf

I am writing to support including the finishing of the Green Line extension to the Somerville-Medford line. I am attaching the Friends of the Path's comments because I agree with them.

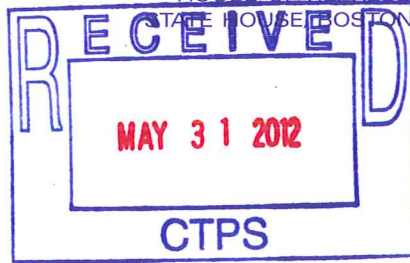
Thanks for your consideration.

John Reinhardt
25A Cherry Street
Somerville, MA 02144



The Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES
STATE HOUSE, BOSTON 02133-1020



THEODORE C. SPELIOTIS
STATE REPRESENTATIVE

13TH ESSEX DISTRICT
DANVERS • TOPSFIELD • WEST PEABODY
4 ARDMORE DRIVE
DANVERS, MA 01923
TEL. (978) 777-3138

Chairman
Consumer Protection and Professional Licensure

ROOM 43, STATE HOUSE
TEL. (617) 722-2030

E-Mail:
Theodore.Speliotis@MAhouse.gov

May 31, 2012

Mr. 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

SUBJECT: Comment on Amendment to the Federal Fiscal Year (FFY) 2013 element of its FFYs 2013 – 2016 Transportation Improvement Program

Dear Mr. Mohler:

I would like to thank the Transportation Planning and Programming Committee for considering the application of the Town of Danvers for the "Reconstruction of Liberty Street Project on the 2013 TIP". This project has been a priority for Danvers for many years and has been on your list in prior years.

The infrastructure and bridge improvements in this project are located contiguous to our public pier and parking to the south side and to the north is a private marina. This location is also attractive to boaters as it is far enough inland to serve as a safe haven to dock their boats while being very close to Salem Harbor and the Atlantic Ocean. For this reason, this area is utilized by the entire North Shore boating community.

The project is ready to go out to bid and meets all of your desired goals relative to updating old infrastructure, and "livability criteria" such as increasing bicycle and pedestrian access and safety considerations.

For these reasons, I strongly recommend your favorable consideration of this important project.

If I may be able to provide you with a more comprehensive recommendation, please do not hesitate to call me at (617) 722-2030

Sincerely,

Theodore C. Speliotis
State Representative

cc: Mr. Wayne P. Marquis, Danvers Town Manager,

Sean Pfalzer

From: Pam Wolfe <pwolfe@ctps.org>
Sent: Thursday, May 31, 2012 1:27 PM
To: spfalzer@ctps.org; damstutz@ctps.org
Cc: dfargen@ctps.org
Subject: FW: I support for the Green Line Extension

From: Marco [mailto:marco_rivero@yahoo.com]
Sent: Thursday, May 31, 2012 1:17 PM
To: mcallahan@ctps.org
Subject: I support for the Green Line Extension

Dear Mr Callahan,

I'm just one more voice in support for the Green Line Extension into Medford and all the way into Route 16. Please continue its funding and begin the project as soon as possible. I am looking forward to using the Green line once it lands so close to my home, and I know many of my neighbors will be too. As I'm sure you know, MBTA ridership is on the rise in spite of increasing prices, and the same will be true for the Green line once it is extended into Medford.

Keep up the good work! Medford residents appreciate it.

Thank you,
Marco Rivero

West Medford resident.
marco_rivero@yahoo.com



May 31, 2012

David Mohler, Chair
Boston Region Metropolitan Planning Organization
10 Park Plaza, Suite 4150
Boston, MA 02116

RE: Draft Federal Fiscal Years 2013-2016 Transportation Improvement Plan and
Draft Federal Fiscal Year 2013 Unified Planning Work Program

Dear Mr. Mohler,

The Regional Transportation Advisory Council (Advisory Council) is an independent group of citizen and regional advocacy groups, municipal officials, and agencies charged by the Boston Region Metropolitan Planning Organization (MPO) with providing public input on transportation planning and programming.

At its May 9, 2012 meeting, the Advisory Council discussed the Draft Federal Fiscal Year 2013 Unified Planning Work Program (UPWP) and the Draft Federal Fiscal Years 2013-2016 Transportation Improvement Plan (TIP), currently in circulation for public review and comment.

The Advisory Council strongly supports the MPO's commitment to add more focus to the area of freight. We are very appreciative of the addition of the Boston Region MPO Freight Program to the UPWP (page 7-4) as an ongoing program. We have long felt that freight transportation deserves more attention because of the critical role freight transportation plays in supporting a strong economy. We are pleased that the MPO's 2010 Freight Study, "A Profile of Truck Impacts," was recently completed. However, we feel more studies need to be done and the results should filter down and be implemented in actual TIP projects. To emphasize its importance, freight elements should be called out in all projects which have freight implications.

Regarding the TIP, we support funding of projects for pedestrian and bicycle improvements on roadways, bridges, and pathways throughout the region. We are especially supportive of multi-use, non-motorized trails that serve and link public transportation nodes. Thus, we encourage more work on connective multi-use trails such as the Assabet River Rail Trail project. We are very pleased that more trail facilities such as the Tri-Community Bikeway, the South Bay Harbor Trail, and the Bruce Freeman Rail Trail are receiving support in the proposed TIP with funding from MassDOT. We support the MPO policy goal of livability and economic benefit, and we encourage a more seamless integration of bicycle and pedestrian facilities into the overall transportation network.

Providing transportation policy advice to the Boston Region Metropolitan Planning Organization

State Transportation Building • Ten Park Plaza, Suite 2150 • Boston, Massachusetts 02116-3968
Tel. (617) 973-7100 • Fax (617) 973-8855 • TTY (617) 973-7089 • ctps@ctps.org

The Advisory Council supports and thanks the MPO for the inclusion in the TIP of the Green Line Extension to Route 16, as we encourage transit expansion in our region. We support the completion of this project because of the transit opportunities it will provide for so many residents and the benefits of the transit-oriented development that the community is currently discussing. These include reduced traffic, improved air quality, and sustainable economic growth.

The Advisory Council wishes to promote accessibility in all modes. It has been brought to our attention that more steps could be taken to make multi-use trails truly accessible by designing and constructing them to actually be open to and surfaced to accommodate wheelchair users and others who use mobility devices.

The Advisory Council supports the Draft FFY 2013 UPWP because it addresses many of the greatest concerns of the Advisory Council. We particularly support the emphasis on the Regional HOV Systems Planning Study and the studies that are closely coordinated with the MAPC Subregions. These studies include:

- Southwest Advisory Planning Committee (SWAP) Transit Feasibility Study
- Addressing Safety, Mobility, and Access on Subregional Priority Arterial Roadways

Advisory Council members are also pleased with the public outreach process that staff conducted to generate the Draft Federal Fiscal Years 2013-2016 Transportation Improvement Plan and the Draft FFY 2013 UPWP and all of its plans and studies. Public outreach is one of the critical MPO functions funded through the UPWP and we appreciate your continued attention to it.

Thank you for considering our comments.

Sincerely,



Steven H. Olanoff, Chair
Regional Transportation Advisory Council

From: elizabeth_scorsello
To: publicinformation@ctps.org
Subject: Tri-Community Bikeway
Date: Thursday, May 31, 2012 10:07:54 AM

David J. Mohler, Chair
Boston Region MPO
10 Park Plaza, Suite 2150
Boston , MA 02116

Dear Mr. Mohler,

RE project #604652 on the 2013 – 2016 Transportation Improvement Program (TIP).

The multimodal Greenway will provide a valuable resource for the towns of Winchester, Woburn and Stoneham for recreational, transportation and air quality purposes. The Greenway will connect residents to downtown and between towns, in addition to providing a link to the commuter rail and connecting to several schools, parks, a pond, a brook and a nature center. It will provide green transportation and safe pathways for pedestrians, bicyclists, skateboarders and joggers.

This funding is important to realize the bikeway/greenway. This path will be an environmentally friendly way to provide a valuable outlet for healthy commuting to work, safe exercise and family entertainment.

Sincerely,

Elizabeth Scorsello
116 Bowdoin St.
Malden, MA 02148



SENATOR
FREDERICK E. BERRY
MAJORITY LEADER

OFFICE OF THE MAJORITY LEADER
MASSACHUSETTS SENATE
STATE HOUSE, BOSTON, MA 02133-1053

Room 333
TEL. (617) 722-1410
FAX (617) 722-1347

FREDERICK.BERRY@MASENATE.GOV
WWW.MASENATE.GOV

SECOND ESSEX DISTRICT

May 31, 2012

Mr. 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: Reconstruction of Liberty Street, From Route 128 to Water/High Street Intersection;
Project ID #601825

Dear Mr. Chairman:

I write to strongly support the continued inclusion of the town of Danvers Reconstruction of Liberty Street Project (Project ID #601825) in the FY 2013 Transportation Improvement Program (TIP).

As you may know, the reconstruction of Liberty Street, from Route 128 to Water/High Street Intersection, has been designed to allow for continuous pedestrian passage, access to bus stops, traffic signal upgrades, and ADA compliance. It will provide increased access to the private marinas as well as the driveways that serve the businesses along the corridor. In addition, the project provides an equal access link from Route 128 to major employment centers such as the Cherry Hill Industrial Park, the Liberty Tree Mall, and downtown Danvers.

As a result of the current physical condition and layout of the corridor, Liberty Street is not only hazardous for pedestrians, bicyclist, and motorist; it does not have the capability to successfully fulfill its role as an important regional link to retail/commercial and transportation opportunities. The town of Danvers has diligently worked on this high priority project for many years and is

prepared to begin the reconstruction as soon as feasibly possible. For these and other reasons, I support this high priority project and request that the reconstruction of Liberty Street remain on the FY 2013 TIP.

Thank you for your consideration of this matter. Please feel free to contact me in the office if you have questions or would like additional information.

Sincerely,

A handwritten signature in blue ink, appearing to read "F. Berry", written in a cursive style.

Frederick E. Berry
Senate Majority Leader

Sean Pfalzer

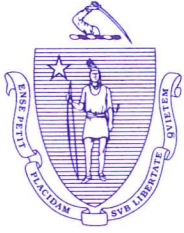
From: Pam Wolfe <pwolfe@ctps.org>
Sent: Thursday, May 31, 2012 1:11 PM
To: spfalzer@ctps.org; damstutz@ctps.org
Cc: dfargen@ctps.org
Subject: FW: I support the Green Line extension into Medford!

From: audreyst@comcast.net [<mailto:audreyst@comcast.net>]
Sent: Thursday, May 31, 2012 12:37 PM
To: mcallahan@ctps.org
Subject: I support the Green Line extension into Medford!

Dear Mr. Callahan,

This Email is to state that I am 100% in support of extending the Green Line into Somerville and Medford, with a station at Tufts University and hopefully a final station at Route 16/Mystic Valley Parkway in Medford. This project is long overdue and it will greatly reduce the pollution created by thousands of cars that could be replaced by a fast and efficient train line. Thank you.

Audrey P. Stanwood
Medford, MA



Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES
STATE HOUSE, BOSTON, MA 02133-1020

JOHN V. FERNANDES
REPRESENTING
MILFORD • MENDON • HOPEDALE

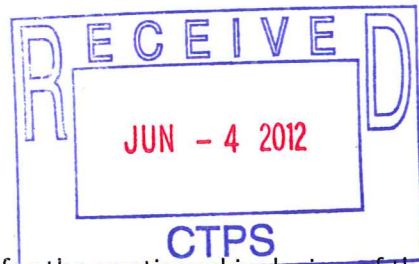
Committees on:
Vice Chair, Judiciary
Rules
Steering, Policy and Scheduling

DISTRICT OFFICE:
12 MAIN STREET
MILFORD, MA 01757
TEL: (508) 473-3063

STATE HOUSE, ROOM 136
TEL: (617) 722-2396
FAX: (617) 626-0706
John.Fernandes@MAhouse.gov

May 31, 2012

Mr. David J. Mohler, Chair
Boston Region MPO
10 Park Plaza, Suite 2150
Boston, MA 02116



Dear Chairman Mohler:

I am writing to maintain my full support for the continued inclusion of the Veteran's Memorial Drive/ Alternate Route (Project 967) on the 2013-2016 Transportation Improvement Program list. As my staff and I have stated in years past, this area serves as a major regional connector route and the proposed project is designed to alleviate the immediate area of over 5,000 vehicular trips. In the event you or your staff has any remaining questions regarding the regional significance and long-term merits behind approval of this project, please feel free to reach out anytime to me at 617-722-2396.

Very truly yours,

Handwritten signature of John V. Fernandes

John V. Fernandes
State Representative
10th Worcester District

JVF:krw

Pam Wolfe

From: William Stevenson <wfstevenson@gmail.com>
Sent: Thursday, May 31, 2012 3:48 PM
To: mcallahan@ctps.org
Subject: Enthusiasm for Green Line Extension

My husband Bill and I are so excited thinking of of a future in which we will be able to walk to the T at Mystic Parkway!

Mary L. Stevenson (age 90)
20 Monument Street
Medford, MA 02155

Town of Hudson

Community Development

78 Main Street, Hudson, MA 01749
Tel: (978) 562-2989 Fax: (978) 568-9641



May 31, 2012

David Mohler, Chairman
Transportation Planning and Programming Committee
Boston Metropolitan Planning Organization
10 Park Plaza
Boston, MA 02116

Re: TIP Comment Letter

Dear Chairman Mohler and Members of the Boston MPO:

The Town of Hudson is writing to express its disappointment that the Assabet River Rail Trail was not included for construction programming in the out-years of the TIP. As you know, the ARRT, with its several phases, has been under design, development, and construction for more than 2 decades, far longer than some of the recent trail projects. The first phase opened for use in 2005 in Marlborough and Hudson. Subsequent sections of the ARRT are extremely important for multimodal connections as the ARRT, will connect to the S. Acton MBTA commuter rail station. The ARRT will also connect the downtowns of all five communities through which it will travel.

The Acton-Maynard section of the ARRT is currently at 25% design with full 100% design expected by 2016. **We encourage the Boston MPO and MassDOT to work closely with Acton to complete design review and find a place for the construction funding as soon as possible on the TIP.**

For the TIP record, we would also like to note the importance of two of Hudson's bridge projects. The first is the Washington Street Bridge (BR# H25-003, PROJIS #604732). This bridge, **presently at 25% design, is structurally deficient** but still must carry more than **19,000 vehicles per day into the heart of our downtown.** Owned by MassDOT, this bridge needs to be addressed soon before conditions deteriorate further. This bridge is part of the Accelerated Bridge Program and are working actively with the MassDOT designers and project managers to ensure that local collaboration will help move the project along rapidly. The reconstruction of the Washington Street Bridge connects to the project limits of Route 85 and is critical to the functioning of the new intersection, 100 feet south of the bridge. We encourage MassDOT and the MPO to keep this project on track.

The second bridge, the Cox Street Bridge (BR# H25-008, PROJIS #601906), is a functionally obsolete bridge which has not been moving through the design process despite being in the **pipe-line since 1994. A 25% design hearing was held by MassHighway back in 1997.** However, no further action or design development has occurred in the 15 years since then. In March of this year, a DOT bridge inspection found a large concrete spall in the gutter line that is of concern. **Should deteriorating conditions force the closing of this bridge, it**

would effectively impair our ability to respond to public safety and snow emergencies as described below.

The Cox Street Bridge is a narrow, weight restricted bridge that sits next to our new Fire Station Headquarters, at the edge of the Public Works Department, the Town's solid waste Transfer Station, and a grammar school. School buses, fire engines, waste disposal trucks, and other large DPW vehicles need to traverse Cox Street, but those over the weight limits are required to be routed around the bridge at much delay in response time adding inconvenience and reducing our ability to perform efficient operations. We are anxious to see some progress on this bridge's design so that it can be scheduled in the near future before it, too, becomes structurally deficient.

Relative to this bridge, we ask that MassDOT prioritize the design so that plans can be made ready and the bridge can be addressed in the upcoming 5-year horizon.

In closing, we understand the extraordinary fiscal limitations of this TIP climate. **We are enormously grateful to the Boston MPO and MassDOT officials for their continued assistance and support of the projects in our region and our community.** Construction for Route 85 is underway, and we enthusiastically await the start of the Houghton Street Bridge.

MPO projects have a tremendously positive impact in terms of quality of life, economic development, and public safety. Thus, we thank you for investing in our community.

Sincerely,



Michelle Ciccolo
Community Development Director

C: Ronald Dionne, MassDOT, District Highway Director - District 3,
Senator Jamie Eldridge
Representative Kate Hogan
Roland Bartl, Acton

Sean Pfalzer

From: Keja Valens <kvalens@salemstate.edu>
Sent: Thursday, May 31, 2012 1:55 PM
To: spfalzer@ctps.org; mcallahan@ctps.org; publicinformation@bostonmpo.org; publicinformation@ctps.org; friendspath@yahoo.com
Subject: 2013-2016 TIP - Support for Green Line to Rt. 16, future GLX/CPX funding

To the Boston Metropolitan Planning Organization:

I am a 16-year Somerville resident and homeowner, with a child in first grade in Somerville Public Schools. One of the things that has kept me happily in this area is the city and the Commonwealth's dedication to increasing green space and green alternatives. I and my family would like to continue to be an active community member, taxpayer, and walker, runner, and biker in Somerville and the Boston area for many years to come. We want to ensure that Somerville and the Commonwealth continue to support us as we continue to support them.

I'm writing to support these items in the Draft 2013-2016 Transportation Improvement Program (TIP): 1) The allocations for the extension of the Green Line from a relocated Lechmere Station in Cambridge to College Avenue in Medford and a spur to Union Square in Somerville, and 2) the \$8.1 million in FFY 2016 for work on planning the Green Line Extension from its temporary terminus College Avenue to its permanent terminus at Mystic Valley Parkway on the Medford/Somerville line.

I am also writing to urge you to fully fund the completion of the Community Path extension, in future TIPs and LRTPs, as part of the Green Line extension project – not just to Inner Belt, but all the way to the existing paths at Lechmere/North Point. The Community Path is becoming an integral part of the Green Line extension design. There are Community Path connections now in all 4 GLX station designs along the Community Path route! Please support full completion of the Community Path in the future.

Sincerley,
Keja Valens
24 Munroe St.
Somerville, MA 02143

From: jcw@mit.edu
To: publicinformation@ctps.org
Subject: MPO Web Site Share Your Views Form
Date: Thursday, May 31, 2012 1:04:53 AM

Below is the result of your feedback form. It was submitted by
(jcw@mit.edu) on Thursday, May 31, 2012 at 01:10:34

subjectText: Bruce Freeman Rail Trail funding

messageText: In this time of deficits I believe we should be spending funds on
generally used transportation infrastructure, NOT recreational
items that are used by only a few citizens.

Please therefore fund more general projects, particularly those
that get people to and from jobs.

J. C. Weaver
Sudbury, MA

submitForm: Submit Query

Sean Pfalzer

From: Jurgen Weiss <jurgenweiss64@yahoo.com>
Sent: Thursday, May 31, 2012 3:08 PM
To: spfalzer@ctps.org; mcallahan@ctps.org; publicinformation@bostonmpo.org; publicinformation@ctps.org; friendspath@yahoo.com
Subject: 2013-2016 TIP - Support for Green Line to Rt. 16, future GLX/CPX funding

To the Boston Metropolitan Planning Organization:

I am an energy economist and lead the climate change practice of the Brattle Group (although I am writing this letter purely as a private citizen), a major economic consulting firm based in Cambridge, MA. I am also an avid cyclist and commute by bicycle almost anywhere I go. I try to bike to Boston when I have meetings, but take my life in my own hands every time I do.

It is for both reasons (me being concerned about GHG emissions and me being interested in safe biking) that I'm writing to support the following items in the Draft 2013-2016 Transportation Improvement Program (TIP): 1) The allocations for the extension of the Green Line from a relocated Lechmere Station in Cambridge to College Avenue in Medford and a spur to Union Square in Somerville, and 2) the \$8.1 million in FFY 2016 for work on planning the Green Line Extension from its temporary terminus College Avenue to its permanent terminus at Mystic Valley Parkway on the Medford/Somerville line.

I am also writing to urge you to fully fund the completion of the Community Path extension, in future TIPs and LRTPs, as part of the Green Line extension project – not just to Inner Belt, but all the way to the existing paths at Lechmere/North Point. The Community Path is becoming an integral part of the Green Line extension design. There are Community Path connections now in all 4 GLX station designs along the Community Path route! Please support full completion of the Community Path in the future. I imagine a completed bike path from Bedford, MA to downtown Boston. It is easy for me to see how it could become a major commuting route for thousands of people, many of whom likely currently drive to work (and thus generate lots of GHG emissions), many other currently risking their lives when using the regular streets for biking. These are the types of infrastructure projects that will make the Boston Metropolitan Area an attractive one for the highly skilled workforce that makes this area so vibrant. I believe it will be essential to secure the area's place among the most attractive places to live and work, and thus to secure the economic basis of the area for decades to come!

Sincerley,
Jurgen Weiss, Ph.D.
22 Burnside Avenue, Somerville, MA 02144

Sean Pfalzer

From: Gwen Wilcox <gwilcox@mit.edu>
Sent: Thursday, May 31, 2012 2:23 PM
To: spfalzer@ctps.org; mcallahan@ctps.org; publicinformation@bostonmpo.org; publicinformation@ctps.org; friendspath@yahoo.com
Cc: Gwen Wilcox
Subject: 2013-2016 TIP - Support for Green Line to Rt. 16, future GLX/CPX funding

To: spfalzer@ctps.org, mcallahan@ctps.org, publicinformation@bostonmpo.org, publicinformation@ctps.org, friendspath@yahoo.com

Subject: 2013-2016 TIP - Support for Green Line to Rt. 16, future GLX/CPX funding

To the Boston Metropolitan Planning Organization:

Please accept this letter of HUGE support for the Green Line Extension to Route 16 and future GLX/CPX funding in the Draft 2013-2016 Transportation Improvement Program (TIP): 1) The allocations for the extension of the Green Line from a relocated Lechmere Station in Cambridge to College Avenue in Medford and a spur to Union Square in Somerville, and 2) the \$8.1 million in FFY 2016 for work on planning the Green Line Extension from its temporary terminus College Avenue to its permanent terminus at Mystic Valley Parkway on the Medford/Somerville line.

As more and more people are choosing to LIVE in the city AND WORK in the city rather than sit on highways commuting every day, it is essential that these cities (Cambridge, Somerville, and Medford) develop and grow the infrastructure necessary to move so many people around in an efficient and quick manner. We are choosing not to own cars or to leave our cars at home for all but weekend trips. These cities are expanding in culture and quality and a well-planned and executed commuting system is key to the continued success of the communities and the businesses they bring. Greater Boston is blooming with a new quality of life and a good transportation infrastructure is the foundation of that quality of life. I have lived in the city of Somerville for 26 years. I have changed jobs five times but have only had to change my T stop with each job change. This kind of transportation efficiency has allowed me to stay in my neighborhood (where I now own a home and am a landlord) and build relationships with neighbors and shop keepers and community agencies.

I am also writing to urge you to fully fund the completion of the Community Path extension, in future TIPs and LRTPs, as part of the Green Line extension project – not just to Inner Belt, but all the way to the existing paths at Lechmere/North Point. The Community Path is becoming an integral part of the Green Line extension design. There are Community Path connections now in all 4 GLX station designs along the Community Path route! The uniqueness of a safe Community Path serving its citizens and bringing them to mass transit secures the desirability of each of the neighborhoods the path passes through. Please support full completion of the Community Path in the future.

Sincerley,
Gwen Wilcox
Hudson Street
Somerville

From: [Ann Yardumian](#)
To: publicinformation@ctps.org
Subject: Support of TriCommunity Bikeway - Stoneham
Date: Thursday, May 31, 2012 4:34:37 PM

May 31, 2012

Mrs. Ann Yardumian
42 High Street
Stoneham, MA 02180

David J. Mohler, Chair
Boston Region MPO
10 Park Plaza, Suite 2150
Boston , MA 02116

Dear Mr. Mohler:

I am writing to express support for the Tri Community Bikeway/Greenway project on the 2013 – 2016 Transportation Improvement Program (TIP).

The Greenway will provide a valuable resource for the towns of Winchester, Woburn and Stoneham for recreational and transportation purposes. The Greenway will connect residents to downtown and between towns, in addition to providing a vital link to the commuter rail and connecting to several schools. In today's busy world, it is important to provide safe pedestrian pathways for our communities.

I'm sure it will be a multi-use trail that will be used by citizens of all ages.

This funding is important to realize the bikeway/greenway. This path will be an environmentally friendly way to connect and benefit three communities and provide a valuable outlet for safe exercise and family entertainment.

Thank you for your support.

Sincerely,
Ann Yardumian

Wig Zamore
13 Highland Ave #3
Somerville MA 02143

Somerville Transportation Equity Partnership
Mystic View Task Force (of Somerville)
Logan Health Study CAC (Mass DPH)
MBTA Rider Oversight Committee
Logan Airport CAC (Noise Study)

617-625-5630

wigzamore@gmail.com
wigzamore@rcn.com

May 31, 2012

David J. Mohler, Chair
Boston Region MPO
10 Park Plaza, Suite 2150, Boston, MA 02116-3968

Via email to: publicinformation@ctps.org

Re: Draft Federal Fiscal Years (FFYs) 2013-2016 Transportation Improvement Program

Dear Chairman Mohler,

I am writing briefly to thank MPO members and staff for your continuing hard work on behalf of regional transportation, in a severely underfunded context, which is not of your making.

Of course, I do want to thank you especially for your continued attention and the resources devoted to the Green Line Extension (GLX), including the Route 16 terminus. Although they do not always run with my suggestions, I must report that the MBTA staff working on the GLX, as well as the outside engineers and designers, have conducted the public meetings and engagement this past year in a wholly exemplary manner. Given the project delays over the years and the intensity of public interest, they entered a challenging situation. But they have established a great deal of trust through their straightforward manner, their serious efforts to answer most questions and a very high degree of personal integrity.

We continue to hope that the GLX project may be completed in a most cost effective and sustainably efficient manner. If so, it may well serve as a new regional model for others to replicate and benefit from. With regard to who contributes to GLX construction costs, all of us must wish that the Commonwealth's political leaders will truly tackle the Mass Transportation Funding Mess within the next year. If we can do that, there is still a possibility of securing Federal New Starts funds. If we cannot finance our future transportation needs, then \$500 million that might have come from New Starts will have to come out of other worthy transportation projects within the state. Given the geographic breadth and the scale of the state's transportation funding needs, that would be an extraordinarily stupid and painful outcome for simple lack of political leadership.

I additionally wish to thank you for your support of regionally significant bike and pedestrian facilities. These are by far the most cost effective investments any MPO can make, given their high payback in terms of human health, reduced air pollution, more livable communities and reduction in average regional cost per trip. We do need to complete the last segment of the regional bike and community path that stretches from Bedford to downtown Boston. The Somerville Community Path is functionally critical for the GLX investment to return maximum benefit. It will make the GLX more cost effective through induction of additional GLX riders at much lower capital cost than the bare transit project by itself. In Somerville, the relatively modest funds spent on bike and community path connections to Davis Square contributed materially to Red Line ridership to and from Davis that is more than double what was predicted.

Thank you again for your attention and your continuing efforts.

Cheers, Wig Zamore

From: llintz@bidmc.harvard.edu
To: spfalzer@ctps.org; mcallahan@ctps.org; publicinformation@bostonmpo.org; publicinformation@ctps.org; friendspath@yahoo.com
Subject: 2013-2016 TIP - Support for Green Line to Rt. 16, future GLX/CPX funding
Date: Friday, June 01, 2012 9:36:39 AM

To the Boston Metropolitan Planning Organization:

I'm an ardent bicyclist, and want to share with you what is important to me.

I'm writing to support these items in the Draft 2013-2016 Transportation Improvement Program (TIP): 1) The allocations for the extension of the Green Line from a relocated Lechmere Station in Cambridge to College Avenue in Medford and a spur to Union Square in Somerville, and 2) the \$8.1 million in FFY 2016 for work on planning the Green Line Extension from its temporary terminus College Avenue to its permanent terminus at Mystic Valley Parkway on the Medford/Somerville line.

I am also writing to urge you to fully fund the completion of the Community Path extension, in future TIPs and LRTPs, as part of the Green Line extension project – not just to Inner Belt, but all the way to the existing paths at Lechmere/North Point. The Community Path is becoming an integral part of the Green Line extension design. There are Community Path connections now in all 4 GLX station designs along the Community Path route! Please support full completion of the Community Path in the future.

Sincerley,
Linda Lintz
83 Washington Street
Medford, MA 02155

Linda Lintz
Administrative Assistant
Beth Israel Deaconess Medical Center
Department of Radiology
330 Brookline Avenue
Boston, MA 02215
617-667-3102 Phone
617-667-3121 Fax

Subject:
2013-2016 TIP - Support for Green Line to Rt. 16, future GLX/CPX funding

SOMERVILLE
TRANSPORTATION EQUITY
PARTNERSHIP

51 Mount Vernon Street
Somerville, MA 02145
www.somervillestep.org

May 31, 2012

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

Dear Mr. Mohler:

The Somerville Transportation Equity Partnership is very appreciative of the MPO's support for completion of the Green Line Extension by approving \$712 million for the GLX to College Avenue and Union Square and for approval for \$8.1 million in the TIP for the FY 2116 to complete the Green Line Extension to Route 16. Extending the GLX to Route 16 will provide Somerville, Medford and East Arlington residents with vastly improved access to transit.

Somerville, Cambridge and Medford residents have been working with the MBTA Design Team to move the project forward and are looking forward with great anticipation for completion of design and start of construction.

The long awaited Green Line extension will provide very significant improvement to transit access for Somerville residents and will be very beneficial regionally in reducing auto traffic and air pollution.

Very Sincerely,



Ellin Reisner, President

Cc: Mayor Joseph Curtatone
Senator Patricia Jehlen
Representative Denise Provost

Representative Tim Toomey
Representative Carl Sciortino
Representative Sean Garballey
Richard Davey, Secretary of Transportation

From: Mmaurer599@aol.com
To: publicinformation@ctps.org
Subject: MPO Web Site Share Your Views Form
Date: Saturday, June 02, 2012 7:20:41 AM

Below is the result of your feedback form. It was submitted by
(Mmaurer599@aol.com) on Saturday, June 02, 2012 at 07:26:20

subjectText: Rail trail

messageText: I highly recommend that you not continue the rail trail to route 2. I travel it everyday. The amount of traffic throughout the day is extremely high. The area cannot handle having a potentially highly traveled path that close to a highly traveled road. People will try and cross I am 100 percent sure. Putting them and the drivers at risk.

As well as parking, wildlife affected as well. In the day and age were people are losing their homes, towns are letting employees go we as a society cannot afford to put in a path that a town cannot patrol and maintain. It's not wise or safe.

submitForm: Submit

Sean Pfalzer

From: Jennifer D <jdorsen@gmail.com>
Sent: Monday, June 04, 2012 9:55 AM
To: spfalzer@ctps.org; mcallahan@ctps.org; publicinformation@bostonmpo.org;
publicinformation@ctps.org
Subject: 2013-2016 TIP - Support for Green Line to Rt. 16, future GLX/CPX funding

To the Boston Metropolitan Planning Organization:

The Green Line and the community path are very important to me, my neighborhood and the region. The existing bit of the path is fairly close to my house, and my family and I use it all the time. An extended path would connect these communities in tremendous, important ways. Specifically:

I'm writing to support these items in the Draft 2013-2016 Transportation Improvement Program (TIP): 1) The allocations for the extension of the Green Line from a relocated Lechmere Station in Cambridge to College Avenue in Medford and a spur to Union Square in Somerville, and 2) the \$8.1 million in FFY 2016 for work on planning the Green Line Extension from its temporary terminus College Avenue to its permanent terminus at Mystic Valley Parkway on the Medford/Somerville line.

I am also writing to urge you to fully fund the completion of the Community Path extension, in future TIPs and LRTPs, as part of the Green Line extension project – not just to Inner Belt, but all the way to the existing paths at Lechmere/North Point. The Community Path is becoming an integral part of the Green Line extension design. There are Community Path connections now in all 4 GLX station designs along the Community Path route!

Please support full completion of the Community Path in the future.

Sincerely,
Jennifer Dorsen
Somerville, MA

Sean Pfalzer

From: alex the jester <alex@alexthejester.com>
Sent: Monday, June 04, 2012 8:55 AM
To: spfalzer@ctps.org
Subject: support the community path and green line to rt 16

To the Boston Metropolitan Planning Organization:

Although my wife and I each have cars, we are trying harder to leave them in our driveway, and to get around by the T and by bicycle.

If more people do this, we save on pollution, unclog the streets of traffic, free up parking spaces, and all get a little healthier.

I'm writing to support these items in the Draft 2013-2016 Transportation Improvement Program (TIP): 1) The allocations for the extension of the Green Line from a relocated Lechmere Station in Cambridge to College Avenue in Medford and a spur to Union Square in Somerville, and 2) the \$8.1 million in FFY 2016 for work on planning the Green Line Extension from its temporary terminus College Avenue to its permanent terminus at Mystic Valley Parkway on the Medford/Somerville line.

I am also writing to urge you to fully fund the completion of the Community Path extension, in future TIPs and LRTPs, as part of the Green Line extension project – not just to Inner Belt, but all the way to the existing paths at Lechmere/North Point. The Community Path is becoming an integral part of the Green Line extension design. There are Community Path connections now in all 4 GLX station designs along the Community Path route! Please support full completion of the Community Path in the future.

Sincerley,

Alex and Ami Feldman
80 Rogers Ave
Somerville MA 02144

Sean Pfalzer

From: Pam Wolfe <pwolfe@ctps.org>
Sent: Tuesday, June 05, 2012 8:12 AM
To: spfalzer@ctps.org; damstutz@ctps.org
Cc: dfargen@ctps.org
Subject: FW: TIP plan FY 2013-2016

-----Original Message-----

From: roberta cameron [<mailto:rcameron@gmail.com>]
Sent: Wednesday, May 30, 2012 10:57 AM
To: mcallahan@ctps.org
Subject: TIP plan FY 2013-2016

To whom it may concern:

I would like to express my support for inclusion of the Green Line extension to Route 16. A homeowner and long time resident of North Street in Medford, just one block from the proposed Mystic River station (Route 16), I feel very strongly that this location is a far better terminus than College Avenue.

* The College Avenue Station entrance will be at least one half mile or more from most of the Medford Hillside neighborhood which was mandated to be served by the Green Line extension.

* Extending the Green Line to Route 16 will provide better transit access to many more neighborhoods which are currently underserved by public transit, including Medford, Somerville, and Arlington. The station site can be approached from all directions via roads that have more capacity and better circulation than the intersection of College Avenue and Boston Avenue, where Boston Avenue is already a traffic bottleneck traveling from the direction of Medford Hillside, West Medford, and East Arlington. Residents of these areas seeking access to the Green Line will worsen the congestion and emissions along this corridor.

* A station at Route 16 will provide direct connections to more pedestrians and bicyclists using the Alewife Path through Arlington and Mystic River trail through Medford Square.

* Not only does this location provide greater opportunities for redevelopment and public and private investment around the new station, but it is already surrounded on all sides by multifamily housing that serves low income, senior, handicapped, and veteran households within 1/4 mile, as well as several hundred thousand square feet of retail, office, artisan manufacturing, and educational space, making it an instant transit oriented development opportunity. By contrast, the College Avenue station is surrounded by the Tufts University campus which offers fewer opportunities for redevelopment and is less accessible to diverse residents, employment, and services.

* This station would also provide transit access to recreational facilities including the Mystic River, Dilboy Stadium and the Dilboy Field Pool, further connecting major public investments to the communities they serve.

Considering these points, I appreciate your inclusion of the Green Line extension to Route 16 in this Transportation Improvement Program.

Sincerely
Roberta Cameron, AICP

Sean Pfalzer

From: Pam Wolfe <pwolfe@ctps.org>
Sent: Tuesday, June 05, 2012 8:13 AM
To: spfalzer@ctps.org; damstutz@ctps.org; dfargen@ctps.org
Subject: FW: Build the Green Line Extension

-----Original Message-----

From: jeanine554@rcn.com [<mailto:jeanine554@rcn.com>]
Sent: Thursday, May 31, 2012 4:28 PM
To: mcallahan@ctps.org
Subject: Build the Green Line Extension

We need the Green Line Extension to Route 16. It will provide thousands of people with an environmentally friendly alternative to automobile use.

It will provide better access to and from Boston, Cambridge, and Somerville; it will improve air quality; and it will make the region a better place.

Thanks!
Jeanine Farley

Sean Pfalzer

From: Pam Wolfe <pwolfe@ctps.org>
Sent: Tuesday, June 05, 2012 8:11 AM
To: spfalzer@ctps.org; damstutz@ctps.org
Cc: dfargen@ctps.org
Subject: FW: Green Line Ext

-----Original Message-----

From: Glaser, Mary [<mailto:Mary.Glaser@tufts.edu>]
Sent: Tuesday, May 29, 2012 8:31 PM
To: mcallahan@ctps.org
Subject: Green Line Ext

Dear Michael,

I live in West Medford and I fully support the Green Line Extension to Mystic Valley Parkway!

Sincerely,

Mary Glaser

Sean Pfalzer

From: Pam Wolfe <pwolfe@ctps.org>
Sent: Tuesday, June 05, 2012 8:12 AM
To: spfalzer@ctps.org; damstutz@ctps.org
Cc: dfargen@ctps.org
Subject: FW: Green Line Extension - into Somerville, Medford and Arlington if possible

-----Original Message-----

From: refdesk@world.std.com [<mailto:refdesk@world.std.com>]
Sent: Wednesday, May 30, 2012 8:15 PM
To: mcallahan@ctps.org
Subject: Green Line Extension - into Somerville, Medford and Arlington if possible

Dear Michael Callahan

I strongly support extending the Green Line at least to Mystic Valley Parkway on the Medford Somerville line. I am an Arlington resident, and would love to see the Green Line extended over the Mystic River into Arlington, if possible.

When the Green Line is extended, please make sure to provide safe pedestrian access from the neighborhood streets and any community paths. Please make sure that we have realistic bus service that links all the new stops to the neighboring communities of Medford, Somerville, Cambridge, Arlington, Winchester and Belmont. When the Green Line arrives, people will want to take it. Please give them safe ways to do that by foot, bus and bike. Please build multi-story parking structures to avoid excess parking in the residential neighborhoods.

Bus rapid transit is one possibility to improve access both to the existing Red Line terminus at Alewife, and the proposed Green Line terminus at Route 16. Combined with improved pedestrian and bike access and improved bus service, this could greatly reduce car traffic and speed the travel of all.

The Big Dig debt that was piled onto the T is not the responsibility of the T. It never should have been handed to transit and transit riders. That debt belongs to cars alone and should be paid by cars. I strongly support giving some of the car inspection money to the T. The T must provide better service and better customer service. But a world class city deserves more, not less, excellent public transit, including an extension of the Green Line and eventually another extension of the Red Line as well.

Thank you.

Rachael Stark
Arlington