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

August 22, 2012

RE: Draft Amendment Three to the FFY 2012 element of the FFY 2012-2015 TIP

Chairman Mohler:

I am writing on behalf of A Better City and in support of Draft Amendment Three to the FFY 2012 element, which ABC believes will fund key infrastructure investments for enhancing economic vitality and competitiveness in the Boston Metropolitan Region.

The five projects described in Draft Amendment Three represent crucial transportation investments that will provide economic and social opportunities and benefits for the region. As a representative on the Municipal Harbor Plan Advisory Committee, ABC previously advocated for expanded ferry services to meet growing demand in East Boston and other waterfront communities. The Inner Harbor Ferry Investment, which will create ferry service between East Boston, South Boston and Charlestown, is consistent with our recommendations and will address congestion, air quality and accessibility issues while simultaneously revitalizing and adding value to Boston's waterfront districts. Similarly, investment in Phase III of Lynn's Blossom Street Waterfront Facility project will pave the way for commuter ferry service between Lynn and Boston Harbor. This will create a short 30-minute trip between Lynn and downtown Boston, relieve congestion along the Route 1 corridor, and spur significant investment along Lynn's waterfront.

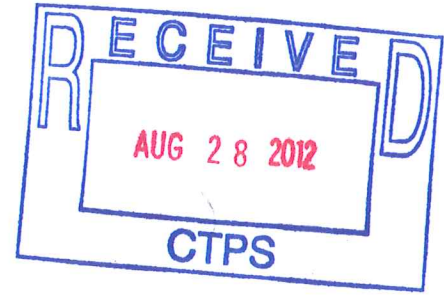
As a member of the BRA's Fairmount Initiative Advisory Group, ABC believes that the Fairmount Corridor Business Development and Ridership Initiative will maximize the Fairmount/Indigo Line's benefits for commuters, residents and businesses by promoting interactive decision-making around the line's development and use, and supporting corresponding economic development. Given ABC's past research into transportation infrastructure to support Boston's life sciences clusters, we are enthusiastic about the Kendall Square Employer Transportation Benefit Pricing Trial, which will evaluate parking strategies in Cambridge and enhance connectivity between life sciences institutions, businesses and employees.

Finally, Essex Coast Scenic Byway Information Kiosks will meet a previously identified need to enhance the visitor experience and invest in tourism along this 85-mile byway, which provides an economic backbone for the 13 towns, 25 National Register Historic Districts and 11 local historic districts through which it passes.

ABC endorses these five projects; we support their inclusion in the TIP. And because these projects are financed mostly through federal grants, they represent a great opportunity to leverage a relatively small state and municipal investment to enhance the Boston Metropolitan Area's quality of life, sustainable development and economic vitality.

Sincerely,

Richard A. Dimino  
President and CEO  
A Better City





August 31, 2012

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

Re: FFY 2012 Transportation Improvement Program Amendment  
Essex Coastal Scenic Byway Information Kiosks

Dear Mr. Mohler:

On behalf of the Essex National Heritage Commission, I am writing in support of the proposed third amendment to the FFY 2012 element of the FFYs 2012-2015 Transportation Improvement Program (TIP). The amendment includes federal and state grant funding for the Essex Coastal Scenic Byway Information Kiosks. The project qualifies for TIP programming under Section 1C, Federal Aid Non-Target Projects.

As announced by U.S. Transportation Secretary Ray LaHood on August 2, 2012, Essex Heritage was awarded competitive grant funding by the Federal Highway Administration through its National Scenic Byway Discretionary Grant Program. Non-federal matching funds are provided by the Massachusetts Department of Transportation.

The Essex Coastal Scenic Byway information kiosks project entails the planning, design, fabrication, and installation of outdoor interpretative kiosks at eight existing visitor centers on the 85-mile Essex Coastal Scenic Byway. The kiosk facilities will provide byway travelers with fundamental visitor information about the regional byway, the Essex National Heritage Area, and the local host communities. In all, over 600,000 travelers stop at the visitor centers annually.

A high priority recommendation of the byway's federally funded corridor management plan (March 2011), the kiosk system will further establish the transportation route's brand identity. The kiosks are a key component of the visitor readiness package that will support future designation of the route as a National Scenic Byway.

The Essex Coastal Scenic Byway is a partnership initiative of Essex National Heritage Commission, the congressionally designated, nonprofit steward of the Essex National Heritage Area. The byway's 13 communities and numerous stakeholders are working together to leverage its heritage, business and human resources to generate economic and quality of life benefits for the region.

Thank you for your assistance in facilitating this amendment. Please feel free to contact Bill Steelman of my staff at (978) 740-0444 with any questions regarding the project.

Sincerely,

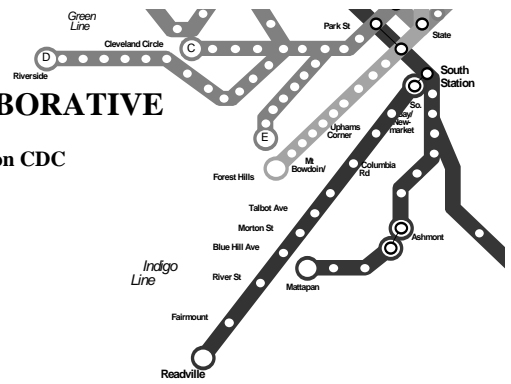
A handwritten signature in black ink, appearing to be "Annie C. Harris".

Annie C. Harris  
Executive Director

cc: Pam Wolfe, CTPS  
Bill Palmer, MassDOT OTP

## THE FAIRMOUNT/INDIGO LINE CDC COLLABORATIVE

*A Collaborative Effort of:*  
Dorchester Bay EDC, Codman Square NDC, and Southwest Boston CDC  
c/o Dorchester Bay EDC  
594 Columbia Road  
Dorchester, MA 02125



August 31, 2012

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

RE: Draft Amendment 3 to the FFY 2012 Element of the FFYs 2012-2015 TIP

Dear Mr. Mohler:

On behalf of the Fairmount/Indigo Line CDC Collaborative, I am writing to strongly support the inclusion of the Fairmount Corridor Business Development and Ridership Initiative in Amendment 3 to the FFY 2012 Element of the FFYs 2012-2015 TIP.

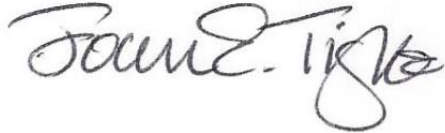
This recent grant from the Federal Highway Administration's Transportation, Community, and System Preservation Program (TCSP) is timely given that three of the four new stations along the Fairmount Line are scheduled to be completed within the next year. The project will focus on two or more of the new and/or existing stops on the Fairmount line, which are near local business districts. The goals are:

- Improve appearance and enhance signage to become more pedestrian-friendly, attract riders, enliven the station area and create connections to the local business district
- Market the business districts to potential riders and advertise the new Fairmount line
- Recruit new businesses and help existing businesses to strengthen the commercial activity and job opportunities near the Fairmount line and factor into future rail service.

Given that the Fairmount Line has low ridership, achieving these goals is critical to increasing its visibility to residents and businesses in the Fairmount Corridor, growing ridership, and promoting the service as a quick trip to downtown, neighborhood shopping districts, job centers, and corridor-wide destinations. Moreover, this project aligns with the City of Boston's recently launched 2-year Fairmount Indigo Planning Initiative under the leadership of the Boston Redevelopment Authority.

On behalf of the Collaborative, I urge the MPO to approve inclusion of this grant in the proposed amendment.

Very truly yours,

A handwritten signature in black ink that reads "Joan Tighe". The signature is written in a cursive, flowing style with a large, prominent loop at the end of the last name.

Joan Tighe  
Collaborative Coordinator

Cc: Sean Pfalzer, CTPS

## Sean Pfalzer

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**From:** Maureen Kelly <mkelly@ctps.org>  
**Sent:** Tuesday, September 04, 2012 9:22 AM  
**To:** 'Sean Pfalzer'  
**Subject:** FW: Kendall Square Employer Transp Benefit comment

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**From:** Janis, Donna [<mailto:DJanis@transnationalgroup.com>]  
**Sent:** Friday, August 31, 2012 3:38 PM  
**To:** [publicinformation@ctps.org](mailto:publicinformation@ctps.org)  
**Subject:** Kendall Square Employer Transp Benefit comment

I oppose any funding of the VRRP project (Kendall Square Employer Transportation Benefit Pricing Trial) as a waste of money. Cambridge has made its city into a nightmarish driving experience for cars, buses and trucks by deliberate "road diets" and narrowing its roadways to add bike lanes. The bike lanes serve no more than 3% of vehicular traffic, but road diets create traffic slow downs, tie ups and congestion which, in turn, increase engine idling air pollution--not a healthful effect for the community. Narrowed roadways increase driver stress. While China is experiencing an astounding build out of transportation infrastructure and the populace turns from bikes to motorized vehicles, Cambridge shoe-horns in bike lanes and narrows its roadways. Which policy is more conducive to a vibrant economy? If Cambridge has cut Kendall Square traffic by 14%, why is financial arm-twisting needed to get people out of their cars?

I live next door to Cambridge and avoid driving and shopping there due to the traffic congestion and frustration caused by narrowed roadways. Some bike lanes even cross lanes of traffic with bicyclists directed to ride between two lanes of traffic. Perhaps this works in Florida or California, but woe to the unsuspecting winter driver when a bicyclist crosses into his lane on a bike lane that is obscured by falling snow.

Donna Janis

76 Massachusetts Avenue

Arlington, MA 02474

Tel: 617-638-3312

Fax: 617-638-3418

## Sean Pfalzer

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**To:** Maureen Kelly  
**Subject:** RE: Comment on proposed amendment three to FFY 2012 TIP

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

Subject: Proposed Draft Amendment Three to the FFY 2012 element of the FFYs 2012–2015 Transportation Improvement Program (TIP)

I am strongly opposed to any funding of the VRRP project in Kendall Square, Cambridge. There is no demonstrated need nor benefit. It is a complete waste of money to solve problems created by the City of Cambridge itself. State and federal taxpayers should not have to bear additional suffering for the mistakes of Cambridge government policies that constrain parking, remove Vehicle Lane Miles of roadway, and constrict streets with narrowing, extends motor vehicle travel times resulting in huge costs to economic productivity and quality of life from more leisure time now spent in stressful traffic congestion.

\* Cambridge boasts Kendall Square traffic is down 14% in 10 years, so there is no problem to solve with scarce, borrowed, transportation funds.

<http://www.cambridgema.gov/CDD/Projects/~/media/C5C196B4E5A9491A9321299AE2026718.ashx>

\* Parking demand studies have already been conducted elsewhere – more are not needed.

\* Paying workers to bicycle with taxpayer funds is unsustainable -no funding for future years.

\* The project increases MBTA operational costs with more passengers.

\* Cambridge burdens other communities with low MBTA assessment for benefits received.

\* Cambridge policies are the problem needing reversal that state taxpayers shouldn't fund.

\* Policies that increase road congestion promote Internet sales and loss of money and jobs to local brick and mortar businesses. Sales tax revenue is lost for both the state and MBTA.

\* Reversal of Cambridge parking and mobility reduction needs review first.

\* Narrow minded project ignores solutions of moped, scooter, and motorcycle transit.

\* Obsession with bicycles. The plan ignores the health risks of frequent bicycle accidents and unhealthy stress to drivers subjected to added congestion of "traffic calming" and lane removals used to torture drivers into bicycling.

Arlington is but one community that suffers due to Cambridge policies. The City of Cambridge has no regard for the environmental damage they cause to the Alewife watershed areas with continued development and increases to their commercial tax base. Cambridge community MBTA assessments are far too low for the level of service and burden Cambridge puts on the MBTA. This project will produce yet higher burdens on the overstretched MBTA while only adding passenger fares that don't cover costs. Additionally, Cambridge opposition to widening Route 16 beyond 1935 levels has produced much lost productivity and lost, healthy, leisure time on millions of commuter trips over many communities. State and federal taxpayers have suffered more than enough from Cambridge to fund this project. They produced their own problems and should solve them themselves.

Sincerely,  
Mark Kaepplein  
11 Palmer Street  
Arlington, MA 02474  
617-417-0315



SENATOR  
THOMAS M. MCGEE  
THIRD ESSEX AND MIDDLESEX DISTRICT

COMMONWEALTH OF MASSACHUSETTS  
MASSACHUSETTS SENATE  
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GLOBAL WARMING AND  
CLIMATE CHANGE

September 4, 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 strong support for the Blossom Street Waterfront Facility project as you finalize the proposed Draft Amendment Three for the FFY 2012-2015 Transportation Improvement Program (TIP).

The completion of Phase III of the Blossom Street Waterfront Facility project will allow the City of Lynn to move forward with its plans to have a commuter ferry operation. The ferry would not only provide a viable, alternative mode of transportation for commuters, but would help stimulate economic development along Lynn's waterfront and eventually make Lynn the gateway for the entire North Shore. Unlike many ferry operations currently in service, the Lynn ferry will also be able to run year round and provide direct access to the Boston Harbor Islands.

Again I am strongly supportive of the inclusion of this project in Draft Amendment Three for the FFY2012-2015 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,

A handwritten signature in blue ink that reads "Thomas M. McGee".

Thomas M. McGee  
State Senator  
Third Essex and Middlesex District

# Cambridge Redevelopment Authority

One Cambridge Center/Fourth Floor  
Cambridge, Massachusetts 02142  
617 492 6800  
617 492 6804 (FAX)



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September 4, 2012

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

RE: Draft FFYs 2012-15 Transportation Improvement Program  
Streetscape and Pedestrian Improvements at Innovation Boulevard  
Main Street to Broadway, Cambridge, Massachusetts (MassDOT File No. 604993)

Dear Mr. Mohler,

The Cambridge Redevelopment Authority (CRA), in cooperation with the Massachusetts Department of Transportation – Highway Division, has been working diligently to complete the design of proposed Streetscape and Pedestrian Improvements at Innovation Boulevard from Main Street to Broadway in the City of Cambridge, Massachusetts (MassDOT Project File No. 604993). The proposed project consists of the construction of a linear park, creating a landscape that will enhance the overall Kendall Square community, abutting residential neighborhoods and academic and business institutions with an attractive open space for use by residents, students, faculty and professional staff.

By virtue of a FY 2006 Surface Transportation Appropriations Act, Public Law 109-115, the project has a Section 117 federal earmark in the amount of \$990,000 which is currently “unobligated” and, unfortunately, scheduled for redistribution at the end of this year in accordance with the Obama Administration’s recent press release on August 17<sup>th</sup> regarding idle earmarks.

This project was originally programmed as part of the FFY 2009 Element of the FFY 2007-2010 Transportation Improvement Plan (TIP); however, it is not programmed in the current TIP. The project design has attained a 25% completion and a Design Public Hearing is scheduled for October 11, 2012. There are no significant environmental or right of way issues associated with the project as the proposed improvements are confined to areas of land presently under public jurisdiction.

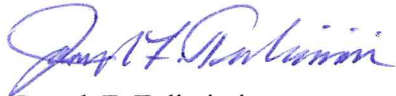
The Cambridge Redevelopment Authority, working cooperatively with the Project Management Section of the Massachusetts Department of Transportation – Highway Division, has developed an accelerated design schedule that culminates in a project advertisement date of December 29, 2012. While both parties acknowledge this is an aggressive schedule, the scope of the project itself and the commitment of the project team make this achievable. In addition to the design public hearing, the accelerated schedule, as agreed upon with MassDOT, allows for two more submissions and reviews, followed by comment resolution meetings, if necessary.



Mr. David J. Mohler  
September 4, 2012  
Page 2 of 2

It is our understanding advertisement of this project before December 31, 2012 denotes obligation of its federal earmark funds. We are confident this project's design will be fully completed as scheduled allowing it to be advertised before the end of this year. As required by the Obama Administration, we anticipate MassDOT will notify the Federal Highway Administration in writing prior to October 1, 2012 of the Commonwealth's intention to include the Authority's Streetscape and Pedestrian Improvements Project at Innovation Boulevard (MassDOT File No. 604993) on the list of projects that will use unspent highway earmarks from FY2003-2006 appropriations acts. Therefore, the Cambridge Redevelopment Authority respectfully requests this project be immediately reprogrammed as part of the FFY 2013 Element of the State's Transportation Improvement Plan in order to secure 100% federal earmark funding in the amount of \$990,000.

Sincerely,



Joseph F. Tulumieri  
Executive Director

cc: Mr. Richard Azzalina, P.E., Fay, Spofford & Thorndike  
Mr. William Reed, P.E., Fay, Spofford & Thorndike  
Mr. John Tingley, Landscape Architect