

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

June 9, 2011 Meeting

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

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

Decisions

The Transportation Planning and Programming Committee agreed to the following:

- approve the minutes of the meetings of May 12 and 19
- approve the following work programs:
 - *McGrath Highway De-elevation, and Urban Streetscape and Adaptive Reuse Plan for the Inner Belt/Brickbottom Districts*
 - *Roxbury/Dorchester/Mattapan Transit Needs Study*
 - *Emergency Evacuation and Hazard Mitigation Mapping, Phase 2*
 - *SIP Mitigation for Green Line Extension Delay*

Meeting Agenda

1. Public Comments

State Representative William Brownsberger and Glenn Clancy, Town of Belmont, expressed gratitude for the programming of the *Belmont – Trapelo Road* project in the draft Transportation Improvement Program (TIP). They have met with MassDOT Highway, the consulting engineers, the Belmont Board of Selectmen, and the Housing Authority to discuss environmental issues and right-of-way issues. They see no problems with moving forward on this project.

State Representative Jason Lewis spoke in support of the *Winchester – Signal Upgrades at Four Locations* project and the *Stoneham, Winchester, Woburn – Tri-Community Bikeway* project. He noted that the signal upgrade project addresses safety issues and that the project design was completed in 2006. He explained that the bikeway project would connect three towns and provide access to two commuter rail stations and seven schools. He noted the importance of the bikeway to the Town of Stoneham since school bus service is no longer provided there and that the bikeway would produce economic opportunities for the downtowns. He stated that the project proponents have a notice to proceed to the 75% design stage. Already, \$800,000 has been spent on design. The project is expected to be ready for construction next year and is expected to cost \$5 million. He requested that the MPO program the project.

Alan Moore, Friends of the Community Path, thanked the MPO staff for recommending the *Somerville – Community Path* project in the draft TIP. He also thanked the MPO for including the *Green Line Extension to Route 16* in the draft Long-Range Transportation

Plan (LRTP) and asked that the MPO consider also including the *Community Path* project in the LRTP.

Wig Zamore, Somerville resident, recommended that the MPO reconsider the proposed changes to the MPO's Memorandum of Understanding (MOU) specifically in regard to the representation of the Inner Core. He noted that the Inner Core has the densest population in the region and the densest immigrant population. He also expressed that he is pleased that the MPO is going forward with the work programs for the *McGrath Highway De-elevation, and Urban Streetscape and Adaptive Reuse Plan for the Inner Belt/Brickbottom Districts* and the *SIP Mitigation for Green Line Extension Delay*. He suggested that the design of the *Somerville – Community Path* project be worked into the State Implementation Plan (SIP).

Jeff Levine, Town of Brookline, thanked Hayes Morrison, TIP Manager, MPO staff, for her responsiveness in working with the town's staff. He then spoke in support of the *Brookline – Gateway East* project. The project involves removing an overhead pedestrian bridge, reconstructing the roadway and pavement, building a pedestrian crossing, and improving signalization. It is at the 25% design stage. He stated that Children's Hospital has offered to pay one percent of the construction costs of the project. Noting that the project scored highly on the TIP evaluation process, he requested that the MPO include the project on the TIP. The project costs \$4.35 million.

Ellin Reisner, Somerville Transportation Equity Partnership, expressed agreement with W. Zamore's comments regarding the MOU. She also expressed support for *McGrath Highway De-elevation* study and for the *Community Path* project.

2. Chair's Report – Clinton Bench, MassDOT

MassDOT is close to naming a consultant for the second phase of the youMove Massachusetts initiative. The second phase will involve developing strategies to address mobility gaps, which were identified in the first phase.

MassDOT has also released an RFP for the Statewide Transit Study, which will involve an evaluation of regional transit authorities (RTAs). It will examine the RTA's administrative and financial situations and the services they provide, and it will identify opportunities to improve connectivity and efficiency of those services.

3. Subcommittee Chairs' Reports – Paul Regan, MBTA Advisory Board

The MPO's Subcommittee for Administration and Finance will meet on June 16 at 9 AM to discuss the Central Transportation Planning Staff (CTPS) operating budget.

4. Regional Transportation Advisory Council Report – Laura Wiener, Chair, Regional Transportation Advisory Council

The Advisory Council met on June 8 and heard a presentation on high speed rail. The Council's Subcommittees on the LRTP and TIP will be meeting over the next few weeks.

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

Staff has released a flyer announcing the upcoming public workshops on the MOU. (See attached.) It would be great if members can attend.

The MPO's Unified Planning Work Program (UPWP) Subcommittee is scheduled to meet today.

6. Meeting Minutes – *Pam Wolfe, Manager of Certification Activities, MPO Staff*

A motion to approve the minutes of the meetings of May 12 and 19 was made by P. Regan, and second by John Romano, MassDOT Highway Division. The motion carried.

7. Work Programs – *Karl Quackenbush, Acting Director, Central Transportation Planning Staff (CTPS)*

Members were presented with four work programs (see attached), which had been posted on the members' web page in advance of the June 2 Transportation Planning and Programming Committee meeting:

- *McGrath Highway De-elevation, and Urban Streetscape and Adaptive Reuse Plan for the Inner Belt/Brickbottom Districts*
- *Roxbury/Dorchester/Mattapan Transit Needs Study*
- *Emergency Evacuation and Hazard Mitigation Mapping, Phase 2*
- *SIP Mitigation for Green Line Extension Delay*

K. Quackenbush provided an overview of each work program and members commented on them.

McGrath Highway De-elevation, and Urban Streetscape and Adaptive Reuse Plan for the Inner Belt/Brickbottom Districts

K. Quackenbush distributed a map showing the study area in Somerville for the *McGrath Highway De-elevation, and Urban Streetscape and Adaptive Reuse Plan for the Inner Belt/Brickbottom Districts* study. This study will support two other efforts: MassDOT's study on the de-elevation of the McCarthy overpass and the City of Somerville's Adaptive Re-use Planning study for the area.

CTPS will conduct travel forecasting for up to four de-elevation plans using the land use and background transportation assumptions in the LRTP. The results will provide forecasts on vehicle miles travelled, transit boardings, emissions, and traffic consequences that would result if the plans were implemented. CTPS has already conducted an origin and destination survey in the study area, the results of which will be used to calibrate the travel model. CTPS will also conduct additional model runs using the City of Somerville's land re-use plan in combination with one or two of the most promising de-elevation plans. An environmental justice analysis will also be performed. The product of the study will be two memoranda.

In response to a member's question, K. Quackenbush explained that the environmental justice analysis will determine whether proposed changes to the transportation system

would benefit or burden environmental justice communities more or less so than non-environmental justice communities. Scott Peterson, Project Manager, added that the analysis will determine whether the proposed changes would improve or degrade travel time or access to services (such as health care) for people living in environmental justice communities.

In response to a question regarding the City of Somerville's land use plan for the study area, Tom Bent, City of Somerville, explained that the Union Square area has been rezoned and the Inner Belt area is undergoing rezoning. It is expected that there will be more mixed-use development in the area.

A motion to approve the work program for the *McGrath Highway De-elevation, and Urban Streetscape and Adaptive Reuse Plan for the Inner Belt/Brickbottom Districts* was made by T. Bent.

Roxbury/Dorchester/Mattapan Transit Needs Study

K. Quackenbush explained that the work program for the *Roxbury/Dorchester/Mattapan Transit Needs Study* will support MassDOT's transit planning work for the neighborhoods of Roxbury, Dorchester, and Mattapan. MassDOT's consultant will be assessing the existing bus transit services in and evaluating possible new service strategies this highly bus-dependant area. CTPS will support this work by conducting travel modeling for up to five service improvement alternatives and will conduct an environmental justice analysis.

David Koses, City of Newton, asked if the model has the ability to factor in additional walking time that could result from bus stop consolidation, so that the model captures the inconvenience that people may experience if bus stops are eliminated. K. Quackenbush replied that the model that would be used for this study does not include every single bus stop, but does factor in the relationship between walking time and waiting time, thus providing an ability to evaluate the probable impacts of changes to these times at a general level. S. Peterson added that the size of each traffic analysis zone (TAZ) in the model determines the level of detail in the model.

C. Bench concurred that the impacts of eliminating bus stops must be understood. He suggested that there are off-model approaches that could be taken to ensure that stops are not eliminated in areas where there are concentrations of people with disabilities and the elderly who rely on close bus service, or where there are no other transit service options.

Mary Pratt, Town of Hopkinton, also suggested that consideration be given to safety given that safety may be an issue for people who have to walk farther to bus stops. C. Bench added that MassDOT has heard these concerns voiced during its public outreach.

A motion to approve the work program for the *Roxbury/Dorchester/Mattapan Transit Needs Study* was made by Eric Bourassa, MAPC, and seconded by T. Bent. The motion carried.

Emergency Evacuation and Hazard Mitigation Mapping, Phase 2

K. Quackenbush explained that the work program for *Emergency Evacuation and Hazard Mitigation Mapping, Phase 2* is the next phase of the work that created map overlays showing natural hazard zones in relation to the transportation networks, evacuation routes, and TIP projects.

Phase 2 will involve three tasks. The first will add to the body of material gathered in Phase 1. The second will create new map overlays based on suggestions from Committee members to include hazards associated with infrastructure. These maps will plot areas that would be inundated if there were dam breaks (again in relation to the transportation network and TIP projects), liquefied natural gas (LNG) storage facilities and transport routes, and, if the budget allows, nuclear plant evacuation areas. The third task will develop an interactive online tool that make the map coverages available to entities engaged in evacuation and security planning, and to the public. Some of the data provided for the first phase of this project was not available for public release, so staff will continue to be careful with that information and limit the viewing of some of the data.

M. Pratt offered a contact at the Department of Conservation and Recreation who has data on dams in the region.

E. Bourassa stated that MAPC is working on a similar project and suggested that MAPC and CTPS coordinate.

Jim Gillooly, City of Boston, asked if the project would identify critical links, such as bridges, that are in poor condition and should be prioritized. K. Quackenbush noted that new TIP criteria do recognize projects that would address such critical links and that would strengthen evacuation routes and alternative evacuation routes. P. Wolfe added that the maps from the first phase of the project can be used to identify those locations. K. Quackenbush noted that a coverage of structurally deficient bridges could be brought into the online tool.

Christine Stickney, Town of Braintree, noted that municipalities in the region are updating their Hazard Mitigation Plans, which are a source of data for this project.

A motion to approve the work program for *Emergency Evacuation and Hazard Mitigation Mapping, Phase 2* was made by John Romano, MassDOT Highway Division, and seconded by C. Stickney. The motion carried.

SIP Mitigation for Green Line Extension Delay

K. Quackenbush explained that the work program for the *SIP Mitigation for Green Line Extension Delay* will involve travel modeling of so-called interim offset projects. These projects are those that the state would implement because of delays in the implementation of the *Green Line Extension* project, which the state is legally required to construct as mitigation for the Central Artery/Tunnel project. The modeling effort will determine the emission consequences of the interim offset projects, which must be as beneficial as the

emission consequences of the *Green Line Extension* project would be. Up to seven interim offset projects will be modeled. CTPS will also support MassDOT's public outreach work.

T. Bent asked staff to change the language in the work program to clarify that the projects to be studied are temporary mitigation projects rather than "substitute" projects. He also asked staff to add language to the work program to allow for community input at each stage of the mitigation process. The City of Somerville wants to make sure that the mitigation measures benefit the residents of Somerville.

P. Regan raised the issue that it may be unlikely that the state could identify projects in that corridor that can be implemented by 2014 and which would have the same air quality improvement benefits as the *Green Line Extension*, and that the state may have to select regional projects. He also commented that air quality impacts of the *Green Line Extension* are not well known at this time. Stephen Woelfel, MassDOT, noted that MassDOT does have good sense of what the air quality benefits would be.

P. Regan asked about who would be financially obligated to implement the interim projects. S. Woelfel replied that while the Commonwealth is obligated to fund the SIP projects, it is unclear at this time where the obligation for the interim projects would fall since they would require capital and operating costs.

A motion to approve the work program for the *SIP Mitigation for Green Line Extension Delay* was made by T. Bent, and seconded by E. Bourassa. The motion carried.

8. Transportation Improvement Program – *Hayes Morrison, TIP Manager, MPO Staff*

Members were provided with the draft staff recommendation for the FFYs 2012 – 2015 Transportation Improvement Program (TIP), a spreadsheet showing project evaluations for the Universe of TIP projects, and public comments received to date. (See attached.)

H. Morrison gave a PowerPoint presentation regarding the TIP development. (See attached PowerPoint.) She summarized the changes the MPO made to the TIP process this year and the results of the MPO's outreach regarding the TIP.

The MPO began outreach to municipalities in January and received 138 requests for project funding. These projects are shown on the attached project evaluation spreadsheet. About half of the projects are evaluated. To fully evaluate projects staff needs a functional design report. Forty-two of the projects were designed to the point at which staff could do a full evaluation. Twenty-nine received partial evaluations. The projects were prioritized based on the MPO's TIP criteria, project readiness (as determined by MassDOT), ability to implement the LRTP, and geographic equity.

The staff recommendation programs \$301 million worth of projects in this TIP. Due to changes in the cash flows for the *Route 128 Improvement Program* projects, the *Cambridge – Cambridge Common* project was moved to the FFY 2012 element of the

TIP from the FFY 2014 element. The *Weymouth – Route 18* project was moved forward to the FFY 2013 element due to readiness issues. Two new projects were added: the *Belmont – Trapelo Road* and *Lynn – Route 129 (Broadway)* projects. The *Trapelo Road* project was selected because it was highly rated in the TIP evaluations and it was included in the current LRTP. The *Route 129* project was selected due to its evaluation score and because of geographic equity considerations.

Charts were provided to show proposed TIP target funding by subregion and corridor (shown in the attached PowerPoint presentation). The First Tier list of projects is available on the MPO's website (and attached).

During a discussion of the staff recommendation, J. Gillooly noted that the cost shown for the *Boston – Commonwealth Avenue, Phase 2* project may not be accurate. The cost estimate of \$11.5 million was taken from MassDOT Highway Division's Project Information database.

In response to a question from M. Pratt, H. Morrison stated that the *Natick – Route 27* project does not include a bridge segment.

E. Bourassa inquired as to how much funding is available from the changes to the cash flows for the *Route 128 Improvement Program* projects. H. Morrison stated that three contracts total \$22 million. There is \$500,000 remaining, but there is no project of that size to program.

In response to a question from D. Koses, C. Bench explained that the programming of the *Concord/Lincoln – Route 2 (Crosby's Corner)* project reflects the cash flows of the project.

D. Koses raised a question about the reason staff proposed programming the *Lynn – Route 129 (Broadway)* project instead of the *Brookline – Gateway East* project, given that the Brookline project scored slightly higher on project evaluations and is bringing private funding to the TIP process. H. Morrison said that bringing private funding was not a criteria for the staff recommendation. J. Romano expressed support for programming the Lynn project because of geographic equity considerations and noted that the difference in the evaluation score between the two projects was small. M. Pratt pointed out the Brookline project's proximity to major Boston hospitals. Jeff Levine, Town of Brookline, noted that the Children's Hospital will contribute approximately \$1.25 million for the project.

D. Koses suggested reducing the funding for the Clean Air and Mobility Program in the FFY 2015 element and applying that funding to the Brookline project. P. Regan and E. Bourassa advised against defunding the Clean Air and Mobility Program. The MPO has already made commitments though that program.

Marie Rose, MassDOT Highway Division, recommended that the *Needham/Wellesley – Route 128 Improvement Program Contract 5* project be moved back, out of the FFY

2012 and 2013 elements because MassDOT Highway does not believe the project will be ready in that timeframe.

J. Gillooly noted that the City of Boston has several priority projects: *Commonwealth Avenue, Causeway Street, and Signal Upgrades at 17 Locations.*

D. Koses then suggested reducing the funding for the Clean Air and Mobility Program in the FFY 2015 element from \$3 million to \$2 million. He also suggested the possibility of over-programming that element. Michael Chong, FHWA, and C. Bench both stated that it is not permissible to over-program the TIP. P. Wolfe added that reducing the Clean Air and Mobility Program would reduce the program even more if inflation is factored in.

In response to a question about the impact of reducing funding for the *Needham/Wellesley – Route 128 Improvement Program Contract 5* project in the FFY 2012 element, H. Morrison explained that the change could make \$13.7 million available in the FFY 2012 element and she noted that she will need more information to identify the impact in the later TIP years.

Later in the meeting, C. Bench asked staff to evaluate the *Natick/Wellesley – Oak Street* project for potential programming in the TIP. The project cost estimate is \$6.3 million with a \$1.4 million earmark.

9. Long-Range Transportation Plan – Anne McGahan, Plan Manager, MPO Staff
Over the past week, the MPO has received 40 new public comments on the Long-Range Transportation Plan (LRTP). Of those comments 17 supported the *Boston – Rutherford Avenue and Sullivan Square* project, 12 supported the *Somerville – Community Path*, one supported the *Silver Line, Phase 3* and *T Under D* projects, one supported the *Framingham – Route 126/135 Grade Separation* project, one supported the *Bruce Freeman Rail Trail*, and one supported the *Assabet River Rail Trail*. (See attached comment matrix.)

Members were provided with an updated spreadsheet showing the projects that members selected for the LRTP at the meeting of June 2. (See attached.) A. McGahan noted one change in the spreadsheet: the cost of the *Woburn/Reading/ Stoneham/Wakefield – I-93/I-95 Interchange* project was reduced to \$410 million.

A. McGahan also provided members with an updated draft outline for the LRTP document. (See attached.) Members also received a draft of the Transportation Equity chapter, and were asked to provide comments to staff by June 15.

M. Pratt asked if data from the 2010 census could be used in the LRTP. K. Quackenbush replied that some of the census information is available, and that he could provide more information about what portions of the data are available.

A. McGahan asked members to consider whether they want to include Illustrative Projects in this LRTP. E. Bourassa noted that he is not in favor of including Illustrative

Projects. C. Bench, P. Regan, T. Bent, and D. Koses also expressed concerns about listing Illustrative Projects. They noted that listing those projects may give the impression that there is more momentum behind those projects than exist given the current fiscal conditions. By not listing the projects, there may be an opportunity to get advocates for those projects to redirect their energies to advocate for more transportation funding. J. Gillooly recommended postponing the discussion of Illustrative Projects until the next meeting so that he could consult with others in City offices to learn their views on the question.

A. McGahan released an update schedule for the development of the LRTP. (See attached.)

10. Technical Memorandum: Low Cost Improvements to Bottleneck Locations – Karl Quackenbush, Acting Director, Central Transportation Planning Staff, and Seth Asante, Project Manager, MPO Staff

Members were provided with a memorandum describing the results of a study that examined low cost improvements to bottlenecks at four express highway locations in the region. (The results of this study are posted on the MPO's website.) K. Quackenbush noted that this work is particularly timely, given the severe financial constraints affecting transportation infrastructure programming. S. Asante provided an overview of the study.

The study was carried out as a result of FHWA's recommendations regarding the FFY 2009 UPWP. FHWA recommended that the MPO identify bottlenecks in the region that can be mitigated with low-cost improvements and develop recommendations for such improvements. Congestion has been increasing over the past 20 years in the region. Much of that congestion has been due to bottlenecks, which can be caused by operational or design constraints.

MPO staff selected locations to study based on MPO knowledge of bottleneck locations, previous MPO studies and data from the MPO's Congestion Management Process, and from consultations with the MassDOT Highway Division. Four locations were ultimately selected on express highways in Weston, Braintree, Burlington, and near the Hingham-Weymouth town line. Two other locations that were studied were not capable of being improved with low-cost solutions and so were dropped from consideration.

Staff recommended actions involving using shoulders as auxiliary lanes or for lengthening acceleration or deceleration lanes, restriping merge and diverge areas, and using traveller information signs to inform drivers of temporary changes on the highway.

As next steps, MassDOT Highway may wish to further examine MPO staff's recommendations and initiate projects through the MassDOT and MPO processes. A second bottleneck study is included in the FFY 2011 UPWP.

During a discussion of the study, M. Rose asked what the criteria were for low-cost improvements. S. Asante stated that the cost was considered in comparison to the cost of adding capacity, such as roadway widening or lane additions. K. Quackenbush added

that, as an example, the alternative measures analyzed for the Weston location could cost up to \$5 million.

11. Members Items

J. Romano reminded members that the *I-93 Fast 14* bridge replacement project continues this weekend.

Members are asked to reserve every Thursday in July for Committee meetings.

12. Adjourn

Transportation Planning and Programming Committee Meeting Attendance
Thursday, June 9, 2011, 10:00 AM

Member Agencies

MassDOT
MassDOT Highway

City of Boston

City of Newton
City of Somerville

Federal Highway
Administration

MAPC

MBTA

MBTA Advisory Board
Regional Transportation
Advisory Council

Town of Bedford

Town of Braintree

Town of Framingham

Town of Hopkinton

Representatives and Alternates

Clinton Bench
David Anderson
Marie Rose
John Romano
Jim Gillooly
Tom Kadzis
David Koses
Tom Bent
Michael Chong

Eric Bourassa
Eric Halvorsen

Joe Cosgrove
Paul Regan
Laura Wiener
Steve Olanoff
Richard Reed
Christine Stickney
Dennis Giombetti
Mary Pratt
John Westerling

MPO Staff/CTPS

Ying Bao
Bruce Kaplan
Maureen Kelly
Robin Mannion
Anne McGahan
Hayes Morrison
Sean Pfalzer
Karl Quackenbush
Alicia Wilson
Pam Wolfe

Other Attendees

Will Brownsberger
Cameron Bain

Rob Cahoon
Glenn Clancy
Donny Daily

Meaghan Hamill

Jeff Levine
Rep. Jason Lewis
Robert McGaw
Kevin McHugh
Alan Moore
Joe Onorato
Karen Pearson

State Representative
Stoneham/Tri Community
Bikeway
Coler & Colantonio
Town of Belmont
MassDOT Public Affairs

Office of State Senator Thomas
McGee
Town of Brookline
State Representative
Town of Belmont
Coneco Engineers and Scientists
Friends of the Community Path
MassDOT District 4
MassDOT

Ellin Reisner	Somerville Transportation Equity Partnership
Joseph Stiglizni	Town of Hull
Lynn Weissman	Friends of the Community Path
Wig Zamore	Somerville Transportation Equity Partnership / Mystic View Task Force
George Zambouras	Town of Reading

Second Round of Workshops on the Boston Region MPO Structure

The Boston Region Metropolitan Planning Organization (MPO) has been working to update its Memorandum of Understanding (MOU) among the member agencies and entities since early this year. Workshops held in April and May on the first draft of an amended MOU yielded comments that were carefully considered by the MPO. In response to these comments, the MPO has made changes to the original draft, and it is now circulating Version Two of its proposed MOU amendment for public review and comment.

The MOU establishes the membership of the MPO and guides some aspects of how the federally required transportation planning process is conducted in the MPO area, which consists of 101 cities and towns in eastern Massachusetts. Version Two of the proposed MOU amendment would expand the membership of the MPO from 14 to 22 members. Elected municipal membership would increase significantly, to four serving at-large and eight representing, respectively, each of the eight Metropolitan Area Planning Council subregional groups. They would be elected by all municipalities in the MPO region. Currently there are six elected municipalities serving on the MPO.

The MPO will host public workshops on three additional days to gather input from members of the public regarding Version Two. The MPO welcomes your comments on these issues and other aspects of the MOU at the workshops.

Workshop Schedule

Wednesday, June 15, from noon to 1:00 PM and 5:30 to 6:30 PM

**State Transportation Building,
MPO Conference Room (Suite 2150)**

10 Park Plaza, Boston, MA

- Accessible via the Silver and Orange Lines (Tufts Medical Center Station), Green Line (Boylston or Arlington Station), and MBTA bus Routes 43 and 55
- Photo identification required for access to the building

Tuesday, June 21, from 6:30 to 7:30 PM

Waltham Government Center, Auditorium

119 School Street, Waltham, MA

- Accessible via the Fitchburg commuter rail line (Waltham Station) and via MBTA bus Routes 70 and 70A

Wednesday, June 22, from 6:30 to 7:30 PM

Braintree Town Hall, Cahill Auditorium

1 JFK Memorial Drive, Braintree, MA

- Accessible via the Red Line (Braintree Station) or via MBTA bus Route 230 (which connects with the Red Line at Braintree Station)

Visit the MPO's website, www.bostonmpo.org, for more information on these events and to view draft Version 2 of the MOU amendment.

For more information or to request special accommodation, such as an interpreter, please contact the Boston Region MPO at: VOICE 617.973.7100 • TTY 617.973.7089 • FAX 617.973.8855 • E-MAIL mcallahan@bostonmpo.org (Mike Callahan)



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Jeffrey B. Mullan
MassDOT Secretary and CEO
and MPO Chairman

Karl H. Quackenbush
Acting Director, MPO Staff

The Boston Region MPO, the federally designated entity responsible for transportation decision-making for the 101 cities and towns in the MPO region, is composed of:

MassDOT Office of Planning and Programming
City of Boston
City of Newton
City of Somerville
Town of Bedford
Town of Braintree
Town of Framingham
Town of Hopkinton
Metropolitan Area Planning Council
Massachusetts Bay Transportation Authority Advisory Board
Massachusetts Bay Transportation Authority
MassDOT Highway Division
Massachusetts Port Authority
Regional Transportation Advisory Council (nonvoting)
Federal Highway Administration (nonvoting)
Federal Transit Administration (nonvoting)

MEMORANDUM

DATE June 9, 2011
TO Transportation Planning and Programming Committee
of the Boston Region Metropolitan Planning Organization
FROM Karl H. Quackenbush, Acting CTPS Director
RE Work Program for: McGrath Highway De-elevation, and Urban
Streetscape and Adaptive Reuse Plan for the Inner Belt/Brickbottom
Districts

ACTION REQUIRED

Review and approval

PROPOSED MOTION

That the Transportation Planning and Programming Committee of the Boston Region Metropolitan Planning Organization, upon the recommendation of MassDOT and City of Somerville, vote to approve the work program for McGrath Highway De-elevation, and Urban Streetscape and Adaptive Reuse Plan for the Inner Belt/Brickbottom Districts in the form of the draft dated June 9, 2011.

PROJECT IDENTIFICATION

Unified Planning Work Program Classification

Planning Studies

CTPS Project Number

95043

Client

Massachusetts Department of Transportation
Project Supervisor: Ethan Britland

CTPS Project Supervisors

Principal: Karl Quackenbush
Manager: Scott Peterson

Funding

MassDOT SPR funds

IMPACT ON MPO WORK

The MPO staff has sufficient resources to complete this work in a capable and timely manner. By undertaking this work, the MPO staff will neither delay the completion of nor reduce the quality of other work in the UPWP.

BACKGROUND

The area made up of the Inner Belt and Brickbottom districts is a 120-acre zone including a small portion of land that is within the Boston city limits (in Charlestown) but otherwise located in the southeast section of the city of Somerville. A majority of the area contains light and heavy industrial uses ranging from telecommunications to solid waste removal activities. The Inner Belt and Brickbottom districts have long been characterized by isolation. Although they are only 1.5 miles from downtown Boston, they are surrounded by I-93, McGrath Highway, Washington Street, and the Lowell and Fitchburg rail lines. These physical barriers not only separate both Inner Belt and Brickbottom from the adjacent neighborhoods in Somerville, Cambridge, and Charlestown, but also disconnect the grid patterns of their internal roadways.

Currently, MassDOT and the Massachusetts Bay Transportation Authority (MBTA) are proceeding with plans to extend the Green Line and provide light rail rapid transit along Somerville's northwest-running rail corridor. The Green Line extension project, with a proposed station stop located in the northwest corner of the study area, offers new opportunities to improve access and potentially transform the area into a dynamic transit-oriented community. The Green Line extension project also proposes a vehicle maintenance facility yard to be located in the study area. In coordination with the Green Line extension project, a clear vision for the area, together with appropriate land use policies and targeted public investment, is needed to reduce barriers in the area, improve roadway connections, and increase the area's economic viability.

McGrath Highway is a major transportation facility north of Boston stretching from Mystic Avenue/I-93 in Medford to the Somerville-Cambridge city line. The majority of McGrath Highway north of Medford Street is at grade (with the exception of a short bridge over the MBTA's Lowell commuter rail line, a short bridge over Gilman Street, and a short tunnel under the I-93 ramps). South of Medford Street it is primarily an elevated structure (except for a short at-grade section going northbound), named the McCarthy Overpass. The elevated and at-grade portions of the roadway are both part of the state's numbered-route system, namely Route 28, which is classified as an "other freeway."

While McGrath Highway carries a high volume of local and regional traffic—the annual average daily traffic (AADT) is 32,700 at the Somerville-Cambridge line—it also acts as a significant barrier between, on its east side, East Somerville and the Inner Belt industrial area and, on its west side, the rest of Somerville. The City of Somerville has expressed a desire to change McGrath from its current "other freeway" character to a street more akin to a

boulevard. The City believes this would facilitate east-west movement across the corridor by Somerville residents and visitors and create a more attractive environment for redevelopment along the corridor.

The McCarthy Overpass is in poor condition and will likely be rated structurally deficient in the near future by MassDOT's Highway Division. Restoring the elevated structure will require significant concrete work, steel repair, and deck restoration. The size of the investment necessary for completing this work suggests that now is an opportune time to evaluate the feasibility, benefits, impacts, long-term maintenance savings, and costs of removing at least a portion of the elevated structure on McGrath Highway.

OBJECTIVES

This project will serve two basic purposes: One is to support the McGrath Highway De-elevation Study, and the other is to support the Adaptive Reuse Plan for the Inner Belt and Brickbottom Districts. Each of these studies has its own consultant team. The objectives of this work are:

1. To provide general technical assistance, as needed, and attend stakeholder meetings
2. To assess the existing traffic conditions and collect data, including peak-hour traffic volumes and turning movements, for base-year model calibration
3. To evaluate the travel patterns of the existing conditions, estimate the future-year no-build conditions, and estimate the changes in traffic conditions under the future-year build alternatives resulting from various proposed construction plans for the McCarthy Overpass
4. To incorporate in the model the build scenarios for the Inner Belt and Brickbottom districts resulting from the Adaptive Reuse Plan and to examine the impacts of these scenarios on traffic volumes and travel patterns

WORK DESCRIPTION

The work required to accomplish the study objectives will be carried out in nine tasks, as described below:

Task 1 Coordinate with Both Project Teams and Provide Ongoing Technical Assistance

CTPS will work with the McGrath Highway project team for up to one year from the start date of this project. The work will consist of attending up to a maximum of seven internal meetings and three meetings with stakeholders. CTPS will fulfill any data requests from

the project team, when data is readily available, and educate the stakeholders about any past or proposed work discussed in this scope.

CTPS will work with the Inner Belt and Brickbottom team for up to one year from the start date of this project. The work will consist of attending up to a maximum of eight internal meetings, two community meetings/workshops, and six agency meetings. CTPS will fulfill any reasonable data requests from the project team during the life of this project.

Products of Task 1

Coordinate with the project teams, attend meetings, provide data to the project teams, and prepare memos and presentations as needed

Task 2 Collect Traffic Data

CTPS will investigate all available counts relevant to this study, including MassDOT historical traffic volumes, automatic-traffic-recorder (ATR) counts, and turning movements collected in the cities of Cambridge, Somerville, and Boston. The existing traffic counts from recent studies will be utilized to the greatest extent possible. Additional traffic counts (Manual turning movements) will be conducted, if required, at up to 10 locations in the vicinity of the McCarthy Overpass study area.

CTPS will also review and summarize the license plate surveys performed on McGrath Highway for a previous study that included this roadway, Toward a Route 28 Corridor Transportation Plan: An Emerging Vision, which was prepared by the staff of the Boston Region Metropolitan Planning Organization (2008). The information from these surveys will be utilized to compare and evaluate the travel patterns estimated using the base-year model.

Products of Task 2

- Tabular summaries of hourly counts and turning movements in the AM and PM peak periods
- Tabular summaries of results from license plate surveys

Task 3 Conduct Origin-Destination Survey

CTPS will conduct an origin-destination survey (OD survey) on the selected locations at entry and exit points between the pedestrian overpass over McGrath Highway, located between Pearl Street and Broadway, and the Museum of Science. This OD survey will identify vehicle entrances and exits within the study area in the cities of Somerville and Cambridge by matching vehicles' license plates between the street intersections. It will also identify the origin towns and TAZs of the vehicles entering the study area by mapping vehicle license plates to the town where the vehicle is garaged, according to Registry of Motor Vehicles records. The results from this survey will be utilized to compare and evaluate the travel patterns estimated by the base-year model.

At the above locations, CTPS staff will station visual or audio equipment for the recording of license plates as vehicles pass these stations. It is estimated that 11 video cameras will be required and 3 audio tape recorders to collect data at 3 origin locations and 8 destination locations. The data collection will be done by traffic lane at each of the entry/exit locations on a May or June weekday morning peak period between 7:00 and 9:00 AM.

This task was pre-approved along with the other direct costs under video camera rentals, videotapes, and batteries on May 11, 2011.

Products of Task 3

Tabular summaries of trip origins and destinations from OD survey

Task 4 Develop and Calibrate Base-Year (2009) Model

This task consists of refining the roadway network of the regional model in the Inner Belt and Brickbottom districts and along McGrath Highway in the cities of Somerville and Cambridge so that it will accurately replicate the base-year (2009) conditions. The calibration efforts will focus on comparing peak-hour volumes (AM and PM) to counts. A methodology for converting the model's peak-period volumes to peak-hour volumes will be developed. The trip flows on McGrath Highway associated with the transportation analysis zones (TAZs) in the vicinity of the study area will be examined and possibly adjusted based on the summaries of license plate surveys. Daily ridership on selected transit lines and boardings at selected stations near the study area will be compared to recent counts.

Products of Task 4

- A calibrated and validated base-year model set
- Tabular and graphical summaries of highway assignment results for the study area
- Tabular and graphical summaries of turning movements for selected intersections
- Tabular summaries of transit ridership and boardings for selected transit lines and stations

Task 5 Model Future-Year No-Build Scenario for 2035

In this task, the 2035 no-build roadway network in the study area will be created, based on the Boston Region MPO Long-Range Transportation Plan (LRTP) currently under development, and it will include some enhancements in the Inner Belt and Brickbottom districts. The 2035 no-build scenario will use the most recent land use assumptions approved by the MPO for this LRTP. The outputs of the no-build model run will be used as the basis for analyzing the impacts of the build scenarios described in Task 5.

Products of Task 5

- A 2035 no-build model set using the MPO-approved land use

- Highway and transit trip tables to use as inputs to the build scenarios
- Tabular and graphic summaries corresponding to those produced in Task 3 for the base year

Task 6 Develop and Model Multiple Build Scenarios and Analyze Results

CTPS will modify the no-build model roadway network to reflect up to a maximum of four build scenarios. The build scenarios will utilize the same land use assumptions as the no-build scenario. The results of this modeling will be analyzed, comparing traffic conditions under the no-build scenario to conditions with various de-elevation configurations of McGrath Highway. The comparisons will be made for peak-hour volumes, vehicle-miles traveled (VMT), vehicle-hours traveled (VHT), emissions, and linked and unlinked transit trips by mode in the study area. CTPS will also assist in the environmental justice analysis and provide data as needed.

Products of Task 6

- Tabular summaries of the travel model results in the study area, the rest of Somerville and Charlestown, and Cambridge
- Tabular and graphic summaries comparing each build scenario with the no-build in terms of traffic volumes, turning movements, VMT, VHT, and transit ridership
- Tabular summaries of emissions in the study area for the air quality study
- Tabular summaries of environmental justice analysis

Task 7 Develop Inputs for a Preferred Land Use Scenario for 2035

In this task, CTPS will prepare data for the travel demand model based on the preferred land use resulting from the Adaptive Reuse Plan for the Inner Belt and Brickbottom Districts. The number of jobs and number of residential units generated by the proposed future uses and gross estimates of square footage will be converted into the proper data format required for the trip generation process of the model. CTPS will also provide guidance and support to the City of Somerville and the project team pertaining to adjustment of the socioeconomic data for the Inner Belt and Brickbottom districts provided by the City of Somerville. The adjustment will be based on control totals for households, population, and employment from the LRTP. If the data cannot be provided by the City of Somerville, CTPS staff will produce data using their professional judgment.

Product of Task 7

Data in tabular form based on the preferred land use plan for the model in the requested format

Task 8 Incorporate the Land Use Development into Build Scenarios

This task will incorporate the adaptive land use developments in the Inner Belt and Brickbottom districts generated in Task 6 into one or two build scenarios. The

configuration of McGrath Highway either will be selected from the build scenarios in Task 5 or will be a new design that relates specifically to the new proposed land use developments in the study area. CTPS will modify the roadway network to replicate the improvements in roadway connectivity in the project study area. The analysis conducted in this task will focus on identifying the differences in traffic conditions between the Task 5 scenarios and the Task 6 scenario(s). The comparison will be in terms of peak-hour volumes, VMT, VHT, emissions, and linked and unlinked transit trips by mode. CTPS will also assist in the environmental justice analysis and provide data as needed.

Products of Task 8

- Tabular and graphic summaries comparing the Task 6 scenario(s) and the Task 5 scenarios in terms of traffic volumes, VMT, VHT, and transit ridership in the study area
- Tabular summaries of emissions in the study area for the air quality study
- Tabular summaries of environmental justice analysis

Task 9 Produce Technical Memoranda

Two technical memoranda will be prepared for this project. One will focus on the impact on traffic of McGrath Highway de-elevation. The other will address the improvement of traffic conditions and other transportation effects potentially resulting from the proposed land use changes. Both technical memoranda will document all of the model methodology, assumptions, and results used for the analysis.

Products of Task 9

Two technical memoranda documenting the analyses and the model assumptions, methods, and results used

ESTIMATED SCHEDULE

It is estimated that this project will be completed 12 months after the notice to proceed is received. The proposed schedule, by task, is shown in Exhibit 1.

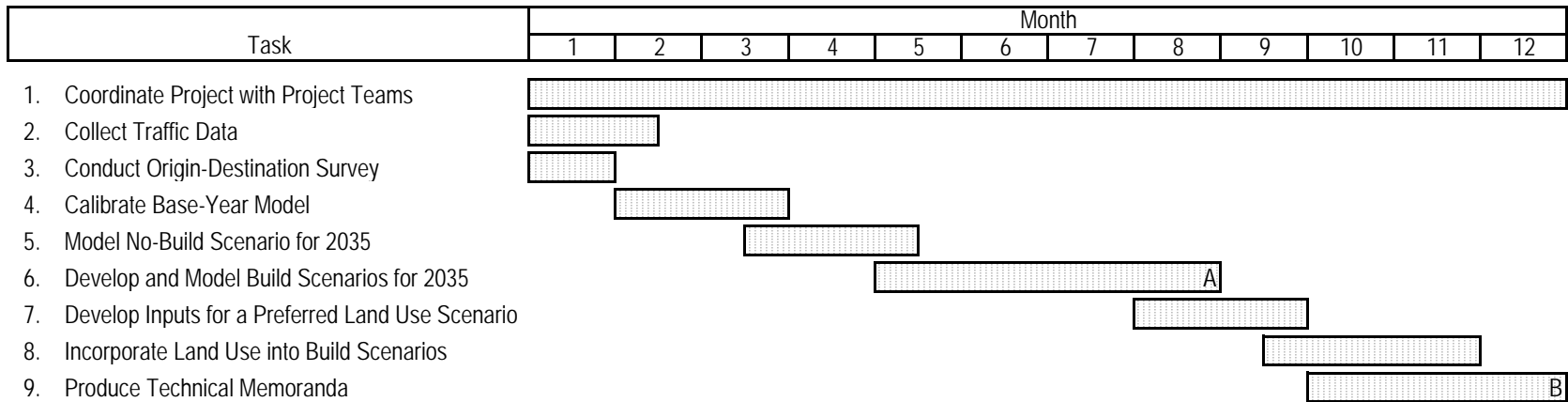
ESTIMATED COST

The total cost of this project is estimated to be \$120,200. This includes the cost of 56.2 person-weeks of staff time, overhead at the rate of 90.69 percent, and travel. A detailed breakdown of estimated costs is presented in Exhibit 2. The City of Somerville will be participating in the funding of this project through an agreement with MassDOT.

Exhibit 1

ESTIMATED SCHEDULE

McGrath Highway De-elevation, and Urban Streetscape and Adaptive Reuse Plan for the Inner Belt/Brickbottom Districts



Products/Milestones

A: Technical memorandum focusing on impact of de-elevation on traffic

B: Technical memorandum on possible transportation improvements resulting from land-use changes

Exhibit 2

ESTIMATED COST

McGrath Highway De-elevation, and Urban Streetscape and Adaptive Reuse Plan for the Inner Belt/Brickbottom Districts

Direct Salary and Overhead	\$118,650
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Task								Total	Direct Salary	Overhead (@ 90.69%)	Total Cost
	M-1	P-5	P-4	P-3	P-1	SP-3	Temp				
1. Coordinate Project with Project Teams	1.7	0.0	1.8	0.5	0.0	0.0	0.0	4.0	\$5,506	\$4,994	\$10,500
2. Collect Traffic Data	0.0	0.0	0.0	0.5	0.0	2.5	0.0	3.0	\$2,465	\$2,235	\$4,700
3. Conduct Origin-Destination Survey	0.5	4.5	0.2	0.0	1.5	0.0	9.5	16.2	\$14,081	\$12,770	\$26,850
4. Calibrate Base-Year Model	0.5	0.0	3.6	2.4	0.0	0.0	0.0	6.5	\$7,657	\$6,944	\$14,600
5. Model No-Build Scenario for 2035	0.5	0.0	1.5	1.5	0.0	0.0	0.0	3.5	\$4,195	\$3,805	\$8,000
6. Develop and Model Build Scenarios for 2035	0.8	0.0	4.2	2.9	0.0	0.0	0.0	7.9	\$9,440	\$8,561	\$18,000
7. Develop Inputs for a Preferred Land Use Scenario	1.0	0.0	4.0	1.0	0.0	0.0	0.0	6.0	\$7,551	\$6,848	\$14,400
8. Incorporate Land Use into Build Scenarios	0.3	0.0	1.7	1.0	0.0	0.0	0.0	3.0	\$3,619	\$3,282	\$6,900
9. Produce Technical Memoranda	1.3	0.0	3.6	1.1	0.0	0.0	0.0	6.0	\$7,709	\$6,991	\$14,700
Total	6.6	4.5	20.6	11.0	1.5	2.5	9.5	56.2	\$62,222	\$56,429	\$118,650

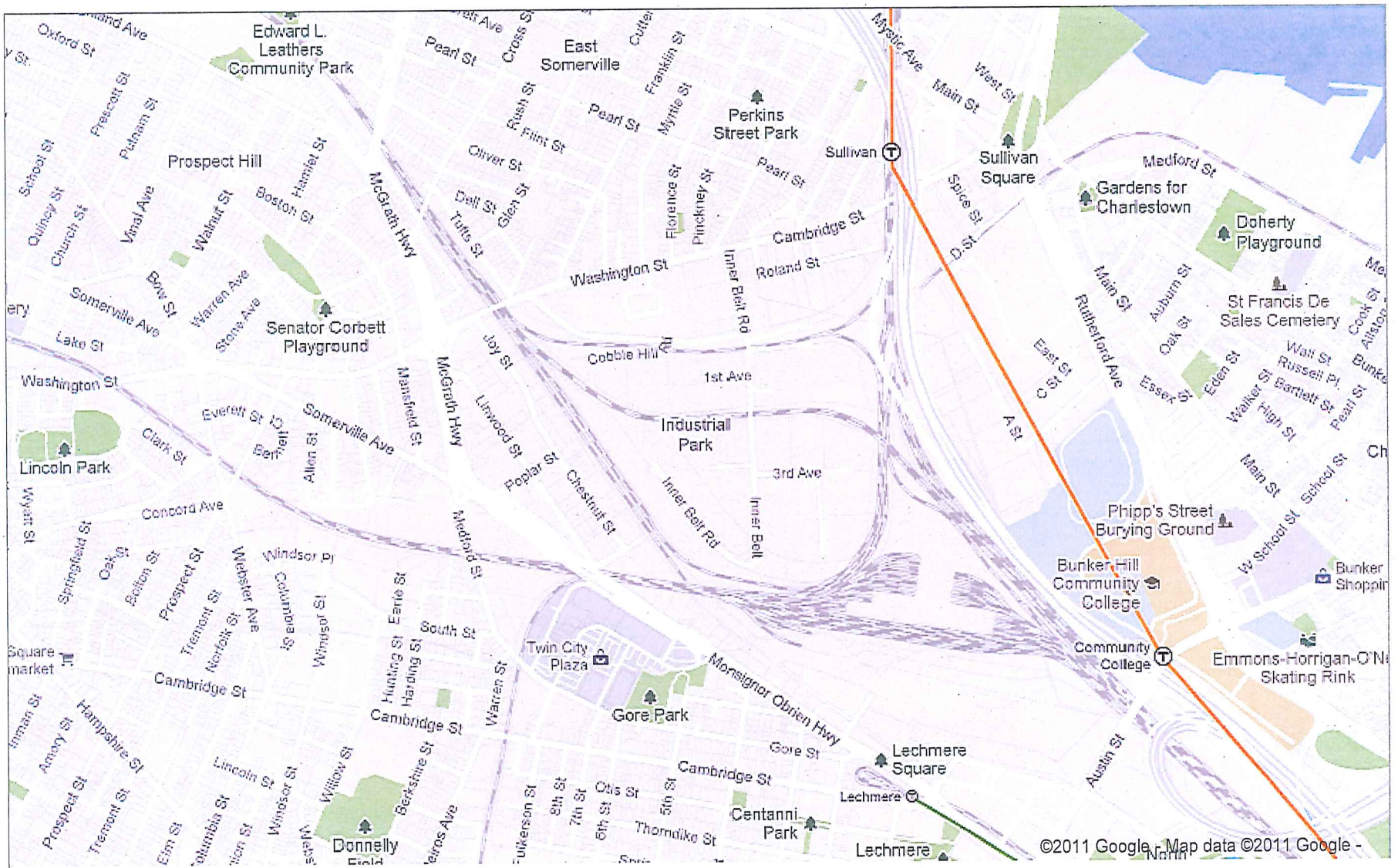
Other Direct Costs	\$1,550
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Travel	\$50
Video camera rentals, videotapes, batteries	\$1,500

TOTAL COST	\$120,200
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Funding

MassDOT SPR funds





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Jeffrey B. Mullan
MassDOT Secretary and CEO
and MPO Chairman

Karl H. Quackenbush
Acting Director, MPO Staff

The Boston Region MPO,
the federally designated
entity responsible for
transportation decision-
making for the 101 cities
and towns in the MPO
region, is composed of:

- MassDOT Office of Planning and Programming
- City of Boston
- City of Newton
- City of Somerville
- Town of Bedford
- Town of Braintree
- Town of Framingham
- Town of Hopkinton
- Metropolitan Area Planning Council
- Massachusetts Bay Transportation Authority Advisory Board
- Massachusetts Bay Transportation Authority
- MassDOT Highway Division
- Massachusetts Port Authority
- Regional Transportation Advisory Council (nonvoting)
- Federal Highway Administration (nonvoting)
- Federal Transit Administration (nonvoting)

MEMORANDUM

DATE June 9, 2011
TO Transportation Planning and Programming Committee
of the Boston Region Metropolitan Planning Organization
FROM Karl H. Quackenbush, CTPS Acting Director
RE Work Program for: Roxbury/Dorchester/Mattapan Transit Needs
Study

ACTION REQUIRED

Review and approval

PROPOSED MOTION

That the Transportation Planning and Programming Committee of the Boston Region Metropolitan Planning Organization, upon the recommendation of the Massachusetts Department of Transportation, vote to approve the work program for Roxbury/Dorchester/Mattapan Transit Needs Study in the form of the draft dated June 9, 2011.

PROJECT IDENTIFICATION

Unified Planning Work Program Classification

Planning Studies

CTPS Project Number

22335

Client

Massachusetts Department of Transportation

Project Supervisors: Steve Woelfel and Scott Hamway

CTPS Project Supervisors

Principal: Karl H. Quackenbush

Manager: Scott Peterson

Funding

MassDOT Section 5303 Contract #67438

IMPACT ON MPO WORK

The MPO staff has sufficient resources to complete this work in a capable and timely manner. By undertaking this work, the MPO staff will neither delay the completion of nor reduce the quality of other work in the UPWP.

BACKGROUND

In the summer of 2009, the Massachusetts Department of Transportation (MassDOT) advanced a proposal to use American Recovery and Reinvestment Act (ARRA) economic stimulus funds to construct a bus rapid transit (BRT) system to replace the Massachusetts Bay Transportation Authority's Route 28 bus in the Boston neighborhoods of Roxbury, Dorchester, and Mattapan. The proposal, named the "28X," would have created a dedicated median busway along Blue Hill Avenue, a dedicated bus lane in one direction on Warren Street, and a number of other BRT enhancements. Due to a number of factors, MassDOT was unable to secure the support from stakeholders necessary to implement the proposed 28X project. Nonetheless, at the request of the corridor's elected officials, MassDOT committed to continuing public transportation planning in the corridor in order to build on the interest generated by the 28X proposal.

Roxbury, Dorchester and Mattapan are home to tens of thousands of residents who rely on the MBTA network to access employment, education, shopping, and entertainment opportunities, in addition to healthcare and government services. While many residents and workers in these communities have good access to rapid transit subway service on the Orange and Red Lines—in addition to complementary services provided on the Mattapan High-Speed Line, Fairmount commuter rail line, and the Silver Line—roughly half of the neighborhood residents do not have convenient access to rapid transit. As a result, a sizable portion of this transit-dependent market relies on local bus service for at least a portion of their trips. In fact, the MBTA's six highest ridership bus routes, serving more than 70,000 passengers each weekday, all serve at least one of the three neighborhoods covered in this study.

Roxbury, Dorchester and Mattapan are served by several MBTA bus routes, many of which run at very high frequencies. The routes also provide generally comprehensive coverage of the neighborhoods. However, many of these routes are also plagued by a variety of problems, including poor reliability, slow travel speeds, overcrowding, and a lack of customer amenities. Because of the challenges faced by the large numbers of bus riders in these communities, MassDOT will undertake a Roxbury/Dorchester/Mattapan (RDM) Transit Needs Study.

CTPS performed travel demand forecasting for the 28X project using its regional model, and is proposing to fill this same role for the RDM Transit Needs Study.

OBJECTIVES

The objectives of this work are:

- Assess the study area's existing conditions (demographics, transportation system, land uses, and development characteristics) and projected conditions.
- Evaluate the corridor's existing MBTA service and its ability to meet current and future transportation needs in the area.
- Identify and evaluate up to five service-planning strategies that would enhance the quality and reliability of the public transportation system for residents and businesses in the corridor.

WORK DESCRIPTION

The work required to accomplish the study objectives will be carried out in six tasks, as described below:

Task 1 Calibrate Base-Year Model

This task includes potential refinement of the 2009 base-year scenario of the regional model in the study area. The goal is to achieve a good representation of travel patterns within and to/from Roxbury/Dorchester/Mattapan. Calibration efforts may focus on replicating modeled peak road volumes at major intersections so that they are consistent with actual counts. Modeled ridership of the study area's major transit lines and station boardings will be compared with existing counts.

Product of Task 1

A calibrated base-year model set

Task 2 Run Horizon-Year No-Build Scenario

Using the model work done for the latest Boston Region MPO's Long-Range Transportation Plan (LRTP), CTPS will fashion a no-build scenario for the 2035 horizon year. A model run will be conducted for this no-build scenario for use with comparison to the service-planning strategies proposed in later tasks.

Products of Task 2

Summary of travel forecasts and outputs for the No-Build Scenario

Task 3 Develop Service-Planning Strategies

CTPS will assist the consultant and client in helping to refine up to five service-planning strategies developed in conjunction with stakeholders and the public during the extensive

outreach, engagement, and public participation process. Each of these strategies will be assumed to be in place by 2035, the model horizon year. CTPS's Transportation Analysis and Design Group will assist in this refinement process, especially concerning the use of signal-priority and other time-saving roadway enhancement strategies.

Product of Task 3

Compilation of Service-Planning Strategies

Task 4 Model Service-Planning Strategies

CTPS will model up to five service-planning strategies refined from Task 3. Traffic at major intersections, station boardings, transit ridership, and travel patterns will be compared to the results from the no-build scenario in Task 2. Such a comparison will be a way to measure transportation improvements for the study area.

Products of Task 4

- Summary of travel forecasts and outputs for the service-planning strategies
- Tabular and graphic summaries comparing the changes in traffic, transit ridership, and station boardings to the no-build scenario in Task 2

Task 5 Perform Environmental-Justice Analyses

CTPS will conduct environmental-justice analyses for the tested service-planning strategies. After identifying communities of concern, performance measures—accessibility to health care, higher education, and jobs; mobility and congestion; and environmental impacts—will be used as indicators of benefits and burdens for environmental-justice and non-environmental-justice communities.

Product of Task 5

Memorandum documenting the environmental justice analyses

Task 6 Produce a Technical Memorandum

A technical memorandum documenting all of the model methodology, assumptions, and results used for the analysis will be provided to MassDOT and the consultant.

Products of Task 6

A technical memorandum documenting the project's assumptions, methods, and results

ESTIMATED SCHEDULE

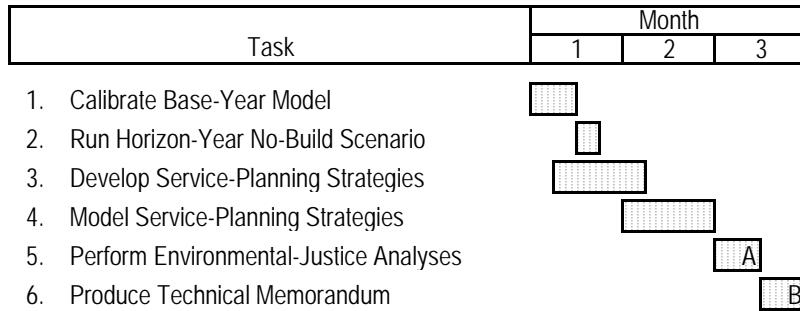
It is estimated that this project would be completed three months after the notice to proceed is received. The proposed schedule, by task, is shown in Exhibit 1.

ESTIMATED COST

The total cost of this project is estimated to be \$60,000. This includes the cost of 20.5 person-weeks of staff time, overhead at the rate of 90.69 percent, and travel. A detailed breakdown of estimated costs is presented in Exhibit 2.

KQ/SAP/BK/bk

Exhibit 1
 ESTIMATED SCHEDULE
 Roxbury/Dorchester/Mattapan Transit Needs Study



Milestones

- A: Environmental-justice memorandum
- B: Technical memorandum

Exhibit 2
 ESTIMATED COST
 Roxbury/Dorchester/Mattapan Transit Needs Study

Direct Salary and Overhead **\$59,992**

Task	Person-Weeks					Direct Salary	Overhead (@ 90.69%)	Total Cost
	M-1	P-5	P-4	P-3	Total			
1. Calibrate Base-Year Model	0.0	0.5	2.0	1.0	3.5	\$4,266	\$3,869	\$8,136
2. Run Horizon-Year No-Build Scenario	0.0	0.0	1.0	0.0	1.0	\$1,220	\$1,106	\$2,326
3. Develop Service-Planning Strategies	1.0	1.5	3.0	0.0	5.5	\$7,690	\$6,974	\$14,664
4. Model Service-Planning Strategies	0.0	0.0	4.0	0.0	4.0	\$4,880	\$4,425	\$9,305
5. Perform Environmental-Justice Analyses	0.0	0.5	2.0	0.0	2.5	\$7,690	\$6,974	\$14,664
6. Produce Technical Memorandum	2.0	0.0	2.0	0.0	4.0	\$5,714	\$5,182	\$10,897
Total	3.0	2.5	14.0	1.0	20.5	\$31,460	\$28,531	\$59,992

Other Direct Costs **\$8**

Travel \$8

TOTAL COST **\$60,000**

Funding
 MassDOT Section 5303 Contract #67438



BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

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Jeffrey B. Mullan
MassDOT Secretary and CEO
and MPO Chairman

Karl H. Quackenbush
Acting Director, MPO Staff

The Boston Region MPO, the federally designated entity responsible for transportation decision-making for the 101 cities and towns in the MPO region, is composed of:

MassDOT Office of Planning and Programming
City of Boston
City of Newton
City of Somerville
Town of Bedford
Town of Braintree
Town of Framingham
Town of Hopkinton
Metropolitan Area Planning Council
Massachusetts Bay Transportation Authority Advisory Board
Massachusetts Bay Transportation Authority
MassDOT Highway Division
Massachusetts Port Authority
Regional Transportation Advisory Council (nonvoting)
Federal Highway Administration (nonvoting)
Federal Transit Administration (nonvoting)

MEMORANDUM

DATE June 9, 2011
TO Transportation Planning and Programming Committee
of the Boston Region Metropolitan Planning Organization
FROM Karl H. Quackenbush, CTPS Acting Director
RE Work Program for: Emergency Evacuation and Hazard Mitigation
Mapping, Phase II

ACTION REQUIRED

Review and approval

PROPOSED MOTION

That the Transportation Planning and Programming Committee of the Boston Region Metropolitan Planning Organization, upon the recommendation of the Massachusetts Department of Transportation, vote to approve the work program for Emergency Evacuation and Hazard Mitigation Mapping, Phase II, in the form of the draft dated June 9, 2011.

PROJECT IDENTIFICATION

Unified Planning Work Program Classification
Technical Support/Operations Analysis Projects

CTPS Project Number
11141

Clients
Boston Region Metropolitan Planning Organization

CTPS Project Supervisors
Principal: Pam Wolfe
Manager: Maureen Kelly

Funding
MPO §5303 Contract #67436; MPO 3C Planning Contract #66104

IMPACT ON MPO WORK

This is MPO work and will be carried out in conformance with the priorities established by the MPO.

BACKGROUND

This work program will build upon the work conducted for the first phase of the Emergency Evacuation and Hazard Mitigation Mapping project, which was funded through the FFY 2010 Unified Planning Work Program using the MPO's 3C planning funds. The products of the first phase were a series of maps showing the transportation network and the locations of transportation projects proposed for MPO funding in relation to areas prone to natural hazards (flooding, hurricane storm surges, sea level rise, and earthquakes), and to routes and infrastructure that are important for conducting evacuations and for maintaining the security of the transportation system.

The information generated from Phase I was used as the basis of the security evaluation for projects proposed for the FFY 2011–14 Transportation Improvement Program (TIP). This information enables the MPO to consider whether projects could help the region to better withstand the impacts of natural hazards and climate change or improve infrastructure in ways that would have benefits for emergency management. Specifically, it provides information for determining whether a project addresses a flooding problem or enables a facility to function during a flood, includes an adaptation for sea level rise, improves routes out of a hurricane zone, or upgrades an older facility to current seismic design standards. It also provides information that can be used to determine if a project has benefits for an emergency response, such as by improving an evacuation route or highway diversion route, improving an access route to an emergency-support location, or protecting critical transportation infrastructure.

Phase II will involve the development of a GIS (geographic information system) tool on the MPO's website that will provide access to all-hazards planning information for agencies responsible for all-hazards planning in the region. The non-secure information would also be available to members of the public and city and town planners. Since some data that have been provided to the MPO for its security work is considered sensitive, the viewing of some GIS layers would be limited to authorized users. The sensitive material includes certain information provided by MassDOT, the City of Boston, and the Metropolitan Area Planning Council.

Phase II will also update data layers in the MPO's GIS system, add information that is being developed as regional evacuation planning proceeds, and create new maps of certain potential threats to the transportation system requested by members of the MPO's Transportation Planning and Programming Committee.

The products of this work program will provide current information for use in conducting the security evaluation for projects proposed for future TIPs and the Long-Range Transportation Plan (LRTP).

The MPO conducts this all-hazards planning work in response to federal law (SAFETEA-LU, Title 23, Section 134) that requires MPOs to consider security a distinct planning factor in the metropolitan planning process and to provide for the consideration of projects and strategies that will increase the security of the transportation system for motorized and nonmotorized users.

OBJECTIVE(S)

There are three objectives of this work program:

1. The first objective is to build a GIS tool that can be accessed by the public, local planners, and agencies and other entities in the region involved in natural hazard protection and security planning. This tool could be updated and augmented as new regional planning data becomes available.
2. The second objective is to identify areas where the operability of the transportation system could be affected (as well as the ability to conduct emergency response or evacuations) due to the failure of, or damage to, non-transportation infrastructure and facilities. The scenarios considered will include dam failure and fires from liquefied natural gas facilities or ships, and other hazards as the project budget allows.
3. The third objective is to maintain an up-to-date collection of data for continuing to evaluate proposed transportation projects for their security benefits.

WORK DESCRIPTION

The outcome of this work program will be GIS-based maps and a GIS mapping tool.

Task 1 Update and Build Upon GIS Data from Phase I

The maps created in Phase I included security- and evacuation-planning information gathered from the City of Boston, the Massachusetts Department of Transportation (MassDOT), the State Police, the Metropolitan Area Planning Council (MAPC), and the Massachusetts Emergency Management Agency (MEMA). Staff will continue to follow the work of these agencies and other entities and update GIS data layers as new planning information becomes available. This will involve following the work that is being done by the City of Boston, MassDOT, and agencies under the Executive Office of Public Safety and Security to develop a regional evacuation plan.

Staff will also incorporate updated critical infrastructure information as it becomes available from Pre-Disaster Mitigation (PDM) plans, which are plans for mitigating natural hazards in the region. (MAPC oversees the PDM planning process in the Boston region.)

Product of Task 1

An updated GIS data file, which will be used to inform the security evaluations of proposed transportation projects, and which will be available to other agencies and other entities involved in all-hazards planning.

Task 2 Create Maps of Vulnerable Locations in the Transportation System

Phase I of this project identified areas where the transportation system could be impacted by natural disasters. Phase II will begin to identify areas where the operability of the system could be affected (as well as the ability to conduct an emergency response or evacuations) due to the failure of or damage to non-transportation infrastructure and facilities.

The first series of maps will show the location of dams in the region that have the potential to cause significant damage if they fail and release impounded water. Staff will focus first on mapping municipally owned dams in the region that are in poor condition.

The second series of maps will focus on liquefied natural gas facilities and shipping routes in the cities of Boston, Chelsea, and Everett. They will depict thermal hazard zones where fires could occur in the event of an explosion.

Maps of dams and LNG routes and facilities were requested by members of the Transportation Planning and Programming Committee. Other hazards may be included if the budget allows, such as nuclear power plants and hazardous material storage areas.

Products of Task 2

Maps depicting the transportation system and the location of dams and LNG routes and facilities in the region, and possibly other facilities as the budget allows.

Task 3 Create GIS Tool

Several public agencies and other entities in the Boston region are conducting security and evacuation planning and planning to protect infrastructure from natural hazards. Staff will develop a digital GIS tool that would provide the information—which is currently only available on paper maps and PDFs—in an electronic format. This tool would enable users to choose among the various GIS layers that were used to create the natural hazard maps in Phase I and the new maps proposed for Phase II. Users would be able to click layers on and off as needed for their own planning purposes. This tool will also allow the public to view the location of proposed Transportation Improvement Program projects in the transportation network and in relation to hazard areas.

While the majority of the data will be available to the public, certain information that is considered sensitive by data providers and is restricted from public disclosure would be password-protected. Staff would request agreement amongst the agencies and other entities that contribute data to approve the use of their information in this way. As part of this work program, staff will contact the contributing agencies regarding this issue.

Product of Task 3

GIS tool

ESTIMATED SCHEDULE

It is estimated that this project will be completed seven months after the notice to proceed is received. The proposed schedule, by task, is shown in Exhibit 1.

ESTIMATED COST

The total cost of this project is estimated to be \$29,807. This includes the cost of 11.3 person-weeks of staff time and overhead at the rate of 90.69 percent. A detailed breakdown of estimated costs is presented in Exhibit 2.

KQ/MK/mk

Exhibit 1
ESTIMATED SCHEDULE
Emergency Evacuation and Hazard Mitigation Mapping, Phase II

Task	Month						
	1	2	3	4	5	6	7
1. Update GIS Data	█						
2. Create Maps of Vulnerable Locations		█					
3. Create GIS Tool			█				

Exhibit 2
ESTIMATED COST
Emergency Evacuation and Hazard Mitigation Mapping, Phase II

Direct Salary and Overhead	\$29,807
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Task	Person-Weeks					Total	Direct Salary	Overhead (@ 90.69%)	Total Cost
	M-1	P-5	P-4	P-3					
1. Update GIS Data	0.0	0.0	0.5	1.5	2.0	\$2,153	\$1,953	\$4,106	
2. Create Maps of Vulnerable Locations	0.0	0.0	1.0	0.5	1.5	\$1,734	\$1,573	\$3,307	
3. Create GIS Tool	1.3	5.0	0.5	1.0	7.8	\$11,744	\$10,650	\$22,394	
Total	1.3	5.0	2.0	3.0	11.3	\$15,631	\$14,176	\$29,807	

Other Direct Costs	\$0
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TOTAL COST	\$29,807
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Funding
MPO §5303 Contract #67436; MPO 3C Planning Contract #66104



BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

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Jeffrey B. Mullan
MassDOT Secretary and CEO
and MPO Chairman

Karl H. Quackenbush
Acting Director, MPO Staff

The Boston Region MPO,
the federally designated
entity responsible for
transportation decision-
making for the 101 cities
and towns in the MPO
region, is composed of:

MassDOT Office of Planning and
Programming
City of Boston
City of Newton
City of Somerville
Town of Bedford
Town of Braintree
Town of Framingham
Town of Hopkinton
Metropolitan Area Planning Council
Massachusetts Bay Transportation
Authority Advisory Board
Massachusetts Bay Transportation
Authority
MassDOT Highway Division
Massachusetts Port Authority
Regional Transportation Advisory
Council (nonvoting)
Federal Highway Administration
(nonvoting)
Federal Transit Administration
(nonvoting)

MEMORANDUM

DATE June 9, 2011
TO Transportation Planning and Programming Committee
of the Boston Region Metropolitan Planning Organization
FROM Karl H. Quackenbush, CTPS Acting Director
RE Work Program for: SIP Mitigation for Green Line Extension Delay

ACTION REQUIRED

Review and approval

PROPOSED MOTION

That the Transportation Planning and Programming Committee of the Boston Region Metropolitan Planning Organization, upon the recommendation of the Massachusetts Department of Transportation, vote to approve the work program for SIP Mitigation for Green Line Extension Delay in the form of the draft dated June 9, 2011.

PROJECT IDENTIFICATION

Unified Planning Work Program Classification

Planning Studies

CTPS Project Number

11377

Client

Massachusetts Department of Transportation

Project Supervisors: Steve Woelfel and Kate Fichter

CTPS Project Supervisors

Principal: Karl H. Quackenbush

Manager: Scott Peterson

Funding

New MassDOT Contract Utilizing SIP Funds

IMPACT ON MPO WORK

The MPO staff has sufficient resources to complete this work in a capable and timely manner. By undertaking this work, the MPO staff will neither delay the completion of nor reduce the quality of other work in the UPWP.

BACKGROUND

The Green Line Extension is one of the four outstanding transportation control measure (TCM) commitments currently listed in the State Implementation Plan (SIP). According to 310 CMR 7.36, this project is required to be built by the Commonwealth as an air quality mitigation measure for the Central Artery/Third Harbor Tunnel (CA/T) project by December 31, 2014. Completion of construction and commencement of operations on the Green Line Extension's two branches – between Lechmere Station and Medford Hillside, and between Lechmere Station and Union Square – have to meet this legal deadline. However, given the complexity of the project and sheer length of time required for construction, MassDOT is currently estimating that the Green Line Extension project will be ready for in-service start-up some time after the aforementioned legal deadline.

A provision exists in 310 CMR 7.36 which allows for approval of project delays if interim measures are implemented that result in emission reductions in non-methane hydrocarbons (NMHC), carbon monoxide (CO), and nitrogen oxides (NO_x) equal to or greater than the emission reductions that would have been achieved had the required project not been delayed. In order to act on this provision, MassDOT must petition the Massachusetts Department of Environmental Protection (DEP) to authorize delay of the project and to accept one or more interim offset projects that can be demonstrated to achieve the aforementioned desired level of emission reductions for NMHC, CO and NO_x.

MassDOT, in consultation with CTPS, is developing a list of projects, programs, and measures for interim offsets. CTPS, using its regional travel demand model, will test these measures to ascertain their impacts and determine if they meet or exceed the emissions reductions forecast for the Green Line Extension project.

OBJECTIVES

The objectives of this work are:

1. To assist in development of potential transit system improvement projects and programs in eastern Massachusetts to be substituted in the SIP for the Green Line Extension.

2. To evaluate the emissions reductions produced by these potential Green Line Extension interim offset projects and ascertain if they meet or exceed the required level.

WORK DESCRIPTION

CTPS's regional travel demand model will be used in this work. This model set, using the most recent base-year land use data and conforming to the appropriate project list in the Preferred Plan, will have been previously calibrated for the Green Line Extension New Starts submission. The work required to accomplish the study objectives will be carried out in six tasks, as described below:

Task 1 Create Opening-Year Model Set

CTPS will use the most currently calibrated model set to create a no-build scenario representing conditions that would be expected, if the Green Line Extension is not completed on schedule, during what would have been the first year of operations for the extension. This will involve creating appropriate trip tables, highway and transit networks, and other needed inputs. These data for the opening model year will be interpolated from the established base-year (2009) and future-year model inputs. Air quality emissions will be produced for this no-build scenario based on factors calculated by the Environmental Protection Agency's (EPA's) MOBILE 6.2 Vehicle Emissions Modeling Software.

Products of Task 1

An opening-year No-Build scenario and its accompanying air quality outputs

Task 2 Calculate Opening-Year Green Line Extension Emissions Reductions and Offsets

CTPS will use the model set created in Task 1 to calculate the air quality benefits produced by the proposed Green Line Extension in its first year of operations. Air quality emissions will be produced for this scenario based on factors calculated by the EPA's MOBILE 6.2 Vehicle Emissions Modeling Software and then will be subtracted from the no-build scenario emissions from Task 1. These benefits will be computed for several different geographic areas.

Products of Task 2

An opening-year Green Line Extension scenario and the air quality benefits associated with it

Task 3 Generate and Model Potential Alternative Interim Offset Projects

MassDOT, with assistance from CTPS and in conjunction with a public solicitation for suggestions, will generate up to seven potential interim offset projects or measures to be

modeled. Such projects will have been pre-screened for viability and constructability. CTPS and MassDOT may also generate potential interim offset projects that will be evaluated without use of the model. All these projects will be oriented towards producing the maximum amount of air quality benefits in order to offset the delay. They will be modeled using the model set from Task 1 and will have their air quality benefits measured using methods similar to those used in Task 2. These benefits will be compared against the air quality benefits generated in Task 2 by the Green Line Extension.

Products of Task 3

- Set of interim offset projects, programs, and measures
- Air quality benefits associated with each project for multiple geographies
- Comparison of each scenario's air quality benefits with Green Line Extension air quality benefits and offsets

Task 4 Engage Public

CTPS, in conjunction with MassDOT, will make a concerted effort to solicit comments and feedback from the public regarding possible regional mitigation efforts. Such suggestions will potentially be used in refining and revisiting some of the Task 3 work.

Product of Task 4

Involvement in the public participation process, as instructed by MassDOT

Task 5 Produce a Technical Memorandum

A technical memorandum documenting the analysis and results, including the model methodology and assumptions used, will be provided to MassDOT.

Product of Task 5

A technical memorandum documenting the study methodology and results

Task 6 Support MassDOT

CTPS will provide further technical support and aid to MassDOT throughout the process of choosing substitution projects. CTPS's activity may include holding public hearings as well as interacting with various agencies and stakeholders.

Product of Task 6

Assistance to MassDOT

ESTIMATED SCHEDULE

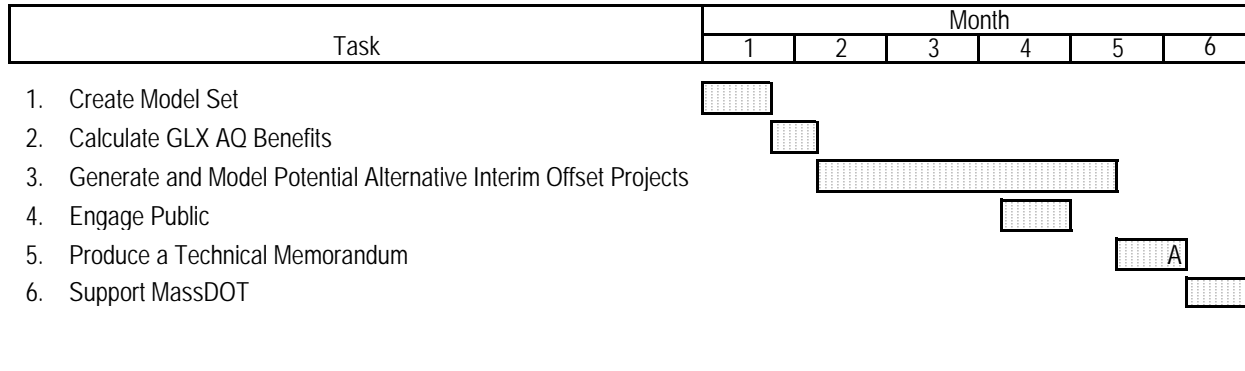
It is estimated that this project will be completed approximately six months after the notice to proceed is received. The proposed schedule, by task, is shown in Exhibit 1.

ESTIMATED COST

The total cost of this project is estimated to be \$80,000. This includes the cost of 31.1 person-weeks of staff time, overhead at the rate of 90.69 percent, and travel. A detailed breakdown of estimated costs is presented in Exhibit 2.

SAP/BK/bk

Exhibit 1
 ESTIMATED SCHEDULE
 SIP Mitigation for Green Line Extension Delay



Products/Milestones
 A: Technical memorandum

Exhibit 2
 ESTIMATED COST
 SIP Mitigation for Green Line Extension Delay

Direct Salary and Overhead **\$79,939**

Task	Person-Weeks					Direct Salary	Overhead (@ 90.69%)	Total Cost
	M-1	P-5	P-4	P-3	Total			
1. Create Model Set	0.0	1.0	2.0	0.0	3.0	\$4,035	\$3,659	\$7,694
2. Calculate GLX AQ Benefits	0.3	0.5	1.4	0.0	2.1	\$2,890	\$2,621	\$5,512
3. Generate and Model Potential Alternative Interim Offset Projects	1.0	0.0	12.0	3.0	16.0	\$19,363	\$17,560	\$36,923
4. Engage Public	1.5	0.0	1.5	0.0	3.0	\$5,714	\$5,182	\$10,897
5. Produce a Technical Memorandum	2.0	0.0	2.0	0.0	4.0	\$4,204	\$3,812	\$8,016
6. Support MassDOT	1.5	0.0	1.5	0.0	3.0	\$5,714	\$5,182	\$10,897
Total	6.2	1.5	20.4	3.0	31.1	\$41,921	\$38,018	\$79,939

Other Direct Costs **\$61**

Travel \$61

TOTAL COST **\$80,000**

Funding
New MassDOT Contract Utilizing SIP Funds

FFYs 2012-15 TIP Universe of Projects - Project Evaluations

ID	Municipality	Project Name	Community Priority	Subregional Priority	Transportation Plan	Maintenance, Modernization and Efficiency						Livability and Economic Benefit						Mobility						Environment and Climate Change						Environmental Justice						Safety and Security						153 TOTAL POINTS POSSIBLE:					
						Rating (36 Total Points Possible):						Rating (28 Total Points Possible):						Rating (25 Total Points Possible):						Rating (25 Total Points Possible):						Rating (10 Total Points Possible):						Rating (29 Total Points Possible):											
						Improves substandard pavement	Improves substandard signal equipment condition	Improves traffic signal operations	In a Congestion Management Process identified area	Improves intermodal accommodations/connections to transit	Implements ITS strategies other than traffic signal operations	TOTAL CATEGORY POINTS (up to 36)	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 goals of MetroFuture	Improves the Quality of Life	TOTAL CATEGORY POINTS (up to 28)	Existing peak hour Level of Service (LOS)	Improves an MPO or State identified freight movement issue	Improves proponent identified primary mobility issue	Improves MPO identified mobility issue	Project reduces congestion	Improves transit reliability	TOTAL CATEGORY POINTS (up to 25)	Air quality (improves/degrades)	CO2 reduction	Project is in an EOEEA certified Green Community	Project reduces VMT/VHT	Improves identified environmental impact	TOTAL CATEGORY POINTS (up to 25)	Improves transit for an EJ population	Design is consistent with complete streets policies in an EJ area	Improves an MPO identified EJ transportation issue	TOTAL CATEGORY POINTS (up to 10)	Improves emergency response	Improves ability to respond to extreme conditions	EPDO/Injury Value Using the Commonwealth's listing for EPDO or Injury Value information	Improves proponent identified primary safety need	Improves MPO identified primary safety issue	Improves freight related safety issue	Improves bicycle safety	Improves pedestrian safety	Improves safety or removes an at grade railroad crossing	TOTAL CATEGORY POINTS (up to 29)	TOTAL POINTS (up to 153)
604688	Belmont, Watertown	Trapelo Road			N	6	6	6	6	4	6	34	4	3	2	0	5	3	17	3	2	3	4	1	16	3	3	0	2	4	12	0	0	0	1	2	3	3	1	3	3	1	3	0	19	98	
606284	Boston	Improvements to Commonwealth Ave, phase 2			N	6	6	6	4	6	0	28	4	3	0	0	5	3	15	2	0	3	3	1	12	3	1	4	1	2	11	1	4	3	8	2	2	1	3	3	1	3	3	1	19	93	
605110	Brookline	Gateway East			N	6	6	6	6	6	0	30	2	2	0	0	5	3	12	3	2	2	2	1	12	3	3	4	3	2	15	0	0	0	1	2	2	1	2	2	1	1	3	0	10	79	
605146	Salem	Canal Street			N	4	4	6	2	6	0	22	2	2	1	0	4	2	11	2	0	3	4	0	12	3	3	4	2	2	14	0	0	0	0	2	2	3	3	3	1	3	3	0	20	79	
600220	Beverly	Route 1A (Rantoul Street)			N	4	4	6	4	6	4	28	1	2	0	0	5	3	11	2	2	3	3	4	15	1	1	0	1	2	5	0	0	0	0	1	2	3	3	3	1	1	3	1	18	77	
602094	Lynn	Route 129 (Broadway)			N	4	6	6	6	4	2	28	2	2	0	0	2	2	8	0	0	3	3	4	11	3	3	0	2	2	10	0	0	0	0	2	2	3	3	2	2	3	0	20	77		
605034	Natick	Route 27 (North Main Street)			N	4	6	6	6	0	0	22	2	2	2	0	4	3	13	2	0	3	3	6	14	1	1	4	2	1	9	0	0	0	0	1	1	3	3	3	1	1	3	0	16	74	
029492	Bedford, Billerica, Burlington	Middlesex Turnpike Improvement Project, Phase Three			Y	6	6	6	6	2	2	28	1	1	1	2	2	1	8	3	2	3	3	1	15	3	3	0	3	1	10	0	0	0	0	0	1	3	3	1	1	3	0	12	73		
601553	Melrose	Lebanon & Main Streets			N	6	4	6	4	4	2	26	2	2	0	0	4	3	11	2	1	3	2	4	13	1	1	4	2	0	8	0	0	0	0	1	1	2	3	3	1	1	3	0	15	73	
601704	Newton	Walnut Street			N	6	4	6	2	6	0	24	3	3	1	0	4	3	14	1	0	2	2	1	8	3	1	4	1	2	11	0	0	0	0	0	2	3	3	1	0	3	0	12	69		
602077	Lynn	Route 129 (Lynnfield Street)			N	4	0	6	6	4	0	20	2	2	0	0	2	2	8	0	0	3	3	4	11	3	3	0	2	2	10	0	0	0	0	2	2	3	3	3	1	2	3	0	19	68	
605189	Concord	Bruce Freeman Rail Trail, phase 2C			Y	0	4	4	6	6	0	20	2	2	3	0	4	2	13	3	0	3	0	2	8	3	3	4	2	2	14	0	0	0	0	0	1	3	3	0	3	3	0	13	68		
604532	Acton, Carlisle, Westford	Bruce Freeman Memorial Bicycle Path, phase 2A			Y	4	2	0	6	6	0	18	2	2	3	0	4	2	13	2	0	2	2	2	8	3	3	4	2	2	14	0	0	0	0	0	1	3	3	0	3	1	0	11	64		
604989	Southborough	Route 30/Main Street Rehabilitation			N	6	6	6	4	0	0	22	2	2	2	0	3	3	12	2	0	3	3	4	12	1	1	0	0	2	4	0	0	0	0	1	1	0	3	3	1	2	3	0	14	64	
601825	Danvers	Liberty Street			N	6	4	6	4	4	6	30	2	2	2	0	4	0	10	0	0	3	3	4	10	0	0	0	0	0	0	0	0	0	0	2	1	3	2	2	0	3	0	13	63		
604531	Acton, Maynard	Assabet River Rail Trail			Y	4	0	0	6	6	0	16	2	2	3	0	4	2	13	2	0	3	2	2	9	3	3	4	2	2	14	0	0	0	0	0	1	3	3	0	3	1	0	11	63		
604935	Woburn	Montvale Avenue			N	0	4	6	6	4	6	26	2	2	1	0	4	2	11	0	0	3	2	4	9	0	0	0	0	0	0	0	0	0	0	2	1	3	3	3	2	0	3	0	17	63	
604810	Marlborough	Route 85 South (Maple Street)			N	4	2	6	4	0	0	16	2	2	1	2	2	3	12	0	0	3	3	4	10	3	1	0	2	2	8	0	0	0	0	1	2	2	3	3	1	1	3	0	16	62	
605729	Quincy	Hancock Street at East and West Squantum Streets.			N	4	4	6	4	6	0	24	2	2	0	0	4	3	11	0	0	3	3	4	10	0	0	0	0	0	0	0	0	0	0	2	2	2	3	3	1	0	3	1	17	62	
602310	Danvers	Collins Street			N	6	6	6	2	0	0	20	2	2	2	0	1	2	9	3	1	3	1	6	14	1	1	0	2	2	6	0	0	0	0	0	1	3	3	1	1	3	0	12	61		
604231	Marlborough	Traffic Signal Improvements, Intersection Of Route 20 (East Main Street)/			N	4	6	6	6	0	2	24	2	2	0	0	2	2	8	3	1	3	3	6	16	1	1	0	0	1	3	0	0	0	0	0	1	3	3	0	0	3	0	10	61		
605188	Cambridge	Cambridge Common and Flagstaff Park			N	0	4	6	6	4	0	20	4	3	2	0	5	2	16	3	0	3	2	2	10	0	0	0	0	0	0	0	0	0	0	0	2	3	3	0	3	3	0	14	60		
601705	Reading	West Street			N	0	4	6	0	4	4	18	2	2	1	0	1	3	9	1	0	3	3	4	11	1	1	0	2	2	6	0	0	0	0	0	0	1	3	3	0	1	3	0	11	55	
602000	Weston	Route 30 (South Avenue)/Wellesley Street			N	6	0	6	6	0	0	18	1	1	1	0	1	2	6	2	0	3	3	4	12	1	1	0	1	1	4	0	0	0	0	0	1	3	3	1	3	3	0	14	54		
601019	Winchester	Signal Upgrades at 4 Locations			N	4	4	6	2	2	0	18	1	1	0	0	4	2	8	3	0	2	2	4	11	1	1	4	2	1	9	0	0	0	0	0	2	2	0	1	0	0	0	5	51		
604923	Swampscott	Humphrey Street and Salem Street			N	4	0	0	0	2	0	6	3	3	1	0	3	3	13	0	0	3	3	2	1	9	1	3	1	2	2	9	0	0	0	0	0	0	1	3	3	1	3	3	0	14	51
605721	Weymouth	Middle Street/Libbey Industrial Parkway/Tara Drive			N	4	6	6	2	0	0	18	1	1	1	0	2	2	7	0	0	3	3	6	12	1	1	0	1	0	3	0	0	0	0	0	1	3	3	1	0	3	0	11	51		
606002	Duxbury	SIGNAL INSTALLATION @ ROUTE 3 (NB & SB) RAMPS & ROUTE			N	0	6	6	2	0	6	20	0	0	0	0	0	0	3	2	3	3	6	17	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3	3	1	0	3	0	13	50	
604697	Marlborough	Farm Road			N	6	4	6	4	0	0	20	1	1	1	0	2	2	7	0	0	2	2	2	6	1	1	0	0	1	3	0	0	0	0	0	1	3	3	1	2	3	0	13	49		
601607	Hull	Atlantic Avenue			N	6	0	0	0	0	0	6	3	3	2	0	2	3	13	0	0	0	0	2	2	3	3	0	3	4	13	0	0	0	0	1	2	1	3	2	1	1	3	0	14	48	
605743	Ipswich	Reconstruction of Central and South Main Streets			N	0	0	0	2	4	0	6	2	2	1	0	4	2	11	2	0	2	2	2	8	3	3	0	2	2	10	0	0	0	0	1	2	1	1	1	1	2	3	0	12	47	
605857	Norwood	Route One and University Avenue			N	6	4	6	4	2	0	22	0	0	0	0	0	0	2	0	3	3	4	12	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	0	3	0	9	43		
604811	Marlborough	East Main Street			N	0	0	0	4	2	0	6	1	1	1	0	2	2	7	3	2	2	2	2	11	1	1	0	0	1	3	0	0	0	0	1	1	2	1	1	1	2	3	0	12	39	
6																																															

Public Comments for Development of the Boston Region MPO FFYs 2012 - 2015 Transportation Improvement Program

NAME	AFFILIATION	EMAIL	FEEDBACK	DATE
Bob Nadeau	Town of Maynard		Supports the ARRT and modifying the project evaluation to reflect project benefits. It is a high priority of the communities of Acton and Maynard. It will have big benefits for livability and mobility. Maynard has a downtown overlay district that has increased residential units. Residents will have great access to the trail. The trail could reduce auto traffic in the downtown and boost bike and pedestrian traffic; economic benefits would result.	
Gary Nicksa, Vice President for Operations	Boston University		Boston University strongly supports the Commonwealth Avenue Phase 2A Project. It extends improvements from Kenmore Square past the BU Bridge to Alcorn St. It would provide much needed safety improvements for all modes and enhance the streetscape.	3/28/11
Suzanne Kennedy, Town Administrator	Town of Medway		Provides an update on and detailed description of progress in the design of the Route 109 Reconstruction Project. They have selected a design consultant. This shows their strong commitment to manage the project in a manner consistent with MassDOT procedures.	4/7/11
Melissa A. Hoffer, Esq	Conservation Law Foundation		Supports MassDOT's GreenDOT policy directive. CLF is strongly interested in plans for GHG emission accounting in transportation planning. CLF wants the TIP to show how it is consistent with the GHG reduction targets. CLF, the Environmental League of Massachusetts and WalkBoston have formed the Transportation for Massachusetts (T4MA) Coalition. T4MA representatives are seeking information on how the MPO is planning to comply with GreenDOT requirements and want to work with MassDOT to advance the program. The Climate Plan requires LRTPs to address the plan's sustainability goals and plan for reducing GHG emissions and TIPs to be consistent with the GHG reduction targets. GHG emissions analyses, healthy transportation options and smart growth impacts should be considered in project programming. CLF supports balancing highway expansion with smart growth, public transit, walking and bicycling and improvements in transportation system efficiencies. CLF asks: How will GHG emissions be quantified? Which agency will be responsible for this? How will MassDOT ensure consistency in quantification? What methods, metrics and protocols will be used?	4/12/11

Public Comments for Development of the Boston Region MPO FFYs 2012 - 2015 Transportation Improvement Program

NAME	AFFILIATION	EMAIL	FEEDBACK	DATE
Steven A. Tolman, State Senator; William N. Brownsberger, State Representative; Ralph Jones, Chair, Belmont Board of Selectmen; Mark Paolillo, Vice-Chair, Belmont Board of Selectmen; Angelo Firenze, Belmont Board of Selectmen	State Senate, House of Representatives, and Belmont Board of Selectmen		Support the Belmont Trapelo Road Corridor Project and ask that it be programmed in the 2015 element (or earlier) of the upcoming TIP and in the LRTP. The project design, all issues, and right of way could be ready in FFY 2013. They appreciate the anticipated approval of additional design funds for the project and the recognition of its regional significance in the LRTP (highlighted in the Northwest Corridor chapter). Belmont has spent \$2.5 million on the project (for design and water pipes) and National Grid has installed gas lines in advance of the project.	5/2/11
Patrick McMahon, Vice President	Simpson Housing, LLLP		Supports the Causeway Street Reconstruction Project. Simpson Housing will build 286 rental apartment homes and retail space in the Bullfinch Triangle. The Causeway Street Reconstruction Project will transform Causeway Street, make it pedestrian-oriented and make a dynamic, mixed-use neighborhood. The project will support the viability and livability of the area, and improve safety, mobility, and accessibility.	5/3/11
Michelle Ciccolo, Chair	MAGIC		Asks that the MPO fully fund the Crosby's Corner project in the FFYs 2012 - 2015 TIP. MAGIC supports the TIP Amendments 2 and 3 to the FFY 2011 element because the group understands that the project is not ready to fully use the amount programmed for FFY 2011. Crosby's Corner is MAGIC's top priority highway project; it is critical to the regional transportation network. It would improve safety, mobility and air quality as well as addressing drainage and flooding problems in the Route 2 corridor. It is a model of regional collaboration. They expect construction to begin in September 2011.	5/11/11
Lori A. Ahrllich	State Representative		Strongly supports the roadway reconstruction project (ID 604923) along Humphrey Road, from Atlantic Avenue to the Marblehead town line, and on Salem Street, in Swampscott. The project is vital for both Swampscott and Marblehead. It is: a heavily used commuter road that also carries MBTA buses; in great need of repair; ranked #20 in TIP evaluations.	5/19/11

Public Comments for Development of the Boston Region MPO FFYs 2012 - 2015 Transportation Improvement Program

NAME	AFFILIATION	EMAIL	FEEDBACK	DATE
The Honorable Michael E. Capuano	House of Representatives, Congress of the United States		Asks that the Green Line Commonwealth Avenue Improvement project (redesigning the Green Line B stops from Kenmore Square through the BU campus) be included in the FFYs 2012 – 2015 TIP. It is an important pedestrian safety project and will have important quality of life benefits. He has provided an earmark for the project.	5/24/11
Roland Bartl, AICP, Planning Director	Town of Acton		Is concerned that the ARRT is not in the staff recommendation for the FFYs 2012 – 2015 TIP (and is also worried that it will not be in the LRTP). The project has \$615,451 remaining in HPP funds for design; this must be programmed in the TIP and construction within the next 10 years in the LRTP. If not programmed in the TIP and LRTP, the earmark may be lost and the Stow section possibly never designed. The Stow portion is proceeding and should move forward with the Acton/Maynard section. (The remainder portion of the earmark was mistakenly taken out of the FFY 2011 element of the FFYs 2011 – 2014 TIP when staff believed the design funds for the whole project had been committed.) Acton will request that the remaining earmark funds for the design of the Stow segment be programmed in the FFY 2012 element of the upcoming TIP.	5/31/11
Mary Ellen Lannon, Acting Town Manager	Town of Winchester		Supports the identification of funding for the Intersection improvements at four location project and the Tri-Community Bikeway. The intersection improvement project is a significant safety concern for the town with an average of 8.2 accidents a year occurring at the Cambridge at Church/High St location alone. The Tri-Community Bikeway would connect three communities with over 6 miles of shared-use path and will connect to both the Winchester Center and Wedgemere Commuter Rail Stations.	6/1/11
Michael J. Sullivan, Town Administrator	Town of Maynard		Supports funding for the ARRT. It is vitally important for its economic, recreational, and transportation benefits. He thinks there is a civic contract between the MPO and the citizens of the region to complete the project. Residents of the area have been patiently waiting for funding. The town is thankful to be considered for funding.	6/3/11
Gino Carlucci, Chair	SouthWest Advisory Planning Committee (SWAP)		Expresses thanks for the continued funding of the Route 16 Traffic Signal Improvements in Milford, East Central/Main (Route 140) in downtown Franklin. Would ask that funding be identified for: Route 109 in Medway; Route 1A/I-495 slip ramps, Taunton Street and Congestion Mitigation – Rtes. 1A, 140, Common, David Brown and Bank Streets in Wrentham; Pleasant Street, Lincoln Street and Main Street in Franklin; Main Street Traffic Improvements and the School Street/W. Main Street Intersection in Hopkinton; and Veteran's Memorial Drive Extension in Milford	6/3/11
Joseph Stigliani, DPW Director	Town of Hull		Appreciates the fiscal constraint issue in the FFYs 2012-15 TIP and would like to request that the Atlantic Ave project in Hull and requests that the project be included in the first tier list of projects.	6/6/11

FFYs 2012-15 Staff Recommendation

Hayes Morrison, Boston Region MPO
June 9, 2011



Boston Region Metropolitan Planning Organization

FFYs 2012-15 TIP Development

At the December 2, 2010 meeting, MPO staff presented ideas for addressing the request by the TPPC to “redo” the TIP Development Process.

The decision was made to not have “TIP Days” and to have staff recommend a FFYs 2012-15 and first tier list of projects.

The MPO received funding requests for 138 projects. Of those 42 were designed to a point where staff could do a full evaluation and 29 received partial evaluations. These evaluations are posted on our website and are provided for you, listed in descending order by total score.



FFYs 2012-15 TIP Development

Project Prioritization Factors:

- Evaluation against the TIP Criteria. The TIP criteria and the corresponding evaluations are reflective of the visions and policies adopted by the Boston Region Metropolitan Planning Organization (MPO) on April 22, 2010.
- Readiness factors (to include all permitting). Deference will be given to MassDOT – Highway Division staff on this factor.
- Long Range Transportation Plan (Paths to a Sustainable Region – 2035) implementation.
- Geographic Equity.

FFYs 2011 – 15 TIP Target Projects

Municipality	Project #	Project Name	2011	2012	2013	2014	2015	Total Target Funds Programmed	Other Funds (Including Federally Legislated Funds)	Total in TIP	Project Cost Estimate
Boston Region	456661	Clean Air and Mobility Program	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$3,000,000			\$11,000,000	
Concord & Lincoln	602984	Route 2 (Crosby's Corner)	\$6,316,197	\$16,596,710	\$10,696,710	\$12,326,710	\$22,253,710	\$68,190,037		\$68,190,037	\$68,189,830
Milford	606142	Route 16 Intersection Improvements	\$3,500,000					\$3,500,000		\$3,500,000	\$3,500,000
Somerville		Assembly Square Flex to Transit	\$12,500,000					\$12,500,000		\$12,500,000	\$12,500,000
Canton, Randolph & Westwood	087800	Route 128 Improvement Program Contract 3	\$3,330,000					\$3,330,000		\$3,330,000	
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4	\$14,670,000	\$9,000,000	\$9,000,000	\$5,000,000		\$37,670,000		\$37,670,000	
Needham & Wellesley	603711	Route 128 Improvement Program Contract 5		\$13,700,000	\$28,000,000	\$30,000,000	\$30,000,000	\$101,700,000		\$101,700,000	
Hudson	604812	Route 85	\$10,814,480					\$10,814,480		\$10,814,480	\$10,814,480
Marshfield	604915	Route 139	\$5,682,660					\$5,682,660		\$5,682,660	\$5,682,660
Ipswich	604945	North Green Improvements (Construction)	\$1,076,235					\$1,076,235		\$1,076,235	\$1,076,235
Arlington	604687	Massachusetts Ave		\$3,548,404				\$3,548,404	\$2,196,996	\$5,745,400	\$5,745,400
Belmont	604688	Trapelo Road		\$14,591,678							\$14,591,678
Cambridge	605188	Cambridge Common (Construction)		\$1,000,000				\$1,000,000	\$1,124,874	\$2,124,874	\$3,479,310
Somerville	604331	Community Path, phase 1		\$690,000				\$690,000	\$1,012,389	\$1,702,389	\$1,676,740
Weymouth	601630	Route 18			\$8,820,000	\$7,650,000		\$16,470,000	\$14,933,980	\$31,403,980	\$31,349,250
Somerville	601820	Beacon Street			\$1,319,690			\$1,319,690	\$2,580,310	\$3,900,000	\$3,900,000
Boston	604761	South Bay Harbor Trail (Construction)				\$3,850,000		\$3,850,000		\$3,850,000	\$3,850,000
Lynn	602094	Route 129 (Broadway)					\$4,600,000	\$4,600,000		\$4,600,000	\$4,556,670
Total Committed Regional Discretionary Funds:			\$59,889,572	\$61,126,792	\$59,836,400	\$60,826,710	\$59,853,710				
Total:								\$301,533,184			
Total Available Regional Discretionary Funds:			\$59,897,183	\$61,134,400	\$59,825,453	\$60,820,240	\$60,560,026	\$302,237,302			
Total Potential Major Infrastructure Funds:								\$69,929,000			
Available Regional Discretionary Funds:								\$704,118			
Available Regional Discretionary and Major Infrastructure Funds:								\$70,633,118			



Municipality	Project #	Project Name	2011	2012	2013	2014	2015	Total Target Funds Programmed	Other Funds (Including Federally Legislated Funds)	Total in TIP	Project Cost Estimate
Boston Region	456661	Clean Air and Mobility Program	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$3,000,000			\$11,000,000	
Concord & Lincoln	602984	Route 2 (Crosby's Corner)	\$6,316,197	\$16,596,710	\$10,696,710	\$12,326,710	\$22,253,710	\$68,190,037		\$68,190,037	\$68,189,830
Milford	606142	Route 16 Intersection Improvements	\$3,500,000					\$3,500,000		\$3,500,000	\$3,500,000
Somerville		Assembly Square Flex to Transit	\$12,500,000					\$12,500,000		\$12,500,000	\$12,500,000
Canton, Randolph & Westwood	087800	Route 128 Improvement Program Contract 3	\$3,330,000					\$3,330,000		\$3,330,000	
Dedham, Needham & Westwood	603206	Route 128 Improvement Program Contract 4	\$14,670,000	\$9,000,000	\$9,000,000	\$5,000,000		\$37,670,000		\$37,670,000	
Needham & Wellesley	603711	Route 128 Improvement Program Contract 5		\$13,700,000	\$28,000,000	\$30,000,000	\$30,000,000	\$101,700,000		\$101,700,000	
Hudson	604812	Route 85	\$10,814,480					\$10,814,480		\$10,814,480	\$10,814,480
Marshfield	604915	Route 139	\$5,682,660					\$5,682,660		\$5,682,660	\$5,682,660
Ipswich	604945	North Green Improvements (Construction)	\$1,076,235					\$1,076,235		\$1,076,235	\$1,076,235
Arlington	604687	Massachusetts Ave		\$3,548,404				\$3,548,404	\$2,196,996	\$5,745,400	\$5,745,400
Belmont	604688	Trapelo Road		\$14,591,678							\$14,591,678
Cambridge	605188	Cambridge Common (Construction)		\$1,000,000				\$1,000,000	\$1,124,874	\$2,124,874	\$3,479,310
Somerville	604331	Community Path, phase 1		\$690,000				\$690,000	\$1,012,389	\$1,702,389	\$1,676,740
Weymouth	601630	Route 18			\$8,820,000	\$7,650,000		\$16,470,000	\$14,933,980	\$31,403,980	\$31,349,250
Somerville	601820	Beacon Street			\$1,319,690			\$1,319,690	\$2,580,310	\$3,900,000	\$3,900,000
Boston	604761	South Bay Harbor Trail (Construction)				\$3,850,000		\$3,850,000		\$3,850,000	\$3,850,000
Lynn	602094	Route 129 (Broadway)					\$4,600,000	\$4,600,000		\$4,600,000	\$4,556,670

Total Committed Regional Discretionary Funds:	\$59,889,572	\$61,126,792	\$59,836,400	\$60,826,710	\$59,853,710	\$301,533,184
Total:						
Total Available Regional Discretionary Funds:	\$59,897,183	\$61,134,400	\$59,825,453	\$60,820,240	\$60,560,026	\$302,237,302
Total Potential Major Infrastructure Funds:						\$69,929,000
Available Regional Discretionary Funds:						\$704,118
Available Regional Discretionary and Major Infrastructure Funds:						\$774,047



Blue = New



Green = New TIP Year

FFYs 2012 – 15 TIP Staff Recommendation

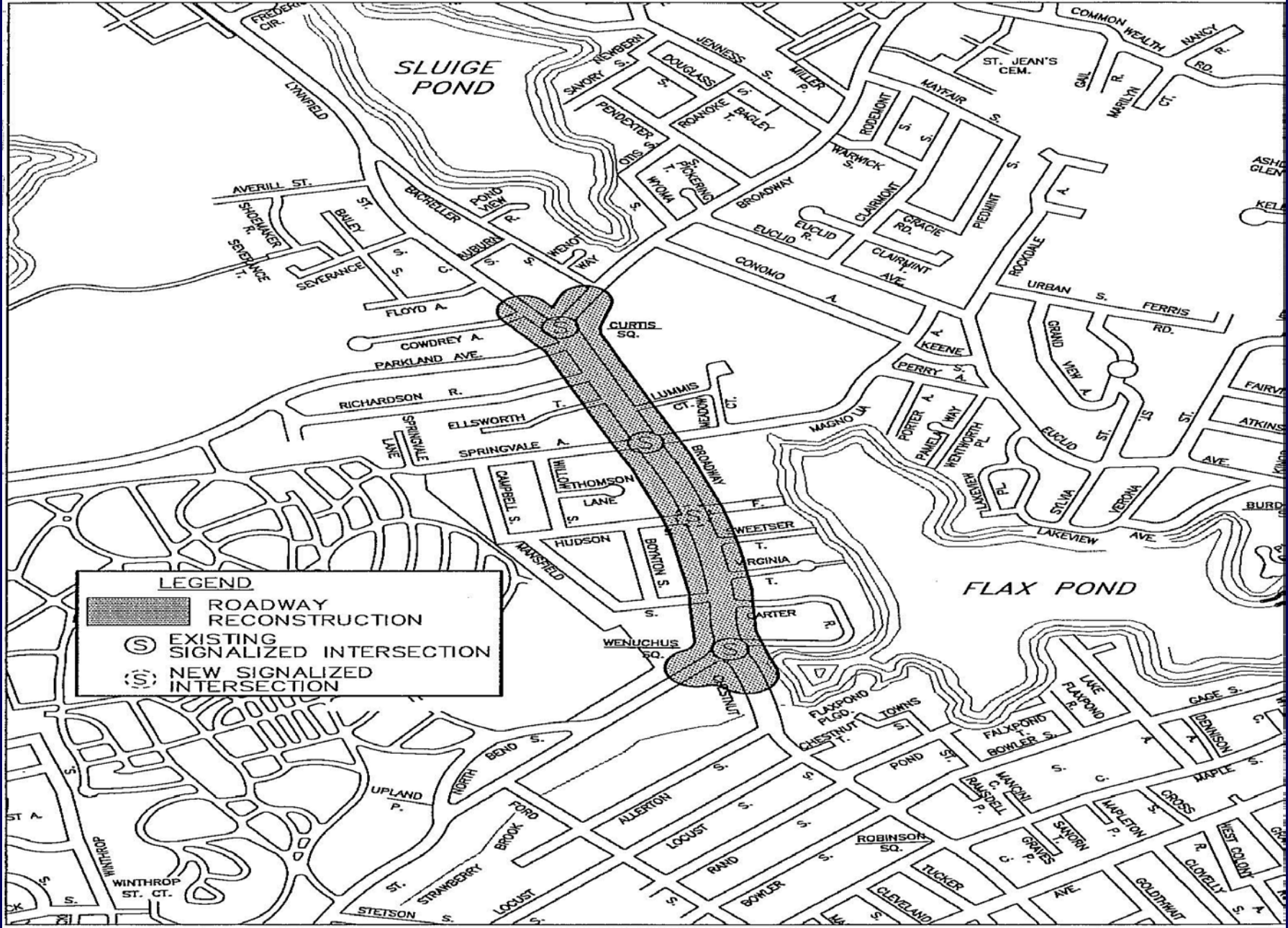
There are two new projects in the Staff Recommendation

- **Trapelo Road in Belmont**

This project was the most highly evaluated this year and has been a plan project.

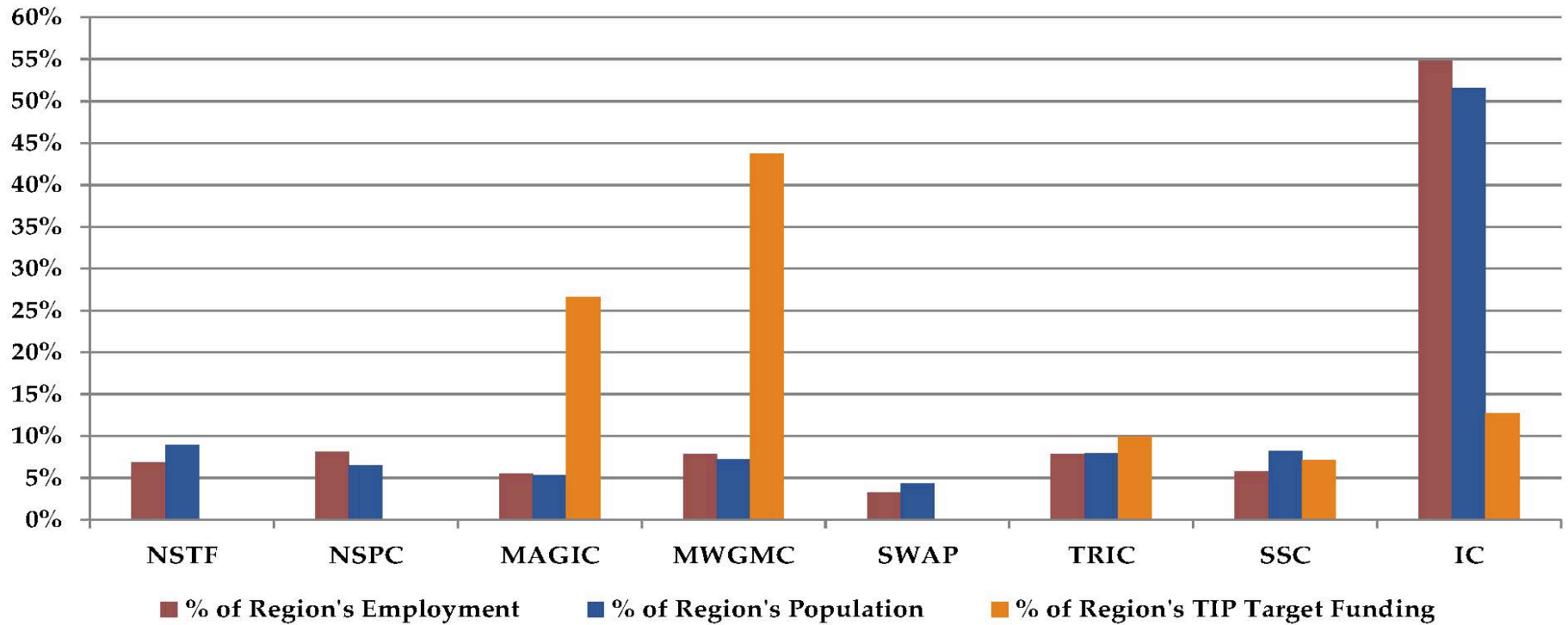
- **Route 129 (Broadway) in Lynn**

There were only approximately \$5M in funds available in 2015. This project was tied for fifth in the evaluations and was in a subregion/corridor that was underrepresented in the Staff Recommendation.



The Subregions

Proposed FFYs 2012-15 TIP Target Funding by Subregion

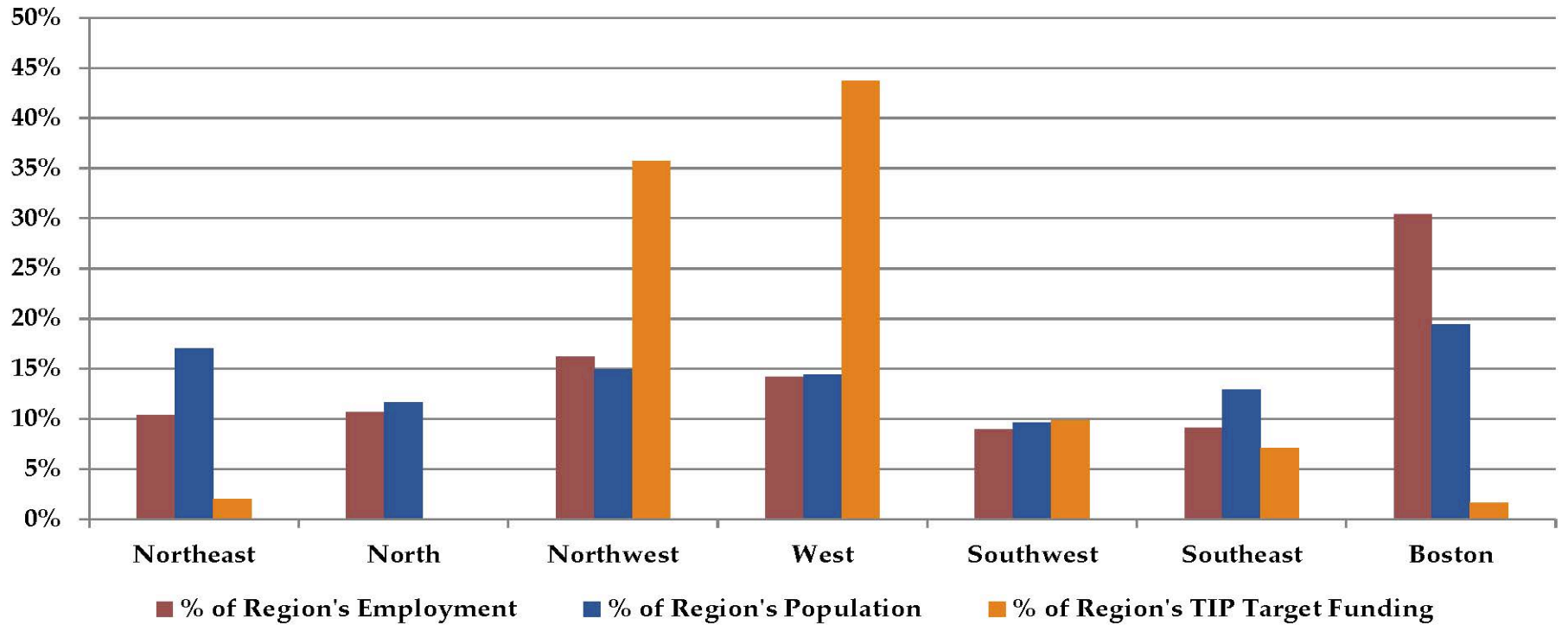


* Based on Staff Recommendation for TIP Targets ONLY. Population and Employment are 2009 projections.



The Corridors

Proposed FFYs 2012-15 TIP Target Funding by Corridor

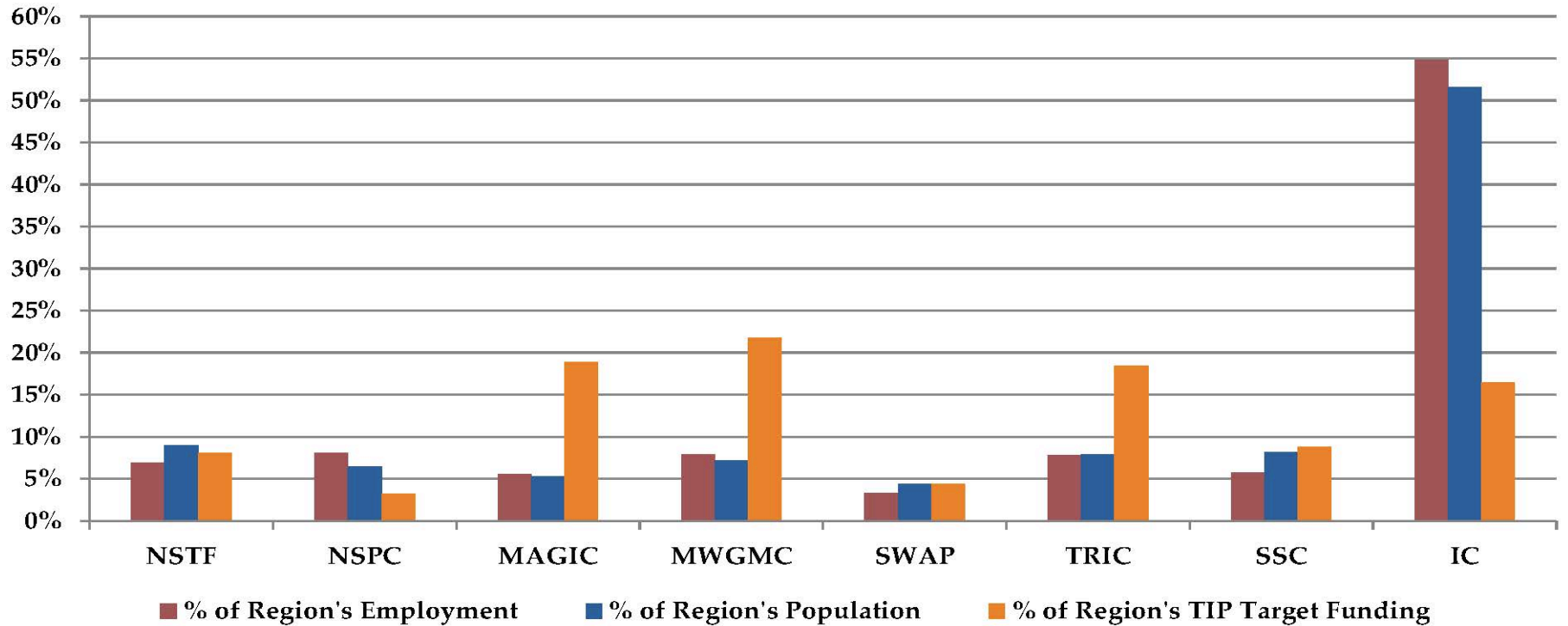


* Based on Staff Recommendation for TIP Targets ONLY. Population and Employment are 2009 projections.



The Subregions

Proposed FFYs 2008-15 TIP Target Funding by Subregion

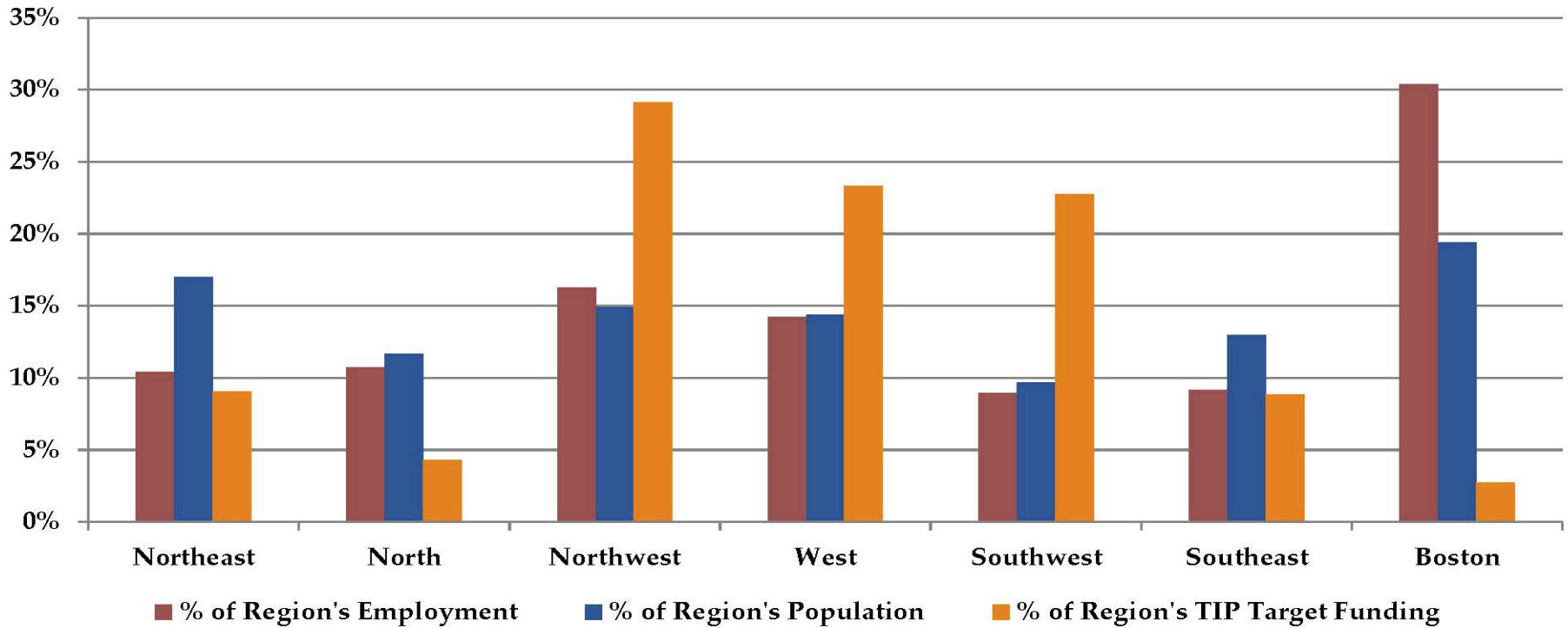


* Based on Staff Recommendation for TIP Targets ONLY. Population and Employment are 2009 projections.



The Corridors

Proposed FFYs 2008-15 TIP Target Funding by Corridor



* Based on Staff Recommendation for TIP Targets ONLY. Population and Employment are 2009 projections.



FFYs 2012 – 15 TIP Staff Recommendation

In this Staff Recommendation, the MPO will be funding the construction of:

- 10 miles of additional or improved on-road bike facilities
- 10 miles of additional or improved sidewalks
- 4 miles of new trails
- 30 improved intersections
- 7 of the top 200 crash locations in the Commonwealth
- 70 lane miles of improved pavement condition

FFYs 2012 – 15 TIP First Tier List of Projects

Staff would recommend, given that this is the first year of this process, that the First Tier List be approximately \$60M worth of capital investment.

This would give proponents the opportunity to address evaluation deficiencies and the MPO flexibility next year when some of those deficiencies have been addressed.

FFYs 2012 – 15 TIP First Tier List of Projects

Project Number	Municipality(s)	Project Name	Project Cost	Project Evaluation Rank
604688	Belmont, Watertown	Trapelo Road	\$14,591,678	#1, 98 points
606284	Boston	Improvements to Commonwealth Ave, phase 2	\$11,507,814	#2, 93 points
605110	Brookline	Gateway East	\$4,350,000	#3, 79 points
605146	Salem	Canal Street	\$6,600,000	#3, 79 points
600220	Beverly	Route 1A (Rantoul Street)	\$15,143,094	#5, 77 points
602094	Lynn	Route 129 (Broadway)	\$4,600,000	#5, 77 points
605034	Natick	Route 27 (North Main Street)	\$10,129,579	#7, 74 points
29492	Bedford, Billerica, Burlington	Middlesex Turnpike Improvement Project, phase 3	\$19,200,000	#8, 73 points
			Total: \$66,930,487	

In Staff Recommendation - not included in total



Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects - June 8, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Resa Blatman and Stefan Cooke	Somerville residents	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction.	6/7/2011
Richard C. Walker III	Federal Reserve Bank of Boston	The Federal Reserve Bank supports the Silver Line Phase 3 and T Under D projects. These projects can make a real difference in the continued success of the emerging South Boston Waterfront, in the revitalization of Dudley Square, and in better meeting the job and transportation needs of Boston and Greater Boston residents.	6/6/2011
Alex and Ami Feldman	Somerville residents	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction. This will link a network of paths, help reduce car usage, encourage people to exercise, and build community.	6/5/2011
Winfred Kathy Martin and David L. Johnson	Somerville residents	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction.	6/3/2011
Shoshana Gourdin	Somerville resident	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP in the same timeframe as the Green Line Extension.	6/3/2011
David B. Clarke		Supports the Bruce Freeman Rail Trail, Phase 2 in the FFY 2016-20 timeband of the LRTP. It is important to him as a biker who will use the trail for local transportation instead of using a car.	6/3/2011
Tara Urspruch		Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	6/2/2011
John Kyper	Sierra Club, Massachusetts Chapter	The Sierra Club supports the Green Line Extension to Route 16 and is dismayed that the MPO is considering dropping the final link of the extension, thereby permanently terminating the Green Line at College Avenue. A terminus at Route 16 is better suited to serve motorists driving from suburban communities, than is the College Avenue station, which would be accessed by foot or bus primarily. The extension to Route 16 is critical for the entire metropolitan region. If it is to become a success in enhancing the urban fabric by providing alternatives to the private automobile, it must be well-designed and -built from the start.	6/2/2011
Rick Kaufman		Supports the Green Line Extension to Route 16.	6/2/2011
Linda Given	Somerville resident	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction. The path will improve the quality of life, encourage exercise and recreation, and provide access to Boston.	6/2/2011
Marc Gabriel	Somerville resident	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction.	6/2/2011
Keith Fallon		Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	6/2/2011
Robert Cowherd		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT, and references the bicycle safety aspect of the project. Proper infrastructure engineering is important for determining whether or not we travel by car or bicycle. People will reject the bicycle as a viable transportation alternative if there is not a safe, interconnected system for bicyclists.	6/2/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects - June 8, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Susanna Barry	Somerville resident	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction.	6/2/2011
Mayor Michael McGlynn	Medford Mayor	Supports the Green Line Extension to Route 16. The mayor has requested over the years that the state define its proposed extension of the Green Line, analyze possible impacts, identify transit development opportunities while creating a plan to protect and preserve residential neighborhoods. It is premature to eliminate funding for the study while the MAPC Land Use Study is not complete. Supports preservation of residential neighborhoods in the Hillside while identifying opportunities for the expansion of the commercial tax base and creation of jobs. The Walkling Court housing development could benefit from a public/private partnership to improve living conditions for seniors and providing a mix of uses. The redevelopment of the Whole Food's property should be evaluated to explore mixed use transit oriented opportunities.	6/1/2011
Jared Ingersoll	Medford resident	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16. The proximity of this station to several environmental justice communities in Medford and Somerville makes the location at Rt. 16 and Boston Avenue essential for providing quality transportation to this neighborhood. The terminus at College Avenue does not fulfill the Commonwealth's requirement to serve the neighborhood of Medford Hillside. Extending the line all the way to Mystic Valley Parkway will provide the best environmental benefits and will insure Massachusetts meets the requirements of the Clean Air Act. Not meeting this puts millions of dollars in federal highway money in jeopardy.	6/1/2011
Loren Barcus	Somerville resident	Supports the Green Line Extension to Route 16. To not do this is short-sighted and not in the best interest of Medford, Somerville, or the Boston region.	6/1/2011
Enrique Tamayo		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. Encouraging more bicycling needs to happen to address issues of obesity, energy, etc. Neighborhood connections to the MBTA stations will generate more users and economic development which will benefit the surrounding communities of Cambridge and Somerville and set a positive civic example.	6/1/2011
Nicole Stewart	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
Ivey St. John	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. Charlestown was promised a redesigned Rutherford Avenue and Sullivan Square once the Big Dig was done, and the current plan meets that promise and will end Charlestown's role as a regional commuter route.	6/1/2011
Matt Porter		Supports the Rutherford Avenue project.	6/1/2011
Sean Nyhan	Charlestown Resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. Supports changing Rutherford Avenue from the current highway to a neighborhood boulevard, and adding green space and a bike path.	6/1/2011
Kate Namous		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. The project will improve neighborhood connections to the MBTA and give Charlestown better links to Cambridge, Somerville, and Everett.	6/1/2011
Andre Leroux	Massachusetts Smarth Growth Alliance	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction. This is a rare opportunity to transform connections across the region and turn a largely recreational trail system into a more functional one, safe and viable for commuters. Also supports the Green Line Extension to Route 16.	6/1/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects - June 8, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Paul Morgan	Somerville resident	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction. The path will increase ridership on the Green Line. Many who would otherwise drive will use the path to commute to Boston. Air quality issues in the community and region are serious and without a change in thinking and leadership they are not going to get better.	6/1/2011
Janet C. Miller	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. The area is a blight on the neighborhood and hazardous, especially for bicyclists and pedestrians.	6/1/2011
William Messenger	Belmont resident	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction. The streets in this corridor are not safe for bicyclists. All people in the Greater Boston area would benefit from reduced auto traffic, lower health care costs, and improved air quality if the route were attractive, safe, and direct for bicycles.	6/1/2011
Darlene and Brian Matthews	Somerville residents	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction. The path will benefit tourists and the local community by reducing pollution and traffic, as well as by encouraging physical activity, safe non-motorized vehicle travel, and a lifestyle that supports local businesses by putting the consumers near the markets.	6/1/2011
Sandra and Kevin Kelley	Charlestown residents	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. It will improve neighborhood connections to the MBTA stations and improve the surrounding communities of Cambridge and Somerville.	6/1/2011
Frank Hall	Everett resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. Would like to see more bike friendly roadways.	6/1/2011
Diana E. Gilchrist	Somerville resident	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction. The path will allow her to bike, walk, or take the T to work, and it will improve quality of life and increase property values.	6/1/2011
Marji Gere	Somerville resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. Supports connecting the new bicycle lanes on Washington Street in Somerville to the planned bicycle lanes in Charlestown.	6/1/2011
Sarah Freeman	Arborway Coalition	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. The Arborway Coalition supports improving neighborhood connections to MBTA stations throughout the region, and it promotes safety for all users: pedestrians, bicyclists, motorists, and residents.	6/1/2011
Rep. Carolyn C. Dykema	State Representative	Supports the Route 126/135 Grade Separation project in Framingham in the LRTP. It is important for five MetroWest Communities. Reliance on rail service is expected to increase given the significant economic activity in the region and the impending purchase of the rail line from CSX. The ability to meet this increased need will be constrained without a plan for addressing the longstanding concerns at the 126/135 intersection. Public safety at the intersection is also a concern. There is a high accident rate there which will only grow as rail service is increased.	6/1/2011
Kristine Daniel		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects - June 8, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Regina Capozzi	Sotheby's Realty	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. It is important for the safety and well being of residents (the rotary is dangerous), would provide neighborhood access to MBTA stations, and improve the surrounding communities of Cambridge and Somerville.	6/1/2011
Maureen Barillaro	Somerville Climate Action	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. It is important for neighborhood connections to the MBTA stations and improving surrounding communities of Cambridge and Somerville. The future of transportation depends on low energy, high volume transport in urban environments.	6/1/2011
Emile Baker	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. Would like more trees and better landscaping to decrease the noise on Rutherford Avenue.	6/1/2011
Rebecca Albrecht		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
Roland Bartl	Town of Acton	Requests programming of construction funding for the Assabet River Rail Trail in the LRTP which will allow access to a federal HPP earmark. Alternatively, the MPO should find another way or formula with the FHWA that will allow the ARRT communities to access the HPP earmark.	5/31/2011
Jennifer Truong	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. The redesign of this area is vital to improve pedestrian and cyclist safety, improve access to public transportation and green space, and to cope with traffic volumes and speeds.	6/1/2011
Aaron Spransy	Brighton resident	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction.	6/1/2011
Brad Simas		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
Joanne Samuelson		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. Also supports the Green Line Extension to Union Square and neighborhood connections to MBTA stations.	6/1/2011
Mark Rosenshein	Chairman, Charlestown Neighborhood Council Development Committee	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. The Charlestown Neighborhood Council endorses the design concept. The community supports the improvements for pedestrian access, traffic flow management, reintegration of the MBTA stations with the community, a regional bike path, and increased community connectivity.	6/1/2011
Joe Rapoza		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
Daniel Pugatch	Somerville resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. The Sullivan Square rotary is dangerous. Suggests a footbridge for providing safer access for bicyclist and pedestrians around that location.	6/1/2011
Tanya Paglia	Somerville resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
Lorna Murphy		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. It will improve the appeal of Charlestown, Somerville, and Cambridge. With improvements being made off Middlesex Avenue, it is critical that Rutherford Avenue and Sullivan Square be able to handle the increase in traffic and keep up with the look and feel of the area.	6/1/2011
Tim Maimone	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
Bob Kindel	Somerville resident	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction. The Path will provide a safe way for students to get to school, tie together neighborhoods, provide commuting options, mitigate congestion, and increase MBTA ridership.	6/1/2011
Cynthia Gillham	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
Peter G. Furth		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. This dangerous site can be transformed into a transit-oriented development, a safer arterial, and linear path with bike paths.	6/1/2011
Chandler Blake	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. Supports continued bike improvements in Boston.	6/1/2011
Bathsheba Grossman	Somerville resident	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction.	6/1/2011
Steven Ozer	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. This is vital to make the gateway to Boston more attractive and accessible. It would improve alternative transportation options.	6/1/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects - June 8, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Christopher Collier	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. These projects will enhance community and business development in Charlestown, Cambridge, and Somerville, improve access to the MBTA Orange Line, encourage multimodal transportation, and improve regional equity by benefitting the residents of the Mishawum Park housing development.	6/1/2011
Robert teDuits		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
Carl Jahn	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
Nathan Blanchet	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. Reconstruction is needed for safety, traffic flow efficiency, and neighborhood-friendly economic development.	6/1/2011
Tai Dinnan	Somerville resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
Wendy Landman	Executive Director, WalkBoston	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. Would provide greatly improved multi-modal transportation options to residents and employees of nearby Boston, Somerville, and Cambridge neighborhoods.	6/1/2011
George Ulrich		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. On behalf of the Boston Cyclists Union and Rozzie Bikes, supports the neighborhood connections to the MBTA stations and improvements to surrounding communities.	6/1/2011
Holger Zwickau	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
Jurgen Weiss	Somerville resident	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction. Creating a cycling infrastructure will have a tremendous positive impact on the energy footprint of the region.	6/1/2011
Kristin Valdmanis	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
Noel Twigg		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. It is an important link for the surrounding neighborhoods and much used by bikers, pedestrians, and those accessing MBTA stations.	6/1/2011
Brian Thomas		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
Annette Tecce	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. These roadways are hazardous for pedestrians, bicyclists, and cars.	6/1/2011
Daniel Shugrue		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
Gerald Robbins	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. It is critical to providing bicycle and pedestrian access to Sullivan Square Station and other parts of Boston, Somerville and Cambridge. It will improve traffic flow, especially when Assembly Square is realized.	6/1/2011
Anthony Reidy	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. These projects will complete the transformation of Charlestown and prepare the way to link it to Assembly Square in a seamless beautification of the neighborhoods. It will make a proper entry to the city for people coming off I-93 or Route 99.	6/1/2011
Louise Ambler Osborn	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. The Sullivan Square rotary is dangerous for drivers, bicyclists and pedestrians.	6/1/2011
Sarah Newlin	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. It is vital to the continued improvement of residential neighborhoods of Charlestown, Cambridge, and Somerville, and it will improve safety.	6/1/2011
Cory Mian	Somerville resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. This corridor is a major connector for the region. It has suffered from under-investment and is in need of state resources. The surrounding area is ripe for development.	6/1/2011
Nicholas Mian	Somerville resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. This area of Boston has untapped development potential.	6/1/2011
Kateri McGuinness	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. It will improve connections to MBTA stations and enhance quality of life in surrounding communities.	6/1/2011
Anthony A. McGuinness		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. It will create connections to the MBTA at Sullivan Square and Community College making the MBTA more accessible.	6/1/2011
Linda Lintz		Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction.	6/1/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects - June 8, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Liz and Chuck Levin	Charlestown residents	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. Improvements would provide good vehicular, transit, bicycle, and walking access to Charlestown, and more open space. MBTA stations are currently difficult to access.	6/1/2011
Nate Leskovic		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
William Lamb	Chair, Design Review Committee, Charlestown Preservation Society	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. The project would improve traffic flow, pedestrian safety, access to MBTA stations, and the regional bicycle network.	6/1/2011
Cindy Kimball		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
Kate Kennen	Co-Chair, Friends of Sullivan Square	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. Improvements would provide alternate modes of transportation, increased access to the MBTA, and new green space. It will benefit Somerville, Cambridge, and Everett.	6/1/2011
Doug and Leigh Hurd	Charlestown residents	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. Ideally it will include neighborhood connections to MBTA stations and improving the surrounding areas of Cambridge and Somerville.	6/1/2011
Burton Holmes	Somerville resident	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction.	6/1/2011
Justin Hildebrandt	Somerville resident	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction.	6/1/2011
Alex Gershaw	Malden resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. It is an important corridor for travel to and from Boston, Charlestown, Somerville and Everett. The state should soon renovate the Alford Street Bridge on Route 99 in Everett and resurface Route 99 and Beacham Street in Everett. The Rutherford/Sullivan improvements will dovetail with these projects.	6/1/2011
Karen and Justin Ferguson	Charlestown residents	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. Current traffic patterns in the area area untenable and it is dangerous to cross the rotary on foot.	6/1/2011
Jeanine Jenks Farley	Somerville resident	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP in the same time frame as the Green Line Extension. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction.	6/1/2011
Glen Fant and Anne-Marie Wayne	Medford residents	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP in the same time frame as the Green Line Extension. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction. The Path will add to the commercial benefits of the Green Line Extension funneling foot and bicycle traffic from as far away as Lexington.	6/1/2011
Debbie Collier	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. It will improve traffic and enhance community and business development in Charlestown, Cambridge, and Somerville, and it will improve access to MBTA Orange Line stations.	6/1/2011
Amy Branger	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. Charlestown has had to bear the brunt of Central Artery construction impacts and it's time to reclaim Rutherford for the community.	6/1/2011
Blythe Robertson and Mary Perkins	Charlestown residents	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
Jean Bourguignon	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
Ted Bach	Somerville resident	Supports full funding for construction of the Community Path from Lowell Street (Somerville) to Lechmere/Northpoint (Cambridge) in the LRTP. It makes sense to build the Path along with the Green Line Extension since both projects share infrastructure, rights-of-way, and simultaneous heavy construction. Having strong mixed mode transity will help reduce dependance on cars and increase MBTA ridership.	6/1/2011
Nancy Arents	Charlestown resident	Supports the Rutherford Avenue and Sullivan Square projects in the LRPT. The area is unsafe for pedestrians and an eyesore.	6/1/2011
Neil and Ivy Ahluwalia		Supports the Rutherford Avenue and Sullivan Square projects in the LRPT.	6/1/2011
Patrice Kastenholz	West Medford resident	Supports Green Line Extension to Route 16 and would prefer that it go farther to West Medford center.	5/31/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects - June 8, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Elizabeth Bolton	Medford resident	Supports full funding for the Green Line Extension to Route 16. It is inexcusable to leave the neighborhood beyond Tufts without subway access. Subway access is critical due to roadway congestion, air pollution, and rising fuel costs. It will make the neighborhood more vibrant.	5/31/2011
Justin Ashton	Citizen / Resident of Somerville	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/31/2011
Laura Solano	Medford Resident	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/31/2011
Judith Siegel	East Arlington Resident	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/31/2011
Conor McKenzie	Unidentified	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/31/2011
Alex Bilsky	Arlington resident	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/30/2011
R. P. Marlin	East Arlington resident	Supports Option 1 of the proposed LRTP Investment Strategies and the Green Line Extension to Route 16. Looks forward to biking to new Green Line station to reduce car use, the reduction of traffic along Route 16, the Mass. Ave. area becoming more bicycle and pedestrian friendly, seeing more businesses attracted to the area, and residential areas revitalized.	5/29/2011
John Reinhardt	Unidentified	Supports Green Line to Route 16.	5/29/2011
David von Schack	Unidentified	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/28/2011
Jeanie Tietjen	Arlington resident	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/27/2011
Chris Nitche		Supports the Green Line Extension to Route 16. The Mystic River area has existing pathways that make this a natural corridor for pedestrian and bicycle traffic. It makes sense to connect the Green Line to this corridor.	5/27/2011
Carolyn Montello		Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16. The project is a legal commitment of the Commonwealth and the hallmark of GreenDOT. It should be the centerpiece of the LRTP. This is a chance to revitalize Medford and provide sustainable transportation.	5/27/2011
John McKenna	Arlington resident	Supports the Green Line Extension to Arlington.	5/27/2011
Julie Marcal	Arlington resident	Supports Option 1 of the proposed LRTP Investment Strategies and the Green Line Extension to Route 16.	5/27/2011
Robert Lemp	Arlington resident	Supports Option 1 of the proposed LRTP Investment Strategies and the Green Line Extension to Route 16.	5/27/2011
Meryl Becker	East Arlington Resident	Supports Option 1 of the proposed LRTP Investment Strategies and Green Line Extension to Route 16.	5/27/2011
Ted A. Adams	Medford Resident	Supports Green Line to Route 16.	5/27/2011
Julia Malik	Arlington resident	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/27/2011
S. Riley Hart	Arlington resident	Supports Green Line to Route 16.	5/27/2011
Christine Gorwood	Unidentified	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/27/2011
Sarah Endo	Unidentified	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/27/2011
Kaitlyn Wong	Somerville resident	Supports the Green Line Extension to Route 16.	5/26/2011
Lynne Weiss	Medford Hillside resident	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16. The extension is vital to reachign the customer base who will benefit from the extension and cut down on traffic pollution. It will also allow more people to reduce driving by providing access to shopping and businesses located at and near Route 16.	5/26/2011
Alison Walcott	Medford resident	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16. The project is a legal commitment of the Commonwealth and the hallmark of GreenDOT. It should be the centerpiece of the LRTP.	5/26/2011
Greg Venne	West Medford resident	Supports the Green Line Extension to Route 16. This will help reduce the growing congestion of Routes 93, 16, and 60, and on the McGrath and O'Brien highway, and all secondary roads in Medford, Somerville, and Cambridge.	5/26/2011
Lawrence Sodano	Medford resident	Supports the Green Line Extension to Route 16. A station a Route 16 will connect transit to a larger population than a terminus at College Avenue, and it will draw riders from West Medford, West Somerville, and Arlington. It will relieve traffic congestion on Alewife Brook Parkway. A terminus at College Avenue would result in more traffic congestion on Boston Avenue.	5/26/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects - June 8, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Franklin J. Schlerman	Medford resident	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/26/2011
Michael Sandler	Arlington resident	Supports the Green Line Extension to Route 16.	5/26/2011
Nancy Salzer	East Arlington resident	Supports Option 1 of the proposed LRTP Investment Strategies and the Green Line Extension.	5/26/2011
Vaughan Rees	Medford resident	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/26/2011
John Murphy	Medford resident	Supports the Green Line Extension to Route 16. If resources were available, the line should go to Route 128.	5/26/2011
Jim Moodie	Medford resident	Supports the Green Line Extension to Route 16. It will provide access to more riders and prevent potential traffic gridlock if the line were to terminate at College/Boston Avenues. A long term vision is required. Keep Boston a leader in mass transit.	5/26/2011
Peter Micheli	Medford resident	Supports the Green Line Extension to Route 16. It wil reach thousands more commuters in West Medford and Arlington. It would be short-sighted not to extend the line.	5/26/2011
Nancy Lincoln	Medford resident	Supports Option 1 of the proposed LRTP Investment Strategies and the Green Line Extension to Route 16. The Extension is essential.	5/26/2011
Thomas W. Lincoln	Medford resident	Supports the Green Line Extension to Route 16. It is a legal commitment of the Commonwealth and it is an investment in a sustainable future.	5/26/2011
Michael Lambert	Medford resident	Supports Green Line Extension to Route 16. The project would make downtown Boston and Somerville accessible to Medford residents by transit and take cars off the road.	5/26/2011
Unidentified		Supports Green Line Extension to Boston Avenue in Medford.	5/26/2011
Daniel J. Jacob	Medford resident	Supports Option 1 of the proposed LRTP Investment Strategies and Green Line Extension to Route 16.	5/26/2011
John Hoppe	Arlington resident	Supports Option 1 of the proposed LRTP Investment Strategies and Green Line Extension to Route 16.	5/26/2011
Lois Grossman	Medford resident	Supports Green Line Extension to Route 16. It should be the centerpiece of the LRTP. Supports efforts toward sustainable living and movement toward mass transit.	5/26/2011
Martin Fraser	Medford resident	Supports Green Line Extension to Route 16. Benefits will include reduction in traffic, improved public safety, improved quality of life, and improvement in parking.	5/26/2011
Rev. Dorothy Emerson	West Medford resident	Supports Green Line Extension to Route 16.	5/26/2011
Erik Egbertson	Medford resident	Supports Investment Strategy 1, with Green Line Extension to Route 16. With rising gas prices, connection of neighborhoods to a subway line will be fundamental to ensure these communities thrive. State should focus on modes of transportation that are the most efficient. Light rail is a good investment. Challenges the MPO to also consider future projects to connect MBTA lines radially.	5/26/2011
Eileen de Rosas	Arlington resident	Supports Green Line Extension to Route 16. Better service to downtown Boston is needed.	5/26/2011
D. Carnevale		Opposed to funding the Gren Line Extension. Prefers that monies be used to update an repair existing infrastructure. Questions how the extension will be maintained when the MBTA is in over \$8 billion of debt.	5/26/2011
Christine Bennett	Medford resident	Opposes spending on the Green Line Extension project as Medford has subway and bus routes already. Prefers that monies be sued to repair pot holes in all major roadways, improve existing bus/train service, update trains and buses to make them more eco-friendly, and improve handicap accessibility throughout the MBTA system.	5/26/2011
Sarah Beardslee		Supports Green Line Extension to Route 16.	5/26/2011
Elisabeth Bayle	Medford Hillside resident	Opposes the removal of the Green Line Extension to Route 16 from the LRTP. It should be put back into Phase 1 of the Green Line Extension project to make it more economical to build, less disruptive than a two phase project and closer to state's obligation to provide improved air quality, environmental justice, and opportunities for transit-oriented development.. The project to Route 16 fulfills the state's legal obligation to bring rail transit to Medford Hillside.	5/26/2011
Carol Band	Arlington resident	Prefers Option 1. Supports Green Line Extension to East Arlington.	5/26/2011
Debra Agliano	Medford resident	Supports Investment Strategy 1, with Green Line Extension to Route 16. Expanding public transportation is important due to increasing gas prices, overcrowding on roads, and harm to the environment.	5/26/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects - June 8, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Jonathan Koopmann	Arlington Resident	Supports Green Line to Route 16.	5/26/2011
Naomi Slagowski	Unidentified	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/26/2011
Judy Kaplan	Unidentified	Opposes Option 1 of the proposed LRTP Investment Strategies and opposes the Green Line Extension to Route 16.	5/26/2011
Megan Allen	Resident of Medford	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/26/2011
Michael Adamian	Medford Hillside resident	Supports Green Line to Route 16.	5/26/2011
Bruce Kulik	Resident of Medford	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/26/2011
James McGinnis	Unidentified	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/26/2011
Zachary Atwell	Resident of Medford	Supports Green Line to Route 16.	5/26/2011
Andrew Griswold	Resident of Medford	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/26/2011
Maxim Weinstein	Unidentified	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/26/2011
Phil Goff	Co-chair, East Arlington Livable Streets Coalition	Supports Green Line to Route 16.	5/26/2011
Lindsay Leete	Resident	Supports Green Line to Route 16.	5/26/2011
Jan Nicholson	Resident (S. Medford)	Supports Green Line to Route 16.	5/26/2011
Alex Epstein	Somerville Bicycle Advisory Committee	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16. Would like to see the Somerville Community Path included as well.	5/26/2011
Mary Kaye	Medford, MA	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/26/2011
Scott Englander	Unidentified	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/26/2011
Lauren H. Grymek	Executive Director, South Boston Seaport Transportation Management Association	Requests that the MPO model the Silver Line Phase 3 and T Under D projects for inclusion in the LRTP. Both projects are critical to the continued success of the emerging South Boston Waterfront neighborhood. T Under D would reduce travel times and improve safety for Silver Line riders travelling to and from Logan Airport, and in the future, Chelsea. It would also improve vehicular traffic on D Street and adjacent roadways by eliminating a signalized intersection. It addresses needs for maintenance, modernization and efficiency, livability and economic benefit, mobility, and environment and climate change. Silver Line Phase 3 addresses a need identified in the MPO's Needs Assessment (the "3-seat ride" between locations in Boston, Brookline, and Newton to the South Boston Waterfront and Logan Airport). It can also address congestion in the central subway and reduce the need for a transfer at Park Street. It addresses transportation equity issues by providing a one-seat ride between Roxbury and Logan Airport and new job opportunities on the Waterfront.	5/25/2011
Susie Nacco	Medford resident	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/25/2011
Jim Morse		Opposes funding for the Green Line Extension to Route 16. Funds should be used to support larger financial issues such as repair of bridges, highways, and the backlog of maintenance at the MBTA. There needs to be a moratorium on all MBTA expansion. Comment references the current state deficit and findings of the Transportation Finance Report.	5/25/2011
Kristin Mattera	Medford resident	Supports the Green Line Extension to Route 16.	5/25/2011
Unidentified		Supports Option 1 of the proposed LRTP Investment Strategies and Green Line Extension to Route 16. The Extension is legal commitment of the Commonwealth and is the hallmark of the state's GreenDOT initiative.	5/25/2011
James Feldman		Supports Investment Strategy 1 with the Green Line Extension to Route 16.	5/25/2011
Stacy Colella		Supports full funding for the Green Line Extension to Route 16. It is vital for the economy and the environment.	5/25/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects - June 8, 2011

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Chris Donelan	Unidentified	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/25/2011
Ethan Contini-Field	Somerville Resident	Supports Green Line to Route 16.	5/25/2011
Paul Lehrman	Tufts University	Supports Green Line to Route 16.	5/25/2011
Ann Gallagher	MGNA	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16.	5/25/2011
David Phillips	Medford resident	Supports Option 1 of the proposed LRTP Investment Strategies with the Green Line Extension to Route 16. The extension will provide critical access to schools, jobs, sporting, and other opportunities for a new generation of young people. It would serve Environmental Justice areas. It is a legal commitment of the Commonwealth. It has strong community support.	5/24/2011
Rep. James Arciero	State Representative	Supports Bruce Freeman Rail Trail, Phase 2. Project has sustained community support. Will reduce traffic congestion by enhancing commuter access to the West Concord commuter rail station and to the commuter bus from the Colonial Liquor Plaza in Acton. Will benefit area shops and businesses. Bicycle and pedestrian projects provide alternative to auto-travel and investing in those infrastructure needs will encourage non-auto commuting. This will yield economic, environmental, and public health benefits.	5/17/2011
Kenneth Krause	Medford resident	Supports the Green Line Extension to Route 16. The Route 16 terminus strengthens the projects in all criteria. The station design no longer requires the need to acquire 2 large office buildings. An extension of the Minuteman Commuter Bikeway will end two blocks west of the proposed station. The Department of Conservation and Recreation plans to extend the Bikeway to Wellington Station. Medford has already built part of the path. New developments in the area, including an expanded office building and housing for seniors and young people with disabilities, are located near the future station. MAPC is in the middle of a year long community visioning process for the area. The project is consistent with the state's GreenDOT policy directive.	5/25/2011
Felix and Gwendolyn Blackburn	Medford residents	Opposed to the Green Line Extension to Route 16. Other areas need transportation improvements more, such as the Dorchester and Mattapan neighborhoods of Boston. Maintenance of the existing system should be the top priority.	5/24/2011
Unidentified	Unidentified	Opposed to the Green Line Extension. Prefers that funds be spent on maintenance of road, bridges, and transit.	5/24/2011
Richard Grant	Unidentified	Opposed to the Green Line Extension because the MBTA does not have funds for the project and federal funds are not guaranteed. Tufts University is a benefactor of the project and should help pay for it.	5/24/2011
Paul Morrissey	Aero Cycle owner	The MBTA should not extend the Green Line. The system needs to be repaired before it's expanded. Medford is already well served by transit. Not everyone will benefit from the increased property values that the extension would bring.	5/24/2011
Thomas Nally	A Better City	Supports implementation of several elements of the Urban Ring because they will relieve infrastructure constraints, fill gaps in service, accommodate increased transit demand, enhance transportation equity, and support realization of the MetroFuture land use vision. The Urban Ring should not be viewed as a mega-project, but a project that can be implemented incrementally as funding becomes available. Potential early actions include: Albany St. bus lanes (\$1 million), Mountfort St. bus lanes (\$14 million), Ruggles Station improvements (\$33 million), Melnea Cass Blvd reconstruction with median busway (\$27 million), Albany St. bus lanes in Boston (\$2 million), Mass Ave. and possible Columbia Point bus lanes (\$ 2 million). Other possible early action items include: interim surface improvements in the Fenway/Longwood area, bus lanes on 3rd and 1st Streets in Cambridge, and the East Boston Bypass Road with a potential Silver Line extension to Chelsea. A Better City also supports the T Under D project, Silver Line Phase 3, and the Red Line/Blue Line Connector. Asks the MPO to include a selection of the early actions for the Urban Ring in the Plan and to model them.	5/23/2011
Marco Rivero	Unidentified	Supports the Green Line Extension to Route 16.	5/23/2011
Ken Krause	Medford Green Line Neighborhood Alliance	Extending the Green Line to Route 16 strengthens its evaluation in the regional mobility, ridership, environmental benefits, cost effectiveness, economic development, and environmental justice evaluation criteria. Keep the Green Line to Route 16 in the Plan.	5/23/2011
Chris Ramsey	Medford resident	Supports Investment Strategy 1 because it includes the Green Line Extension to Route 16.	5/20/2011
Rachael Stark	Walking in Arlington	Supports the Green Line Extension to Route 16. The Red Line extension to Alewife made Arlington a more desirable community, and the Green Line Extension will have the same effect.	5/19/2011
Juliet Moir	Arlington resident	Supports the Green Line Extension to Route 16.	5/19/2011
Edward Starr	Arlington Transportation Advisory Committee	Supports the Green Line Extension to Route 16 because it can reduce the automobile use of residents in the area.	5/19/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects - June 8, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Chris Loreti	Arlington Town Meeting member	Supports the Green Line Extension to Route 16.	5/19/2011
Martin Klingensmith	Massachusetts resident	Supports the Green Line Extension to Route 16.	5/19/2011
Scott Smith	Arlington resident	Supports the Somerville Community Path because it will connect the Minuteman Bikeway and Charles River path network, and because it will support the Green Line Extension.	5/19/2011
Thouis Jones	Arlington resident	Supports the Green Line Extension to Route 16.	5/19/2011
Gwen Blackburn	Green Line Advisory Group for Medford	Does not support the Green Line Extension to Route 16. There is enough transportation between Medford and Boston. The project is a waste of funds.	5/19/2011
Maria Daniels	Unidentified	Supports the Green Line Extension to Route 16.	5/19/2001
Andrew Bengtson	Arlington resident	Supports the Green Line Extension to Route 16.	5/19/2011
Mark Kaepplein	Arlington resident	Route 16 should be expanded before the Green Line is extended. The Extension will bring traffic. Funds should be invested in maintenance to the highway and transit system before expanding the transit system.	5/19/2011
Michael Sandman	Brookline Transportation Board	Supports the inclusion of the Commonwealth Ave. Phase 2A project in the Plan. Supports the inclusion of fencing along the MBTA reservation as an important safety improvement.	5/19/2011
Rep. Michael Capuano	United States Congress	It is essential to set a project priority list and move forward with it. The Somerville Community Path should be added to the Universe of Projects. The Green Line Extension to Route 16 should be included in the second and third proposed investment strategies. Urges the MPO to include both projects in the Plan.	5/18/2011
Roberta Cameron	Unidentified	Supports the Green Line Extension to Route 16. It is an ideal terminus that will expand transit options for many underserved neighborhoods. Transit, and bicycle and pedestrian transportation, are key to the future when cars are no longer affordable or preferred. The MPO should invest in infrastructure that will give people more options.	5/18/2011
Alia Atlas	Unidentified	Supports the Green Line Extension to Route 16.	5/18/2011
John Kohl	Unidentified	Supports the Green Line Extension to Route 16. It fulfills the legal obligation to extend the Green Line to Medford Hillside, and should be the centerpiece of the Plan.	5/18/2011
John Roland Elliott	Medford Hillside resident	Supports the Green Line Extension to Route 16 for its air quality and environmental justice benefits. It will also comply with the legal requirement to extend the Green Line to Medford Hillside. Supports Investment Strategy 1.	5/18/2011
David Rajczewski	MGNA	Supports the Green Line Extension to Route 16. It is consistent with the state's GreenDOT policy and should be a centerpiece of the Plan.	5/18/2011
Michael Bernstein	Medford Hillside business owner and resident	Supports the Green Line Extension to Route 16. There is widespread community support for the project. It will support the environmental and transit needs of Medford Hillside, West Medford, West Somerville, and East Arlington.	5/18/2011
Carter Wall	Medford Hillside resident	Supports the Green Line Extension to Route 16.	5/18/2011
Peter Ungaro	Unidentified	Supports Investment Strategy 1 because it includes the Green Line Extension to Route 16. The project can reduce auto use by residents in the area.	5/18/2011
Susan Fendell	Somerville resident	Supports the Green Line Extension to Route 16.	5/18/2011
Sophia Sayigh	Arlington resident	Supports the Green Line Extension to Route 16.	5/18/2011
Alex Formanek	Unidentified	Supports the Green Line Extension to Route 16.	5/18/2011
Nadia Sladkey	Arlington resident	Supports the Green Line Extension to Route 16.	5/18/2011
Tom Scott	Arlington resident	Supports the Green Line Extension to Route 16.	5/18/2011
John Roland Elliott	Medford resident	Supports the Green Line Extension to Route 16. It will improve air quality and access for the community. It will serve a marginalized, underserved population.	5/18/2011
DiDi Vaz	Medford resident	Supports the Green Line Extension to Route 16. The project will support economic development in the Medford Hillside neighborhood. The Route 16 terminus evaluates better in every evaluation criteria than the College Ave terminus. It should be a centerpiece of the Plan.	5/18/2011
Stephen Paul Linder	Medford resident	Supports the Green Line Extension to Route 16. Will improve connections from Medford to Cambridge.	5/18/2011
Unidentified	Unidentified	Supports the Green Line Extension to Route 16.	5/18/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects - June 8, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Jeanne Griffith	Concord resident	Supports Phase 2 of the Bruce Freeman Rail Trail. It would improve non-motorized access to many destinations. Design funds have been committed to the Trail. It should be in the 2016-2020 time band. It will be a vital connection in a nascent, but growing, web of active transportation facilities.	5/18/2011
Carolyn Rosen, Chair	Green Line Advisory Group for Medford	Does not support the Route 16 terminus for the Green Line Extension. The T has a large backlog of deferred maintenance that must be addressed before expansion. There are already many bus routes in the area of the proposed station. The area is already a vibrant, walkable community. The Route 16 terminus would disrupt a historic African American community in West Medford.	5/19/2011
Dr. William Wood	Unidentified	Does not support the Route 16 terminus for the Green Line Extension. It will affect many lives, disrupt a vibrant historic African-American community, and increase traffic in the area requiring a parking lot. Supports the Green Line Extension to College Ave. The transit-oriented development planned for the area around Route 16 will not serve the needs of the existing community.	5/19/2011
Rep. Sciortino, Sen. Jehlen, Rep. Garballey	Massachusetts General Court	Urges the MPO to support the Green Line Extension to Route 16. The Patrick Administration supports the Route 16 terminus, and it is the preferred alternative identified in the Draft Environmental Impact Report. It is receiving very positive support from the community during the current MAPC public engagement. Expanding public transportation supports regional and statewide economic growth. The extension of the Green Line to College Ave fails to meet the Commonwealth's obligation to extend the Green Line to the Medford Hillside neighborhood. It will be more cost effective and less disruptive to the community to combined Phase 1 and 2 of the project. Funding for the entire project should be in the 2011-2015 time band of the Plan.	5/18/2011
Unidentified	Unidentified	Supports Investment Strategy 1 because it includes the Green Line Extension to Route 16. It will serve thousands of commuters, and fulfill the commitment to serve Medford Hillside	5/18/2011
Michael Lambert and Tom Bent	City of Somerville	Request that the Somerville Community Path Phase 2 (Lowell Street Station to Inner Belt District) be included in the Plan. This will pave the way for the City to seek external funds for the project. Design work has begun as part of the Green Line Extension project. The estimated cost is \$17 million, plus contingency, and the City expects it to decrease. It will connect trails in the western suburbs to Boston, and must be built along with the Green Line. Timing is important because of the Green Line project; the Path should be programmed for the 2013-2015 time period. The project will improve transportation options, unlock economic opportunity, and bring cleaner air and recreational space to an environmental justice community.	5/18/2011
Melissa B. Bennett	Medford resident	Supports Investment Strategy 1 because it includes the Green Line Extension to Route 16. Extending the Green Line to Route 16, rather than College Ave, improves its performance in every evaluation criteria.	5/18/2011
Erik Jacobs	Medford resident	Supports Investment Strategy 1 because it includes the Green Line Extension to Route 16. Extending the Green Line to Route 16, rather than College Ave, improves its performance in every evaluation criteria.	5/18/2011
Andrew Callen	Acton resident	Supports the Bruce Freeman Rail Trail. The Trail would provide a commuting alternative to driving.	5/18/2011
Crispin Olson	Arlington resident	Supports the Green Line Extension to Route 16. It would serve the only environmental justice community in Arlington. It will serve many more people than would be served ending the project at College Ave.	5/18/2011
Kamal Dasu	Acton resident	Supports the Bruce Freeman Rail Trail. The project will provide access to commuter rail and bus, and provide congestion relief.	5/18/2011
Christopher Burgess	Unidentified	Supports the Bruce Freeman Rail Trail. It provides access to shopping in downtown Chelmsford and green commuting opportunities to IBM.	5/18/2011
Nancy Powers	Friends of the Bruce Freeman Rail Trail	Supports the Bruce Freeman Rail Trail for its transportation and recreational benefits.	5/18/2011
Doug Carr	Medford resident	Supports proposed Investment Strategy 1 because it's the only one that includes extending the Green Line to Route 16. Extending the project to Route 16 has mobility, ridership, environmental, cost effectiveness, and environmental justice benefits.	5/18/2011
Mary Ellen Chaney	Unidentified	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan. It will benefit many people, and the environment.	5/18/2011
Ed Kross	Framingham resident	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan. The Trail will offer commuting alternatives. The Central Mass. Rail Trail is also an important component in creating a path network.	5/18/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects - June 8, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Donna Laquidara-Carr	Medford resident	Supports the proposed Investment Strategy 1 because it includes the Green Line Extension to Route 16. It will serve a larger market, and reduce traffic in the Hillside neighborhood. It will have environmental and social justice benefits.	5/18/2011
David G. Fox	Boxborough resident	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan. It will give people another commuting option, save oil, help air quality, and reduce wear and tear. It also has health benefits.	5/18/2011
Suzanne Knight	Concord resident	Supports Phase 2 of the Bruce Freeman Rail Trail. The Trail will provide safe access to several destinations. It would also be an ideal way to get to work.	5/18/2011
Lynn Weissman and Alan Moore	Friends of the Community Path	Requests a \$25 million budget line item be included in the proposed investment strategies to build the Community Path with the Green Line Extension. It would be more expensive, and logistically impractical, to design and build the Community Path after the Green Line Extension. Prefers, but does not endorse, Investment Strategy 3 presented at the May 5 meeting. None of the three strategies is consistent with GreenDOT, and none account for the need to program the Path with the Green Line Extension. The Path will connect the Minuteman and Charles River Path networks, reduce congestion, improve air quality and safety, and have benefits for the environmental justice neighborhoods of East Somerville.	5/18/2011
Anne Gardulski	Boxborough resident	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan. It will provide a safe recreational bike, running, walking path that will help the choke point at Concord Rotary. It will reduce congestion, provide non-motorized access to other modes and destinations, and build a strong sense of community. Supports Plan Strategy 3.	5/18/2011
Sherry Bauman	Unidentified	Supports the Community Path connector. The project will create a safe connection between the Minuteman Bikeway and the Charles River path network. It will have commuting, environmental, and health benefits.	5/18/2011
Tom Michelman	Acton resident	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan. The Trail has a contract in place for design and has overwhelming local support. The Sudbury portion of the project has not made enough progress, but has strong public support. The design will be completed for all relevant portions before 2016 if it's included in the Plan. The MPO does not put weight on several factors that support the Trail including the support for these facilities from the public, the need for alternative transportation in order to reduce dependency on imported oil, and the growth in bicycling that will result from the completion of a network, bike sharing, and allowing bikes on the T during peak hours. Urges the MPO to adopt Strategy 3 outlined in their May 5 meeting. The Plan can't be considered sustainable if it does not increase funding for bicycles and pedestrians.	5/18/2011
Cathy Ricketson	Westford resident	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan.	5/17/2011
Cynthia McLain	Chelmsford resident	Supports including the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan. The extended trail would give people better access to many destinations, and other transportation facilities such as commuter rail and the Minuteman Bikeway. It will support sustainable transportation and give young people a safe place to learn to ride a bike. Failure to include the Trail in the Plan could result in the loss of federal design funds.	5/17/2011
Alan Frankel	Framingham resident	Supports including Phase 2 of the Bruce Freeman Rail Trail because it will help alleviate congestion and improve commuter access to commuter rail and bus. Phase 1 has been successful and delaying the project could result in the loss of federal funds and support from the Governor.	5/17/2011
Stanislav R. Mudrets	Framingham resident	Supports Phase 2 of the Bruce Freeman Rail Trail. Riding a bike is much cheaper than driving a car. It will help reduce congestion and pollution.	5/17/2011
Chad Gibson, Co-Chair	East Arlington Livable Streets Coalition	The proposed investment strategies 2 and 3 do not promote sustainability. Supports strategy 1 because it includes the Green Line Extension to Route 16. Encourages the MPO to lead the country in progressive transportation policy that will reduce our dependency on automobiles.	5/17/2011
Mayor Curtatone	City of Somerville	Requests that the Green Line Extension from College Ave. to Route 16 be included in the 2016-2020 time band of the Plan. The project will improve quality of life, decrease air pollution, and accelerate economic development. The Route 16 station presents an excellent opportunity for transit oriented development.	5/17/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects - June 8, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Dick Williamson	Sudbury resident	Supports the Bruce Freeman Rail Trail. State and federal funds have been secured for design. Any project designed with federal funds must be in the first 10 years of the Plan. Expects construction of Phase 2A and 2C will be programmed before 2021. The Trail will provide non-motorized access to many destinations and other modes of transportation. Construction closer to 2013 is highly desirable.	5/17/2011
W. Barber	Concord resident	Supports the Bruce Freeman Rail Trail. It has recreational benefits, and will give people non-motorized access to parks, fields, and commercial centers.	5/17/2011
Alan Mertz	Acton resident	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan. It would provide non-motorized access to commuter rail and reduce congestion. The project is ready to access design funds, and must be in the first 10 years of the Plan in order to do so.	5/17/2011
Paul Cohen, Town Manager	Chelmsford	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan. It will provide alternative transportation access to many destinations, and provide open space and recreational opportunities.	5/17/2011
Blossom Hoag	Hingham resident	The Linden Ponds retirement community is not served by public transportation. The surrounding area is growing. A bus route on Whiting Street in Hingham would serve the elderly and employees in the area. It would connect modes of transportation.	5/17/2011
Steve Buchanan	Sudbury resident	Supports the Bruce Freeman Rail Trail because biking on roads is dangerous and the Trail would give people commuting options other than driving.	5/17/2011
Margaret Kohin	Acton resident	Supports Phase 2 of the Bruce Freeman Rail Trail because it serves a dual purpose for transportation and recreation. It will reduce automobile traffic, global warming, and gridlock.	5/17/2011
Bob Zuffante	Concord resident	Supports including Phase 2 of the Bruce Freeman Rail Trail in the earliest possible time band of the Plan because of the problems of obesity, scarce resources and pollution.	5/17/2011
P.McWilliams	Westford resident	Supports the Bruce Freeman Rail Trail because it provides people a safe place to exercise and commute.	5/17/2011
Dave and Emily	Unidentified	Supports the Bruce Freeman Rail Trail because it provides a healthy transportation choice.	5/17/2011
Lowell Gilbert	Acton resident	Supports the Bruce Freeman Rail Trail and bicycle facilities in general. Gasoline availability will inevitably drop making them necessary, and the Bruce Freeman Rail Trail will connect commercial areas and provide a safe crossing of Route 2.	5/17/2011
Jack Currier	Bruce Freeman Rail Trail; Nashua, NH,	Supports the Bruce Freeman Rail Trail because it will allow for more commuting by bicycle.	5/17/2011
Gary Webster	Bruce Freeman Rail Trail	Supports the Bruce Freeman Rail Trail because it's a good use of scarce funds.	5/17/2011
Joshua Mazgelis	Westford resident	Supports the Bruce Freeman Rail Trail because it would give people non-motorized access to destinations they currently drive to, including a commuter rail station.	5/17/2011
Daniel Singer	Friends of the Bruce Freeman Rail Trail	Supports Phase 2 of the Bruce Freeman Rail Trail because it improves the quality of life surrounding it by providing recreation, exercise, and non-automotive access to businesses and offices, which relieves congestion and reduces pollution.	5/17/2011
Jane Calvin	Lowell Parks and Conservation Trust, Inc.	Supports the Bruce Freeman Rail Trail. Is working to ensure that the Concord River Greenway connects with the Bruce Freeman Rail Trail in Chelmsford.	5/17/2011
Steve Buchanan	Sudbury resident	Supports the Bruce Freeman Rail Trail for its commuting and safety benefits.	5/17/2011
Mark Childs	Unidentified	Supports Phase 2 of the Bruce Freeman Rail Trail for its health, recreational, and congestion reducing benefits.	5/16/2011
Maria Kuffner	Unidentified	Supports Phase 2 of the Bruce Freeman Rail Trail.	5/16/2011
Lynne Ziter	Sudbury Resident	Supports the Bruce Freeman Rail Trail for the health and quality of life benefits it will provide.	5/16/2011
Carol Doblewski	Friends of the Bruce Freeman Rail Trail; resident of Acton	Supports including the Bruce Freeman Rail Trail in the 2016 - 2020 time band of the Plan because it will give people access to destinations without needing a car, and health and quality of life benefits.	5/16/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects - June 8, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Lisa Mandel	Unidentified	Supports including the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan for the environmental, health, and economic benefits.	5/16/2011
Denise Howard	Friends of the Bruce Freeman Rail Trail	Supports including the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan because of its health benefits. Voters prefer paths to highways.	5/16/2011
Josef Kerimo	Concord resident	Supports Phase 2 of the Bruce Freeman Rail Trail because it will provide connections to transit options and reduce congestion.	5/16/2011
Paulita Alinskas	Friends of the Bruce Freeman Rail Trail	Supports the Bruce Freeman Rail Trail because of the safety, health, and congestion benefits it will provide.	5/16/2011
Leonard Simon	Unidentified	Supports including the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan because of the safety and air quality benefits it will provide.	5/16/2011
Ann Grace	Unidentified	Supports the Bruce Freeman Rail Trail because it will improve air quality, health, and provide people access to the West Concord MBTA station.	5/16/2011
Kim Colson	Westford resident	Supports Phase 2 of the Bruce Freeman Rail Trail because it will allow people to reach destinations by bike rather than car and it will be a recreational resource.	5/16/2011
Kathryn Angell	Concord resident	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 timeslot of the LRTP because it will decrease congestion by providing alternatives to driving, connect to other bike investments in the region, and because of the time and effort dedicated to planning for	5/16/2011
Howard Quin		Supports including the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan.	5/16/2011
Daphne G. Freeman	Chelmsford resident	Supports the Bruce Freeman Rail Trail because it will provide an alternative to driving and connect to other transportation modes and bike investments in the region.	5/16/2011
Kathryn Achen Garcia	Unidentified	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 timeslot of the Plan.	5/16/2011
Stuart Johnstone	Concord resident	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan because of the time and effort of the project proponents to advance the project to its current status, and the need for non-motorized transportation options.	5/16/2011
Nancy Savage	Acton resident	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan because it would give people a non-motorized option for commuting in a congested area.	5/16/2011
Jim Terry	Concord resident	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan because of the health benefits of the Trail, and because it will give people non-motorized access to many destinations in an area that is congested.	5/16/2011
Lisa Underkoffler	Acton resident	Supports Phase 2 of the Bruce Freeman Rail Trail because of the health benefits of the Trail, and because it would give people non-motorized access to many destinations. It would also give people, including those confined to a wheel chair, access to fresh air and exercise.	5/16/2011
Rick Fallon	Acton resident	Supports Phase 2 of the Bruce Freeman Rail Trail	5/16/2011
Kathleen Klofft		Supports the Bruce Freeman Rail Trail because it will reduce congestion along local roadways.	5/16/2011
Bruce R. Freeman	Bedford, NH, resident and son of former Rep. Bruce Freeman	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 timeslot of the LRTP because it will decrease congestion by providing alternatives to driving, connect to other bike investments in the region, and because of the time and effort dedicated to planning for the Trail by the proponents. The Trail will help people save on the cost of gasoline, promote health, and help create a network that will allow bicycling to blossom. Voters prefer paths to highways.	5/16/2011
Richard E. Kenyon	Westford resident	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 timeslot of the LRTP because it will decrease congestion by providing alternatives to driving, connect to other bike investments in the region, and because of the time and effort dedicated to planning for the Trail by the proponents. The Trail will help people save on the cost of gasoline, promote health, and help create a network that will allow bicycling to blossom. Voters prefer paths to highways.	5/16/2011
Elizabeth Adams	Unidentified	Supports the Bruce Freeman Rail Trail because it will improve health and air quality, and relieve congestion.	5/15/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects - June 8, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Frona Vicksell	Friends of the Bruce Freeman Rail Trail	Supports rail trails because they are safer and faster than roads for bicyclists and pedestrians.	5/15/2011
Michelle Lee	User of the Bruce Freeman Rail trail	Supports Phase 2 of the Bruce Freeman Rail Trail because it will provide connections to other modes of transportation and new bicycle investments, such as the Boston Bike Share.	5/15/2011
Barbara Pike	Bruce Freeman Rail Trail	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 timeslot of the LRTP because it will provide an alternative to driving and connect many destinations.	5/15/2011
Sue Felshin	resident of Concord	Supports Phase 2 of the Bruce Freeman Rail Trail because it will give people alternatives to driving and reduce congestion.	5/15/2011
Eunice Garay	Sudbury Resident	Supports including the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan because of the quality of life and environmental benefits. It would allow people to replace auto trips with biking or walking trips.	5/15/2011
Rafael Mares	Conservation Law Foundation	The Conservation Law Foundation urges the MPO to keep the Green Line Extension to Route 16 in the Plan, and for the MPO to ensure that the Plan complies with the requirements of the GreenDOT initiative of MassDOT. There is community consensus that Route 16 is the best terminus for the Green Line Extension. The Commonwealth has incorporated GreenDOT into its Global Warming Solutions Act Climate Plan. Accordingly, in its consideration of projects to include in the Plan the MPO is required to plan for reducing greenhouse gas emissions over time. The LRTP must incorporate elements that balance highway system expansion with projects that support smart growth and promote public transportation, walking, and bicycling. Extending the Green Line to Route 16, and building the Somerville Community Path, are the types of projects that will enable the state to meet its greenhouse gas emissions reduction mandate.	5/12/2011
Wendy Landman, Executive Director	WalkBoston	Supports the Somerville Community Path because it will connect the Minuteman Bikeway and Charles River path network, and because it will support the Green Line Extension.	5/5/2011
Renata von Tscharnner, President	Charles River Conservancy	Urges the MPO to include the Community Path connector as a top priority bicycle and pedestrian project in the Universe of Projects for the next Plan. The Path will connect the Minuteman Bikeway and the Charles River path network, and stations of the Green Line Extension. The developers of North Point in Cambridge are building the path through their property. The Path must be built with the Green Line Extension.	5/2/2011
Carole Wolfe	Sudbury resident	Does not support the Bruce Freeman Rail Trail because it is for recreation, rather than transportation; most people will drive to it; it costs about \$3 million per mile; it would run through environmentally sensitive areas; and the path will not be convenient for accessing destinations such as schools. Funds are scarce and would better be spent on projects that move large numbers of people, such as public transportation.	5/2/2011
Catharine M. Hornby, Chair	Cambridge Bicycle Committee	Supports including the Somerville Community Path project in the Plan because it will connect the Minuteman Bikeway to downtown Boston, and because it will support the Green Line Extension.	5/2/2011
Patrick McMahon, Vice President	Simpson Housing, LLLP	Supports the Causeway Street Reconstruction Project. Simpson Housing is building 287 apartments and 17,000 square feet of retail space at Bulfinch Triangle. The Causeway Street project will improve the safety and livability of the area. Urges the MPO to support the project.	5/2/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects - June 8, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Urban Ring Phase 2 Citizens' Advisory Committee	Urban Ring Phase 2	<p>The Urban Ring project contains several elements that would be worthwhile as stand alone projects. The Urban Ring is the surest way to direct development to dense, already developed areas. The CAC welcomes the MPO policy that economic impacts are a criterion for evaluating projects. The project would also address policies calling for a higher transit mode share, and actions to address climate change and transportation equity.</p> <p>Among the early actions the MPO can take to address issues identified through the needs assessment are:</p> <ul style="list-style-type: none"> * Ruggles Station platform improvements * Bus lanes on 1st Street in Cambridge, and 3rd and Main Street near Kendall Square, and Main and Albany Streets to Cambridgeport * Extension of Silver Line service into Chelsea along the new bypass road, and a dedicated busway from Everett to the Orange Line via Wellington with a new bridge over the Malden River, or via mixed traffic on Route 99 with access to Sullivan Square Station through bus lanes * Melnea Cass Blvd. reconstruction with a center median busway * Mountfort St. corridor with bus lanes on the Carlton St. bridge, and between Park Dr. and Beacon St * Albany St. bus lanes in Boston * Massachusetts Ave. and Columbia Point bus lanes <p>These projects and components of projects address the Plan's priorities and should be modeled to document their benefits.</p>	3/21/2011
Arlene Wyman Petri	Unidentified	Supports the Community Path because it will support health and the environment, reduce congestion, and improve the quality of life.	5/9/2011
William H. Petri	Wayland resident	Supports the Community Path because of its safety, mobility, and environmental benefits. It will connect the Minuteman Bikeway and the Charles River path network. Would like the MPO to fund the Cedar to Lowell section in the 2012 Transportation Improvement Program. The Community Path should be built with the Green Line Extension.	5/4/2011
Keja Valens	Somerville resident	Supports including the Community Path connector in the Plan because of the project's environmental benefits. The Path will also promote access for all people to the Green Line Extension.	5/3/2011
Ryan Robbins	Somerville resident	Supports including the Community Path connector in the Plan because it will close gaps in the region's bike network. The Path should be build along with the Green Line Extension.	5/3/2011
Kathleen Knisely	Somerville resident	Supports the Community Path connector. The project will create a safe connection between the Minuteman Bikeway and the Charles River path network. It will have commuting, recreational, social, and health benefits.	5/2/2011
Laura McMurry	Cambridge resident	Supports including the Community Path connector in the Plan because it will close gaps in the region's bike network. The Path should be build along with the Green Line Extension.	5/2/2011
John Wilde	Somerville resident	Supports including the Community Path connector in the Plan because of the project's environmental benefits. The Path will also promote access for all people to the Green Line Extension. It should be built with the Green Line Extension.	5/2/2011
Linda Lintz	Medford resident	Supports including the Community Path connector in the Plan because it will close gaps in the region's bike network and provide access for all users to the Green Line Extension. The Path should be build along with the Green Line Extension.	5/2/2011
Jonathan O'Connor	Boston resident	Supports building the Community Path connector with the Green Line Extension because it will be cost effective to build them together, and they will both reduce congestion. The Path has environmental, health, financial, and safety benefits. It will provide a place for children to safely learn to ride a bike. It will promote health, local business, quality of life, and close a gap in the path network.	5/2/2011
Camille Petri	Unidentified	Supports the Community Path connector because of its community safety, environmental, health, and mobility benefits. It must be built with the Green Line Extension.	5/2/2011
Ulandt Kim	Somerville resident	Supports the Community Path connector because it will provide a safe place to bike and walk. It should be a higher priority than the Green Line Extension.	5/2/2011
Alex Feldman	Somerville resident	Supports the Community Path connector because it will reduce congestion, increase T ridership, promote exercise, and support the Bike Share program. It will also connect the Minuteman Bikeway to the Charles River Path Network. It should be designed and built with the Green Line Extension.	5/2/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects - June 8, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Gabrielle Weiler	Boston resident	Supports the Community Path connector because it will close gaps in the region's bike network. It should be designed and built with the Green Line Extension.	5/2/2011
Jeff Reese	Medford resident	Supports including the Community Path connector in the Plan because it will close gaps in the region's bike network. The Path will also promote access for all people to the Green Line Extension. It should be built with the Green Line Extension.	5/2/2011
Joel Snider	Cambridge resident	Supports the Community Path connector because it will close gaps in the region's bike network and provide access into Boston and Cambridge for major events such as the 4th of July. It should be designed and built with the Green Line Extension.	5/2/2011
Dan Hamalainen	Waltham resident	Supports the Community Path connector because it will close gaps in the region's bike network. It should be designed and built with the Green Line Extension.	5/2/2011
Anna Anctil	Watertown resident	Supports the Community Path connector because it will close gaps in the region's bike network, and give people a safe place to bike. It should be designed and built with the Green Line Extension.	5/2/2011
Sen. Tolman; Rep. Brownsberger; Belmont Selectmen Jones, Paolillo, and Firenze	Elected officials representing Belmont	Support the Belmont Trapelo Road Corridor Project. Belmont has spent about \$2.7 million on the project. Pleased that the project was identified as a regional need. Ask that the project be included in the Plan, and ultimately placed in the 2015 element of the TIP. It is expected that right of way will be secured by spring of 2012.	5/2/2011
David H. Douglas	Somerville resident	Supports including the Community Path connector in the Plan because it will close gaps in the region's bike network. The Path will also promote access for all people to the Green Line Extension. It should be built with the Green Line Extension.	5/1/2011
Jay Wessland	Somerville resident	Supports including the Community Path connector in the Plan because it will close gaps in the region's bike network. The Path will also promote access for all people to the Green Line Extension. It should be built with the Green Line Extension.	5/1/2011
Michelle Liebetreu	Somerville resident	Supports including the Community Path connector in the Plan because it will close gaps in the region's bike network. The Path will also promote access for all people to the Green Line Extension. It should be built with the Green Line Extension.	5/1/2011
Resa Blatman & Stefan Cooke	Somerville residents	Supports including the Community Path connector in the Plan because it will close gaps in the region's bike network. The Path will also promote access for all people to the Green Line Extension. It should be built with the Green Line Extension.	5/1/2011
Fred Berman and Lori Segall	Somerville residents	Supports including the Community Path connector in the Plan because it will close gaps in the region's bike network. The Path will also promote access for all people to the Green Line Extension. It should be built with the Green Line Extension.	5/1/2011
Pauline Lim	Somerville resident	Supports including the Community Path connector in the Plan because it will close gaps in the region's bike network. The Path will also promote access for all people to the Green Line Extension. It should be built with the Green Line Extension.	5/1/2011
Jess Hicks	Somerville resident	Supports including the Community Path connector in the Plan because it will close gaps in the region's bike network. The Path will also promote access for all people to the Green Line Extension. It should be built with the Green Line Extension.	4/30/2011
Matthew Belmonte	Unidentified	Supports including the Community Path connector in the Plan because it will close gaps in the region's bike network and improve safety. It should be built with the Green Line Extension.	4/29/2011
Arnold Reinhold	Cambridge resident	Supports including the Community Path connector in the Plan because it is cost effective and will close gaps in the region's bike network. It should be built with the Green Line Extension.	4/29/2011
Lynn Weissman and Alan Moore	Friends of the Community Path	Supports the Community Path, which will connect the Minuteman Bikeway to the Charles River path network. The Path needs to be built with the Green Line Extension. The Path is consistent with the Plan's visions and policies, and addresses identified needs. The density of Somerville, and the critical connection made by the path, mean that no other multi-use trail proposed in the region will generate the usage of the Community Path. The Path will bring riders to the Green Line extension, will fill a missing link, will provide a safe and emissions free path to downtown Boston, will provide recreational and open space in environmental justice communities, and will create safe routes to schools. The Path has been identified as a priority in many other planning documents, and has already received funding from the MPO for other sections. It is part of other proposed trails. The Path is consistent with new federal and state policy directives encouraging livability and healthy transportation.	4/27/2011
Lynn Weissman and Alan Moore	Friends of the Community Path	In an addendum to their 4/27/11 letter stated the following points: Please include the Community Path in the list of Projects and Programs by Investment Category released on April 5. There is tremendous regional support for the project. In March, 138 letters in support of the project were sent to the MPO. Many of the letters expressed the safety benefits of the project.	5/3/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects - June 8, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Alice Grossman	Somerville resident	Supports including the Community Path connector in the Plan because it will close gaps in the region's bike network. The Path will also promote access for all people to the Green Line Extension. It should be built with the Green Line Extension.	4/27/2011
Robert O'Brien, Executive Director	Downtown North Association	Supports the Causeway Street Crossroads Initiative and the larger Boston Crossroads Initiative. Causeway Street supports very high pedestrian volumes to and from regional centers of employment, recreation, and transportation. The project is consistent with the visions and policies of the Plan. The project addresses a regional need. The project will restore the connection between the West and North Ends, long severed by the elevated highway and transit facilities. The project will make Causeway Street a vibrant multi-modal urban boulevard that supports livability, mobility, safety, and aesthetics. Asks the MPO to support the project.	4/20/2011
Susan Brooks	Unidentified	Supports the Bruce Freeman Rail Trail because it provides non-motorized access to several destinations.	4/15/2011
Terri North	Kenmore Residents Group	Supports the Commonwealth Ave Phase 2A improvement project.	4/13/2011
Melissa Hoffer	Conservation Law Foundation	The State's Clean Energy and Climate Plan for 2020 requires the Plan to address MassDOT's three sustainability goals and plan for reducing greenhouse gas emissions over time. It will require that MPOs and MassDOT balance highway system expansion with projects that support other modes and smart growth. The Plan is also required to evaluate greenhouse gas emissions and ensure that the emissions are reduced over time. The emissions must fit into an overall statewide greenhouse gas reduction target. Would like to know how greenhouse gas emissions will be quantified and whether or not each project will be evaluated individually. Would like to know who will be responsible for quantifying the emissions. Would like to know how the methods of different agencies for quantifying emissions will be made consistent. Would like to know which methods will be used, which model will be used to estimate VMT, and whether or not induced demand will be considered.	4/12/2011
Pam Beale, President	Kenmore Association	Supports the Commonwealth Ave, Phase 2A improvement project. Phase 1 enhanced the streetscape and improved safety for all street users.	4/10/2011
Elizabeth Walsh	Boston resident	Supports the Commonwealth Ave., Phase 2A improvement project	4/8/2011
Suzanne Kennedy, Town Administrator	Town of Medway	Medway has hired a design firm for the reconstruction of Route 109. This demonstrates the town's strong commitment in taking appropriate project management actions.	4/7/2011
Yvette Lancaster, President	Audobon Neighborhood Citizens Group	Supports the Commonwealth Ave, Phase 2A improvement project. It will enhance the streetscape and improve safety for all street users.	4/7/2011
Alan Weinberger	Bay State Road Neighborhood Association	Supports the Commonwealth Ave, Phase 2A improvement project. Phase 1 enhanced the streetscape for all users.	
Bob Church	Kenmore Towers	Supports the Commonwealth Ave, Phase 2A improvement project.	4/1/2011
Gary Nicksa, Vice President for Operations	Boston University	Supports the Commonwealth Ave, Phase 2A improvement project. It will enhance the streetscape and improve safety for all street users.	3/28/2011

**DRAFT Recommended Plan - Paths to a Sustainable Region
FFYs 2011-2035**

Project	Town	Investment Category	Current Cost (2011)	2011-2015	2016-2020	2021-2025	2026-2030	2031-2035	MPO Funding	*Non-MPO Funding
Route 128 Improvement Program	Randolph to Wellesley	Expansion - Roadway	\$167,700,000	\$142,700,000	\$25,000,000				\$167,700,000	
Crosby's Corner	Concord and Lincoln	Modernization - Roadway	\$68,189,830	\$68,189,830					\$68,189,830	
*Route 18	Weymouth	Expansion - Roadway	\$31,349,250	\$16,767,211					\$16,767,211	\$14,582,039
*Sullivan Square/Rutherford Avenue	Boston	Modernization - Roadway	\$71,000,000		\$78,053,446				\$78,053,446	\$15,377,710
Needham Street/Highland Avenue	Newton and Needham	Modernization - Roadway	\$18,400,000			\$29,460,000			\$29,460,000	
Route 126/Route 135 Grade Separation	Framingham	Modernization - Roadway	\$58,500,000				\$113,950,000		\$113,950,000	
I-93/Route 3 Interchange (Braintree Split)	Braintree	Expansion - Roadway	\$36,000,000					\$54,944,198	\$85,317,077	
		Modernization - Roadway						\$30,372,879		
I-95/I-93 Interchange	Canton	Expansion - Roadway	\$235,500,000			\$139,505,942			\$377,043,087	
		Modernization - Roadway				\$237,537,145				
I-93/I-95 Interchange	Woburn, Reading, Stoneham, and Wakefield	Expansion - Roadway	\$210,700,000				\$49,247,684		\$410,397,364	
		Modernization - Roadway					\$361,149,680			
I-95 Northbound/Dedham Street Ramp/Dedham Street Corridor	Canton	Expansion - Roadway	\$35,000,000			\$56,036,128			\$56,036,128	
Middlesex Turnpike Phase III	Bedford, Billerica, Burlington	Expansion - Roadway	\$20,800,000		\$27,371,000				\$27,371,000	
Route 1 Add-a-Lane	Malden, Revere, Saugus	Expansion - Roadway	\$100,000,000					\$236,991,879	\$236,991,879	
Route 53	Hanover	Expansion - Roadway	\$1,000,000		\$1,316,000				\$1,316,000	
New Boston Street Bridge	Woburn	Expansion - Roadway	\$4,900,000			\$7,845,058			\$7,845,058	
Montvale Avenue	Woburn	Expansion - Roadway	\$3,700,000			\$5,923,819			\$5,923,819	
Bridge Street	Salem	Expansion - Roadway	\$10,800,000		\$14,212,000				\$14,212,000	
Assabet River Rail Trail	Hudson to Acton	Expansion - Bike/Ped	\$18,100,000		\$23,818,365				\$23,818,365	
Bruce Freeman Rail Trail	Acton, Concord	Expansion - Bike/Ped	\$18,700,000			\$29,939,000			\$29,939,000	
Green Line Extension College Avenue to Route 16	MBTA	Expansion - Transit	\$140,608,000		\$185,031,000				\$185,031,000	
Conley Haul Road	Boston	Expansion - Roadway	\$25,000,000						\$0	\$25,000,000
Clean Air and Mobility Program	Regionwide	Clean Air and Mobility	\$2,000,000 per year	\$10,000,000	\$10,936,820	\$12,678,772	\$14,698,171	\$17,039,209	\$65,352,972	

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

\$237,657,041	\$365,738,631	\$518,925,863	\$539,045,535	\$339,348,165	\$2,000,715,236
\$137,942,959	\$203,851,369	\$296,684,137	\$479,394,465	\$841,301,835	\$1,959,174,764
\$375,600,000	\$569,590,000	\$815,610,000	\$1,018,440,000	\$1,180,650,000	\$3,959,890,000

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

63%	64%	64%	53%	29%	51%
37%	36%	36%	47%	71%	49%

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

\$68,189,830	\$78,053,446	\$266,997,145	\$475,099,680	\$30,372,879	\$918,712,981	46%
\$159,467,211	\$67,899,000	\$209,310,947	\$49,247,684	\$291,936,077	\$777,860,918	39%
\$0	\$23,818,365	\$29,939,000	\$0	\$0	\$53,757,365	3%
\$0	\$185,031,000	\$0	\$0	\$0	\$185,031,000	9%
\$10,000,000	\$10,936,820	\$12,678,772	\$14,698,171	\$17,039,209	\$65,352,972	3%

**Paths to a Sustainable Region
Draft Outline
6-8-11**

#	Chapter
	Executive Summary
1	Introduction and Plan Process <ul style="list-style-type: none"> • MPO Structure • Plan process and Public Outreach Process including information about the Needs Assessment
2	MPO's Visions and Policies
3	The Region's Corridors – Summary of Needs for Corridors and a prioritization of the needs for the MPO area
4	Transportation System Operations and Management <ul style="list-style-type: none"> • System Preservation, Modernization & Efficiency – State of Good Repair • Mobility – CMP, TDM, TSM, etc. • Safety and Security
5	Livability and the Environment <ul style="list-style-type: none"> • Environmental – ACEC, wetlands, flood hazard areas, etc. • Climate Change • Livability
6	Transportation Equity
7	Financial Plan
8	Recommended Plan <ul style="list-style-type: none"> • Project Selection Process • Model results • Recommended plan projects and programs (could be presented in a number of ways – by corridor, by need, by vision) • Illustrative projects, if included
9	Environmental Justice Assessment
10	Air Quality Conformity Determination
	Appendices as required

**Schedule for Paths to a Sustainable Region 2035
June 9, 2011**

Task	Completion Date
Establish Corridors	completed
Document Existing Transportation System & Services	completed
Summarize Data and Update Information	
EJ - existing conditions and needs	completed
Review/summarize previous work/studies	completed
Summarize previous comments	completed
Update Visions and Policies	completed
CMP Coordination/Develop Performance Measure	ongoing
Complete Updated 2030 No-Build Run for Needs	completed
Complete 2009 Base Case Model	completed
Complete Needs Assessment	1/25/2011
TPPC Approves Draft Needs Assessment for Public Review	1/27/2011
TPPC Adopts Land Use Assumptions	2/10/2011
Public Review of Needs Assessment	2/2/2011 to 2/23/11
Receive Final Demographic Inputs for 2035 from MAPC to CTPS	2/28/2011
Receive Final Demographic Inputs for 2035 for 63 communities outside of the	3/18/2011
Final Universe of Projects and Programs Identified from Needs Assessment	3/31/2011
TPPC Begins to Identify Projects and Programs	3/31/2011
Receive Projections of Future Highway Revenues (MassDOT)	3/31/2011
Identify Packages of Projects and Programs	3/31/11 to 6/2/11
Complete Final Model Results for 2035 No-Build	4/22/2011
TPPC votes on Recommended Projects and Programs	6/2/2011
EJ and AQ Analysis of Recommended Plan	7/12/2011
TPPC votes on Circulation of Draft Plan	7/14/2011
Public Comment Period begins on Draft Plan	7/17/2011
Public Comment Period ends	8/15/2011
TPPC receives comments	8/16/2011
TPPC meets to discuss comments and responses	8/17/2011
MPO Adopts Final Plan	8/24/2011