

Project	Name	Support / Oppose / Request / Concern	Comment	Response
<b>Projects under consideration for TIP funding (FFYs 2023-27)</b>				
Community Path, Belmont Component of the MCRT (Phase 1) (Belmont) (#609204)	Legislative: Sen. William Brownsberger, Rep. Dave Rogers	Support	Supports inclusion of the Belmont Community Path in the FFYs 2023-27 TIP. Benefits of the project include increased connectivity to transit, educational facilities, and local businesses; expansion of the regional bicycle network and the filling in of a missing gap of the MCRT between Cambridge and Waltham; safety improvements for bicyclists and pedestrians; increased mode shift opportunities; increased recreational opportunities; improved health of Path users; and the creation of new public space in Belmont Center. The project will improve safe travel for Belmont students and allow mainly off-road travel into downtown Boston. Cites the robust public process that has been undertaken by the Town in support of the project.	The MPO values your support for the Belmont Community Path and appreciates the extent to which this project will foster a safer and more connected Belmont for people walking and bicycling. To that end, the MPO has programmed \$21,034,382 in FFY 2026 for this project in the FFYs 2023-27 TIP. The MPO looks forward to continuing to work with all local and regional stakeholders in this project as it advances towards construction in the coming years. Given the concerns raised about this project by other commenters in recent years, the MPO also requests that the Town of Belmont continue to work with abutters and other concerned parties throughout the project development process to resolve any ongoing issues and ensure the final project design meets the needs of all stakeholders to the greatest extent possible.
	Municipal: John Dieckmann, Belmont Citizens Forum; Belmont Community Path Project Committee; Paul Joy and Katherine Venzke, Belmont Economic Development Committee; Belmont Select Board			
	Organization: Craig Della Penna, Northeast Greenway Solutions; Jarrod Goentzel and Sara Smith, Friends of the Belmont Community Path			
	Acton residents: Michael Bolio, Bruno Duquet, Karen Mackin, David McCormick, Craig Perini			
	Adams resident: Anne Dwyer Wilmer			
	Andover, Connecticut, resident: Bill Penn			
Community Path, Belmont Component of the MCRT (Phase 1) (Belmont) (#609204)	Arlington residents: Guillaume Andre, David Brecht, Roger Cadman, Gwen Co-Wallis, Rachel Curtin, Stacey Dybel, Laurie Ellis, Josh Fenollosa, Rebecca Forter, Richard Fries, Ann LeRoyer, Thomas Mason, Tim Morin, Arthur Prokosch, Zachary Sawyer, Andrew Schneider, Petru Sofio, Benjamin Spaulding, Jonathon Weiss, Carolyn A White, Ariela Zonderman	Support	Supports inclusion of the Belmont Community Path in the FFYs 2023-27 TIP. Benefits of the project include increased connectivity to transit, educational facilities, and local businesses; expansion of the regional bicycle network and the filling in of a missing gap of the MCRT between Cambridge and Waltham; safety improvements for bicyclists and pedestrians; increased mode shift opportunities; increased recreational opportunities; improved health of Path users; and the creation of new public space in Belmont Center. The project will improve safe travel for Belmont students and allow mainly off-road travel into downtown Boston. Cites the robust public process that has been undertaken by the Town in support of the project.	The MPO values your support for the Belmont Community Path and appreciates the extent to which this project will foster a safer and more connected Belmont for people walking and bicycling. To that end, the MPO has programmed \$21,034,382 in FFY 2026 for this project in the FFYs 2023-27 TIP. The MPO looks forward to continuing to work with all local and regional stakeholders in this project as it advances towards construction in the coming years. Given the concerns raised about this project by other commenters in recent years, the MPO also requests that the Town of Belmont continue to work with abutters and other concerned parties throughout the project development process to resolve any ongoing issues and ensure the final project design meets the needs of all stakeholders to the greatest extent possible.
	Ashland resident: Amy Kennedy			
	Bedford residents: Mark Coleman, Sandy Currier			
	Belmont residents: Philip Abercrombie, Rachel Abercrombie, Angus Abercrombie, Adrienne Allen, Dawn Anderson, Pamela Andrews, Kathryn Auffinger, Jennifer Ausrotas, Ray Ausrotas, Randy Bak, Laura Bak, Kieran Barlow, David Firth Bard, Heather Barr, Sue Bass, Anne Bassler, Jessie Bennett, Rebecca Benson, Matt Berk, Becky Berk, Laura Berkheimer, Joe Bernard, Benjamin Berwick, Beth Berwick			
Community Path, Belmont Component of the MCRT (Phase 1) (Belmont) (#609204)	Belmont residents (continued): Janice Biederman, Marianne Bindslev, Mary Ellen Birenbaum, Carolyn Bishop, Marty Bitner, Heather Blake, Linda Blum, Maria Bolletino, Yulia Borukhina, Fred Bouchard, John Bove, Dorothy Bove, Catherine Bowen, Kathryn Bowers, Mary Bradley, Gavin Braithwaite, Shea Brams, Heather Brenhouse, Audrey Brenhouse, Sharon Bridburg, Lisa Brookins, Chris Brookins, Elizabeth Brown, Mack Brown, Elizabeth Brown, Rachel Bruno, Louis Bucciarelli, Ann Bucciarelli, Catherine Buni, Rosemary Burke, Carol Burt, Frank Burt, Xinming Cai, Gregory Campisano, Michael Capitani, Laura Caputo, Tom Caputo, Sarah Caputo, Brian Caputo, Juliette Carignan, Yvette Cendes, Vijay Chandra, Amy Checkoway, Tani Chen, Michael Chesson, Sheetal Chhabria, Zoe Chin, Anna Churchill, Kristian Cibulskis, Christopher Cleary, James Clem, Martha Cohen, Sofia Colombo, Charles Conroy, Wendy Conroy, Charlotte Conroy, William Cordis, Lauren Corning	Support	Supports inclusion of the Belmont Community Path in the FFYs 2023-27 TIP. Benefits of the project include increased connectivity to transit, educational facilities, and local businesses; expansion of the regional bicycle network and the filling in of a missing gap of the MCRT between Cambridge and Waltham; safety improvements for bicyclists and pedestrians; increased mode shift opportunities; increased recreational opportunities; improved health of Path users; and the creation of new public space in Belmont Center. The project will improve safe travel for Belmont students and allow mainly off-road travel into downtown Boston. Cites the robust public process that has been undertaken by the Town in support of the project.	The MPO values your support for the Belmont Community Path and appreciates the extent to which this project will foster a safer and more connected Belmont for people walking and bicycling. To that end, the MPO has programmed \$21,034,382 in FFY 2026 for this project in the FFYs 2023-27 TIP. The MPO looks forward to continuing to work with all local and regional stakeholders in this project as it advances towards construction in the coming years. Given the concerns raised about this project by other commenters in recent years, the MPO also requests that the Town of Belmont continue to work with abutters and other concerned parties throughout the project development process to resolve any ongoing issues and ensure the final project design meets the needs of all stakeholders to the greatest extent possible.
	Belmont residents (continued): Diana Cosmas, Grant Covell, James Crawford, Kathryn Crawley, Stephanie Crement, Jeff Cronin, Michael Crowley, Allison Dahl, Mark D'Andrea, Shauna Daniel-Collins, Adam Dash, Amy Dedeo, Scot DeDeo, Susan Demb, Marie DeVore, Sarah Dideo, Dilawari, Katherine Dilawari, Elizabeth Dionne, Coralie DiTommaso, Peter Dizikes, Abigail Donner, Tara Donner, Nicole Dorn, Nick Doyle, Christine Doyle, Adam Driver, Theodore Dukas, Semyon Dyatlov, April Edrington, Daniel Eldridge, Cortney Eldridge, Edith Engel, Wendy Etkind, Irene Fairley, Jennifer Fallon, Jane Feldhaus, Michal Feldman, Renan Feldman, Jared Fernandez, Victoria Fici, Ian Findlay, Sylvia Fischer, Hannah Fischer, Anthony Fitzpatrick, Michael Flamang, Amanda Forsythe, Chris Foster, Travis Franck, Ariane Frank, Beth Ann Fricker, Bonnie Friedman, Steven Friedman, Xueyan Fu, John Fuller, Catherine Fullerton, Margo Furman			

<p>Community Path, Belmont Component of the MCRT (Phase 1) (Belmont) (#609204)</p>	<p>Belmont residents (continued): Zofia Gajdos, Roger Gallagher, Libby Gallaher, Susan Galli, Deborah Galli, Michael Gao, Sue Garland, Matthew Gasbarro, Ronald Geiger, Fionnuala Gerrity, Joseph Getzoff, Lucy Gibson, Jarrod Goentzel, Ian Goentzel, Sam Goentzel, David Goldberg, Max Goldberg, Amy Gomez, Pete Goodrich, Rachel Gould, Elizabeth Gourley, Laurie Graham, Judith Greenspan, Peter Grey, Tom Grimble, Claire Grimble, Amy Grossman, Meg Guimond, Xinxin Guo, Marcia Haines, Kimberly Haley-Jackson, Pat Halvey, Lisa Harrington, Lydia Harris, Christina Hatzipetros, Jess Hausman, William Hees, Rachel Heller, Dane Helsing, Matthew Henn, Rachel Herzfeld, Satoko Hesp, Shannyn Heyer, Joseph Hibbard, Dean Hickman, Jess Hicks, Charles Hill, Rachel Hinchliffe, Aaron Hinchliffe, Maura Hobson, Debora Hoffman, Angela Holmes, William Horne, Alexandra Houck, Stephanie Houde, Lei Huang, Ambrose Huang, Caroline Huang, Donovan Hudson, Nora Huvelle</p>	<p>Support</p>	<p>Supports inclusion of the Belmont Community Path in the FFYs 2023-27 TIP. Benefits of the project include increased connectivity to transit, educational facilities, and local businesses; expansion of the regional bicycle network and the filling in of a missing gap of the MCRT between Cambridge and Waltham; safety improvements for bicyclists and pedestrians; increased mode shift opportunities; increased recreational opportunities; improved health of Path users; and the creation of new public space in Belmont Center. The project will improve safe travel for Belmont students and allow mainly off-road travel into downtown Boston. Cites the robust public process that has been undertaken by the Town in support of the project.</p>	<p>The MPO values your support for the Belmont Community Path and appreciates the extent to which this project will foster a safer and more connected Belmont for people walking and bicycling. To that end, the MPO has programmed \$21,034,382 in FFY 2026 for this project in the FFYs 2023-27 TIP. The MPO looks forward to continuing to work with all local and regional stakeholders in this project as it advances towards construction in the coming years. Given the concerns raised about this project by other commenters in recent years, the MPO also requests that the Town of Belmont continue to work with abutters and other concerned parties throughout the project development process to resolve any ongoing issues and ensure the final project design meets the needs of all stakeholders to the greatest extent possible.</p>
<p>Community Path, Belmont Component of the MCRT (Phase 1) (Belmont) (#609204)</p>	<p>Belmont residents (continued): Joel Iglesias, Brian Iler, Robert Imberman, Melissa Irion, Reed Irion, Dmitri Ivkov, Radha Iyengar, Lynn Jacobs, Peter Jacoby, Jeanne Jacoby, Will Jason, Dufe Jelaska, Chelsea Jelaska, Juliet Jenkins, Katherine Jewell, Yiwei Jiang, Mary Johanson, David Johanson, Paul Joy, Meryl Junik, Mark Kagan, Lindsay Kalmakis, Amelia Kantrovitz, William Kaplan, Catherine Karatzas, Elshad Kasumov, Leonard Katz, Barry Kaue, Dennis Kavanagh, Carol Kean, Kaleb Keithley, Danielle Kellerman, Lars Kellogg-Stedman, Leigh Kenney, Kathy Keohane, Wolfgang Ketterle, Elizabeth Khan, Mohiuddin Khan, Daniel Kirsch, Amy Kirsch, Sarah Kirshner, Idith Kisin, Francesca Kitch, Cameron Klimasmith, Abigail Klingbail, Mae Klinger, Steve Klionsky, Kerri Klugman, Christine Kochem, Lydia Kogler, Jordan Kogler, Ramon Kolb, Leslie Kolterman, Brian Kopperl, Nikolay Koumpikov, Amy Kraus, Robert Kuehn, Kiril Kueppenbender, Jennifer Kundrot</p>	<p>Support</p>	<p>Supports inclusion of the Belmont Community Path in the FFYs 2023-27 TIP. Benefits of the project include increased connectivity to transit, educational facilities, and local businesses; expansion of the regional bicycle network and the filling in of a missing gap of the MCRT between Cambridge and Waltham; safety improvements for bicyclists and pedestrians; increased mode shift opportunities; increased recreational opportunities; improved health of Path users; and the creation of new public space in Belmont Center. The project will improve safe travel for Belmont students and allow mainly off-road travel into downtown Boston. Cites the robust public process that has been undertaken by the Town in support of the project.</p>	<p>The MPO values your support for the Belmont Community Path and appreciates the extent to which this project will foster a safer and more connected Belmont for people walking and bicycling. To that end, the MPO has programmed \$21,034,382 in FFY 2026 for this project in the FFYs 2023-27 TIP. The MPO looks forward to continuing to work with all local and regional stakeholders in this project as it advances towards construction in the coming years. Given the concerns raised about this project by other commenters in recent years, the MPO also requests that the Town of Belmont continue to work with abutters and other concerned parties throughout the project development process to resolve any ongoing issues and ensure the final project design meets the needs of all stakeholders to the greatest extent possible.</p>
<p>Community Path, Belmont Component of the MCRT (Phase 1) (Belmont) (#609204)</p>	<p>Belmont residents (continued): Gregory LaBombard, Brian LaBombard, Georgina Lamont, Frances Lappé, Andrew Laubscher, Karl Laubscher, Hilpa Lawande, Philip Lawrence, Margaret Lazenby, David Le Sage, Karin Lehr, Russell Leino, Natalie Leino, Danielle Lemack, Rudy Lerosey, Toby Lester, Linda Levin-Scherz, Jeff Levin-Scherz, Mary Lewis, Kristen Lewis, Na Li, Lingling Li, Hannah Liberty, Jeff Liberty, Jeffrey Licht, Yuanyuan Lin, Katherine Lind, Jeffrey Liszt, Dahlia Liu, Hollie Lloyd, Jake Lloyd, Deborah Lockett, Martha Loftus, Ramon Lovin, Qi Lu, Josh Lubarr, Barry Lubarsky, Ben Lubetsky, Emma Lucia-Thurston, Allison Luss-Lusis, Andrew Machado, Melissa MacIntyre, Robert MacIntyre, Michael Macrae, Richard Madden, Denise Madden Smith, Caitlin Madevu-Matson, Hilton Madevu-Matson, Anne Mahon, Anne Mahon, Evanthis Malliris, Russell Mann, Jiayin Mao, Lena Marinelli, William Marinelli, Christina Marsh</p>	<p>Support</p>	<p>Supports inclusion of the Belmont Community Path in the FFYs 2023-27 TIP. Benefits of the project include increased connectivity to transit, educational facilities, and local businesses; expansion of the regional bicycle network and the filling in of a missing gap of the MCRT between Cambridge and Waltham; safety improvements for bicyclists and pedestrians; increased mode shift opportunities; increased recreational opportunities; improved health of Path users; and the creation of new public space in Belmont Center. The project will improve safe travel for Belmont students and allow mainly off-road travel into downtown Boston. Cites the robust public process that has been undertaken by the Town in support of the project.</p>	<p>The MPO values your support for the Belmont Community Path and appreciates the extent to which this project will foster a safer and more connected Belmont for people walking and bicycling. To that end, the MPO has programmed \$21,034,382 in FFY 2026 for this project in the FFYs 2023-27 TIP. The MPO looks forward to continuing to work with all local and regional stakeholders in this project as it advances towards construction in the coming years. Given the concerns raised about this project by other commenters in recent years, the MPO also requests that the Town of Belmont continue to work with abutters and other concerned parties throughout the project development process to resolve any ongoing issues and ensure the final project design meets the needs of all stakeholders to the greatest extent possible.</p>
<p>Community Path, Belmont Component of the MCRT (Phase 1) (Belmont) (#609204)</p>	<p>Belmont residents (continued): Sally Martin, Douglas Massidda, Sara Masucci, Christina Matson, Cynthia Matthes, Donna Mayo, Travis Mazerall, Erik McCoy, Quentin McCubbin, Paul McDonald, Eileen McGettigan, Melissa McKenna, Andrew McLean, Michael McNamara, Erin McNeill, J. McSwain, Brendan Meade, Margaret Meehan, Marc Melitz, David Merfeld, Laura Meyer, Klemens Meyer, David Michaud, Kelly Michaud, Diane Miller, Keith Miller, Ella Miller, Audrey Miller, Carol Miller, Laura Miyakawa, Martha Moore, Kelly Moriarty, Jeffrey Moriarty, Sue Morris, Michael Muller, Lisa Murakami, Julia Muse, Holly Muson, Steve Muson, Caesar Naples, Azra Nelson, Bach Nguyen, Jeffrey North, Jill Norton, Martin November, Pawel Nowakowski, Katherine Oates, Patrick O'Dougherty, Henry Ogilby, Maria Olagunju, Peter Olej, David Olliges, J. Orbanes, David Otte, Jane Otte, Zhonghui Ou, James Paci, Shanta Pai, Peter Palmer, Feng Pan, Tom Parent</p>	<p>Support</p>	<p>Supports inclusion of the Belmont Community Path in the FFYs 2023-27 TIP. Benefits of the project include increased connectivity to transit, educational facilities, and local businesses; expansion of the regional bicycle network and the filling in of a missing gap of the MCRT between Cambridge and Waltham; safety improvements for bicyclists and pedestrians; increased mode shift opportunities; increased recreational opportunities; improved health of Path users; and the creation of new public space in Belmont Center. The project will improve safe travel for Belmont students and allow mainly off-road travel into downtown Boston. Cites the robust public process that has been undertaken by the Town in support of the project.</p>	<p>The MPO values your support for the Belmont Community Path and appreciates the extent to which this project will foster a safer and more connected Belmont for people walking and bicycling. To that end, the MPO has programmed \$21,034,382 in FFY 2026 for this project in the FFYs 2023-27 TIP. The MPO looks forward to continuing to work with all local and regional stakeholders in this project as it advances towards construction in the coming years. Given the concerns raised about this project by other commenters in recent years, the MPO also requests that the Town of Belmont continue to work with abutters and other concerned parties throughout the project development process to resolve any ongoing issues and ensure the final project design meets the needs of all stakeholders to the greatest extent possible.</p>

<p>Community Path, Belmont Component of the MCRT (Phase 1) (Belmont) (#609204)</p>	<p>Belmont residents (continued): Danielle Parrington, Eva Patalas, Julie Perkins, Emily Peterson, Mai Phan, Joshua Phillips, Robert Phillips, Martha Pickett, Aaron Picclingis, Martin Plass, Emily Pollock, Anne Poulin, Annie Powell, Andrea Prestwich, Michael Price, Mark Pucci, Chunhua Qi, Meredith Quinn, Kathleen Quirk, Anne Quirk, Livia Racz, John Regier, Fabrizia Renart, Amanda Rettig, Donal Reynolds, Aimee Reynolds, Maureen Rezendes, Paul Rickter, Frederique Rigoulot, Erika Roberts, Paul Roberts, David Roberts, Kathryn Rodriguez-Clark, Sean Rogers, Argelis Roman, Clara Roth, Richard Rowe, Erin Rowland, Heather Rubeski, Emily Running, Ruth Sacks, Jose Salazar, Paul Santos, Brian Saper, Alan Savenor, Nichole Savenor, Erin Sawyer, Richard Schaffer, David Scheltz, Ellen Schreiber, Jonathan Schuster, Mayhew Seavey, Robert Shade, Kai-Ting Shade, Haixia Shang, Stephanie Shapiro Ferrante, Elizabeth Sharawara, Jamie Shea, Ruichao Shen, Philip Shepley, Stephen Shestakofsky</p>	<p>Support</p>	<p>Supports inclusion of the Belmont Community Path in the FFYs 2023–27 TIP. Benefits of the project include increased connectivity to transit, educational facilities, and local businesses; expansion of the regional bicycle network and the filling in of a missing gap of the MCRT between Cambridge and Waltham; safety improvements for bicyclists and pedestrians; increased mode shift opportunities; increased recreational opportunities; improved health of Path users; and the creation of new public space in Belmont Center. The project will improve safe travel for Belmont students and allow mainly off-road travel into downtown Boston. Cites the robust public process that has been undertaken by the Town in support of the project.</p>	<p>The MPO values your support for the Belmont Community Path and appreciates the extent to which this project will foster a safer and more connected Belmont for people walking and bicycling. To that end, the MPO has programmed \$21,034,382 in FFY 2026 for this project in the FFYs 2023–27 TIP. The MPO looks forward to continuing to work with all local and regional stakeholders in this project as it advances towards construction in the coming years. Given the concerns raised about this project by other commenters in recent years, the MPO also requests that the Town of Belmont continue to work with abutters and other concerned parties throughout the project development process to resolve any ongoing issues and ensure the final project design meets the needs of all stakeholders to the greatest extent possible.</p>
<p>Community Path, Belmont Component of the MCRT (Phase 1) (Belmont) (#609204)</p>	<p>Belmont residents (continued): Hal Shubin, Clay Siegert, Jenny Smilovitz, Regina Smith, Sara Smith, Christopher Smith, Mark P. Smith, Benjamin Smith, David Smoragiewicz, Ruth Smullin, Neal Snider, Magnus Snorason, Carl Solander, Ja Sparks, Martha Lee Spaulding, Kathleen Spencer, Kenneth Stalberg, Vivian Stang, Vincent Stanton, Lisa Starobin, Ellen Sugarman, Pengling Sun, Leslie Talmadge, Sabrina Tan, Amy Tananbaum, Jasyn Tandy, Kara Tandy, Jill Tapper, Barb Taylor, Matt Taylor, Nicole Taylor, Zach Taylor, Victoria Thatcher, Betsy Thomas, Andrew Tibbett, Roger Tobin, Alisa Todreas, Ian Todreas, Stephen Tomczyk, Joseph Toth, Andrea Tsai, Aaron Turcotte, Eric Twietmeyer, Karen Twietmeyer, Gladys Unger, Alexandre Valentin, Alexandra van Geel, Todd Van Hoosear, Laura VanderHart, Margaret Velie, John Verrilli, Ann Verrilli, Nancy Voynow, Trish Wagner, Mark Wagner, Martin Wagner, Sue Ko Walsh, Kristine Wan, Yun Wang, Sarah Wang, Dong Wei, Ali Weihofen, Jordi Weinstock</p>	<p>Support</p>	<p>Supports inclusion of the Belmont Community Path in the FFYs 2023–27 TIP. Benefits of the project include increased connectivity to transit, educational facilities, and local businesses; expansion of the regional bicycle network and the filling in of a missing gap of the MCRT between Cambridge and Waltham; safety improvements for bicyclists and pedestrians; increased mode shift opportunities; increased recreational opportunities; improved health of Path users; and the creation of new public space in Belmont Center. The project will improve safe travel for Belmont students and allow mainly off-road travel into downtown Boston. Cites the robust public process that has been undertaken by the Town in support of the project.</p>	<p>The MPO values your support for the Belmont Community Path and appreciates the extent to which this project will foster a safer and more connected Belmont for people walking and bicycling. To that end, the MPO has programmed \$21,034,382 in FFY 2026 for this project in the FFYs 2023–27 TIP. The MPO looks forward to continuing to work with all local and regional stakeholders in this project as it advances towards construction in the coming years. Given the concerns raised about this project by other commenters in recent years, the MPO also requests that the Town of Belmont continue to work with abutters and other concerned parties throughout the project development process to resolve any ongoing issues and ensure the final project design meets the needs of all stakeholders to the greatest extent possible.</p>
<p>Community Path, Belmont Component of the MCRT (Phase 1) (Belmont) (#609204)</p>	<p>Belmont residents (continued): Jeri Weiss, Patrick Welsh, Sean Westgate, John Whiteman, Robin Whitworth, Erika Whitworth, Kate Wong, Elizabeth Woo, Emily Woods, Roger Wrubel, Jiafan Wu, Li Xie, Xiaoping Xiong, Jessie Yang, Juanjuan Yang, Karen Yates, Taylor Yates, Gi Yoon-Huang, Michelle Young, Xiuli Yu, Fang Fang Zhang, Shawn Zhang, Yongqun Zheng, Hongli Zhu, Erica Zidel, Rennie Zimmerman, David Zipkin</p> <p>Boston residents: Duane Bronson, Robert Dannemiller, Jay Fiske, William Messenger, Derek Reformat</p> <p>Brookline residents: Justin Leahey, Felipe Pait</p> <p>Cambridge residents: Steedman Bass, Doug Brown, McNamara Buck, Ronisha Carter, Christopher Cassa, Eric Colburn, William Colgan, Michael Copacino, Jan Devereux, Jennifer Fries, Chelsey Graham, Bruce Lederer, John Lees, Josephine Mullan, Hugh O'Reilly, Tim Russell, Abigail Starr, Andrew Stout, Itamar Turner-Trauring</p>	<p>Support</p>	<p>Supports inclusion of the Belmont Community Path in the FFYs 2023–27 TIP. Benefits of the project include increased connectivity to transit, educational facilities, and local businesses; expansion of the regional bicycle network and the filling in of a missing gap of the MCRT between Cambridge and Waltham; safety improvements for bicyclists and pedestrians; increased mode shift opportunities; increased recreational opportunities; improved health of Path users; and the creation of new public space in Belmont Center. The project will improve safe travel for Belmont students and allow mainly off-road travel into downtown Boston. Cites the robust public process that has been undertaken by the Town in support of the project.</p>	<p>The MPO values your support for the Belmont Community Path and appreciates the extent to which this project will foster a safer and more connected Belmont for people walking and bicycling. To that end, the MPO has programmed \$21,034,382 in FFY 2026 for this project in the FFYs 2023–27 TIP. The MPO looks forward to continuing to work with all local and regional stakeholders in this project as it advances towards construction in the coming years. Given the concerns raised about this project by other commenters in recent years, the MPO also requests that the Town of Belmont continue to work with abutters and other concerned parties throughout the project development process to resolve any ongoing issues and ensure the final project design meets the needs of all stakeholders to the greatest extent possible.</p>

<p>Community Path, Belmont Component of the MCRT (Phase 1) (Belmont) (#609204)</p>	<p>Carlisle residents: Brian Herr, Beth Rosenzweig  Chelmsford residents: Michael Dwyer, Colin Johannan  Chesterfield resident: Amy Gavalis  Clinton resident: Christine Ebstein</p>	<p>Support</p>	<p>Supports inclusion of the Belmont Community Path in the FFYs 2023–27 TIP. Benefits of the project include increased connectivity to transit, educational facilities, and local businesses; expansion of the regional bicycle network and the filling in of a missing gap of the MCRT between Cambridge and Waltham; safety improvements for bicyclists and pedestrians; increased mode shift opportunities; increased recreational opportunities; improved health of Path users; and the creation of new public space in Belmont Center. The project will improve safe travel for Belmont students and allow mainly off-road travel into downtown Boston. Cites the robust public process that has been undertaken by the Town in support of the project.</p>	<p>The MPO values your support for the Belmont Community Path and appreciates the extent to which this project will foster a safer and more connected Belmont for people walking and bicycling. To that end, the MPO has programmed \$21,034,382 in FFY 2026 for this project in the FFYs 2023–27 TIP. The MPO looks forward to continuing to work with all local and regional stakeholders in this project as it advances towards construction in the coming years. Given the concerns raised about this project by other commenters in recent years, the MPO also requests that the Town of Belmont continue to work with abutters and other concerned parties throughout the project development process to resolve any ongoing issues and ensure the final project design meets the needs of all stakeholders to the greatest extent possible.</p>
<p>Community Path, Belmont Component of the MCRT (Phase 1) (Belmont) (#609204)</p>	<p>Florence residents: Tim Enman, Jennifer Ewers, Caleb Langer, Leslie Pilder  Holliston resident: Robert Weidknecht  Lexington residents: M. Barnes, Keith Eisenman, Joy McCallum, Margaret Muckenhoupt  Lincoln resident: John Mendelson  Malden residents: Zac deBethizy, Aleda Freeman  Marlborough residents: Kevin Feehily, David Naigles  Medford residents: Randy Baker, Kate Daniel, Steve Hayes, Fred Howland, Ellery Klein  Melrose resident: David Peters  Natick resident: George Eckert</p>	<p>Support</p>	<p>Supports inclusion of the Belmont Community Path in the FFYs 2023–27 TIP. Benefits of the project include increased connectivity to transit, educational facilities, and local businesses; expansion of the regional bicycle network and the filling in of a missing gap of the MCRT between Cambridge and Waltham; safety improvements for bicyclists and pedestrians; increased mode shift opportunities; increased recreational opportunities; improved health of Path users; and the creation of new public space in Belmont Center. The project will improve safe travel for Belmont students and allow mainly off-road travel into downtown Boston. Cites the robust public process that has been undertaken by the Town in support of the project.</p>	<p>The MPO values your support for the Belmont Community Path and appreciates the extent to which this project will foster a safer and more connected Belmont for people walking and bicycling. To that end, the MPO has programmed \$21,034,382 in FFY 2026 for this project in the FFYs 2023–27 TIP. The MPO looks forward to continuing to work with all local and regional stakeholders in this project as it advances towards construction in the coming years. Given the concerns raised about this project by other commenters in recent years, the MPO also requests that the Town of Belmont continue to work with abutters and other concerned parties throughout the project development process to resolve any ongoing issues and ensure the final project design meets the needs of all stakeholders to the greatest extent possible.</p>
<p>Community Path, Belmont Component of the MCRT (Phase 1) (Belmont) (#609204)</p>	<p>North Ogden resident: Heidi Braun  North Reading resident: Kathleen O'Donnell-Bustin  Northampton resident: Adam Novitt  Northfield resident: Barbara Richardson, Jean Wagener  Petersham resident: Picaso Williams  Somerville residents: Brendan Caffrey, Jane Callahan, Colin Carroll, Noel Clarke, Ethan Contini-Field, Michael Curtis Curtis, Carrie-Anne DeDeo, Amy Dierberger, Susannah Ford, Bradley Harris, Nathan Kaufman, Tom Keane, Karin Knudson, Jason Lachapelle, Christopher Lay, Doug Lipinski, Jesse Morrow, Ron Newman, Kelly O'Connell, Jess Petersen, Todd Prokop, Jon Ramos, John Reinhardt, Francisco Rosales, Jon Schultz, John Scott, Caroline Sherrard, Elana Sulakshana  Southampton resident: Michael Ramsey</p>	<p>Support</p>	<p>Supports inclusion of the Belmont Community Path in the FFYs 2023–27 TIP. Benefits of the project include increased connectivity to transit, educational facilities, and local businesses; expansion of the regional bicycle network and the filling in of a missing gap of the MCRT between Cambridge and Waltham; safety improvements for bicyclists and pedestrians; increased mode shift opportunities; increased recreational opportunities; improved health of Path users; and the creation of new public space in Belmont Center. The project will improve safe travel for Belmont students and allow mainly off-road travel into downtown Boston. Cites the robust public process that has been undertaken by the Town in support of the project.</p>	<p>The MPO values your support for the Belmont Community Path and appreciates the extent to which this project will foster a safer and more connected Belmont for people walking and bicycling. To that end, the MPO has programmed \$21,034,382 in FFY 2026 for this project in the FFYs 2023–27 TIP. The MPO looks forward to continuing to work with all local and regional stakeholders in this project as it advances towards construction in the coming years. Given the concerns raised about this project by other commenters in recent years, the MPO also requests that the Town of Belmont continue to work with abutters and other concerned parties throughout the project development process to resolve any ongoing issues and ensure the final project design meets the needs of all stakeholders to the greatest extent possible.</p>

<p>Community Path, Belmont Component of the MCRT (Phase 1) (Belmont) (#609204)</p>	<p>Springfield resident: Ed Marrone Stow residents: Thomas Farnsworth, Ruth Sudduth Swampscott resident: Marzie Galazka Waltham residents: Jay Abolofia, Adam Crossman, Daniel Larson, Richard Nielsen, Benjamin Piat, Marc Rudnick, Myles Steinhauser, Chris Tweed Watertown residents: James Bredt, Kendra Eshleman, Kathy Hynes, Katherine Martin, Brian Seitz, Libby Shaw, Gail Walker Wayland resident: Peter Briere Westport, Connecticut, resident: Panny Stephen Williamsburg resident: Martha Grinnell Wilmington resident: Lee Hollenbeck Winchester residents: Beverly Antunes, Roger Wilson</p>	<p>Support</p>	<p>Supports inclusion of the Belmont Community Path in the FFYs 2023–27 TIP. Benefits of the project include increased connectivity to transit, educational facilities, and local businesses; expansion of the regional bicycle network and the filling in of a missing gap of the MCRT between Cambridge and Waltham; safety improvements for bicyclists and pedestrians; increased mode shift opportunities; increased recreational opportunities; improved health of Path users; and the creation of new public space in Belmont Center. The project will improve safe travel for Belmont students and allow mainly off-road travel into downtown Boston. Cites the robust public process that has been undertaken by the Town in support of the project.</p>	<p>The MPO values your support for the Belmont Community Path and appreciates the extent to which this project will foster a safer and more connected Belmont for people walking and bicycling. To that end, the MPO has programmed \$21,034,382 in FFY 2026 for this project in the FFYs 2023–27 TIP. The MPO looks forward to continuing to work with all local and regional stakeholders in this project as it advances towards construction in the coming years. Given the concerns raised about this project by other commenters in recent years, the MPO also requests that the Town of Belmont continue to work with abutters and other concerned parties throughout the project development process to resolve any ongoing issues and ensure the final project design meets the needs of all stakeholders to the greatest extent possible.</p>
<p>Community Path, Belmont Component of the MCRT (Phase 1) (Belmont) (#609204)</p>	<p>No Town Specified: Bruce Cherner, Cooper Cullen, Lin Ji, Brandon K, Jeffrey Kerner, Glen Laird, Bo Leng, Zoé Marion, Erin Mihok, James Rhoades, Evan Ricker, Andrew Scholte, Will Sprague, Yvette Tenney, Alex Thurston, Yan Yin</p>	<p>Support</p>	<p>Supports inclusion of the Belmont Community Path in the FFYs 2023–27 TIP. Benefits of the project include increased connectivity to transit, educational facilities, and local businesses; expansion of the regional bicycle network and the filling in of a missing gap of the MCRT between Cambridge and Waltham; safety improvements for bicyclists and pedestrians; increased mode shift opportunities; increased recreational opportunities; improved health of Path users; and the creation of new public space in Belmont Center. The project will improve safe travel for Belmont students and allow mainly off-road travel into downtown Boston. Cites the robust public process that has been undertaken by the Town in support of the project.</p>	<p>The MPO values your support for the Belmont Community Path and appreciates the extent to which this project will foster a safer and more connected Belmont for people walking and bicycling. To that end, the MPO has programmed \$21,034,382 in FFY 2026 for this project in the FFYs 2023–27 TIP. The MPO looks forward to continuing to work with all local and regional stakeholders in this project as it advances towards construction in the coming years. Given the concerns raised about this project by other commenters in recent years, the MPO also requests that the Town of Belmont continue to work with abutters and other concerned parties throughout the project development process to resolve any ongoing issues and ensure the final project design meets the needs of all stakeholders to the greatest extent possible.</p>
<p>Community Path, Belmont Component of the MCRT (Phase 1) (Belmont) (#609204)</p>	<p>Belmont residents: Beth Miller</p>	<p>Support/ Concern</p>	<p>Expressed support for the MPO's investments in bicycling infrastructure throughout the region, but expressed concern about the cost of the Belmont Community Path. States that the approximately \$21 million allocated to the funding of this project could be used to advance a larger number of other bicycle projects across other communities, including communities that have historically been disadvantaged through investments in transportation infrastructure.</p>	<p>The MPO appreciates your support of its work to expand bicycling infrastructure throughout the region and values your feedback on the Belmont Community Path project. While this project represents a larger financial commitment than some other shared-use path projects, this project represents a critical connection in the larger regional off-street path network and an important segment of the Mass Central Rail Trail vision. The proposed project aligns well with the MPO's goals of encouraging mode shift, increasing access to transit and commercial centers, and enhancing safety for people walking and bicycling. Much of the project's cost is derived from the MBTA commuter rail underpass at Alexander Avenue, which will create a direct connection between the new Belmont High School and the town center, alleviating existing safety issues at a location where students often cross the railroad tracks at an unmarked location. The MPO will continue to work with other communities to advance their priority bicycle and pedestrian projects as well, and the MPO's project selection criteria will help to ensure those projects that most benefit historically marginalized populations are prioritized for funding in future TIP cycles.</p>
<p>Community Path, Belmont Component of the MCRT (Phase 1) (Belmont) (#609204)</p>	<p>Belmont residents: Frances Napoli</p>	<p>Concern</p>	<p>Expressed concern about the MPO's funding of the Belmont Community Path without a full understanding of the difficulty of constructing phase 2 of the project further west. States her belief that the importance of the tunnel project for student safety is being used as a tool to advance the larger pathway project without there being a clear plan to continue construction of the pathway through phase 2.</p>	<p>The MPO appreciates your feedback on the Belmont Community Path project and understands your concern about phase 2 of the project. While the outlook for phase 2 remains undefined at this stage, phase 1 of the project stands to create new, off-street connections between the town center, Belmont High School, and the existing Fitchburg Cutoff path. As a standalone project, phase 1 aligns well with the MPO's goals of encouraging mode shift, increasing access to transit and commercial centers, and enhancing safety for people walking and bicycling.</p>
<p>Community Path, Belmont Component of the MCRT (Phase 1) (Belmont) (#609204)</p>	<p>Belmont resident: Kathleen Cowing</p>	<p>Oppose</p>	<p>Opposes the Belmont Community Path as it has been developed to date. States that this project has insufficiently addressed the concerns of the neighbors and has systematically excluded them from the conversation, as well as anyone who echoes their concerns. States that this project continues to present myriad safety concerns with the lack of access points and visibility. States that this project is being done in too many phases and is being advanced without proof that the full path, including phase 2, is feasible. States that this project includes components, including the Alexander Avenue underpass, that have not been fully vetted or committed to by all stakeholders. States that there are other locations for this path that make far more sense, such as along Concord Avenue, that would be far less costly for taxpayers, improve access for all users, not unfairly impact abutters, and involve far less disruption to the environment. Requests that the MPO not fund this project until these issues are resolved.</p>	<p>The MPO appreciates your feedback on the Belmont Community Path project and understands your concerns about the project's design and development process. The Town of Belmont submitted 25 percent design plans on this project in January 2022, meaning that a design public hearing will be held for the project in the coming months. This meeting is an opportunity for you to further engage the project development team about these issues. The MPO encourages you to participate in this meeting, and the MPO will also share your concerns with the Town directly so that they may take them into account as the project advances. Given the concerns raised about this project by you and other commenters in recent years, the MPO will continue to encourage productive dialogue between the Town of Belmont and abutters and other concerned parties throughout the project development process to resolve any ongoing issues and ensure the final project design meets the needs of all stakeholders to the greatest extent possible.</p>
<p>Chenery Middle School Bicycle Parking (Belmont) (#512704)</p>	<p>Municipal: Belmont Community Path Project Committee; Belmont Select Board</p>	<p>Support</p>	<p>Supports inclusion of Chenery Middle School's bicycle parking project in the FFYs 2023–27 TIP.</p>	<p>The MPO values your support for the Chenery Middle School Bicycle Parking project and appreciates the extent to which this project will support greater year-round access to school for students who bicycle. To that end, the MPO has programmed \$4,376 in FFY 2023 for this project in the FFYs 2023–27 TIP.</p>
<p>Bridge Replacement, B-16-165, Blue Hill Avenue over Railroad (Boston) (#612519)</p>	<p>Milton resident: Lee Toma</p>	<p>Support/ Request</p>	<p>Supports inclusion of the bridge replacement project on Blue Hill Avenue in Boston in the FFYs 2023–27 TIP. Requests that this project consider adding protected bicycle lanes on the bridge, as church and restaurant traffic currently block unprotected bicycle lanes on a regular basis.</p>	<p>The MPO values your support for the bridge replacement project on Blue Hill Avenue over the MBTA railroad tracks in Boston. To that end, MassDOT has programmed \$36,007,685 in statewide highway funding to the project in FFY 2027. The MPO will share your feedback on this project with MassDOT so that they may take it into consideration as the design process advances.</p>
<p>Bluebikes Station Replacement and System Expansion (Cambridge) (#512695)</p>	<p>Municipal: Iram Farooq, Assistant City Manager for Community Development, City of Cambridge</p>	<p>Support</p>	<p>Supports inclusion of the Bluebikes Station Replacement and System Expansion project in Cambridge in the FFYs 2023–27 TIP. This project will allow the City of Cambridge to maintain a state of good repair at key locations in the City's bikeshare system while supporting the expansion of the system to new locations in West Cambridge and Harvard Square. This project will improve active transportation access to open space and to a major business district within Cambridge.</p>	<p>The MPO values your support for the Bluebikes Station Replacement and System Expansion project in Cambridge. To that end, this project is funded by the MPO with \$349,608 in MPO Community Connections funding in FFY 2023. The MPO looks forward to working with the City of Cambridge to advance this important investment in the region's bikeshare system to construction in the coming year.</p>

FFYs 2023-27 Transportation Improvement Program: Public Comment Summary Including Draft Responses

5/26/2022

Bridge Replacement, C-01-008, First Street Bridge and C-01-040, Land Boulevard (Cambridge) (#606449)	Municipal: Iram Farooq, Assistant City Manager for Community Development, City of Cambridge	Support	Supports inclusion of the bridge replacement project on First Street and Land Boulevard in Cambridge in the FFYs 2023–27 TIP. Requests that MassDOT begin coordination and engagement as soon as possible with the Massachusetts Department of Conservation and Recreation, City of Cambridge staff, and the public on the design of these bridges to ensure that final designs improve conditions for people walking and bicycling. Requests that MassDOT file a Project Notification Form with the Massachusetts Historical Commission for this project, given the historic nature of the bridges.	The MPO values your support for the bridge replacement project on First Street and Land Boulevard in Cambridge. This project is funded by MassDOT with \$14,896,000 in statewide highway funding in FFY 2026. The MPO will share your recommendations for enhanced coordination on the bridge's accommodations for people walking and bicycling with MassDOT so that they may take them into consideration in the project development process.
Bridge Replacement, C-01-026, Memorial Drive over Brookline Street (Cambridge) (#611987)	Municipal: Iram Farooq, Assistant City Manager for Community Development, City of Cambridge	Support	Supports inclusion of the bridge replacement project on Memorial Drive over Brookline Street in Cambridge in the FFYs 2023–27 TIP. Requests that MassDOT begin coordination and engagement as soon as possible with the Massachusetts Department of Conservation and Recreation, City of Cambridge staff, and the public on the design of this bridge to ensure that final designs improve conditions for people walking, bicycling, and taking transit. Requests that MassDOT file a Project Notification Form with the Massachusetts Historical Commission for this project, given the historic nature of the bridges. Requests that the reconstruction of the adjacent Grand Junction Railroad bridge be considered for inclusion with this project to allow for the future use of this bridge for a shared-use path connection in addition to two-track train service between North Station and the future West Station.	The MPO values your support for the bridge replacement project on Memorial Drive over Brookline Street in Cambridge. This project is funded by MassDOT with \$52,933,955 in Next Generation Bridge Program funding in FFY 2027. The MPO will share your recommendations for enhanced coordination on the bridge's accommodations for people walking and bicycling with MassDOT so that they may take them into consideration in the project development process. The MPO will also share your feedback on the Grand Junction Railroad bridge with MassDOT to understand if there are ways to move this related project forward in the near term.
Bridge Replacement, C-01-026, Memorial Drive over Brookline Street (Cambridge) (#611987)	Framingham resident: Garrett Wollman	Oppose	Opposes inclusion of the bridge replacement project on Memorial Drive over Brookline Street in Cambridge in the FFYs 2023–27 TIP. States that this structure should instead be demolished and the rotary it passes over should be replaced with a conventional signalized intersection with complete bicycle and pedestrian accommodations.	The MPO values your input on the bridge replacement project on Memorial Drive over Brookline Street in Cambridge and understands your concerns about the capacity of the current interchange design to accommodate improved bicycle and pedestrian accommodations. The MPO will share your feedback on this subject with MassDOT so that they may take it into consideration as the project's design advances.
Park and Pearl Street Reconstruction (Chelsea) (#611983)	Municipal: Alex Train, City of Chelsea	Support	Supports inclusion of the Park and Pearl Street reconstruction project in Chelsea in the FFYs 2023–27 TIP. Stated that the project supports the City's central business district which has many minority-owned small business and civic institutions. Stated that the project abuts densely settled environmental justice (EJ) neighborhoods and supports multiple key MBTA bus routes. Stated that the corridor is currently unsafe with a high number of crashes, and the reconstruction would support pedestrian and bicycle safety and safe routes to school for families. Stated that the project would also support economic development, public transportation efficiency improvements, and environmental and health improvements, especially for EJ neighborhoods.	The MPO values your support for the Park and Pearl Street reconstruction project in Chelsea. To that end, this project is funded by the MPO with \$12,123,769 in MPO funding in FFY 2027. The MPO looks forward to working with the City of Chelsea to advance this critical safety and transit accessibility project to construction in the coming years.
Improvements at Avery Elementary School (SRTS) (Dedham) (#512212)	Milton resident: Lee Toma	Support/Request	Supports inclusion of the Safe Routes to School project at Avery Elementary School in Dedham in the FFYs 2023–27 TIP. Requests that the project consider improvements to the adjacent old rail trail in its scope.	The MPO values your support for the Safe Routes to School project at Avery Elementary School in Dedham. To that end, MassDOT has programmed \$1,876,802 in statewide highway funding to the project in FFY 2026. The MPO will share your feedback on this project with MassDOT so that they may take it into consideration as the design process advances.
High-Risk At-Grade Railroad Crossing Countermeasures on Route 126 (Framingham) (#512640)	Framingham resident: Garrett Wollman	Request	Requests that MassDOT, MBTA, and CSX pursue FRA grants for grade-crossing elimination at this location, which were significantly expanded in the recently passed Bipartisan Infrastructure Law. Notes that the two railroad crossings in Framingham are the only grade crossings on the entire MBTA Worcester Line. States that if a full grade separation is impractical, a separation of the Worcester Main Line should be pursued in order to enable more frequent and reliable service on the line; the lightly used Framingham Secondary freight track does not and is unlikely ever to support passenger service, and could remain at grade with little consequence to safety, freight traffic, or congestion.	The MPO appreciates your support for enhanced safety at the Route 126 railroad crossing in Framingham. To that end, High-Risk At-Grade Railroad Crossing Countermeasures on Route 126 is funded by MassDOT with \$3,500,000 in statewide highway funds in FFY 2024. The MPO will share your feedback on this project with MassDOT so that they may take it into consideration as they advance these safety improvements through the project development process.
Montachusett RTA Microtransit Service (MART) (#512703)	Organization: Bruno Fisher, Deputy Administrator, Montachusett RTA	Request	Requested updates to the greenhouse gas emissions analysis for MART's microtransit service project using revised projections for person-trips and route miles.	The MPO appreciates your submission of revised trip numbers and route distances for MART's microtransit service application to the MPO's Community Connections Program. All projects funded through this program use a standardized methodology for calculating air quality benefits, as this methodology is mandated as a part of MassDOT's Congestion Mitigation and Air Quality (CMAQ) consultation process. The CMAQ consultation process has already been completed for projects seeking approval for use of CMAQ funding in FFY 2023, and this project was approved for funding by the committee using the original estimates submitted as a part of the Community Connections application process. Given that any numbers used at this stage are estimates of the project's anticipated performance, and that this project will need to go through the CMAQ consultation process again in the spring of 2023 to secure a second year of funding, an updated analysis will be conducted at that time using actual data based on how the service performs after its launch.
Intersection Improvements, Squantum Street at Adams Street (Milton) (#608955)	Milton resident: Lee Toma	Support/Request	Supports inclusion of the intersection improvement project at Adams Street and Squantum Street in Milton in the FFYs 2023–27 TIP. Requests that the project's design consider adding protected bicycle lanes and not adding vehicular turn lanes.	The MPO values your support for the intersection improvement project at Adams Street and Squantum Street in Milton. To that end, MassDOT has programmed \$2,403,651 in statewide highway funding to the project in FFY 2024. The MPO will share your feedback on this project with MassDOT so that they may take it into consideration as the design process advances.
Bridge Rehabilitation, N-12-010-W-29-005, Commonwealth Avenue (Route 30) over the Charles River (Newton and Weston) (#110980)	Framingham resident: Garrett Wollman	Support	Supports the inclusion of the rehabilitation of the Route 30 bridge over the Charles River in Newton and Weston in the FFYs 2023–27 TIP. In conjunction with project #608954 and projects farther east in Newton, this project will greatly improve bicycle and pedestrian safety on Route 30.	The MPO values your support for the rehabilitation of the Route 30 bridge over the Charles River in Newton and Weston. To that end, this project is funded by the MPO with \$22,725,820 in MPO funding in FFY 2024. The MPO looks forward to continuing to work with MassDOT, the City of Newton, and the Town of Weston in the coming years to advance this critical investment in regional connectivity for people walking and bicycling.
McGrath Boulevard Construction (Somerville) (#607981)	Organization: Karen Molloy, Somerville Transportation Equity Partnership	Support	Supports inclusion of the McGrath Boulevard Construction project in the FFYs 2023–27 TIP. This project will help to reconnect Union Square with the Inner Belt and East Somerville neighborhoods by removing the McCarthy Overpass and promoting greater accessibility through investments in walking and bicycling infrastructure.	The MPO values your support for the McGrath Boulevard Construction project and appreciates the benefits this project will bring for connectivity and quality of life to the City of Somerville and the surrounding region. To that end, the MPO has programmed \$20,000,000 in FFY 2027 for this project in the FFYs 2023–27 TIP. In the coming years, the MPO anticipates allocating additional funding to this project to see this important regional priority through to completion.
Mass Central Rail Trail (Sudbury and Wayland) (#610660)	Sudbury residents: Pat Brown	Oppose	Opposes inclusion of the Mass Central Rail Trail in Sudbury and Wayland in the FFYs 2023–27 TIP. States that MassDOT's process for prioritizing this project above others is unclear. States that the project project will be built to an arbitrary endpoint beneath the Landham Road bridge at an underpass depressed more than ten feet from the surrounding surface, and provides no reasonable access for pedestrians, cyclists or motorists attempting to bring users to the facility. States that it appears that this design does not allow for public access to the trail at Landham Road, meaning there will be no viable access to the trail from within Sudbury. States that the future of the project remains unclear because of the required right-of-way negotiations between the Massachusetts Department of Conservation and Recreation and Eversource, and so the project should not advance until it has a clearer path forward.	The MPO appreciates your feedback on the Mass Central Rail Trail project in Sudbury and Wayland and understands your concerns about the project's design and development process. MassDOT submitted 25 percent design plans on this project in April 2022, meaning that a design public hearing will be held for the project in the coming months. This meeting is an opportunity for you to learn more about the project's design and ask questions of the project development team about the project's prioritization and right-of-way status. The MPO encourages you to participate in this meeting, and the MPO will also share your concerns with MassDOT directly so that they may take them into account as the project advances.

<p>Mass Central Rail Trail (Sudbury and Wayland) (#610660)</p>	<p>Sudbury resident: Daniel DePompei</p>	<p>Oppose</p>	<p>Opposes inclusion of the Mass Central Rail Trail in Sudbury and Wayland in the FFYs 2023–27 TIP. States that the right of way needed for the project is active and has not been formally abandoned by the Surface Transportation Board (STB), and so the STB must be involved in the planning of the project. States that the construction of a rail trail on the right of way will interfere with the future use of the corridor as a rail asset.</p>	<p>The MPO appreciates your feedback on the Mass Central Rail Trail project in Sudbury and Wayland and understands your concerns about the project’s design and development process. MassDOT submitted 25 percent design plans on this project in April 2022, meaning that a design public hearing will be held for the project in the coming months. This meeting is an opportunity for you to ask questions of the project development team about the project’s right-of-way status. The MPO encourages you to participate in this meeting, and the MPO will also share your concerns with MassDOT directly so that they may take them into account as the project advances.</p>
<p>Swampscott Rail Trail (Swampscott) (#610666)</p>	<p>Municipal: Sean Fitzgerald, Swampscott Town Administrator; Tania Lillak, Chair, Swampscott Open Space and Recreation Plan Committee  Organization: Jonah Chiarenza, Bike to the Sea; Colin Codner, Greater Lynn Chamber of Commerce; Craig Della Penna, Northeast Greenway Solutions; Chris Mancini, Save the Harbor/Save the Bay; Herb Nolan, Lawrence and Lillian Solomon Foundation; Alexis Runstadler, Friends of the Swampscott Rail Trail</p>	<p>Support</p>	<p>Supports inclusion of the Swampscott Rail Trail in the FFYs 2023–27 TIP. The project will connect to the Northern Strand Community Trail and the Marblehead Rail Trail, and increase connectivity within Swampscott by providing safe connections to local businesses, transit, and recreational and educational facilities. In addition, the trail will provide open space in a densely populated community and provide opportunities for recreational and healthy activity. The project includes environmental-friendly aspects, including an edible walking forest and pollinator garden. The project is largely supported by community; the Town Meeting approved the project by a vote of 210 to 56.</p>	<p>The MPO values your support for the Swampscott Rail Trail and appreciates the extent to which this project will foster a safer and more connected Swampscott for people walking and bicycling. To that end, the MPO has programmed \$8,932,000 in FFY 2027 for this project in the FFYs 2023–27 TIP. The MPO looks forward to continuing to work with all local and regional stakeholders in this project as it advances towards construction in the coming years. Given the concerns raised about this project by other commenters, the MPO also requests that the Town of Swampscott continue to work with abutters and other concerned parties throughout the project development process to resolve any ongoing issues and ensure the final project design meets the needs of all stakeholders to the greatest extent possible.</p>
<p>Swampscott Rail Trail (Swampscott) (#610666)</p>	<p>Gulfport, Mississippi, resident: Kathryn Irby  Lynn resident: David Alexander, Doris Bezada, Amanda Burroughs, Hildreth Curran, Jason Gatlin, Christopher K., Nannette LeBlanc, David McInerney, Kathleen Powers, Danielle Torres  Malden residents: Brittany Carey, Caren Hunter, Heathet Kunst, Christina Mejia, Christina Michaud, Nancy Mulrey, Matthew Quinn, Rita Rocha</p>	<p>Support</p>	<p>Supports inclusion of the Swampscott Rail Trail in the FFYs 2023–27 TIP. The project will connect to the Northern Strand Community Trail and the Marblehead Rail Trail, and increase connectivity within Swampscott by providing safe connections to local businesses, transit, and recreational and educational facilities. In addition, the trail will provide open space in a densely populated community and provide opportunities for recreational and healthy activity. The project includes environmental-friendly aspects, including an edible walking forest and pollinator garden. The project is largely supported by community; the Town Meeting approved the project by a vote of 210 to 56.</p>	<p>The MPO values your support for the Swampscott Rail Trail and appreciates the extent to which this project will foster a safer and more connected Swampscott for people walking and bicycling. To that end, the MPO has programmed \$8,932,000 in FFY 2027 for this project in the FFYs 2023–27 TIP. The MPO looks forward to continuing to work with all local and regional stakeholders in this project as it advances towards construction in the coming years. Given the concerns raised about this project by other commenters, the MPO also requests that the Town of Swampscott continue to work with abutters and other concerned parties throughout the project development process to resolve any ongoing issues and ensure the final project design meets the needs of all stakeholders to the greatest extent possible.</p>
<p>Swampscott Rail Trail (Swampscott) (#610666)</p>	<p>Salem residents: Peter Freudenberger, Walt Lutter, Andy McDonough, Justin McGuirk, Kyle Reardon  Saugus resident: Hillary Okun  Somerville residents: Amy McCormick, Daniel Rabe  Steep Falls, Maine, resident: Andrew Walton  Steilacoom, Washington, resident: Leanna Copp  Swampscott residents: Arlene Albaneese, Jonathan Almon, Jose Alvarado, Dana Anderson, Emily Andreano, Katie Arrington, Sean Atcherley, Sammia Atoui, Michelle B., Robert Baker, Marc Barden, Gary Barden, Michele Barden, Marla Belostock, Aaron Berdofe, Philip Bereaud, Robert Berk, Liz Bilodeau, Deborah Boggs, Mark Bolivar, Fred Bollen, Karen Bonner, Amanda Boyd, Kelly Boyne, Julie Callum, Andrew Caplan, Wilson Castellanos, Paula Claridge, Grandy Cody, Ryan Conner, Kathleen Cormier</p>	<p>Support</p>	<p>Supports inclusion of the Swampscott Rail Trail in the FFYs 2023–27 TIP. The project will connect to the Northern Strand Community Trail and the Marblehead Rail Trail, and increase connectivity within Swampscott by providing safe connections to local businesses, transit, and recreational and educational facilities. In addition, the trail will provide open space in a densely populated community and provide opportunities for recreational and healthy activity. The project includes environmental-friendly aspects, including an edible walking forest and pollinator garden. The project is largely supported by community; the Town Meeting approved the project by a vote of 210 to 56.</p>	<p>The MPO values your support for the Swampscott Rail Trail and appreciates the extent to which this project will foster a safer and more connected Swampscott for people walking and bicycling. To that end, the MPO has programmed \$8,932,000 in FFY 2027 for this project in the FFYs 2023–27 TIP. The MPO looks forward to continuing to work with all local and regional stakeholders in this project as it advances towards construction in the coming years. Given the concerns raised about this project by other commenters, the MPO also requests that the Town of Swampscott continue to work with abutters and other concerned parties throughout the project development process to resolve any ongoing issues and ensure the final project design meets the needs of all stakeholders to the greatest extent possible.</p>

<p>Swampscott Rail Trail (Swampscott) (#610666)</p>	<p>Swampscott residents (continued): Christopher Cornelle, Patricia Correia, Paul Croft, KC Cucchi, Martha Curry, Charlotte Daniel Coletti, Terry Dansdill, Martha Dansdill, Rupert Deese, Mark Degatano, John DeGregorio, Drew Deppen, Jacqueline Deppen, Anne DiNatale, Sarah Dionne, Joseph Doeringer, Allison Donine, Angela Dooley, Kate Doria, Neal Duffy, Allison Duffy, Ashlee Earl, Dan Eccles, Diana Eddowes, Steven F., Kevin Farren, Kathleen Farren, Marisa Fava, Michelle Fine, Christopher Ford, Meredith Freed, Jeffrey Freedman, Richard Frenkel, Amanda G., Marzie Galazka, Tara Gallagher, David Gardiner, Marla Gay, Don Giard, Richard Gilberg, Jon Gilman, Michael Gilmore, Sean Going, Sandra Gordon, David Goulart, David Grishman, Amy Grishman, Abbie Groff, Marcy Gunther, Jeffrey Gunther, Aron Gyuris, Ryan Hale, Suzanne Hale, Colleen Hankins, James Hankins, Barbara Hemphill, Gilbert Hendry, Kelsey Henry, Trevor Henry, Nancy Hewitt, Joan Hilario, Jennifer Honig, Chris Howe, Kathryn Hubney, Brad Hubney</p>	<p>Support</p>	<p>Supports inclusion of the Swampscott Rail Trail in the FFYs 2023–27 TIP. The project will connect to the Northern Strand Community Trail and the Marblehead Rail Trail, and increase connectivity within Swampscott by providing safe connections to local businesses, transit, and recreational and educational facilities. In addition, the trail will provide open space in a densely populated community and provide opportunities for recreational and healthy activity. The project includes environmental-friendly aspects, including an edible walking forest and pollinator garden. The project is largely supported by community; the Town Meeting approved the project by a vote of 210 to 56.</p>	<p>The MPO values your support for the Swampscott Rail Trail and appreciates the extent to which this project will foster a safer and more connected Swampscott for people walking and bicycling. To that end, the MPO has programmed \$8,932,000 in FFY 2027 for this project in the FFYs 2023–27 TIP. The MPO looks forward to continuing to work with all local and regional stakeholders in this project as it advances towards construction in the coming years. Given the concerns raised about this project by other commenters, the MPO also requests that the Town of Swampscott continue to work with abutters and other concerned parties throughout the project development process to resolve any ongoing issues and ensure the final project design meets the needs of all stakeholders to the greatest extent possible.</p>
<p>Swampscott Rail Trail (Swampscott) (#610666)</p>	<p>Swampscott residents (continued): Cassie Huddle, Marissa Hunt-Pomeroy, Merle Hyman, Angela Ippolito, Steven James, Verena Karsten, Tanya Kater, Daniel Kelly, Kristen Kelly, Keli Khatib, Heidi Kluge, Elisabeth Knudsen, Nelson Knudsen, Peter Kvetko, Brett Laker, Steven Lakind, Jackie Lane, David LaPorte, Douglas LaRose, Jack Lawler, Sami Lawler, Jonathan Leamon, Michael Legere, Stephen Lento, Thomas Levenberg, Jason Levine, Tania Lilak, Judith Locke, Terry Lorber, Kevin MacNichol, Joseph Maldonado, Rebecca Mallqui, Chris Mancini, Mary Marchal, Lou Marino, Frances Marshall, Peg Martin-Epstein, Cara Massey, Carolyn Matheson, Julie McCannon, Shane McCarran, Joshua McCloy, Josh McCloy, Elizabeth McDonnell, Ken McKenna, Nate McNamee, Yasmin Mheiny, Rosalie Miller, Cheryl Miller, Sarah Moody, Sierra Munoz, Heshi Muntiu, Tara Myslinski, Tiffany Naste, Deb Newman, Patrick Noonan, Sara Noone</p>	<p>Support</p>	<p>Supports inclusion of the Swampscott Rail Trail in the FFYs 2023–27 TIP. The project will connect to the Northern Strand Community Trail and the Marblehead Rail Trail, and increase connectivity within Swampscott by providing safe connections to local businesses, transit, and recreational and educational facilities. In addition, the trail will provide open space in a densely populated community and provide opportunities for recreational and healthy activity. The project includes environmental-friendly aspects, including an edible walking forest and pollinator garden. The project is largely supported by community; the Town Meeting approved the project by a vote of 210 to 56.</p>	<p>The MPO values your support for the Swampscott Rail Trail and appreciates the extent to which this project will foster a safer and more connected Swampscott for people walking and bicycling. To that end, the MPO has programmed \$8,932,000 in FFY 2027 for this project in the FFYs 2023–27 TIP. The MPO looks forward to continuing to work with all local and regional stakeholders in this project as it advances towards construction in the coming years. Given the concerns raised about this project by other commenters, the MPO also requests that the Town of Swampscott continue to work with abutters and other concerned parties throughout the project development process to resolve any ongoing issues and ensure the final project design meets the needs of all stakeholders to the greatest extent possible.</p>
<p>Swampscott Rail Trail (Swampscott) (#610666)</p>	<p>Swampscott residents (continued): Diane O'Brien, Leanne O'Brien, Kelly O'Connell, Amy O'Connor, John O'Connor, L. James Olivetti, Lorenz Olivetti, Joanna O'Neil, Reggie Pagan, Leah Palone, Joseph Palone, Phoebe Palone, Lena Palone, Ella Parker, Glenn Paster, Roxana Perdue, Cynthia Picariello, Carol Pope, Sheila Popeo, Amy Powell, Michael Proscia, Jacque Quann, Ethan R., Mary R., Dawn Rafferty, Amy Ries, Erin Rioux, Carol Roberts, Adrian Rodriguez, Laurie Rosen, Nathan Rouse, Andrea Rovaldi, Gayle Rubin, Marisa Rubin, Alexis Runstadler, Jonathan Runstadler, Franziska Salcedo, Jessica Sapp, Scott Saunders, Martha Schmitt, Kula Ellison Second, Victoria Shams, Carole Shutzer, Andy Siepel, Arleen Silverlieb, Larry Simmons, Richard Simmons, Jennifer Simon, David Simonson, Heather Smith, Richard Smith, Laura Spathanas, Shayne Spaulding, Rebecca S. Spellios, Peter Spellios, Matt Straub, Laurie Strazzullo, Catherine Sturdevant, J. Susarrey, Roger Talkov, Ara Talkov, Ethan Talkov, Amy Tatem-Bannister, Douglas Thompson, Polly Titcomb, David Townsend, Konstantinos</p>	<p>Support</p>	<p>Supports inclusion of the Swampscott Rail Trail in the FFYs 2023–27 TIP. The project will connect to the Northern Strand Community Trail and the Marblehead Rail Trail, and increase connectivity within Swampscott by providing safe connections to local businesses, transit, and recreational and educational facilities. In addition, the trail will provide open space in a densely populated community and provide opportunities for recreational and healthy activity. The project includes environmental-friendly aspects, including an edible walking forest and pollinator garden. The project is largely supported by community; the Town Meeting approved the project by a vote of 210 to 56.</p>	<p>The MPO values your support for the Swampscott Rail Trail and appreciates the extent to which this project will foster a safer and more connected Swampscott for people walking and bicycling. To that end, the MPO has programmed \$8,932,000 in FFY 2027 for this project in the FFYs 2023–27 TIP. The MPO looks forward to continuing to work with all local and regional stakeholders in this project as it advances towards construction in the coming years. Given the concerns raised about this project by other commenters, the MPO also requests that the Town of Swampscott continue to work with abutters and other concerned parties throughout the project development process to resolve any ongoing issues and ensure the final project design meets the needs of all stakeholders to the greatest extent possible.</p>



Swampscott Rail Trail (Swampscott) (#610666)	Swampscott residents (continued): Theodore Vander Linden, Ilene Vogel, Anthony Waite, Laura Wayne, Alexander Wayne, Eric Webb, Garret Weigel, Megan Weigel, Nicholas Weinand, Frances Weiner, Marta Wejman, David Westcott, Emily Westhoven, Philip White, Nancy Wolinski, Mark Wolinski, Wendy Yaakov, Alex Yanishevsky, Stephen Young, Gretchen Young, Elana Zabar	Support	Supports inclusion of the Swampscott Rail Trail in the FFYs 2023–27 TIP. The project will connect to the Northern Strand Community Trail and the Marblehead Rail Trail, and increase connectivity within Swampscott by providing safe connections to local businesses, transit, and recreational and educational facilities. In addition, the trail will provide open space in a densely populated community and provide opportunities for recreational and healthy activity. The project includes environmental-friendly aspects, including an edible walking forest and pollinator garden. The project is largely supported by community; the Town Meeting approved the project by a vote of 210 to 56.	The MPO values your support for the Swampscott Rail Trail and appreciates the extent to which this project will foster a safer and more connected Swampscott for people walking and bicycling. To that end, the MPO has programmed \$8,932,000 in FFY 2027 for this project in the FFYs 2023–27 TIP. The MPO looks forward to continuing to work with all local and regional stakeholders in this project as it advances towards construction in the coming years. Given the concerns raised about this project by other commenters, the MPO also requests that the Town of Swampscott continue to work with abutters and other concerned parties throughout the project development process to resolve any ongoing issues and ensure the final project design meets the needs of all stakeholders to the greatest extent possible.
	Tucson, Arizona, resident: Pamela Holbert			
	Wakefield resident: Pamela Straube			
	Waltham resident: Myles Steinhauser			
	Watertown resident: Jason Gates			
	West Milford, New Jersey, resident: Debbie Aurigemma			
	Winthrop resident: Jillian DiNunzio			
	Yarmouth resident: Caroline Norden			
Swampscott Rail Trail (Swampscott) (#610666)	Swampscott residents: Lindy Aldrich, Jeanne Breen, Gail Brock, Betsy Burns, Maura Carroll, Martha Cesarz, Annette Cuttle, Jacquie Dragani, Matt Dragani, Paul Dwyer, Matt Fallon, Josh Goldstein, Liza Goldstein, Richard Klayman, Kristen Marescalchi, Paul Marescalchi, Kim Nassar, Tom Palleria, Jeanne Patz, Ryan Patz, Kristen Roddy, Matthew Roddy, Meryl Rose, Andrew Samalis, Kim Samalis, Steven Sciortino, Katherine Smith, Ted Smith, Julie Surette, Paul Surette, Brian Tierney, Christine Tierney, Brian Watson, Sheila Yang	Oppose	Opposes inclusion of the Swampscott Rail Trail in the FFYs 2023–27 TIP. States that the project does not appropriately take into account critical environmental, legal, and design issues that may impact the feasibility of the project, including issues related to land acquisition, flooding, and tree preservation. States that the Town of Swampscott has not fully engaged the abutters who will be impacted by this project. Notes that many abutters were opposed to the project when it was considered for funding in the FFYs 2022–26 TIP cycle and that nothing has substantially improved since the MPO's decision not to fund the project at that time.	The MPO appreciates your feedback on the Swampscott Rail Trail and understands your concerns about the project's design and development process. The Town of Swampscott intends to submit 25 percent design plans on this project in the summer of 2022, meaning that a design public hearing will be held for the project in the coming months. This meeting is an opportunity for you to further engage the project development team about these issues. The MPO encourages you to participate in this meeting, and the MPO will also share your concerns with the Town directly so that they may take them into account as the project advances. Given the concerns raised about this project by you and other commenters in recent years, the MPO will continue to encourage productive dialogue between the Town of Swampscott and abutters and other concerned parties throughout the project development process to resolve any ongoing issues and ensure the final project design meets the needs of all stakeholders to the greatest extent possible.
Reconstruction on Route 30 (Weston) (#608954)	Framingham resident: Garrett Wollman	Support	Supports the inclusion of the Reconstruction on Route 30 in Weston in the FFYs 2023–27 TIP. In conjunction with the rehabilitation of the Route 30 bridge over the Charles River in Newton and Weston (#110980) and projects farther east in Newton, this project will greatly improve bicycle and pedestrian safety on Route 30.	The MPO values your support for the Reconstruction of Route 30 in Weston and recognizes the important safety and accessibility benefits this project will create for people walking and biking along Route 30. To that end, the MPO has programmed \$17,028,272 in FFY 2026 for this project in the FFYs 2023–27 TIP.
Reconstruction on Route 30 (Weston) (#608954)	Weston residents: Nick Berardinelli, Fer Bourlot, Martin Bourlot, Sara Butera, Steven Butera, Diana Chaplin, Nina Danforth, Terry Eastman, Roxanne Ferrero, Barbara Fullerton, Burt Fullerton, Gina Gagliardi, Doug Garron, Jennifer Garron, Lorna Garron, Barbara Gillman, Richard Gillman, Victoria Huber, James Kappel, Deborah Khaksari, Shahriar Khaksari, Elliot Lobel, Lenore Lobel, Louis Mercuri, Rebecca Mercuri, Jaclyn Morris, Margery Morris, Stephen Morris, Tyler Morris, Jack O'Donnell, Laura Paltrineri, Lise Revers, Amy Silverstein, Ross Silverstein, Drew Tamoney, Susan Zacharias	Concern	Expresses concerns about the proposed Route 30 Reconstruction plans that have been submitted by the Town to MassDOT for 25 percent design review. The proposed bidirectional shared-use path raises numerous public safety issues, the two proposed traffic signals need further analysis, and a much fuller and engaging public participation process with affected residents needs to occur before widespread community support for the Route 30 Reconstruction project can be realized. In particular, viable and safe alternatives for bicycle facilities must be a top priority. States that these concerns were expressed in last year's TIP development process and have not yet been addressed. Expresses further concern that the project's cost has increased from \$8,117,562 in FFY 2021 to more than \$17 million as programmed in the draft FFYs 2023–27 TIP.	The MPO values your feedback on the reconstruction project on Route 30 in Weston and acknowledges the concerns you have about the safety of the proposed shared-use path, the design of traffic signals, and the public participation process to date. This project will hold a 25 percent design public hearing on June 9, 2022, providing an opportunity to engage directly with MassDOT, the Town of Weston, and the project's consultants on your expressed concerns.
<b>Currently programmed projects (FFYs 2022–26)</b>				
Minuteman Bikeway Extension (Bedford) (#607738)	Municipal: Emily Mitchell, Select Board Chair, Town of Bedford	Request	Requests that the Minuteman Bikeway Extension project be allowed to remain on the TIP despite a recent failed town meeting vote to allow the town to take easements needed for the project by eminent domain. States that the project has had strong local support in the past. Expresses that the town is regrouping and needs more time to work out the details of the project to determine a path forward for the project.	The MPO appreciates your support of the Minuteman Bikeway Extension in Bedford. MPO staff will continue to work with MassDOT and the Town of Bedford to identify a possible path forward for the project, recognizing that a town meeting vote to allow right-of-way acquisition is a necessary step for the project to advance.
MBTA Mattapan High Speed Line Transformation (Boston) (#P0857)	Milton resident: Lee Toma	Support/Request	Supports inclusion of the Mattapan High Speed Line Transformation project in the FFYs 2023–27 TIP. Requests that funding be considered for the arts along the line, including for murals on the retaining walls beside the Neponset River Greenway.	The MPO values your support for the Mattapan High Speed Line Transformation project in the FFYs 2023–27 TIP. To that end, the MBTA has programmed \$91,628,495 in transit funding to the project in this TIP. The MPO will share your feedback on this project with the MBTA so that they may take it into consideration as the project development process advances.
Reconstruction of Rutherford Avenue (Boston) (#606226)	Boston resident: Dan Jaffe	Oppose	Opposes the delay of the Reconstruction of Rutherford Avenue in Boston from FFY 2023 to FFY 2025 in the FFYs 2023–27 TIP. States that the advancement of this project in the near term is critical for the Charlestown neighborhood, as ongoing development in the neighborhood will bring additional residents and jobs that will further exacerbate existing traffic and safety issues in the area. States that residents have had numerous opportunities to offer input on the proposed design and that the current design is one that residents support, so further redesign is not necessary.	The MPO appreciates your concerns about the adjustment in project schedule for the Reconstruction of Rutherford Avenue in Boston. This project is currently scheduled to begin in FFY 2025. While the MPO understands that the delay in the timeline is less than ideal for people who live, work, and play in a growing Charlestown, the scale and complexity of this project warrant a longer timeline to ensure that the final design of the corridor will accommodate the needs of Charlestown both today and decades into the future. To that end, the City of Boston is working with MassDOT and the MBTA to revise the project's design. These updates will be shared with Charlestown residents in the coming months, and more information on that process is available on the City of Boston's website.
Superstructure Replacement, C-01-031, US Route 3/Route 16/Route 2 over MBTA Red Line (Cambridge) (#610776)	Municipal: Iram Farooq, Assistant City Manager for Community Development, City of Cambridge	Support	Supports inclusion of the bridge replacement project on US Route 3/Route 16/Route 2 over the MBTA Red Line in Cambridge in the FFYs 2023–27 TIP. Requests that MassDOT consider designing the bridge's lone, eastern sidewalk as a shared-use path. This would allow for better connections to future reconstructions on Alewife Brook Parkway, where a wider sidewalk would allow for more comfortable travel for people walking along the Parkway between Rindge Avenue and Whittemore Street. Requests that MassDOT file a Project Notification Form with the Massachusetts Historical Commission for this project, given the designation of Alewife Brook Parkway on the National Register of Historic Places.	The MPO values your support for the bridge replacement project on US Route 3/Route 16/Route 2 over the MBTA Red Line in Cambridge. This project is funded by MassDOT with \$13,424,399 in statewide highway funding in FFY 2024. The MPO will share your feedback on the bridge's accommodations for people walking and bicycling with MassDOT so that they may take it into consideration as the project's design advances.
Royall Street Shuttle (Canton) (#S12114)	Milton resident: Lee Toma	Support/Request	Supports inclusion of the Royall Street Shuttle in Canton in the FFYs 2023–27 TIP. Requests that this project consider adding a Houghton's Pond loop to the shuttle's route in line with the MPO's ongoing study of equity and access to the Blue Hills Reservation.	The MPO values your support for the Royall Street Shuttle in Canton. To that end, the MPO has programmed \$534,820 in funding for this project over three fiscal years, including \$325,791 in funding in the FFYs 2023–27 TIP. The MPO will relay your feedback on the service to the project proponent and consider your input on this project through its ongoing study of access to the Blue Hills Reservation.

Intersection and Signal Improvements at Route 28 (Randolph Avenue) and Chickatawbut Road (Milton) (#607342)	Milton resident: Lee Toma	Support/ Request	Supports inclusion of the intersection improvement project at Route 28 (Randolph Avenue) and Chickatawbut Road in Milton in the FFYs 2023-27 TIP. Requests that this project consider using signalized stoplights for bicycle and pedestrian crossings.	The MPO values your support for the intersection improvement project at Route 28 and Chickatawbut Road in Milton. To that end, MassDOT has programmed \$7,062,751 in statewide highway funding to the project in FFY 2023. The MPO will share your feedback on this project with MassDOT so that they may take it into consideration as the design process advances.
<b>Other Comments</b>				
Draft FFYs 2023-27 TIP document	State: MassDOT Office of Transportation Planning	Request	Requests minor text and graphic updates throughout to enhance the clarity of the report. Requests verification that the TIP document properly linked, updates to project costs and additional information to reflect changes since the release of the draft, and adjustment of presentation of project funded through MassDOT's Next Generation Bridge Program, among other minor edits.	MPO staff will make all recommended edits to the draft TIP document before the document is finalized, including adding or clarifying language and updating graphics where needed.
MBTA Red Line-Blue Line Connector (Boston)	Organization: Conservation Law Foundation	Request	Requests that the MPO fund the MBTA Red Line-Blue Line Connector in Boston in the FFYs 2023-27 TIP. States that the project should be a high priority for the MPO considering the value of the project in advancing the goals of the MPO, particularly clean air and sustainable communities, transportation equity, and economic vitality. States that MassDOT's commitments to this project are not yet complete, as neither design nor construction has been completed for the project.	The MPO appreciates your support for the Red Line-Blue Line Connector in Boston and understands that this project has been a long-running priority for improving transit connectivity in the region. The MBTA has allocated \$14.9 million in funding for the design of this project in the 2023-27 CIP. As that design advances, the MPO will continue to monitor the project's progress to understand the potential for supporting it through an investment of TIP funds. The MPO will also be finalizing its next Long-Range Transportation Plan over the coming year, and this process presents an opportunity to further discuss MPO investments in large-scale projects like the Red Line-Blue Line Connector. The MPO encourages you to participate in this process.
Morrissey Boulevard Reconstruction (Boston)	Milton resident: Lee Toma	Request	Requests that the reconstruction of Morrissey Boulevard in Boston be funded through the TIP or another mechanism. Requests that other similar projects in the Massachusetts Department of Conservation and Recreation Parkways Master Plan also be advanced.	The MPO values your support for the reconstruction of Morrissey Boulevard in Boston. While this project is not currently on the MPO's radar for funding, the MPO will share your feedback with the Massachusetts Department of Conservation and Recreation so that they may take it into consideration as they seek to implement their Parkways Master Plan.
Interchange Improvements at Interstate 93/ Interstate 95/ University Avenue/ Interstate 95 Widening Including 10 Bridges at 9 Multi-Use Path/Pedestrian Bridge (Canton, Dedham, and Norwood) (#87790)	Legislative: Rep. Bill Galvin	Support/ Request	Supports the interchange reconstruction project at Interstates 93 and 95 in Canton, Dedham, and Norwood and requests that this project be funded in the FFYs 2023-27 TIP. Notes that the project is vital to the health and economic wellbeing of the region and is worthy of inclusion in the MPO's TIP. These improvements will have significant benefits for greater Boston by improving safety, reducing greenhouse gas emissions, enhancing the regional economy, and improving quality of life for many Massachusetts residents.	The MPO appreciates your continued support of the Interstates 93 and 95 interchange project on behalf of your constituents in Canton and the surrounding communities. The MPO understands the importance of the interchange reconstruction to many in the region. To that end, interim interchange improvements have been proposed through MassDOT's statewide highway programming as a part of the FFYs 2023-27 TIP (#610541). While not a full reconstruction, this important project proposes the allocation of more than \$6.1 million in FFY 2024 for safety improvements at the interchange.
MBTA Green Line Extension Phase II (Medford)	Organization: Conservation Law Foundation	Request	Requests that the MPO fund the environmental review for the MBTA Green Line Extension to Route 16 in Medford in the FFYs 2023-27 TIP. States that MassDOT and the MBTA have made prior commitments to advancing this work and that this project will help advance a number of policy and planning goals for the region and state.	The MPO appreciates your support for Phase 2 of the Green Line Extension to Route 16 in Medford and understands that this project has been a long-running priority for improving transit connectivity in the region. To that end, a majority of MPO members voted in support of a resolution at the board's April 28, 2022, meeting encouraging MassDOT and the MBTA to advance progress on a scope of work for this project. The MPO will also be finalizing its next Long-Range Transportation Plan over the coming year, and this process presents an opportunity to further discuss MPO investments in large-scale projects like the Green Line Extension to Route 16. The MPO encourages you to participate in this process.
Reconstruction on Granite Avenue, from Neponset River to Squantum Street (Milton) (#608406)	Milton resident: Lee Toma	Request	Requests inclusion of the reconstruction of Granite Avenue in Milton in a future TIP. Requests that the project's design consider turning one southbound lane into a shared-use path connecting to the Neponset River Greenway, or that basic bicycle and pedestrian improvements be added in line with the 2017 road safety audit conducted on the corridor.	The MPO values your support for the corridor reconstruction project on Granite Avenue in Milton. This project remains in the MPO's project universe for consideration for funding in a future TIP cycle. Though the project is not currently funded, the MPO will share your feedback on the proposed project with MassDOT so that they may take it into account should the project have an opportunity to move forward in the coming years.
Roadway Widening on Route 1 North (Phase 2) (Revere and Saugus) (#611999)	Municipal: Todd Baldwin, Town of Saugus	Request	Requests that funding for the roadway widening project on Route 1 North (Phase 2) in Revere and Saugus be included in the FFYs 2023-27 TIP. States that the project is progressing toward 25% design completion and that MassDOT is currently planning an official scoping meeting for the project.	The MPO appreciates your continued advocacy for phase 2 of the Route 1 North Widening project and its importance to Revere and Saugus. While this project is not funded in the FFYs 2023-27 TIP, the MPO encourages you to continue to advance the design for this project in partnership with MassDOT to put the project in a position to be considered for funding in a future TIP cycle.
Bikeshare funding in the TIP	Milton resident: Lee Toma	Request	Requests that bikeshare grants from the MPO's Community Connections Program cover both operating costs and capital costs, as opposed to solely covering capital costs. States that funding operating costs would make expanding bikeshare more feasible in communities like Milton.	The MPO appreciates your request to consider funding bikeshare operations in addition to funding the capital expenses for bikeshare expansion. Right now, only capital expenses for bikeshare stations and bicycles are eligible for funding through the MPO's Community Connections Program. This program is now in its third round of grants. Your feedback will be taken into account as the MPO continues to expand and improve upon this program in the coming years, as one of the key goals of this program is to be a resource for building out the regional bikeshare network.
MPO project selection methods	Organization: Regional Transportation Advisory Council	Support/ Request	Supports the use of the MPO's transparent and consistent project evaluation process. Notes that many of the Commonwealth's projects are not scored using this evaluation process, including two late entries for transit modernization projects. Anticipates the MPO's confirmation that all unscored projects will achieve all relevant LRTP goals and objectives. Requests that, in the future, the MPO evaluate all projects it considers for funding, including those projects that enter the consideration process late. Notes that an alternative could be for agencies like MassDOT or the MBTA to provide evaluation information for projects they want the MPO to consider for funding, such as the project's ranking within each agency's own prioritization system.  Supports the MPO's use of cost-benefit analysis to select projects in the FFYs 2023-27 TIP. Specifically appreciates that the MPO funds low-cost, and high-scoring projects equally as regularly as major infrastructure projects.	The MPO appreciates your support of its project evaluation process and values your input on the piloting of cost-effectiveness scoring for the first time in this TIP cycle. The MPO acknowledges that there is always room for improvement in the project scoring process and will look for ways to ensure all projects, including those projects that enter into the funding conversation late, are scored for funding in time for the MPO board to consider these scores when making investment decisions.
Projects prioritized in the FFYs 2023-27 TIP	Organization: Regional Transportation Advisory Council	Support	Supports the MPO's decision to allocate the additional federal funding from the Bipartisan Infrastructure Law in the FFYs 2023-27 TIP according to the goals defined in the Long-Range Transportation Plan. Expresses approval of MassDOT's decision to increase funding for urgently needed repairs of bridges, highways, and streets, noting the long-deferred need to rehabilitate the Western Avenue and River Street bridges over the Charles River. Supports the MPO's decision to prioritize complete streets, modernize transit, and improve conditions for bicycling and walking around the Boston region.	The MPO appreciates your support of its use of additional federal formula funding available through the Bipartisan Infrastructure Law, as the selection of projects funded by the MPO in this TIP represent a significant investment in the safety, accessibility, and resilience of the region's transportation system. The MPO will share your comments about the need to prioritize the rehabilitation of the Western Avenue and River Street bridges over the Charles River with MassDOT so that they may take this feedback into account when making future decisions about bridge projects to prioritize for funding.
Project prioritization and scoring for MassDOT and MBTA projects	Municipal: Iram Farooq, Assistant City Manager for Community Development, City of Cambridge	Request	Requests that MassDOT and the MBTA provide more information on their scoring or prioritization of bridge reconstruction and transit modernization projects. States that a more transparent process could allow the public and the City of Cambridge to understand the tradeoffs being considered by these agencies when selecting projects for funding.	The MPO values your feedback on the project prioritization process and will share your comments with MassDOT and the MBTA. The MPO will continue to work with these partner agencies in future TIP cycles to bring additional transparency and clarity to the project selection process.

Project selection in the 495/ MetroWest region	Organization: 495/ MetroWest Partnership	Support	<p>Supports inclusion of 22 projects in the 495/ MetroWest region in the FFYs 2023-27 TIP, with particular support for newly funded projects in Acton (#512702, Bicycle Parking along the Bruce Freeman Rail Trail), Bellingham (#612173, Bridge Replacement, B-06-022, Maple Street over Interstate 495), Boxborough (#608009, Bridge Replacement, B-18-002, Route 111 over Interstate 495), Maynard (#604564, Bridge Replacement, M-10-004, Route 62 [Main Street] over the Assabet River), and Natick (#605313, Bridge Replacement, Route 27 over Route 9 and Interchange Improvements, #612178, Bridge Replacement, N-03-010, Speen Street over Railroad MBTA/CSX, and #607420, Superstructure Replacement, N-03-012, Boden Lane over CSX/MBTA).</p> <p>Additional support was specifically highlighted for several crucial projects in the 495/ MetroWest region, including MPO-funded microtransit service in partnership with MWRTA (#S12701) and MART (#S12703), the Mass Central Rail Trail in Sudbury and Wayland (#610660), and the Interstate 90 and 495 interchange improvement project in Hopkinton and Wesborough (#607977).</p>	The MPO appreciates your support for the many projects programmed in the FFYs 2023-27 TIP for the 495/MetroWest region. Collectively, these projects are anticipated to enhance the safety and mobility of all in the region, and the MPO looks forward to continuing to work with the project proponents to advance these important efforts towards construction in the coming years.
MPO's Transit Modernization Program	Framingham resident: Garrett Wollman	Support	Supports the MPO's decision to include an annual flex to transit rather than making allocations to transit projects only upon request. States that increased funding for transit projects is essential in order to achieve the region's climate and mode-shift goals. Further supports the MPO's decision to leave these Transit Modernization Program funds unprogrammed in the outer years of the FFYs 2023-27 TIP, as there are many new and increased discretionary grant programs authorized in the Bipartisan Infrastructure Law. Encourages the MPO to monitor these programs and then fund projects through the Transit Modernization Program in a way that is complementary to these other funding sources.	The MPO appreciates your support of its Transit Modernization Program and looks forward to continuing to build out this program in partnership with the MBTA, CATA, and MWRTA. The MPO will continue to monitor federal grant opportunities available through the Bipartisan Infrastructure Law to ensure its funding programs are complementary to other available funding sources for transit projects.
Transit performance targets	Framingham resident: Garrett Wollman	Request	Requests that Chapter 4 of the TIP clarify that MBTA commuter rail is regulated by FRA, not FTA, which has its own independent safety standards. States that the MBTA has developed performance targets for commuter rail that are responsive to FRA and state requirements, and the TIP should explain how these relate to performance-based planning given that the MPO is funding MBTA commuter-rail projects like the Lynn station project.	The MPO appreciates your feedback on Chapter 4 of the TIP document and will explore ways to make updates to the language in this chapter to clarify the relationship between FRA regulations, MBTA performance targets, and MPO investments in commuter rail stations.
Electrification of the MBTA commuter rail system	Framingham resident: Garrett Wollman	Request/ Oppose	Requests that the MBTA more fully and quickly prioritize the electrification of the commuter rail system, noting that there is only one project in the FFYs 2023-27 TIP that advances planning for commuter rail electrification. Opposes the MBTA's acquisition of new locomotive-hauled coaches (#P0652), as this technology does not advance electrification goals. Notes that there is a significant number of MassDOT-prioritized bridge replacement projects over commuter rail lines in the FFYs 2023-27 TIP and states that it is critical that these projects maintain or improve clearances above the railroad to allow for future construction of overhead catenary electrification.	The MPO values your support for the electrification of the region's commuter rail system and will share your input with the MBTA so that they may take it into account as they continue to define future investments in commuter rail electrification in the coming years. The MPO will also share your comments with MassDOT so that they are aware of it as they scope out designs for bridges that span commuter rail tracks across the region.
Modernization of MBTA commuter rail stations	Framingham resident: Garrett Wollman	Request	Requests that the MBTA pursue the modernization of commuter rail stations in a strategic manner that aligns with the agency's goals for the future electrification of the system. States that a strategic approach to this work would prioritize station improvements along commuter rail lines that are likely to be electrified first, such as the Providence Line and the Fairmount Line, before investing in station improvements on other lines. States that the MBTA should pursue additional funding through FTA's All-Stations Accessibility Program to support the advancement of this work more quickly.	The MPO values your support for the modernization of the region's commuter rail stations and will share your input with the MBTA so that they may take it into account as they continue to define future investments in station improvements in the coming years.
MPO project funding in environmental justice communities	Organization: Conservation Law Foundation	Concern	Expresses concern that the MPO is allocating insufficient funds to projects that serve transportation equity populations in the FFYs 2023-27 TIP, including low-income residents, residents of color, and areas with limited English proficiency. Appreciates the MPO's analysis of equity in Chapter 6 of the TIP, and requests that the MPO tie this analysis to binding performance targets for equity.	The MPO appreciates your feedback on its efforts to support equity through investments in the region's transportation system and values your recognition of the progress made on this front in the development of the FFYs 2023-27 TIP. As a project funding agency, but not a project development agency, the MPO can only fund projects that are advanced by its municipal and state partners. This means that, in any given year, the MPO can only fund as many projects as are available that primarily serve transportation equity populations. In the development of the FFYs 2023-27 TIP, the MPO selected as many of these projects as it had available funding for, and the MPO will continue to look for more opportunities in future TIP cycles to make further progress on this goal.
Greenhouse gas monitoring in the FFYs 2023-27 TIP	Framingham resident: Garrett Wollman	Request	Requests that the MPO's greenhouse gas analysis of bicycle and pedestrian projects take into account non-commute trips, consider the extent to which these projects allow for walking and bicycling trips to substitute for non-single-occupancy-vehicle trips such as taxi and transit trips, and appropriately measure anticipated greenhouse gas emissions reductions based on trip substitution primarily on low-speed local roadways as opposed to higher-speed freeways. Further requests that the MPO should clarify the extent to which the EPA MOVES model adequately simulates the mix of vehicle types on the road in Massachusetts, given the popularity of hybrid, battery-electric, and other low-emission vehicles. Requests that the MPO correct an error on page B-5 of the FFYs 2023-27 TIP stating that certain types of projects, including bikeshare expansions and new transit service, are not funded in this TIP.	The MPO appreciates your feedback on its greenhouse gas monitoring efforts documented in the TIP. To conduct greenhouse gas analyses for bicycle and pedestrian projects, the MPO uses the required project worksheets for Congestion Mitigation and Air Quality funding that have been developed by MassDOT. These worksheets create a standard approach for measuring these values for projects statewide. The MPO will share your feedback with MassDOT to understand if there are ways to improve the worksheets to enhance the accuracy of the MPO's greenhouse gas analyses. Furthermore, the MPO will make additions and corrections in the final FFYs 2023-27 TIP document to address your feedback on the vehicle mix simulated in the EPA MOVES model and to address the error on page B-5.
Greenhouse gas emissions and air quality	Organization: Conservation Law Foundation	Support/ Request	Supports the MPO's efforts to reduce emissions for greenhouse gases and other pollutants, but are concerned that the TIP does not include sufficient protections to ensure clean air for everyone. The reasons for this include overinvestment in the statewide highway program and underinvestment in public transit, deficiencies in monitoring and performance standards, and failure to comply with and meet deadlines for Transportation Control Measures and SIP Transit Commitments. Requests that the MPO further scrutinize MassDOT's statewide highway program to advance emissions reductions and requests that analyses of emissions in Chapter 4 of the TIP be done at a local, rather than regional, scale.	The MPO appreciates your feedback on its efforts to reduce greenhouse gas emissions and other pollutants across the region. The MPO will continue to work with its partners at MassDOT, the MBTA, and the region's RTAs to prioritize investments in the TIP that have the greatest possible impact on emissions reductions. The MPO will also work alongside these partners to understand how it can best support progress on meeting incomplete SIP commitments in the coming years.
Zero-emission vehicles	Organization: Conservation Law Foundation	Support/ Request	Supports the replacement of current diesel fleet vehicles in the FFYs 2023-27 TIP. Requests that any new vehicles be electric or zero-emission vehicles. Electrifying buses reduces the climate impact of public transit, and will eliminate air pollution from these vehicles along their fixed routes, thus protecting the health of the drivers, riders, and people who live along the routes. While replacing diesel buses and vans with hybrid vehicles is a step in the right direction, it would be out of step with the pace necessary to meet climate goals. Vehicles purchased now could be in service for years or potentially decades, and may need to be replaced with electric or zero-emission vehicles before the end of their useful life to meet Massachusetts climate goals in coming years.	The MPO appreciates your feedback on the MBTA's vehicle procurements outlined in the FFYs 2023-27 TIP and will share your comments with the MBTA so that they may take them into account as they further prioritize investments in their vehicle fleet. The MPO will continue to work with all transit providers in the region to advance progress on the procurement of zero-emission vehicles, including through leveraging funding opportunities within the MPO's Community Connections and Transit Modernization Programs, both of which may provide an avenue for supporting this work.

Climate resilience of TIP investments	Organization: Conservation Law Foundation	Support/ Request	Supports the MPO's consideration of the resilience of infrastructure as a component of the System Preservation goal in project scoring, but asserts that climate resilience must be a standalone prerequisite to any future infrastructure capital investment project. Ensuring that infrastructure is climate resilient advances many of MPO's goal areas in addition to system preservation, including safety and economic vitality. In addition to advancing system preservation, ensuring that transportation infrastructure is climate resilient makes the transportation system safer by raising structures, thus reducing flooding, and hardening structures, thus reducing failure or collapse in extreme weather events. Climate resilience also advances economic vitality in that regions and communities with resilient infrastructure rebound from disasters more quickly.	The MPO appreciates your support of its efforts to assess the climate resilience of its investments. As a part of the most recent round of revisions to the TIP project selection criteria, which were finalized by the MPO in the fall of 2020, the MPO increased the emphasis on resilience in project selection. The MPO anticipates continuing to build out its resilience efforts in the coming years and will explore further ways to encourage or require certain resilience measures in project design as that work advances.
MPO technical assistance for proponents seeking TIP funding	Organization: Regional Transportation Advisory Council	Request	Requests that the MPO deploy new technical assistance resources and staff to support municipalities in the MPO region that may have limited financial or technical capacity to pursue TIP funding. Notes that the FFYs 2023-27 TIP includes many new projects funding with the recent expansion of federal funding in the region, and advocates for this technical assistance program to allow more municipalities in the region to take advantage of this expansion in funding opportunities. Notes that MassDOT states that the success of its Shared Streets and Spaces program was, in part, the technical assistance that came with the program, and so the MPO should consider funding similar technical assistance.	The MPO appreciates your support for increased technical assistance to aid municipalities in advancing their projects through the TIP process and recognizes that the existing process can present barriers to participation for some municipalities. The MPO anticipates an increase in staffing capacity in the coming fiscal year as a result of the Bipartisan Infrastructure Law and will take your feedback into account as the use of those funds is further defined in the coming months.