

**Responses to Public Comments on the Draft FFYs 2015-18
Transportation Improvement Program**

PROJECT(S) / ISSUE(S)	REQUEST/ SUPPORT/ OPPOSE	COMMENTORS	COMMENT	MPO RESPONSE
Assabet River Rail Trail (Acton and Maynard)	Support	<p>Town of Acton: Board of Selectmen (Mike Gowing, Chair)</p> <p>Town of Maynard: Board of Selectmen (Brendon Chetwynd, Chair)</p> <p>Acton residents: Jennifer Cracknell Chen, Kevin Feehily, and Joe Martineau</p> <p>Organizations: Friends of the Community Path</p> <p>Others: John McQueen, Kelly Richards, Kenneth Krause, Natalie Bacon, Michael Brady, Brendon Chetwynd, Timothy Davies, Amanda Fabrizio, Katrina Fulton, Maro Hogan, Richard Keefe, Will Kirkpatrick, William Latimer, C. Leary, Mary Ann Lippert, David Mark, John E. McNamara, Kelly Nadeau, Amy Riddle, Joseph Russo, Priscilla Ryder, Suzanne Selig, Jenn Siegel, Chris Spear, Krishna Vasudevan, Charles Wilson, and David Black</p>	Support inclusion of the Assabet River Rail Trail in Acton and Maynard in the FFYs 2015-18 TIP. State that the project provides a significant transportation connection that will strengthen regional economic and environmental sustainability by connecting to the South Acton Commuter Rail Station to downtown Maynard, an important regional employment center. The Town of Acton is committed to bringing the project design to 100% completion for construction in FFY 2015.	Thank you for your comments expressing support for inclusion of the project in the federal fiscal years (FFYs) 2015-18 Transportation Improvement Program (TIP). This project was approved for funding by the Boston Region MPO in FFY 2015 of the TIP.
Bicycle and Pedestrian Facility Investments	Request	Somerville resident: Joel N. Weber, II	Requests inclusion of funding for the following projects in the FFYs 2015-2018 TIP: a complete off-road Mystic River bicycle and pedestrian path connecting the Alewife Greenway Bike Path to the Route 99 bridge; improvements to the Paul Dudley White path along the Charles River and extension of the path upstream; path extension along the Neponset River; completion of the section of the Central Massachusetts Rail Trail within the Boston region; close gaps in the path system near Fenway and Park Drive in the vicinity of Brookline Avenue and in the vicinity of the River Road/ Huntington Avenue intersection; and a road diet providing dedicated bicycle facilities on the Arborway between Pond Street and Centre Street.	<p>Thank you for your comments requesting inclusion of multiple bicycle and pedestrian projects in the FFYs 2015-18 TIP. The Massachusetts Department of Conservation and Recreation (DCR) is the primary proponent for the following proposed projects and has conducted the following work to advance implementation of these facilities:</p> <p>Mystic River paths (Alewife Greenway to Route 99) - DCR published the <i>Mystic River Master Plan</i> in 2009 that proposes trails along the Mystic River between the Alewife Greenway and Route 99. In order for the project to be considered for construction funding through the TIP, DCR will first need to initiate the project through the MassDOT Highway Division. Details of the project initiation process and relevant documents can be found on the Project Review Committee webpage (http://www.mhd.state.ma.us/default.asp?pgid=content/projectReview&sid=about). Then, the project can begin the design process and request funding in the TIP.</p> <p>Neponset River Greenway - DCR recently secured \$15,800,000 in the <i>MassDOT Capital Investment Plan (CIP)</i> for construction of the Neponset River Greenway. Construction funding for the Greenway is listed in 2014-16 of the MassDOT CIP.</p> <p>Fenway Path System - DCR is one of the proponents involved in implementing the Muddy River Restoration Project, and phase one (currently under construction) includes vehicular, pedestrian, and bicycle improvements in the area of the Boylston Street between Park Drive and the Fenway and the open space in front of the Landmark Center.</p> <p>Arborway (Pond St. to Centre St.) - DCR intends to study future modifications for bike lanes or a cycle track along the Arborway.</p> <p>Mass Central Rail Trail - Wayside (Waltham to Berlin) - DCR executed a lease with the MBTA in 2011 for 23 miles of former railroad corridor from Berlin to Waltham for the purpose of designing and developing a multi-use rail trail in partnership with the local municipalities. Since 2011, DCR has worked to assess any potential soil contamination issues; delineate the 20-foot wide "path development corridor;" identify other leases, licenses and encroachments on the corridor; and initiate design and permitting of the future rail trail. Similar to the Mystic River paths, DCR will need to initiate the project through the MassDOT Highway Division before requesting funding in the TIP.</p> <p>Dr. Paul Dudley White Path (improvements and extension) - MassDOT recently announced their support for an underpass on the Boston side of the Charles River at the Anderson Memorial Bridge. The underpass will separate bicyclist and pedestrian traffic from automotive traffic at a busy intersection, improving safety across all modes of transportation. In addition, DCR and the Lawrence & Lillian Solomon Foundation are working to restore the Riverfront Park along Greenough Boulevard. This project will reclaim riverside parkland and establish a mile-long tree-lined river path between Eliot Bridge and Arsenal Street. For more information on the project, visit http://www.solomonfoundation.org/pages/projects/her.html.</p> <p>In addition to DCR projects, the Town of Brookline is advancing the design of Route 9 crossing improvements. The MPO will evaluate the project for future funding once the 25% design plans have been submitted to the MassDOT Highway Division.</p>
Bicycle Sharing Stations	Request	Somerville resident: Joel N. Weber, II	Requests inclusion of funding for bicycle sharing stations in the FFYs 2015-2018 TIP at the following locations: intersection of Cedar Street and the Somerville Community Path; Alewife Station; Grove Street in Somerville north of the Somerville Community Path; intersection of Somerville Community Path and Willow Avenue; along the Northern Strand Community Trail; along the Minuteman Commuter Bikeway in Arlington.	Thank you for your comments requesting funding for new Hubway stations in the region. In previous years of the TIP, the MPO prioritized its funding for the startup and operation of Hubway service in Boston, Brookline, and Cambridge. In addition, the City of Cambridge recently opened a new Hubway station at Alewife Station at Russell Field. For new station locations, please direct your suggestions to Hubway through the Station Map on its website (http://www.thehubway.com/stations).

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Bike Path Connection, Wedgemere Station and Medford Square via Mystic Valley Parkway	Request	Jeff Dearman	Proposes the development of a path connecting Wedgemere Station and Medford Square via Mystic Valley Parkway/Mystic Lakes, noting that smart traffic lights may be needed for safety.	Thank you for your comments proposing the development of a path connecting Wedgemere Station and Medford Square via Mystic Valley Parkway/Mystic Lakes. MPO staff recently completed a <i>Bike Network Evaluation</i> study that identified gaps to close in the bike network. The study identified a low priority gap between Wedgemere Station and Alewife Brook and a medium priority gap between Alewife Brook and Mystic Valley Parkway. To review these and additional gap evaluations, view the <i>Bike Network Evaluation</i> study at http://www.ctps.org/Drupal/data/pdf/programs/livability/MPO_0515_Bicycle_Network.pdf . The results of this study will help inform future MPO bicycle investments by prioritizing gaps to examine in greater detail through subsequent studies and by prioritizing projects that address critical gaps in the system.
Bike Path Connection, Fresh Pond to Charles River	Request	Somerville resident: Joel N. Weber, II	Requests inclusion of the construction of a bicycle path along the Watertown Branch Railroad to interconnect the Minuteman Bicycle Path and Fitchburg Cutoff Path with the Paul Dudley White path system along the Charles River in the FFYs 2015-18 TIP. Also requests that potentially necessary studies for this project be included in the Unified Planning Work Program (UPWP).	Thank you for your suggestions to connect the Minuteman Commuter Bikeway and the Dr. Paul Dudley White path. DCR, Watertown, and Cambridge are actively working together to implement the Watertown-Cambridge Greenway that would link the Charles River paths to the Minuteman Commuter Bikeway, Alewife Brook Greenway, and Linear Park. (link to map of proposed Watertown-Cambridge Greenway and future connections: http://www.cambridgema.gov/CDD/Projects/Transportation/~media/CAA64BEB9F54BE3900FD0AFA64F4D9D.ashx) In 2013, DCR purchased the Boston and Maine Corporation (B&M) railroad right-of-way between Grove Street in Watertown and Huron Avenue in Cambridge. In that same year, the City of Cambridge purchased an approximately one-quarter-mile segment of the former B&M Watertown Branch railroad corridor. Both purchases were made to support planned extensions of the Watertown-Cambridge Greenway. Phase 1 of the Greenway, which opened in 2011, is a one-mile segment that connects the Watertown Mall and businesses near Arlington, Nichols, and Coolidge streets in Watertown to residential areas of Watertown and to Domenik Flippello Park. In order for the project to be considered for construction funding through the TIP, DCR will first need to initiate the project through the MassDOT Highway Division. Details of the project initiation process and relevant documents can be found on the Project Review Committee webpage (http://www.mhd.state.ma.us/default.asp?pgid=content/projectReview&sid=about). Then, the project can begin the design process and request funding in the TIP.
Bike Path, Paul Revere Park to Northern Strand Community Path	Request	Somerville resident: Joel N. Weber, II	Requests inclusion of the construction of a bicycle path connecting Paul Revere Park and Northern Strand Community Path in the FFYs 2015-18 TIP. Expresses concern that the road diet proposal for Rutherford Avenue would not include a separated path along the Charlestown section of the project. Requests that potentially necessary studies of this project be included in the UPWP.	Thank you for your suggestions related to proposed bicycle connections between Charlestown and the Northern Strand Community Path. The MPO will forward your comments to Boston and Everett for their consideration in planning and design of current and future projects, and consider future studies through the UPWP that would examine these bicycle connections.
Bruce Freeman Rail Trail (Acton, Carlisle, Westford, and Concord)	Oppose	Sudbury resident: Daniel A. De Pompei	Opposes inclusion of funding for the Bruce Freeman Rail Trail in the FFYs 2015-2018 TIP. Expresses concern that the project does not comply with local environmental bylaws and storm water regulations. Raises questions whether the project triggers Massachusetts Environmental Policy Act (MEPA) thresholds and whether MassDOT design requirements supersede local environmental bylaws and storm water regulations. Notes that the project right-of-way is located in a wetland, and proposes that MassDOT consider alternative alignments or alternate design standards for the trail.	Thank you for your comments in opposition to the inclusion of the Bruce Freeman Rail Trail in the FFYs 2015-18 TIP. The MPO strives to protect community character and protect cultural and natural resources through the promotion of a context-sensitive design philosophy consistent with the MassDOT Highway Division design guidelines. As part of the rigorous design review and permitting process, the Environmental Section within MassDOT's Highway Division ensures that all projects, including multi-use path construction projects, have been permitted and approved under all applicable laws and regulations prior to being advertised. MassDOT works with project proponents to avoid, minimize and mitigate environmental impacts so that the project will be consistent with environmental standards and regulations, and may be permitted. Please note that the Sudbury section of the Bruce Freeman Rail Trail is not currently programmed in the FFYs 2015-18 TIP nor is it under environmental review. Wetlands and areas of critical habitats are resources that are included in the environmental review process.
Bruce Freeman Rail Trail (Acton, Carlisle, Westford, and Concord)	Oppose	Sudbury resident: Carole Wolfe	Opposes funding of the Bruce Freeman Rail Trail in the FFYs 2015-2018 TIP. States the asphalt trail and human activity would negatively impact the surrounding wildlife. Adds that the cost/benefit of the trail has not been objectively explored. Notes that most trail users drive to suburban trails, and believes that rail trails are better suited for heavily populated, youth-oriented areas.	Thank you for your comments in opposition and concern regarding the environmental impact of the Bruce Freeman Rail Trail in the FFYs 2015-18 TIP. The MPO strives to protect community character and protect cultural and natural resources through the promotion of a context-sensitive design philosophy consistent with the MassDOT Highway Division design guidelines. As part of the rigorous design review and permitting process, the Environmental Section within MassDOT's Highway Division ensures that all projects, including multi-use path construction projects, have been permitted and approved under all applicable laws and regulations prior to being advertised. MassDOT works with project proponents to avoid, minimize and mitigate environmental impacts so that the project will be consistent with environmental standards and regulations, and may be permitted. Please note that the Sudbury section of the Bruce Freeman Rail Trail is not currently programmed in the FFYs 2015-18 TIP nor is it under environmental review. Wetlands and areas of critical habitats are resources that are included in the environmental review process. Currently, the cost-benefit of trail projects is not part of the project selection process, though the MPO is working to improve the information available for pedestrian and bicycle infrastructure projects to better account for land use differences across proposed facilities. This year, MPO staff reviewed existing bicycle and pedestrian travel assumptions and analyzed data from the Household Travel Survey (HHTS) to better understand travel patterns across the region. MPO staff examined the variation in user volumes, trip purpose, and trip distance across community types in the region. The MPO seeks to use these updated assumptions to estimate the benefits of bicycle infrastructure projects in next year's TIP development cycle. In addition, the MPO is working with MassDOT to explore new methods to assess air quality impacts. One UPWP study underway that will help advance this work is the GHG Reduction Strategy Cost-Effectiveness Analysis study that will identify quantitative information to help guide the MPO in its efforts to plan and program in ways that most effectively reduce GHG emissions.

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Bruce Freeman Rail Trail (Acton, Carlisle, Westford, and Concord)	Support	<p>State Senator: Mike Barrett Belmont resident: John Dieckmann; Concord residents: Dean Sullender, Brian Couse, Mary Ann Lippert, and Alan Whitney; Acton residents: Nancy Savage and Jennifer Brown; Framingham resident: Susan Haney; Sudbury resident: Chris Menge; Westford resident: Donald Galya Others: Ram Narayan, Kimber Lynn Drake, J. Jeremiah Breen, David Black, Bettina Abe, Anne Anderson, Kathryn Angell, Tom Bailey, Chris Barrett, Martin Burke, Mark Childs, David B. Clarke, Barbara Dowds, Carol Engel, Marc Hetzberg, David Hutcheson, Stuart Johnstone, Susan Tordella-Williams, Robert Schneider, Janet Rothrock, Rob Riggert, Barbara Pike, Pat Goldstein, Henry T. Keutmann, Suzanne Knight, David Fried, Mykola Konrad, Bob Macauley, David Martin, Rick Conti, Ken Leonard, Nathaniel Bates, Peter Cramer, Jim Snyder-Grant, Bill Smith, Robert White, and Dianna and Jim Watters Organizations: Friends of the Community Path and Friends of the Bruce Freeman Rail Trail</p>	Support the continued inclusion of the Bruce Freeman Rail Trail in the FFYs 2015-18 TIP. State that this trail will be a vital resource for all the local communities and will be part of a critical regional network of off-road shared use paths. Also state that this trail will provide a safer alternative for non-motorized modes of transportation than the streets. Believe that the project will enhance economic development, stimulate tourism, serve as a recreational resource and a place for healthy exercise.	Thank you for your comments in support of the Bruce Freeman Rail Trail (BFRT) project in the FFYs 2015-18 TIP. Phase 2C of the BFRT in Concord was approved for funding in FFY 2016 of the FFYs 2015-18 TIP and Phase 2B of the BFRT in Acton and Concord was approved for funding in FFY 2017 of the FFYs 2015-18 TIP. Phase 2A of the of the BFRT in Acton, Carlisle, and Westford was advertised for construction in September 2014.
Green Line Extension Project, Lechmere to College Avenue and Union Square	Support	<p>City of Medford: Mayor (Michael J. McGlynn) Medford residents: Elisabeth Bayle, John Roland Elliott, Kenneth Krause, Bob FitzPatrick, Laurel Ruma, Mike Korczynski, Jeanine Farley, Roberta Cameron, Margaret Weigel, Douglas P. Carr, and Susan Schmidt Somerville residents: Lee Auspitz, Karen Molloy, Marjorie Gere, Sonia Lipson, Jeffrey A. Leclair, Janet Campbell, Cynthia Snow, Resa Blatman, Stefan Cooke, and Elin Reisner Institutions: Tufts University Organizations: Conservation Law Foundation, and Regional Transportation Advisory Council, Friends of the Community Path, and Melrose Pedestrian & Bicycle Committee</p>	Support inclusion of the Green Line Extension to College Avenue and Union Square in the FFYs 2015-18 TIP. This project would provide high quality transportation options for residents of Cambridge, Somerville, and Medford. The Green Line Extension would also promote transit-oriented development and support increased density along the corridor.	Thank you for your comments in support of the Green Line Extension to College Avenue and Union Square in the FFYs 2015-18 TIP. This project was approved by the Boston Region MPO for funding in the TIP.
Geographical distinction of Medford Hillside and College Avenue	Request	<p>Somerville resident: Lee Auspitz</p>	<p>Requests CTPS to research the following questions:</p> <ol style="list-style-type: none"> 1) Will OMB Circular A-16 ("Coordination of Geographic Information, and Related Spatial Data Activities") apply to agency Master Agreements for the release of federal matching funds for GLX Phases I and II? 2) With respect to Medford Hillside, were current maps for GLX developed in coordination or conformity to pre-existing federal geospatial guidance? 3) With respect to Medford Hillside are GLX digital geospatial data consistent with or validated by other usage by a) local or statewide public bodies (MassGIS, MBTA bus route maps, City of Medford maps) b) public and private digital services (Google, MapQuest, Microsoft, USGS, etc.)? 	Thank you for your comments regarding the geospatial standards for the Green Line Extension Project. CTPS is coordinating with MassDOT and the MBTA to review and respond to your comments.
Geographical distinction of Medford Hillside and College Avenue	Request	<p>Medford residents: Elisabeth Bayle and John Roland Elliott Somerville resident: Lee Auspitz</p>	<p>Express concern that the project names conflate Medford Hillside and College Avenue, though these locations are geographically distinct. Reference documentation regarding the location of Medford Hillside.</p> <p>State that there is community objection to the use of Medford Hillside, and the issue has implications for federal funding. Note that the Office of Management and Budget (OMB) has the discretion to independently review geospatial compliance and an instance of geospatial non-compliance thus puts at unnecessary risk for penalty, forfeiture or delay more than \$650 million in federal funds.</p> <p>Reference a congressional letter signed by Congressmen Capuano and Petri that requests that the GLX New Starts application use maps that are in compliance with federal geospatial standards.</p>	Thank you for your comments regarding the geographic distinction between Medford Hillside and College Avenue. CTPS is coordinating with MassDOT and the MBTA to review and respond to your comments.

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Green Line Extension Project, College Avenue to Mystic Valley Parkway/Route 16	Support	<p>City of Medford: Mayor (Michael J. McGlynn) and Office of Community Development (Lauren DiLorenzo)</p> <p>Medford residents: Elisabeth Bayle, John Roland Elliott, Kenneth Krause, Peter Brenton, Matthew Alford, Bob FitzPatrick, Elliot Jokelson, Lina C. Palmacci, Norma M.B. Thompson, Debra Agliano, Janice D'Amore, Laurel Ruma, Mike Korczynski, Jeanine Farley, Roberta Cameron, Margaret Weigel, Douglas P. Carr, Stephen McManus, Christopher McCarthy, Mary Mangan, Peter Micheli, Colin Roald, Anna-Laura Silva, Jana Spencer, Ward Vandewege, Jeanine F., Joshua Kilgore, Damien, and Susan Schmidt</p> <p>Somerville residents: Lee Auspitz, Karen Molloy, Marjorie Gere, Sonia Lipson, Jeffrey A. Leclair, Janet Campbell, Cynthia Snow, Resa Blatman, Stefan Cooke, and Elin Reisner</p> <p>Institutions: Tufts University</p> <p>Organizations: Conservation Law Foundation, and Regional Transportation Advisory Council, Friends of the Community Path, and Melrose Pedestrian & Bicycle Committee</p>	Support inclusion of the Green Line Extension to the Mystic Valley Parkway/Route 16 in the FFYs 2015-18 TIP. States that the Route 16/Mystic Valley Parkway area is the best terminus location for the project because it will serve a greater population including environmental justice communities in the area, fulfill the legal requirement of the SIP, provide excellent connectivity to shared use paths along the Mystic River, and offer opportunities for transit-oriented development.	Thank you for your comments in support of the Green Line Extension to Mystic Valley Parkway/Route 16 in the FFYs 2015-18 TIP. This project was selected by the Boston Region MPO for funding in the TIP.
Green Line Extension Project, College Avenue to Mystic Valley Parkway/Route 16	Oppose	<p>Medford residents: Anita Nagem, Raymond J Nagem, Sr., Robert F. Wyatt, David Peters, Joseph Bianco, Carol Bianco, Mary Anne Adduci, Agnes McCarvill, Max Charles, John Harrington, Ana de Pina, Helen Matthews, Barbara Monagle, David Kilpatrick, Whitfield Jeffers, Terry Carter, Gwen Lee, Arles Parry, Joseph Jones, Jill Tanner, Dorothy Tucker, Elna Gavin, Cortland Dugger, Robert Shinereck, Rachel Tanner, Paul Morrissey, Mary Kangas, Rosemary Portrait, Dara Glass, Mary Glass, Adam Dean, and John Recinito</p>	Oppose the inclusion of the Green Line Extension beyond College Avenue to Mystic Valley Parkway/Route 16 in the FFYs 2015-18 TIP. State that abutters had not been notified of plans to allocate funding for the design of a Route 16 station. State that Medford Hillside is a largely residential neighborhood that is currently well-served by public transportation, and the proposed station would negatively impact the neighborhood. State that the project would increase traffic, noise, and create health concerns.	Thank you for your comments in opposition of the Green Line Extension beyond College Avenue to Mystic Valley Parkway/Route 16 in the FFYs 2015-18 TIP. This project was selected by the MPO for funding in the FFYs 2015-18 TIP. This project supports the MPO's goals of increasing transportation options, enhancing mobility, improving regional air quality, ensuring equitable distribution of transit services, and supporting development consistent with the compact growth strategies of MetroFuture. Your concerns with increased traffic, noise, and health impacts as a result of the project have been forwarded to the MBTA for their consideration as the project begins the design process and continues examination of environmental issues.
Green Line Extension Project, College Avenue to Mystic Valley Parkway/Route 16	Oppose	<p>Organizations: Green Line Advisory Group for Medford (GLAM) and NAACP (Mystic Valley Area)</p>	<p>Oppose funding for the Green Line Extension, Phase 2 (to Route 16) and ask that the MPO instead use the funds to remove the MBTA car barn from Haines Square in Medford. State that removing this car barn, and eliminating the diesel impacts from the well inhabited neighborhood should be a priority to benefit air quality, reduce climate change, and reduce exposure of people in environmental justice neighborhoods.</p> <p>State that there is a legal mandate that the terminus for the GLX project is College and Boston Avenues. Reference a court decision of August 2, 2013, and say that since that decision, extending the GLX to Route 16 is extending it to a terminus that is no longer reasonable or legal.</p> <p>Describe GLAM's views on what it sees as various legal aspects of the August 2, 2013 court decision. Propose what GLAM sees as possible implications of the MPO's continuing to propose the GLX to Route 16.</p> <p>Oppose the inclusion of the Green Line Extension beyond College Avenue to Mystic Valley Parkway/Route 16 in the FFYs 2015-18 TIP. Express concern that that families will get priced out of the historically African-American community of West Medford. State that economically forcing away families of color far outweighs any proposed gains of the project. Add that the College Avenue terminus will provide all of the transportation benefits of the Green Line extension to the West Medford community.</p> <p>State that the African American and disability community in the vicinity of the project will be negatively affected.</p>	Thank you for your comments in opposition of the Green Line Extension beyond College Avenue to Mystic Valley Parkway/Route 16 in the FFYs 2015-18 TIP. This project was selected by the MPO for funding in the FFYs 2015-18 TIP. This project supports the MPO's goals of increasing transportation options, enhancing mobility, improving regional air quality, ensuring equitable distribution of transit services, and supporting development consistent with the compact growth strategies of MetroFuture. Your concerns regarding gentrification and negative impacts on the African American and disability communities have been forwarded to the MBTA for their consideration as the project begins the design process and continues examination of environmental issues.

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Green Line Extension Project, College Avenue to Mystic Valley Parkway/Route 16	Request	City of Medford: Mayor (Michael J. McGlynn)	Expresses serious concerns about the potential for taking of commercial properties at and adjacent to 200 Boston Avenue in Medford.	Thank you for your comments expressing concerns about the potential taking of commercial property as part of the Green Line Extension to Mystic Valley Parkway/Route 16 in the FFYs 2015-18 TIP. The Metropolitan Area Planning Council's (MAPC's) <i>Mystic Valley Parkway Green Line Extension Community Visioning Process</i> (http://www.mapc.org/sites/default/files/Final_Report_forweb.pdf) recommended development alternatives for four focus sites in the vicinity of the station. The recommendations are reflective of a long term vision for the area and any land use or zoning recommendations are meant to facilitate change to occur consistent with the vision. MAPC did not recommend eminent domain of existing properties in order to facilitate development of these sites given that the decision to develop or redevelop a site ultimately falls to the property owner. At the 200 Boston Avenue focus area, MAPC recommended zoning changes that would allow redevelopment of the parking deck as a three-story building with a mix of office and/or research and development space, as well as a small retail space. This project was selected by the Boston Region MPO for funding in the TIP. Your comments have been forwarded to the MBTA for their consideration as the project begins the design process.
Greenhouse Gas (GHG) Modeling, and Air Quality Conformity	Request	Organization: Conservation Law Foundation (Rafael Mares, Staff Attorney)	Request that the MPO evaluate emission impacts for each project in order to compare projects under consideration, make appropriate choices, assess the total GHG emissions profile of the TIP, and assure it is decreasing over time. Note that the tracking of GHG emissions is required to meet the Global Warnings Solutions Act goals.	The MPO appreciates your attentiveness to the evaluation and tracking of the Greenhouse Gas (GHG) emission impact of projects funded through the TIP. The MPO recognizes the importance of documenting the GHG emissions impact of all projects under consideration for TIP funding in order to effectively meet Global Warming Solutions Act and GreenDOT goals. The MPO continues to estimate and document the GHG emissions impact of most projects being considered for TIP funding, however there are greater challenges in capturing the impact of large-scale investments under consideration by the MPO. Large-scale investments typically require independent modeling runs in order to accurately attribute air quality impacts to individual projects. Yet, independent modeling runs can fail to capture the synergy of improvements in the same transportation corridor that have a stronger impact when completed together. The MPO is working with MassDOT to explore new methods to assess air quality impacts. One UPWP study underway that will help advance this work is the GHG Reduction Strategy Cost-Effectiveness Analysis study that will identify quantitative information to help guide the MPO in its efforts to plan and program in ways that most effectively reduce GHG emissions.
Greenhouse Gas (GHG) Monitoring and Evaluating	Request	Sudbury resident: Pat Brown	Expresses concern that predicted GHG emission reductions by MPO staff overestimate actual GHG emission reductions. Notes the Bruce Freeman Rail Trail calculations as an example. Suggests that the methodology be updated to consider factors such as connection to transit, recreational trail use, and seasonal fluctuations in mode.	Thank you for your comments regarding the evaluation of multi-use path projects and the assumptions used to calculate Greenhouse Gas (GHG) emissions. The MPO continues to utilize the statewide air quality analysis template, developed by MassDOT, to analyze and estimate the air quality impacts of pedestrian and bicycle infrastructure projects. However, the MPO is in the process of updating the air quality analysis template for pedestrian and bicycle infrastructure projects to better account for land use differences across proposed facilities. This year, MPO staff reviewed the assumptions of the existing template and analyzed data from the Household Travel Survey (HHTS) to better understand travel patterns across the region. MPO staff examined the variation in user volumes, trip purpose, and trip distance across community types in the region. The MPO seeks to revise the template based on these updated assumptions before next year's TIP development cycle.
Improvements to Green Line and MBTA bus routes	Request	Somerville resident: Joel N. Weber, II	Requests inclusion of funding in the FFYs 2015-2018 TIP for the following projects: upgrade of the B and C Branches of the Green Line to accommodate low-floor Type 8 Breda cars; installation of transit signal priority technology at every traffic signal along the B and C Branches; and lengthening of the B and C Branch platforms to accommodate 3-car trains. Requests modification to the ROW of the B, C, and E Branches to accommodate buses with rubber tires. States that this modification will eliminate potentially dangerous interactions between buses and bicyclists. Requests the MBTA explore the feasibility of a new bus route that would begin at Cleveland Circle along the 86 bus route, stopping at Kendall Square, New Lechmere, Community College Station, Chelsea Station, and continuing along the 117 bus route to the north of the Newburyport/Rockport commuter rail line.	Thank you for your comments on modifications to the branches of the Green Line and exploring the feasibility of a new bus route. The MPO has forwarded your comments along to the MBTA for their consideration.
Inner Core area priority projects and programs	Support Request	Organization: A Better City (Richard A. Dimino, President and CEO)	Support investments in transit maintenance, roadway modernization, bridge preservation, and transit expansion in the FFYs 2015-2018 TIP. Request that the following projects in Boston be considered for inclusion in the FFYs 2015-2018 TIP: Reconstruction of Causeway Street, Improvements to Boylston Street, and Reconstruction of Rutherford Avenue. State that these projects are critical components of the arterial network in Boston, and the improvements will support planned and ongoing development in the North Station, Fenway, and Sullivan Square neighborhoods. Urge the MPO to consider the following projects: Transportation Improvements in the Urban Ring Corridor, Silver Line Phase 3, and Design of the Red Line/Blue Line Connector. State that these projects support ongoing economic development and transportation efficiency in growth corridors of Boston.	The MPO appreciates your support for various transportation investments in the Inner Core that are important components of the regional transportation system. Thank you for your request for funding for multiple projects in Boston in the FFYs 2015-18 TIP. Unfortunately, the MPO did not fund any new projects through its Target Program this year because of the fiscal constraint resulting from multiple project cost increases and ongoing commitment to the Green Line Extension Project, Phase 2, College Avenue to Mystic Valley Parkway/Route 16 in Somerville and Medford, and the Route 128 Add-a-Lane project in Needham and Wellesley. The MPO will consider these Boston project funding requests in the development of the FFYs 2016-19 TIP. The transportation improvements in the Urban Ring corridor, Silver Line III, and design of the Red Line-Blue Line Connector are not currently in the active development pipeline. In the context of the severely constrained environment for funding MBTA expansion projects, the MPO did not include funding for any portion of these projects in the latest version of the Long-Range Transportation Plan, and therefore were not considered for this TIP. Improvements in the Urban Ring corridor and Silver Line III may be reconsidered during the update of the Long-Range Transportation Plan, which is currently underway. Regarding the Red Line-Blue Line Connector, MassDOT made a formal request on August 1, 2011, to remove the project from the State Implementation Plan (SIP). MassDOT received approval from Massachusetts Department of Environmental Protection (MassDEP) but is still awaiting approval from the Environmental Protection Agency (EPA). The MPO is continuing to reference this project in the TIP until the process is complete, however MassDOT has no intention to complete design.

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Intersection and Signal Improvements, Route 9 and Village Square/Gateway East (Brookline)	Support	State Senator: Cynthia Stone Creem State Representatives: Frank I. Smizik Organizations: Children's Hospital Boston and MASCO	Support inclusion of funding for Gateway East in the FFYs 2015-18 TIP. This project addresses the need for greater regional mobility, and will benefit residents of Brookline and the region. The project will enhance bicycle and pedestrian mobility, and will provide improved access to public transportation, places of employment, and cultural locations. Note that Brookline's design team is working with MassDOT to advance 25% design plans.	Thank you for your comments in support of the Gateway East project in the FFYs 2015-18 TIP. This project was selected by the Boston Region MPO for funding in FFY 2016 of the TIP.
MAGIC subregional priority projects (see comment for full details)	Support Request	Organization: Minuteman Advisory Group on Interlocal Coordination (Keith A. Bergman, MAGIC Chairman)	Support for the following MAGIC priority projects in the FFYs 2015-18 TIP: Phases 2A, 2B, and 2C of the Bruce Freeman Rail Trail in Acton, Carlisle, Westford, and Concord; Assabet River Rail Trail in Acton and Maynard; Middlesex Turnpike/Crosby Drive Phase 3 in Bedford, Burlington, and Billerica; and Crosby's Corner (Route 2) in Concord and Lincoln. Urge the MPO to include the Reconstruction on Massachusetts Avenue in Lexington in the TIP if sufficient funds become available.	The MPO appreciates your support for priority projects in the MAGIC subregion. Many of the MAGIC priority projects are included in the FFYs 2015-18 TIP and are currently scheduled for construction over the next four years. As funding becomes available, MPO staff will recommend new projects to the TIP from the First-Tier List of Projects. Given that the Reconstruction on Massachusetts Avenue in Lexington is one of the highest ranked projects on the First-Tier List of Projects, it will be a strong candidate for funding.
MBTA Accessibility	Request	Somerville resident: Joel N. Weber, II	Requests that the TIP and the MBTA's Capital Improvement Program be revised to include a complete list of all MBTA stations which are not currently accessible for wheelchair users, and the estimated date when they are expected to become accessible. Requests that the following stations be made accessible for Type 8 low-floor cars within the next three years: Boylston, Hynes, Symphony, Riverway, Mission Park, Wollaston Station, all stations on the B, C, and D branches of the Green Line, and all commuter rail station with over 500 daily boardings. Expresses concern about the use of mini-high platforms utilized by wheelchair users to board the Type 7 high-floor cars on the Green Line.	Thank you for your comments on accessibility throughout the MBTA rapid transit system. The MBTA, not the MPO, is the appropriate entity to consider these requests. The process of selecting transit projects for the TIP draws primarily from the MBTA Capital Investment Program (CIP). The CIP is a rolling five-year plan that outlines the transit system's infrastructure needs and planned investments within that short-range time frame. The MBTA updates the CIP annually, and prioritizes projects by the following criteria: health and environment, state of good repair, cost-benefit, operational impact, and legal commitments. Currently, the MBTA's CIP contains an Accessibility chapter that details investments to modernize stations, install elevators, and raise platforms over the next five years. The MPO has forwarded your requests along to the MBTA for their consideration as they develop the FY 2016-20 CIP.
MetroWest area priority projects	Support	Organization: 495/MetroWest Partnership (Paul F. Matthews, Executive Director and Jessica Strunkin, Deputy Director)	Express ongoing support for MetroWest projects to be advertised in the FFYs 2014-17 TIP and programmed in the FFYs 2015-18 TIP. Reiterate support for approximately 35 MetroWest projects that are listed in the MPO's Universe of Projects because of limited transportation funding. Note that five of those projects in the MPO's Universe of Projects are also identified in the 495/MetroWest Region's 2014 Top Ten Transportation Nightmares (attachment to letter). Commend the MPO for providing a reliable funding stream to the MetroWest RTA and support the capital projects included in the TIP for the MWRTA to continue and expand their service.	Thank you for your comments in support of the transportation priorities of the MetroWest area funded in the TIP and those projects not yet programmed. The MPO will continue to advance the currently programmed projects and will consider the unfunded MetroWest priority projects that have been evaluated by MPO staff in the development of the FFYs 2016-19 TIP. In addition, as project funding requests advance to the 25% design stage, MPO staff will evaluate those MetroWest priority projects and add them to the list of evaluated projects for the MPO's consideration. Thank you for your comments in support of funding for the MetroWest Regional Transit Authority (MWRTA). The MPO recently approved funding for the purchase of new vehicles for the MWRTA in an amendment to the FFYs 2014-17 TIP.
Middlesex Turnpike Improvements, Phase III (Bedford, Billerica, and Burlington)	Support	Organization: Middlesex 3 Coalition (Stephanie J. Cronin, Executive Director)	Support inclusion of Middlesex Turnpike Improvements from Crosby Drive North to Manning Road in the FFYs 2015-2018 TIP. State that there have been real estate improvements, and job creation and retention along the corridor, and Phase 3 infrastructure improvements are critical to meet growing transportation demands, as well as reduce congestion and improve safety. The upgrades will alleviate a substandard arterial road network, promote economic growth, and encourage investment in the area.	Thank you for your comments in support of Middlesex Turnpike Improvements, Phase III in Bedford, Billerica, and Burlington in the FFYs 2015-18 TIP. This project was selected by the Boston Region MPO for funding in FFYs 2016 and 2017 of the TIP.
Minuteman Bikeway Connection (Arlington)	Request	Organization: Friends of the Community Path (Alan Moore and Lynn Weissman)	Requests that funding be withheld from the Minuteman Bikeway Connection until a better crossing design is proposed.	Thank you for your comments on the design of the Minuteman Bikeway Connection in Arlington in the FFYs 2015-18 TIP. Based on input from the public and MassDOT during the design process, the project design was modified to better accommodate cyclists by removing some parking in the center of town. The design does not include a cycle track.
Minuteman Bikeway Connection (Arlington)	Support	Other: David Black	Supports inclusion of the Minuteman Bikeway Connection in Arlington in the FFYs 2015-2018 TIP. States that this project will complete a missing link that is currently an inconvenience to cyclists.	Thank you for your comments in support of Minuteman Bikeway Connection in Arlington in the FFYs 2015-18 TIP. This project was selected by the Boston Region MPO for funding in FFY 2014 of the FFYs 2014-17 TIP, and was advertised for construction in September 2014.
Naming of the "College Avenue" Station	Request	City of Medford: Mayor (Michael J. McGlynn) Somerville resident: Lee Auspitz	Request that the MBTA name the station at Tufts University the Tufts/Medford Station.	Thank you for your request to name the future Green Line station. Your comments have been forwarded to the MBTA for their consideration.

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PROJECT(S) / ISSUE(S)	REQUEST/ SUPPORT/ OPPOSE	COMMENTORS	COMMENT	MPO RESPONSE
Prioritization of Projects - Biking, Pedestrian, and Transit Projects	Request	<p>Organizations: Friends of the Community Path (Alan Moore and Lynn Weissman) and Melrose Pedestrian & Bicycle Committee</p> <p>Somerville residents: Karen Molloy, Marjorie Gere, Sonia Lipson, Jeffrey A. Leclair, Janet Campbell, Cynthia Snow, Resa Blatman, and Stefan Cooke</p>	Request that the MPO focus less on highway expansion projects and focus more on biking, pedestrian, and transit projects. State this would be consistent with Commonwealth's Mode Shift 2030 goal.	<p>Thank you for your comments on TIP project prioritization. The MPO policies support expanding bicycle, pedestrian, and transit options in the region that will help to achieve the Commonwealth's Mode Shift goal. The FFYs 2015-18 TIP invests in the targeted expansion of transit service and bicycle and pedestrian facilities to grow the transit, bicycle, and pedestrian networks. \$78 million (12 percent) of the Highway Program funds are flexed to transit to extend the Green Line beyond College Avenue to Route 16/Mystic Valley Parkway in Medford. More than \$35 million (5 percent) will be invested in extending rail trails, constructing shared-use paths, and improving bicycle and pedestrian facilities around schools— adding more than 20 miles to the off-road bicycle network. A majority of these facilities will also provide direct access to MBTA commuter rail stations: the Tri-Community Bikeway will connect to Winchester Center and Wedgemere stations; the Assabet River Rail Trail will terminate at South Acton Station, and the Bruce Freeman Rail Trail will link to West Concord Station. In addition, approximately \$155 million (23 percent) will be spent to modernize roadways in order to better meet the needs of all users—motorists, bicyclists, and pedestrians. Multimodal projects such as the improvements to Commonwealth Avenue in Boston and Route 9 in Brookline will improve safety and enhance access for pedestrians, bicyclists, transit riders, and automobiles. In total, roadway modernization projects will result in nearly 27 miles of new bicycle accommodations.</p> <p>The MPO will continue to invest in bicycle, pedestrian, and transit projects, and the MPO encourages municipalities to initiate these project types and advance them through the design process in order to receive strong consideration for TIP funding in the future.</p>
Prioritization of Projects - Transit Projects	Request	Jonas Linden	<p>Requests that transportation funding be focused on public transportation rather than road projects. States improving rail communications should be a priority, such as electrifying the Commuter Rail system.</p> <p>Requests the following improvements to existing infrastructure: removing tolls on the Mass Pike to offload Route 9, installing HOV lanes, and implementing traffic management systems.</p> <p>States improvements to roads such as Route 30 would negatively affect downtown areas.</p>	<p>Thank you for your comments on the MPO's transportation investment priorities. The FFYs 2015–18 TIP reflects the MPO's goals of preserving and modernizing the transit systems by allocating more than \$1.3 billion in the transit program. These transit investments are predominately dedicated to achieving and maintaining a state of good repair for all assets throughout the transit system, including modernizing subway, commuter rail, and bus fleets, improving station accessibility, and repairing bridges and tunnels. In addition to the transit program, the TIP also prioritizes the targeted expansion of transit service and bicycle and pedestrian facilities to grow the transit, bicycle, and pedestrian networks.</p> <p>As part of the State Transportation Improvement Program (STIP), MassDOT has been investing increasingly in Intelligent Transportation Systems (ITS) technologies to maintain and operate critical roadways, provide travelers with valuable information, and enhance the safety and security of the greater transportation network. These technologies include variable message signs to disseminate information to users, closed-circuit television cameras (CCTV) for incident management monitoring and surveillance, and real-time travel monitoring (RTTM) to more accurately monitor roadway usage.</p>
Prioritization of Projects - Economic Benefit	Request	Organization: 495/MetroWest Partnership (Paul F. Matthews, Executive Director and Jessica Strunkin, Deputy Director)	Encourage the MPO to consider the economic benefit of projects and recommend that the scoring system be based on a percentage of possible points. State that this may allow for communities without existing transit infrastructure to compare fairly with urban communities.	<p>Thank you for your suggestions for improving the TIP evaluation criteria. The MPO strives to capture the economic benefit of projects by rewarding projects that advance strategic planning initiatives to strengthen the link between housing and economic development planning and MPO transportation investments. The evaluation criteria reward transportation investments that support targeted development sites (43E sites, 40R sites, Regional Priority Development Areas (PDAs), Transit Oriented Development (TOD) areas, and Growth District Initiatives (GDIs)) and development consistent with the compact growth strategies of MetroFuture.</p> <p>The MPO continues to identify and develop new ways to capture the economic benefits of projects to incorporate into the project selection process. This year, MPO staff purchased TREDIS software to model the economic impact of transportation investments. MPO staff expect to utilize TREDIS in scenario planning for the LRTP in order to capture the economic benefits of projects under consideration.</p>
Prioritization of Projects - Freight Emphasis	Request	<p>Organization: Regional Transportation Advisory Council (David Montgomery, Chair)</p> <p>Sudbury resident: Pat Brown</p>	<p>Support programming more projects that improve freight mobility within and through the region, and encourage the MPO to consider how such criteria could be sensibly added to existing TIP project evaluation ratings.</p> <p>State that the TIP project evaluation criteria do not adequately value the importance of freight mobility. Note that freight movement and economic vitality are national goals under MAP-21 and urge the MPO to make freight a greater priority in the transportation planning process through revisions to the TIP evaluation criteria. Request that detailed project evaluation results be made available to the public.</p>	<p>Thank you for your comments suggesting improvements to the project scoring system and project selection process to prioritize freight. As part of the annual TIP process, MPO staff reviews the evaluation criteria in light of MPO and public comments received and changing policy priorities. Currently, the MPO's evaluation criteria reward projects for improving an identified freight movement issue or freight-related safety issue. In addition, trucks benefit from upgrades to pavement condition and signal equipment, though these benefits are not attributed to one particular mode in the evaluation criteria.</p> <p>The MPO also strives to capture the economic benefit of projects by rewarding projects that advance strategic planning initiatives to strengthen the link between housing and economic development planning and MPO transportation investments. The evaluation criteria reward transportation investments that support targeted development sites (43E sites, 40R sites, Regional Priority Development Areas (PDAs), Transit Oriented Development (TOD) areas, and Growth District Initiatives (GDIs)) and development consistent with the compact growth strategies of MetroFuture.</p> <p>The MPO continues to identify freight movement issues and develop new ways to measure the economic benefits of projects to incorporate into the project selection process. Currently, MPO staff is prioritizing a list of key bottleneck locations based on safety, congestion, and freight movement considerations to inform the Long-Range Transportation Plan project selection process. These results will subsequently inform freight considerations for the TIP project selection process as well. MPO staff is also utilizing TREDIS software to model the economic impact of transportation investments. MPO staff expect to utilize TREDIS in scenario planning for the LRTP in order to evaluate the economic impact of projects under consideration. This analysis will seek to measure the impact on freight, particularly truck freight, in the region.</p> <p>Lastly, MPO staff continues to advance the Freight Planning Action Plan that seeks to expand the level of information on freight in the MPO. This year, MPO staff collected and analyzed truck crash data and truck turning movement counts in the region. MPO staff also worked on the <i>Improving Truck Travel in the Everett-Chelsea Industrial Area</i> report (nearing completion) that will propose mobility and safety improvements in this heavily traveled truck corridor. The results of this work will also be used to inform the TIP evaluation criteria and project selection process.</p>
Prioritization of Projects - New Multi-use Paths	Request	Sudbury resident: Pat Brown	Expresses concern with the TIP project evaluation criteria. States that new multi-use paths should not be eligible for points under the Maintenance, Modernization, and Efficiency category.	Thank you for your comments expressing concern regarding the project scoring system and project selection process. As part of the development of the next LRTP, the MPO will be revising their goals and objectives, establishing performance measures, and updating evaluation criteria to align investment decisions with goals and objectives. MPO staff will keep your concerns in mind during the discussion of how to prioritize maintenance of existing assets versus construction of new facilities.

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PROJECT(S) / ISSUE(S)	REQUEST/ SUPPORT/ OPPOSE	COMMENTORS	COMMENT	MPO RESPONSE
Prioritization of Projects - Project Scale	Request	Organizations: Regional Transportation Advisory Council (David Montgomery, Chair) and MAGIC (Keith Bergman, Chairman)	<p>Urge the MPO to commit to an equitable balance between small and large projects in the TIP. Encourage the MPO to urge MassDOT - when considering funding projects using non-federal aid (NFA) - to select projects that have already scored highly on the MPO's project evaluation list.</p> <p>Express concern about the impact of project cost increases that routinely occur as projects move through the design process and closer to construction, and urge MassDOT to prioritize containing such cost increases. Request the MPO initiate a discussion about the cost of police details including if and how such costs might be reduced over time. Also express concern that Green Line Extension Phase 2 project could well have cost increases that could ultimately make the project unaffordable for the MPO.</p>	<p>Thank you for your comments expressing concern regarding the balanced programming of projects. Achieving an equitable balance between large and small investments begins with the Long-Range Transportation Plan (LRTP). During the development of the LRTP, the MPO considers how much funding to allocate to larger scale LRTP projects and how much funding to leave unprogrammed for projects to that emerge favorably from the TIP evaluation process. In the latest LRTP, Paths to a Sustainable Region, the MPO programmed multiple larger scale projects in the first timeband, 2016-20. Given that these LRTP commitments utilize a significant share of the MPO's Target Program, there are fewer opportunities for smaller scale transportation projects to be programmed on the TIP.</p> <p>As the MPO begins the development of its next LRTP, the MPO will keep your concerns in mind during the discussion of balancing large scale and small scale transportation investments.</p> <p>The MPO shares your concern about project cost increases. MassDOT is developing practices for addressing this issue in the future.</p> <p>The MPO has also taken your concerns about cost increases to the Green Line Extension Phase 2 under advisement.</p>
Prioritization of Projects - Regional Equity	Request	Organization: 495/MetroWest Partnership (Paul F. Matthews, Executive Director and Jessica Strunkin, Deputy Director)	Express concern that the project scoring system favors dense urban communities and urge the MPO to consider regional equity when scoring projects.	<p>Thank you for your comments expressing concern regarding the project scoring system and project selection process. As part of the annual TIP process, MPO staff reviews the evaluation criteria in light of public comments received and changing policy priorities. An equity analysis of project scoring does reveal that the evaluation criteria favor projects in urban areas, however this is primarily a reflection of the MPO's visions and policies. The MPO goals of maintaining a state of good repair, increasing transit ridership, reducing automobile dependency, focusing investments on existing activity centers, and providing equitable mobility and access to affordable transportation for low-income and minority persons are more likely to be attained by projects in urban areas.</p> <p>In addition, the review examined whether funded projects were equitably distributed throughout the Boston MPO region. The results indicated that although projects in dense urban areas are likely to score higher in the evaluation process, the MPO funds projects in all areas of the region. One of the factors that the MPO considers when selecting projects for funding is geographic equity to ensure that transportation needs are being addressed throughout the region. Geographic equity does not receive a quantitative score, but it is an important factor considered when projects are selected for funding.</p>
Reconstruction of Melnea Cass Boulevard (Boston); Replacement of Massachusetts Avenue/Commonwealth Avenue Bridge (Boston)	Support	Organization: Medical Academic and Scientific Community Organization, Inc. (Sarah Hamilton, Vice President of Area Planning and Development)	<p>Support inclusion of the Reconstruction of Melnea Cass Boulevard in the FFYs 2015-2018 TIP. The project will create safer and more pleasant pedestrian crossings and conditions while positioning the corridor for improved bus transportation between neighborhoods and employment centers within the larger region.</p> <p>Support inclusion of the Replacement of the Massachusetts Avenue/Commonwealth Avenue Bridge in the FFYs 2015-2018 TIP. State that MASCO shuttles carry 855,000 passenger trips per year across the bridge and there are over 2,600 Longwood Medical Area employees residing in Cambridge and Somerville who rely on safe and efficient roadways.</p>	The MPO appreciates your support for various transportation investments in the vicinity of the Longwood Medical Area that will provide improved access and safety for transit riders, pedestrians, bicyclists, and motorists. The Reconstruction of Melnea Cass Boulevard and the Bridge Replacement of Massachusetts Avenue over Commonwealth Avenue were selected by the Boston Region MPO for funding in the FFYs 2015-18 TIP.
Reconstruction of Route 109/Main Street (Medway)	Support	Town of Medway: Town Administrator (Suzanne Kennedy) State Representatives: Jeffrey N. Roy and John V. Fernandes	Support inclusion of funding for the Reconstruction of Route 109/Main Street in Medway in the FFYs 2015-18 TIP. The project will reconstruct two miles of Main Street through the town's primary business district and provide sidewalks, streetlights, pedestrian amenities, traffic flow and safety improvements. State that this project combined with some municipal zoning initiatives presently under development are stimulating discussion among property owners about new options for additional investment in the community.	Thank you for your comments in support of the Reconstruction of Route 109/Main Street in Medway in the FFYs 2015-18 TIP. This project was selected by the Boston Region MPO for funding in FFY 2015 of the TIP.
Reconstruction of Route 85/Maple Street and Reconstruction of Farm Road, Cook Lane to Route 20 (Marlborough)	Support/ Request	City of Marlborough (Arthur G. Vigeant, Mayor)	<p>Supports inclusion of the Reconstruction of Route 85/Maple Street in the FFYs 2015-2018 TIP. States the corridor is extremely important, and the proposed roadway and pedestrian safety improvements are critical to the area.</p> <p>Requests inclusion of the Reconstruction of Farm Road, from Cook Lane to Route 20 in the FFYs 2015-2018 TIP. States the road is narrow and winding and has inconsistent bicycle and pedestrian facilities. There are approximately ten reported crashes along Farm Road in this area annually, several involving bicycles and pedestrians. The Assabet River Rail Trail Communities Bicycle and Pedestrian Network Plan has identified this section of Farm Road as being an important corridor where a bike lane should be installed. Wider shoulders and new sidewalks will increase the connectivity of existing bicycle and pedestrian facilities in the area, improving access to recreational, educational, commercial, and residential areas.</p>	<p>Thank you for your comments in support of Reconstruction of Route 85/Maple Street in Marlborough in the FFYs 2015-18 TIP. This project was selected by the Boston Region MPO for funding in FFY 2016 of the TIP.</p> <p>Thank you for your request for funding for the Reconstruction of Farm Road in Marlborough in the FFYs 2015-18 TIP. Unfortunately, the MPO did not fund any new projects through its Target Program this year because of the fiscal constraint resulting from multiple project cost increases and ongoing commitment to the Green Line Extension Project, Phase 2, College Avenue to Mystic Valley Parkway/Route 16 in Somerville and Medford, and the Route 128 Add-a-Lane project in Needham and Wellesley. The MPO will consider the Reconstruction of Farm Road funding request in the development of the FFYs 2016-19 TIP.</p>
Reconstruction of the I-95/I-93 Interchange (Canton)	Oppose	Friends of the Community Path (Alan Moore and Lynn Weissman)	Oppose inclusion of the I-95/I-93 Canton Interchange Improvement Project in the FFYs 2015-2018 TIP. State the project is inconsistent with the Commonwealth's Mode Shift 2030 goal, and believe that the money could be better spent on bike/ped projects and/or flexed to transit.	<p>Thank you for your comment expressing concern for inclusion of the Reconstruction of the I-95/I-93 Interchange in Canton in the FFYs 2015-18 TIP. This project was approved by the Boston Region MPO for funding in the TIP.</p> <p>Members supported moving up the construction schedule of this Long-Range Transportation Plan project, and freeing up MPO Target Program funds for new projects in the 2021-25 timeband of the LRTP. Members also noted that this project will help to improve safety and reduce congestion by improving the geometry of the interchange, and also support the University Station development.</p>

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PROJECT(S) / ISSUE(S)	REQUEST/ SUPPORT/ OPPOSE	COMMENTORS	COMMENT	MPO RESPONSE
Red Line-Blue Line Connector Design	Request	Organizations: Conservation Law Foundation (Rafael Mares, Staff Attorney)	Urge the MPO to maintain funding for the Red Line/Blue Line Connection in the TIP, and request that MassDOT inflate the cost of the project to reflect delays in the expenditure of funds.	MassDOT made a formal request on August 1, 2011, to remove the Red Line/Blue Line Connection project from the State Implementation Plan (SIP). MassDOT received approval from Massachusetts Department of Environmental Protection (MassDEP) but is still awaiting approval from the Environmental Protection Agency (EPA). The MPO is continuing to reference this project in the TIP until the process is complete, however MassDOT did not inflate the cost of the project because there is no intention to complete design.
Rehabilitation of the Carlton Street Footbridge (Brookline)	Support	Town of Brookline: Department of Public Works (Andrew M. Pappastergion, Commissioner) Organizations: MASCO	Support inclusion of the Rehabilitation of the Carlton Street Footbridge in the FFYs 2015-2018 TIP. State that the project will create a safer alternative for pedestrians who are currently crossing the MBTA right-of-way at Longwood Station. State local funding is programmed fully through final design and that the 25% design submission is currently under review. Note that the Town of Brookline anticipate submitting the 75% design submission in fall 2014.	Thank you for your comments in support of the Gateway East project in the FFYs 2015-18 TIP. This project was approved by the Boston Region MPO for funding in FFY 2016 of the TIP.
Reporting of Bicycle and Pedestrian Investments	Request	Sudbury resident: Pat Brown	Requests that the MPO expand reporting on bicycle and pedestrian investments as components of "complete street" projects. States that enhanced reporting will better capture the level of investment for bicycle and pedestrian facilities and help determine the most cost-effective means of increasing bicycle and pedestrian mode share.	Thank you for your comment suggesting approaches to better account for bicycle and pedestrian investments. The MPO is taking several steps to better account for bicycle and pedestrian investments. The MPO has updated its Bicycle and Pedestrian Count Program to target data collection on facilities before and after construction. MPO staff will examine the data to determine the impact of investments on bicycle and pedestrian usage. In addition, MPO staff has begun to calculate the percentage of arterial roadway projects programmed that provide bicycle and pedestrian facilities. Accounting for these transportation investments will help inform the allocation of resources during the LRTP development process, and subsequent TIP process.
Safe Routes to School	Support	Organizations: Friends of the Community Path (Alan Moore and Lynn Weissman) Medford residents: Kenneth Krause	Support inclusion of several Safe Routes to Schools projects in the FFYs 2015-18 TIP.	Thank you for your comments in support of these Safe Routes to School projects in the FFYs 2015-18 TIP. These projects were approved by the Boston Region MPO for funding in the TIP.
Somerville Community Path (Cedar Street to Lowell Street)	Request	Organizations: Friends of the Community Path (Alan Moore and Lynn Weissman) and Melrose Pedestrian & Bicycle Committee Somerville residents: Karen Molloy, Marjorie Gere, Sonia Lipson, Jeffrey A. Leclair, Janet Campbell, Cynthia Snow, Resa Blatman, and Stefan Cooke	Request that the MPO ensure that the Cedar Street to Lowell Street phase of the Somerville Community Path is completed by September 2014.	Thank you for your comments on the Somerville Community Path between Cedar Street and Lowell Street. The MPO will forward your comments along to the MassDOT Highway Division. Construction of the project is currently scheduled to conclude by fall 2014.
Tri-Community Bikeway (Winchester, Stoneham, and Woburn)	Request	Winchester Town Meeting Member: Ann Sera	Expresses concern with certain details in the Preliminary ROW Plans for the project and requests revision of the Preliminary ROW Plans before the project is advertised for construction. Notes that the revisions could impact the budget and/or completion date of the project. Provides a 50-page report that contains the concerns identified and revisions proposed.	Thank you for your comments on the Tri-Community Bikeway in Winchester, Stoneham, and Woburn. The MPO typically relies on the MassDOT Highway Division to resolve right-of-way, design, and environmental issues during the MassDOT design review process. The MPO has forwarded your comments along to the MassDOT Highway Division.
Tri-Community Bikeway (Winchester, Stoneham, and Woburn)	Request	Eric Pariseau	Requests that the alignment of the Tri-Community Bikeway in Winchester, Stoneham, and Woburn be modified between Montvale Avenue and the Gould Street Boys & Girls Club/Recreation Department Fields. States that the planned route is unsafe and would be disruptive to traffic flow.	Thank you for your comments on the Tri-Community Bikeway alignment in Woburn. The MPO typically relies on the MassDOT Highway Division to resolve design issues during the MassDOT design review process. The MPO has forwarded your comments along to the MassDOT Highway Division.
Tri-Community Bikeway (Winchester, Stoneham, and Woburn)	Support	Town of Stoneham: Board of Selectmen (Thomas Boussy, Chair) Town of Winchester: Board of Selectmen (Jennifer Wilson, Chair) Organizations: Town of Stoneham Bikeway/Greenway Committee, Winchester Greenway Committee, Stoneham Historical Commission, and Friends of the Community Path, and Melrose Pedestrian & Bicycle Committee Stoneham residents: Jeremy & Faye Doyle, Julie Shulman, Sharon & Allen Brown, William & Edith Previdi, Laura Pruett, Ph.D., and Geraldine M. Whalen; Woburn resident: Michael McGee; Medford resident: Kenneth Krause Other: Jeff Dearman and Vitaly Napadow	Support inclusion of the Tri-Community Bikeway in Winchester, Stoneham, and Woburn in the draft FFYs 2015-18 TIP. The creation of the trail will connect schools, bus routes, and commuter rail stations. State the project will provide safe alternate transportation, reduce congestion, and support local businesses. Note that Winchester's engineering consultant submitted 75% design plans to MassDOT in 2012, and is currently working to complete the 100% design plans and required right-of-way documents.	Thank you for your comments in support of the Tri-Community Bikeway in Winchester, Stoneham, and Woburn in the FFYs 2015-18 TIP. This project was selected by the Boston Region MPO for funding in FFY 2015 of the TIP.
Trolleybus Investments	Request	Somerville resident: Joel N. Weber, II	Requests that the MPO consider the cost-effectiveness of \$40 million in overhead power infrastructure (overhead wire and related infrastructure) for the MBTA's trolleybuses. Expresses concern that the overhead power infrastructure may become obsolete as vehicles could be replaced with newer technology. Proposes that the MBTA consider possible alternatives like battery-powered buses.	Thank you for your comments on the overhead power infrastructure for the MBTA's trolleybuses. The MBTA, not the MPO, is the appropriate entity to consider this request. The process of selecting transit projects for the TIP draws primarily from the MBTA Capital Investment Program (CIP). The CIP is a rolling five-year plan that outlines the transit system's infrastructure needs and planned investments within that short-range time frame. The MBTA updates the CIP annually, and prioritizes projects by the following criteria: health and environment, state of good repair, cost-benefit, operational impact, and legal commitments. The MPO has forwarded your comments along to the MBTA for their consideration as they develop the 2016-20 CIP.