

**FFYs 2024–28 TRANSPORTATION IMPROVEMENT PROGRAM (TIP):
PROJECT LETTERS OF SUPPORT FOR NEW PROJECTS UNDER
CONSIDERATION FOR MPO FUNDING, GROUPED BY MPO INVESTMENT
PROGRAM**

Bicycle Network and Pedestrian Connections

613088	Malden	Spot Pond Brook Greenway
610691	Natick	Cochituate Rail Trail Extension (MBTA Station to Mechanic Street)—Natick Center Connection

Complete Streets

612738	Ipswich	Argilla Roadway Reconstruction and Adaptation (Crane Estate to Crane Beach)
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Intersection Improvements

N/A	Canton	Randolph and York Street Signalization and Pedestrian Improvements
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Community Connections

N/A	Boston	Boston Electric BlueBikes Adoption
N/A	Cambridge	Cambridge Electric BlueBikes Adoption
N/A	Concord	Concord Workforce Shuttle
N/A	Lynn	Broad Street Corridor Transit Signal Priority
N/A	Medford	Medford Bicycle Parking—Tier 1
N/A	Medford	Medford Bluebikes Expansion
N/A	MWRTA	CatchConnect Microtransit Expansion Phase 2
N/A	North Reading	North Reading Demand-Response Shuttle Pilot Program
N/A	Revere	Revere On-Demand Shuttle Service

Bicycle Network and Pedestrian Connections

Malden: Spot Pond Brook Greenway (613088)



COMMONWEALTH OF MASSACHUSETTS
THE GENERAL COURT
STATE HOUSE, BOSTON, MA 02133

21 December 2022

Ethan Lapointe
TIP Manager, MassDOT
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear Manager Lapointe,

As members of Malden's legislative delegation, we are pleased to support the Spot Pond Brook Greenway and encourage you to include it in the Boston MPO TIP for construction funding. The Spot Pond Brook Greenway is a much-needed multimodal connection to the Northern Strand Trail, via Downtown Malden.

Currently, accessing the Northern Strand Trail is unsafe, inconvenient, and uncomfortable for riders and walkers. This route is an opportunity to provide a safer way to access Malden's revitalizing downtown, including the city's innovative Gaming District. The Spot Pond Brook Greenway also provides a non-motorized means of accessing the great locations already along the Northern Strand Trail. Malden is continuing to invest in projects that build climate resiliency for the city, and this project would provide a clean means of transportation and recreation that runs entirely through Environmental Justice communities.

While the Spot Pond Brook Greenway will provide a critical linkage for Malden residents looking for a safe and efficient way to get around, there are additional regional benefits. The Spot Pond Brook Greenway is a particularly critical portion of the Mystic Highlands Greenway, a multimodal trail network being championed by MAPC, the Office of Senator Lewis, and transit advocates throughout Greater Boston. We are hopeful that this will also provide connections to the Northern Strand Community Trail expansions in Lynn and Everett, and the planned Mystic River Footbridge in Everett and Somerville.

Thank you for your thoughtful consideration of this project for funding, and please be in touch with Sarah Zeiberg in the Office of Senator Lewis with any questions at sarah.zeiberg@masenate.gov

Best,



Jason Lewis
5th Middlesex
State Senator



Steve Ultrino
33rd Middlesex
State Representative



Paul Donato
35th Middlesex
State Representative



Kate Lipper-Garabedian
32nd Middlesex
State Representative



Gary Christenson, Mayor

December 14, 2022

Ethan Lapointe
Boston MPO TIP Manager
10 Park Plaza - Suite 2150
Boston, MA 02116

RE: Spot Pond Brook Greenway TIP Application

Dear Mr. Lapointe:

I write today in strong support of Malden's application to the Boston MPO's Transportation Improvement Program. The Spot Pond Brook Greenway will be a significant shared-use path that will connect Malden's Oak Grove Neighborhood with the Northern Strand Community Trail and the Malden River via Downtown Malden.

Accessing the Northern Strand Community Trail by walking or biking can be unsafe, inconvenient, or uncomfortable. The Spot Pond Brook Greenway will address all these issues and create a continuous, dedicated path on which pedestrians and bicyclists can access the region's greater shared-use path network. This is also a unique opportunity to bring non-motorized visitors to Downtown Malden's emerging Gaming District. By connecting trail users safely and comfortably to the downtown, the Spot Pond Brook Greenway will play a key role in supporting Malden's economic revitalization.

Thank you for your consideration of this application, and please reach out with any questions.

Sincerely,

GARY CHRISTENSON
Mayor

**Natick: Cochituate Rail Trail
Extension (MBTA Station to Mechanic
Street)—Natick Center Connection
(610691)**



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

Ethan Lapointe
Program Manager, TIP
Central Transportation Planning Staff
Boston Region Metropolitan Planning Organization
10 Park Plaza, Room 2150
Boston, MA 02116

February 28, 2023

Dear Mr. LaPointe:

Thank you to the members and staff at the Boston Metropolitan Planning Organization for your consideration of MassDOT project 610691, the Natick Center Extension to the Cochituate Rail Trail, which we understand is at 25% design and has been proposed as an amendment to the current Transportation Improvement Plan.

Substantially opened in 2021, the CRT is a successful shared-use path that is a stellar example of the transformative projects that the MPO helps to advance from idea to reality, and which we have been proud to champion. By serving thousands of people of all ages and abilities for recreation, commuting, commerce, and health, the CRT has better connected people, employers, the outdoors, and our communities.

This extension to Natick Center will further enhance the trail's connectivity through a street level connection to Main Street. The Town of Natick, in partnership with the Natick Center Cultural District, the MBTA, and the public and private sectors, is revitalizing Natick Center to embrace housing, commercial development, arts and culture, and transportation connections including public transit (both the MBTA and RTA), cycling and walking.

In addition, this extension will knit together two thriving neighborhoods – Saxonville Village in Framingham in Natick Center – with the Natick Mall, the Natick Soldier Systems Center, thousands of units of new and planned housing, and many recreational offerings including Cochituate State Park. The emerging trail network will provide car-free and car-light transportation options for people who live, work, and play in the region, providing sustainable and climate-friendly mobility.

We appreciate the Town's and MassDOT's initiative to provide accessible and enjoyable infrastructure, and we urge the MPO to advance this project when it comes before you, as well as the upcoming Lake Cochituate Path (MassDOT project 610680), which will provide direct access to West Natick.

Thank you very much for your favorable consideration.

Sincerely,

A handwritten signature in blue ink that reads "Karen E. Spilka". The signature is fluid and cursive, with the first name "Karen" being the most prominent.

Senate President Karen E. Spilka
Second Middlesex & Norfolk

A handwritten signature in black ink that reads "D. Linsky". The signature is very stylized and cursive, with the first name "David" being the most prominent.

David P. Linsky
State Representative
Fifth Middlesex

cc: Jamie Errickson, Town Administrator
Natick Select Board
Barry Lorion, MassDOT District 3 Director

Natick Select Board

Paul R. Joseph, Chair
Michael J. Hickey, Jr., Vice Chair
Bruce T. Evans, Clerk
Kathryn M. Coughlin
PHONE 508-647-6410
EMAIL: selectboard@natickma.org



LOCATED AT
Town Hall
13 East Central Street
Natick, Massachusetts
01760

Town of Natick • Select Board Office

August 3, 2022

Mr. Jonathan E. Church, AICP
Manager of MPO Activities
Central Transportation Planning Staff
Boston Region Metropolitan Planning Organization
10 Park Plaza, Room 2150
Boston, MA 02116

Dear Mr. Church:

On behalf of the Town of Natick, I am writing to request that MassDOT Project 610691, the Natick Center Connection, be added to the Transportation Improvement Plan for the Boston Region MPO for Federal Fiscal Year (FFY) 2025 using appropriate funding streams for a shared-used path.

This exciting project will extend the Cochituate Rail Trail (CRT) to Main Street (Route 27) in Natick Center. This project received MassDOT District 3 Project Review Committee approval in April 2020; the Town initiated design in 2021, and 25% designs were recently submitted.

This project will bring the CRT up to grade and will integrate the CRT into the Natick Center bicycle and pedestrian network. The CRT will also make a trail-level connection to the outbound platform at the new Natick Center MBTA station when the station itself is complete. This related connection is critical for safe and accessible connections to and from the CRT. In fact, this connection was part of the original 25% design for the CRT, but the project was pulled back from the MBTA Station to allow the station design and construction to proceed first, with this connection to be designed after.

We are specifically requesting FFY 2025 for this project so that the construction can be coordinated with the completion of MBTA station work.

We are available to discuss at your convenience.

Jonathan E. Church, AICP

August 3, 2022

Page 2

Thank you very much for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Paul R. Joseph". The signature is written in a cursive style with a large initial "P".

Paul R. Joseph, Chair

Cc: Ann Sullivan, MassDOT District 3
State Senator Karen Spilka
State Representative David Linsky
Dennis Giombetti, MetroWest Region MPO Representative

Complete Streets

**Ipswich: Argilla Roadway
Reconstruction and Adaptation (Crane
Estate to Crane Beach) (612738)**



The Trustees
200 High Street, 4th Floor
Boston, MA 02110
tel 617.542.7696
thetrustees.org

February 28, 2023

Ethan Lapointe
Program Manager, TIP
Central Transportation Planning Staff
Boston Region Metropolitan Planning Organization

RE: Trustees support for Argilla Road Resiliency Project

Dear Mr. Lapointe,

Please accept this letter as support for consideration and approval of the Town of Ipswich's Argilla Road Adaptation and Flood Resiliency project to the MassDOT TIP List. The Trustees have been partners with the Town of Ipswich on this project since its inception in 2018.

The project is urgently needed as this section of Argilla Road is increasingly inaccessible from coastal flooding. A Trustees coastal vulnerability assessment from the Woods Hole Group projections show that this road will eventually become permanently flooded on a daily basis if action is not taken.

Argilla Road is the sole point of access to The Trustees Castle Hill, Crane Beach and Wildlife Refuge, and Choate Island. The road is used by 500,000 visitors every year as well as residents from the Town of Ipswich and across Massachusetts.

The Commonwealth's Office of Coastal Zone Management has invested over \$800,000 from FY19 – FY23 to create flood resilient, nature-based designs for Argilla Road for the next 50 years, remove a critical tidal restriction to hundreds of acres of Trustees salt marsh on either side of the road, create a wildlife connection between salt marshes, and allow of salt marsh migration.

Ultimately, this project serves as a statewide transportation model for climate and coastal resilience design for coastal zone communities. The Trustees actively supports the Town's efforts and requests your consideration and approval of the project to the MassDOT TIP list.

If you have questions, please contact me at toshea@thetrustees.org or 508-769-7827.

Sincerely,

Thomas P. O'Shea
Vice President of Conservation and Resilience

Intersection Improvements

Canton: Randolph and York Street Intersection Signalization (N/A)

Jill M. Rossetti
Superintendent-Director

Michelle Resendes
Business Manager

Geoffrey Zini
Principal



800 Randolph Street
Canton, MA 02021
781-828-5800 (p)
781-828-0794 (f)
www.bluehills.org

February 2, 2023

To: Massachusetts Department of Transportation (Safe Roads);

I am writing today on behalf of the Canton Interim Town Planner, Mr. Gene Manning, specifically in support of his proposal to add a traffic light at the intersection of Randolph and York Street across from BHRTS. He is also proposing that there be designated turn lanes at this intersection in response to both the increased volume of traffic and accidents that have occurred at this location.

Further, Mr. Manning is seeking the addition of enhanced crosswalk signage and signals at the intersection of Randolph Street and Bayberry Road, directly across from the BHRTS driveways.

As Superintendent of Blue Hills Regional Technical School, I am on site early in the morning into the early evening hours. I have observed the increase in both traffic volume and accidents at these intersections. Many of our students drive to school daily and their safety, as well as that of our faculty and staff, is extremely important to me. I believe that the changes outlined above will provide a much safer environment for our students, neighbors and the community.

In closing, Mr. Manning has my complete support in this, his roadway improvement proposal. It will certainly benefit us all.

Respectfully,

A handwritten signature in blue ink that reads "Jill M. Rossetti".

Jill M. Rossetti
Superintendent

CC: Gene Manning, Canton Interim Town Planner

Community Connections

Boston: Boston Electric BlueBikes Adoption



MASSACHUSETTS

JEFF BELLOWS

Vice President, Corporate Citizenship + Public Affairs

February 24, 2023

Dear Chief Franklin-Hodge,

On behalf of Blue Cross Blue Shield of Massachusetts, I offer our enthusiastic support for Boston's application to partially fund the purchase of e-assist bike share bikes via the Community Connections program managed by the Boston Metropolitan Planning Agency.

As the title sponsor of Bluebikes since 2018, we have supported system growth and accessibility, including station expansion, upgrades, and additional bikes. We are proud to have helped the system become a reliable, everyday option for tens of thousands of residents and visitors every day.

We expect that by adding e-assist bikes to the fleet, even more people will take their trip by bike. We are excited by the benefits that increase in bicycle use will bring to individual and public health, both physical and mental.

We look forward to continuing our partnership in Bluebikes and biking overall.

Sincerely,



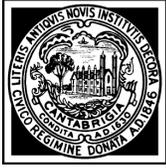
Jeff Bellows



Blue Cross Blue Shield of Massachusetts is an Independent Licensee
of the Blue Cross and Blue Shield Association.

T: 617-246-4339
E: jeff.bellows@bcbsma.com
bluecrossma.org

101 Huntington Avenue
Suite 1300
Boston, MA 02199-7611



CITY OF CAMBRIDGE
Community Development Department

IRAM FAROOQ
Assistant City Manager for
Community Development

Sandra Clarke
Deputy Director
Chief of Administration

To: Brad Gerratt
Interim Commissioner
Boston Transportation Department
1 City Hall Square
Boston, MA 02201

From: Susanne Rasmussen
Director of Environmental and Transportation Planning
Community Development Department
City of Cambridge

Date: February 23, 2023

Subject: City of Cambridge supports the City of Boston's application for
the MPO Community Connections Grant

Dear Mr. Gerratt,

I am writing to offer our full support of the City of Boston's application to the Metropolitan Planning Organization's Community Connection Grant Program for funding to introduce electric assist bikes into the Bluebikes public bike share system.

The Cambridge Community Development Department has valued our collaboration with the City of Boston for over a decade, as joint owners and managers of Metro Boston's bike share. As partners we have overcome several challenges and achieved countless milestones in the growth and evolution of Bluebikes in large part due to our strong partnership.

Our municipal collaboration has been especially important when we are grappling with major new developments in the Bluebikes system. As we have worked to plan the introduction of e-bikes into our public bike share system, Boston has offered substantial expertise and perspective to the process. We are grateful to have you as our partner in this exciting new endeavor, and we look forward to seeing how it helps Bluebikes become stronger as a critical part of Metro Boston's transportation network.

Sincerely,

A handwritten signature in black ink, appearing to read "Susanne Rasmussen".

Director of Environmental and Transportation Planning

Cambridge: Cambridge Electric BlueBikes Adoption



MASSACHUSETTS

JEFF BELLOWS

Vice President, Corporate Citizenship + Public Affairs

February 24, 2023

Dear Ms. Rasmussen,

On behalf of Blue Cross Blue Shield of Massachusetts, I offer our enthusiastic support for Cambridge's application to partially fund the purchase of e-assist bike share bikes via the Community Connections program managed by the Boston Metropolitan Planning Agency.

As the title sponsor of Bluebikes since 2018, we have supported system growth and accessibility, including station expansion, upgrades, and additional bikes. We are proud to have helped the system become a reliable, everyday option for tens of thousands of residents and visitors every day.

We expect that by adding e-assist bikes to the fleet, even more people will take their trip by bike. We are excited by the benefits that increase in bicycle use will bring to individual and public health, both physical and mental.

We look forward to continuing our partnership in Bluebikes and biking overall.

Sincerely,



Jeff Bellows



Blue Cross Blue Shield of Massachusetts is an Independent Licensee
of the Blue Cross and Blue Shield Association.

T: 617-246-4339
E: jeff.bellows@bcbsma.com
bluecrossma.org

101 Huntington Avenue
Suite 1300
Boston, MA 02199-7611

Brad Gerratt
Interim Commissioner
Boston Transportation Department
1 City Hall Square, Room 721
Boston, MA 02201

February 23, 2023

Susanne Rasmussen
Director of Environmental and Transportation Planning
City of Cambridge
Community Development Department
344 Broadway
Cambridge, MA 02139

Dear Ms. Rasmussen,

I am pleased to write in support of the City of Cambridge's application to the Boston Region Metropolitan Planning Organization's Community Connection Grant Program, for funding to introduce electric-assist bikes into the Bluebikes public bike share system.

The Boston Transportation Department truly values our collaboration with the City of Cambridge over more than a decade, as joint owners and managers of Metro Boston's bike share. Together we have overcome numerous challenges, and achieved countless milestones in the growth and evolution of Bluebikes. Much of this wouldn't have been possible without our strong partnership.

Our collaboration has been particularly important when we are grappling with major new developments in Bluebikes. As we have worked to plan the introduction of e-bikes into our public bike share system, Cambridge has provided critical expertise and perspective to the process. We are grateful to have you as our partner in this exciting new endeavor, and we look forward to seeing how it helps Bluebikes grow ever stronger as a critical part of Metro Boston's transportation network.

Sincerely,



Brad Gerratt
Interim Commissioner
Boston Transportation Department



To whom it may concern,

I am writing on behalf of the Kendall Square Association to support the City of Cambridge's efforts in bringing e-bikes to the city in collaboration with Bluebikes.

Kendall Square is a major job innovation hub in the Greater Boston area, and Bluebikes plays a vital role in enabling residents and commuters to travel to, from and around the neighborhood. Four out of ten of Bluebikes' [most popular stations](#) are in the Kendall Square/MIT area. Adding e-bikes to the system will broaden the range of transportation options available to commuters and residents alike, and connect Kendall Square and all of Cambridge to wider parts of the region.

For commuters, adding ebikes will positively impact commutes across the whole region by decreasing the number of cars on the road, and reducing traffic and congestion. E-bikes will help commuters with the "last mile" of their commutes in a healthy, accessible way.

For residents, e-bikes will help people here reach parts of Cambridge, Boston, and other municipalities which are difficult to reach via transit. E-bikes will also bring the benefits of bike sharing to people who feel uncomfortable using a traditional bike for longer distances or who find using classic bikes physically challenging.

The Kendall Square Association is fully supportive of Cambridge's efforts to introduce e-bikes into the system. We believe Cambridge will ensure that the availability and cost of e-bikes are equitable for all users, and we look forward to future collaborations.

Sincerely,
Beth O'Neill Maloney
Executive Director



February 24, 2023

Miguel Perez-Luna
Sustainability Engagement Planner
Cambridge Community Development Department

Dear Miguel,

Lyft is pleased to submit this letter in support of the City of Cambridge's application to the Boston Region Metropolitan Planning Organization's Community Connections grant program, for funding to purchase electric bikes to be integrated into the Bluebikes bikeshare system.

As the operator of the municipally-owned Bluebikes system, we are excited about the opportunity for electric bikes to expand the reach of the Bluebikes system, enable greater access to jobs, and support positive health and sustainability outcomes. We are committed to ensuring successful implementation of electric bikes in Cambridge and the broader region.

Please do not hesitate to reach out with any questions.

Sincerely,

Miller Nuttle

Miller Nuttle
Director, Transit, Bike & Scooter Policy
Lyft



Boston MPO Board
c/o Ethan Lapointe
Boston MPO TIP Manager
10 Park Plaza – Suite 2150
Boston, MA 02116

February 27, 2023

Dear Members of the Board:

On behalf of the Massachusetts Bicycle Coalition (MassBike), a statewide advocacy non-profit with members across the Greater Boston region, I am writing to support the cities of Cambridge and Boston in their applications for grant funding for adding electric-assist bicycles (e-bikes) into the Bluebikes bike share system.

Since 2011, MassBike has supported the implementation and growth of the regional bike sharing system, and after millions of rides we have seen the efficacy that better bicycling brings for increasing connectivity, improving health and wellness, reducing congestion and greenhouse gas emissions, and building community. Over the years, Bluebikes has expanded its reach to tens of thousands of people, and proven its value to the Boston region that now extends all the way from the southernmost point of Boston, to the western edges of Newton, all the way up to Salem.

But we know that the benefits of the bike sharing system have yet to reach folks who feel the distances traveled for everyday trips is too far to do by bicycle, or they are physically limited to maneuver the heavy 43-lb bikes, or that the annual and daily fees may be too great to make the trip financially feasible. To this end, Cambridge and Boston have demonstrated their commitment to ensuring more equitable access to bicycling by investing in station placements throughout the system and providing very low-cost options for eligible members.

The introduction of e-bikes will be the next step in expanding the reach for people, both in terms of geography and in terms of who is able to choose to bicycle. As has happened in other cities with similar systems, specifically in New York City and Washington DC here on the east coast, we have seen a significant expansion in ridership from further distances.¹ E-bikes enable people who do not feel comfortable bicycling long distances or in more challenging physical situations (e.g., up hills) to make the trip by bike. This gives more people more choice in how they get around, and enables them to get some physical exercise as well as helping them to make a more sustainable mode choice.

¹ [Bloomberg: The E-Bike Effect Is Transforming New York City. 5/25/22](#)



MassBike has also experienced how expanding access to e-bikes can directly improve the quality of life for low-income residents. Through the Accelerating Clean Transportation for All (ACT4All) Program, MassBike is implementing a grant with the Massachusetts Clean Energy Center on a pilot program to provide ~100 e-bikes to low income riders. Begun last year, we have been working with participants to encourage bicycling in their daily lives, and tracking the miles and trips generated. The aim is to measure the mode-shift and its impact on mitigating greenhouse gas emissions that otherwise would have occurred through fossil-fuel driven cars and buses. In just the first four months of this program August - November 2022, the ~90 riders already engaged in the program have collectively ridden 14,000 miles, offsetting 11,131 lbs pounds of GHG!

One of the lessons we learned from this program is that 100 bicycles is just a start to address the wide need. In just one city alone, MassBike received 1,200 applications for participants eager to join the program, 800 of which were from income-eligible residents who earn less than 60% of the State Median Income from environmental justice communities, and who otherwise did not have the money to purchase their own electric bicycle.

To scale up this work, especially in the Greater Boston region, we need to be able to provide affordable access to e-bikes for all residents, and the most cost effective way to reach the most number of riders is to implement electric-assist bikes in the Bluebikes fleet. Support for this implementation will be some of the best return-on-investment communities can make to encourage bicycling. And at MassBike we know that more bicycling brings cost savings to peoples' pocketbooks, allow for independence in transportation especially important for older adults and for those who do not have access to personal automobiles, and secures health and wellness benefits measured by increased quality of life. Bicycling also strengthens a sense of community amongst riders, helps engagement with policy makers, advocacy organizations, community centers, and deepens connections to one's neighborhood.

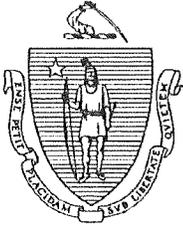
Every municipality, from Newton to Salem to Boston and Cambridge, will benefit from more bikers in their bike sharing system. I appreciate your consideration of this request, and hope that you will support the grant request for Cambridge and Boston.

Sincerely,

A handwritten signature in black ink that reads "Galen Mook". The signature is written in a cursive, slightly slanted style.

Galen Mook
Executive Director
Massachusetts Bicycle Coalition

Concord: Concord Workforce Shuttle



*The Commonwealth of Massachusetts
Executive Office of Public Safety & Security*

*Department of Correction
MCI-Concord*

965 Elm Street- PO Box 9106

Concord, MA 01742

Tel: (978) 405-6100

www.mass.gov/doc



CHARLES D. BAKER
Governor

CAROL A. MICI
Commissioner

KARYN E. POLITO
Lieutenant Governor

SHAWN P. JENKINS
Chief of Staff

TERRENCE M. REIDY
Secretary

KELLEY J. CORREIRA
ROBERT P. HIGGINS
MITZI S. PETERSON
THOMAS J. PRESTON
Deputy Commissioners

Joann M. Lynds
Superintendent

January 6, 2023

Erin Stevens
Transportation and Mobility Planner
Town of Concord, MA

RE: Workforce Shuttle Service

Dear Ms. Stevens:

I write this letter of support for the proposed workforce shuttle from West Concord Commuter Rail with a stop at MCI Concord. This proposed shuttle service will provide an alternative means of transportation for our workforce, volunteers and visitors; many of whom would otherwise not have the ability to access the facility.

MCI Concord relies heavily on volunteers to provide programming to incarcerated individuals, which has a positive impact on facility climate and aids in reentry efforts. Additionally, being able to provide public transportation for family members of incarcerated individuals aids in family reunification efforts and helps incarcerated individuals maintain ties to the communities to which they will be returning.

For these reasons, the administration at MCI Concord supports the proposed workforce shuttle.

Sincerely,

Joann M. Lynds
Superintendent

cc: Nancy White, Chief Legal Counsel
Michael Rodrigues, Assistant Deputy Commissioner, Northern Sector
Jeff Quick, Resource Management



35 Forest Ridge Road
Concord, MA 01742
Phone 978-287-7900
Fax 978-287-7901
Website: www.minutemanarc.org

February 24, 2023

To Whom It May Concern:

Minute Man Arc is fully supportive of the Town of Concord's application for transportation funds through the Community Connections Grant from the Boston Region Metropolitan Planning Organization.

Transportation is one of the most difficult issues Concord residents and employees face on a daily basis. There is no public transportation available for people to get to work, medical appointments, shopping and community activities. The planned transit proposed in the application would connect many of these venues with the two commuter rail stops in Concord and West Concord and will provide people living and working in Concord with the ability to travel about the town as well as access the wider MBTA transit system.

I urge you to approve this application for the Town of Concord.

If you have questions or need further information, please feel free to contact me. My email is jgoldsberry@minutemanarc.org.

Sincerely,

Jean A. Goldsberry, M.S., M.B.A.
CEO, Minute Man Arc



TAURUS INVESTMENT HOLDINGS, LLC

Two International Place, Boston, MA 02110

Tel: 617.357.4440 Fax: 617.357.4446

www.tiholdings.com

January 17th, 2023

Erin Stevens
Transportation and Mobility Planner
Town of Concord, MA

Re: Proposed Workforce Shuttle

Dear Ms. Stevens,

Taurus Investment Holdings being the Landlord at 300 Baker Ave, Concord MA, a 413,000 square foot class A office tower is proud to support the Town of Concord in their application for the proposed workforce shuttle commencing at the West Concord Commuter Rail Station.

Since acquiring 300 Baker in 2020 Taurus has worked with the community and building tenants to significantly reduce the buildings carbon footprint, these carbon reduction strategies are slated to continue throughout 2023 and is something that the Taurus team is proud of. The majority of our existing tenant base and their customers that visit currently drive their own vehicles. We believe that if a shuttle service was approved this would open public transportation options that were previously unavailable and would be well utilized, hence not only providing an affordable method of transportation for many but additionally continuing to drive carbon emissions down through the use of public transportation.

Taurus strongly supports the proposed shuttle service and believes that it would provide a positive impact across the community.

Sincerely,

Sam Flood
Managing Director, Office

Lynn: Broad Street Corridor Transit Signal Priority



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Jamey Tesler, MassDOT Secretary & CEO
Steve Poftak, General Manager

massDOT
Massachusetts Department of Transportation

December 22, 2022

Ethan LaPointe
TIP Manager
Central Transportation Planning Staff
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear Mr. LaPointe,

I'm pleased to submit this letter in support of the City of Lynn's application to the Boston Metropolitan Planning Organization's Community Connections program. The project includes upgrades to traffic signal equipment and minor intersection improvements at seven (7) intersection locations along the Broad Street and Lewis Street corridor. These upgrades will replace antiquated traffic signal equipment with new technology to provide transit signal priority (TSP) optimizing MBTA buses, enable signal measurements including transit-specific signal performance metrics while also improving the safety for all roadway users by improving traffic operations.

Focus40 identified the City of Lynn as a Priority Place for future investments and upgrades to transit service. Shortly thereafter the MassDOT, in collaboration with the MBTA, completed the Lynn Transit Action Plan (LTAP) establishing a roadmap for transit improvements including the incorporation of bus priority strategies into the Lynn street network. The Broad Street corridor serves three bus routes connecting regional transit nodes at Lynn Central Square and the Wonderland station, and carries over 5,000 bus riders per day. The LTAP observed that bus routes along the Broad Street corridor suffer from high levels of passenger delay during peak travel periods. The City's proposal will reduce travel delay for transit riders by improving general traffic operations and incorporating TSP technology at seven location consistent with LTAP recommendations.

The MBTA Bus Priority group has been actively engaged with the City to advance bus priority projects in Lynn, and we look forward to continue that partnership to deliver improved transit service along the Broad Street corridor as well.

Sincerely,

Justin Antos

MBTA Senior Director of Bus Transformation

Medford: Medford Bicycle Parking— Tier 1



Maura Healey, Governor
Kimberley Driscoll, Lieutenant Governor
Gina Fiandaca, Secretary & CEO



February 16, 2023

Todd Blake, Director of Traffic and Transportation
City of Medford
85 George P Hassett Drive
Medford MA 02255

Subject: Community Connections Grant: Bike Racks for Medford

Dear Mr. Blake:

I write on behalf of MassDOT in total support of adding bicycle parking throughout the City of Medford, making it easier and more convenient for people to use a bicycle to complete daily tasks such as shopping, meeting friends/family, attending medical and other appointments, and commuting to school/work.

In an effort to continue to broaden the benefits of cycling in Medford, MassDOT supports the City's plans to purchase and install bike racks at 40 identified Tier 1 locations if this application is approved for funding.

Reflecting goals outlined within MassDOT's 2019 Statewide Bicycle Transportation Plan, bicycle supportive infrastructure such as bike racks would assist in shifting some short trips currently taken by automobile to biking trips. It may also encourage additional trips that aren't occurring today due to the direct costs of driving (e.g., parking and fuel), lacking access to a personal vehicle or the lack of an efficient transit route. Bicycling is also a healthy, convenient and affordable option for trips that are too far to walk to in the range of one to three miles.

Sincerely,

Peter Sutton, Bicycle and Pedestrian Coordinator
Massachusetts Department of Transportation



Medford Bicycle Advisory Commission

February 20, 2023

RE: Application for funding of Bike Rack installations in Medford

Dear Community Connections Grant Committee,

On behalf of the Medford Bicycle Advisory Commission, I am writing in strong support of the proposed added bike racks in the City of Medford. Currently, our city is notorious for a lack of adequate bike parking facilities, which discourages residents from making trips by bicycle, and discourages cyclists from stopping at local businesses along their routes.

Additionally, encouraging shoppers to arrive by bicycle can help alleviate the ever-present challenges finding space for adequate motor vehicle parking, since parking a bicycle requires so much less square footage.

MBAC has provided the city with a prioritized list of locations that need bike parking, in order to ensure coverage for all business districts and an equitable distribution of racks throughout the city.

This is one of our highest priorities, and also one of the simplest steps our city can take that will have a major impact on the everyday experience of bicycling in Medford. We look forward to this critically needed expansion of our alternative transportation network.

Sincerely,
Emily O'Brien

Chair, Medford Bicycle Advisory Commission

Medford: Medford Bluebikes Expansion



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Jamey Tesler, Secretary & CEO



December 13, 2022

Todd Blake, Director of Traffic and Transportation
City of Medford
85 George P Hassett Drive
Medford MA 02255

Subject: Community Connections Grant: Blue Bikes for Medford

Dear Mr. Blake:

I write on behalf of MassDOT in total support of adding more Bluebikes stations throughout the City of Medford as part of the larger regional bikeshare network north of Boston.

In an effort to continue to broaden the reach of Bluebikes into Medford, MassDOT supports the City's plans to locate four additional stations to the north, east, and west of Medford Square if this application is approved for funding.

The locations, along with the forthcoming ones funded by other grants, will allow people in more parts of Medford to access the Bluebikes system and use Bluebikes to get to Medford Square and the new Green Line Stations at Tufts University and Ball Square, and will improve our connections to the adjacent Bluebikes communities of Somerville, Everett, Arlington, and Malden.

Sincerely,

Peter Sutton, Bicycle and Pedestrian Coordinator
Massachusetts Department of Transportation



Medford Bicycle Advisory Commission

December 14, 2022

RE: Grant Application for Additional BlueBikes Stations in Medford

Dear Community Connections Grant Committee,

On behalf of the Medford Bicycle Advisory Commission, I am writing in strong support of additional BlueBikes stations in the City of Medford. This expansion will help our existing small network reach more residents in more neighborhoods and connect our business districts with a convenient transportation alternative that does not rely on bus schedules.

Additionally, these stations will also improve access to the West Medford Commuter Rail as well as to the new Green Line stations and to Red Line stations located in neighboring communities also served by BlueBikes.

We look forward to this important expansion of our alternative transportation network.

Sincerely,
Emily O'Brien

Chair, Medford Bicycle Advisory Commission

MWRTA: CatchConnect Microtransit Expansion Phase 2

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Kiessling Transit, Inc.

December 21, 2022

Central Transportation Planning Staff (CTPS)

State Transportation Building

10 Park Plaza, Suite 2150

Boston, MA 02116

Dear CTPS Staff:

Kiessling Transit, Inc. (KTI) is proud to be a leading provider of transportation management services (TMS) in the U.S. We have contracted with the MetroWest Regional Transit Authority (MWRTA) as the operator of fixed route, demand-response, and microtransit (MT) services in the MetroWest region since 2015.

KTI is committed to increasing diversity, equity, and inclusion by maintaining and expanding access to reliable public transportation resources throughout the region. The MWRTA is seeking funds through the FY2023 Community Connections Program (CCP) grant application to expand its popular Catch Connect microtransit service to weeknight evening hours in Framingham and Natick. Catch Connect would be available in these areas for the first few hours following the final fixed bus route of the day. The current lack of fixed route and demand services after 7:30 pm has created numerous barriers for transit-dependent individuals who work later shifts, attend classes, and participate in social and civic engagement opportunities. The implementation of Catch Connect in these core MetroWest communities would provide a much-needed safe, affordable transportation option for these individuals.

As MWRTA's revenue service contractor, KTI will provide the drivers and dispatchers required to ensure efficient, effective operations. We will work directly with the MWRTA to sustain and enhance the service over time, based on available data and resources. We are committed to expanding available public transit options in the area to promote environmental justice and increased quality of life for everyone.

Sincerely,



Chuck Curran, Operations Manager

Kiessling Transit, Inc.



KIESSLING TRANSIT, INC.

www.kiesslingtransit.com



Your dreams. Our mission.

December 16, 2022

Central Transportation Planning Staff (CTPS)
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear CTPS Staff:

I am writing on behalf of Massachusetts Bay Community College (MassBay), a leading educational institution within the Commonwealth of Massachusetts, to express my strong support for the MetroWest Regional Transit Authority (MWRTA) FY2023 Community Connections Program (CCP) grant application. The MWRTA will utilize awarded funds to implement its Catch Connect microtransit service in the Natick and Framingham area on weeknight evenings, providing a much-needed source of public transportation in these communities beyond the conclusion of traditional fixed route service hours.

Over the years, MassBay has worked with the MWRTA to provide students with first mile/last mile transportation connections to MBTA services and a means of commuting between campuses. MassBay has offered students Uber vouchers for travel to their destination following evening classes, but this program is cost prohibitive in the long-term as students take single ride Uber trips to their home.

The implementation of the Catch Connect service during weeknight evening hours will greatly enhance efficiency and increase public transportation options in the Framingham and Natick area, providing a valuable resource for students who require evening transportation options.

In support of this initiative, MassBay is committed to working with the MWRTA to directly subsidize the use of this service for its students and staff. We will continue to encourage the use of public transportation as a safe, convenient, and affordable means of access to our campuses and programs. I hope you will join us in support of the MWRTA's funding request.

Sincerely,

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

Marcus Edward
Vice President of Finance & Administration

781.239-2523
medward@massbay.edu

WELLESLEY HILLS CAMPUS
50 Oakland Street
Wellesley Hills, MA 02481-5307
tel: 781.239.3000
fax: 781.239.2561

FRAMINGHAM CAMPUS
19 Flagg Drive
Framingham, MA 01702-5928
tel: 508.270.4000
fax: 508.872.4067

AUTOMOTIVE TECHNOLOGY CENTER
250 Eliot Street
Ashland, MA 01721-2389
tel: 781.239.3030
fax: 508.881.9210

December 19, 2022

Central Transportation Planning Staff (CTPS)
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

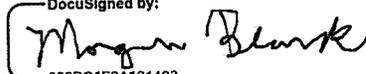
Dear CTPS staff,

Shopper's World is a 778,342 square foot retail property located at Worcester Road and Shoppers World Drive in Framingham, Massachusetts. The property is currently home to 27 stores, and is situated in the center of Framingham's Golden Triangle neighborhood, the largest retail destination in the Boston area. The MetroWest Regional Transit Authority (MWRTA) has increased diversity, equity, and inclusion by providing public transportation directly within the city of Framingham, as well as 15 additional MetroWest cities and towns. Many of our customers rely on the services of the MWRTA to access the numerous shops, restaurants, and other popular destinations Shopper's World has to offer.

The MWRTA is applying for funds through CTPS's FY2023 Community Connections Program (CCP). The Authority will utilize these funds to expand our Catch Connect microtransit service in the Framingham and Natick area on Monday through Friday for a few hours in the evening. This supplemental service would provide a much-needed source of transportation for customers and employees of businesses who depend on public transportation. Currently, there is no form of public transportation available within MetroWest after 8:30 PM.

In support of this program, I am committed to assisting the MWRTA with marketing that will target our employees and customers, as well as the general public. Our team will spread the word about the new service and its benefits through our social media platforms and other resources within the facility. I am excited to work with the MWRTA to increase accessibility and economic development within the MetroWest region.

Sincerely,

DocuSigned by:

Morgan Blank, 999951521101403...
Director of Shopping Center Marketing

Shopper's World
12/19/2022



1 Clarks Hill, Suite 200, Framingham, MA 01702

V/TTY: (508) 875-7853, Fax: (508) 875-8359

December 6, 2022

Central Transportation Planning Staff (CTPS)
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear CTPS Staff:

The MetroWest Center for Independent Living (MWCIL) is excited to partner with the MetroWest Regional Transit Authority (MWRTA) to expand its Catch Connect microtransit service to the Framingham and Natick area on weeknights during evening hours. The MWRTA is applying for funds for this program expansion through the FY2023 Community Connections Program (CCP).

MWCIL is the leading advocacy organization for people with disabilities in the MetroWest region. We teach our clients the practical skills necessary to take control of their lives and become active members of the community. Many of our clients depend on the MWRTA's fixed route and demand services to access employment, education, errands, and other opportunities. The lack of public transportation service during evening hours has created long-standing barriers for many of our consumers, as well as transit dependent populations who reside in environmental justice (EJ) neighborhoods.

MWCIL will collaborate with the MWRTA to market this new service to consumers and the general public. In addition, we will work with members of the federal, state, and local legislature to advocate for policies and resources that support the provision of safe, equitable, and affordable public transportation within our communities. We are committed to collaborating with the MWRTA to promote social justice, independence, and quality of life through public transportation.

Regards,

A handwritten signature in black ink that reads "Rose Quinn".

Rose Quinn, Acting Director
MetroWest Center for Independent Living

December 16, 2022

Central Transportation Planning Staff (CTPS)
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear CTPS Staff:

The Framingham Disability Commission works with city and other relevant public officials to promote the inclusion of people with disabilities in all aspects of community life. We advocate for the implementation and maintenance of necessary resources and services that support and promote diversity, equity, inclusion, and quality of life.

The MetroWest Regional Transit Authority (MWRTA) provides a critical resource for Framingham residents and visitors with disabilities, many of whom are entirely dependent on public transportation. The Authority is applying for funds under the Community Connections Program (CCP), which would allow for the implementation of its Catch Connect microtransit service on weeknight evening hours in these communities. Currently, the MWRTA's final fixed route trips conclude by 9:00 PM. This expansion would provide a supplemental public transportation service during additional hours in the evening, reducing barriers for transit-dependent populations who work late shifts or who wish to access social, recreational, and civic activities.

The Framingham Disability Commission is committed to working with the city of Framingham and the MWRTA on the implementation of Catch Connect service during weeknight hours. The Commission voted unanimously on 12/12/2022 to support this effort. We respectfully ask that you join the Framingham Disability Commission in supporting the MWRTA's CCP funding request, which would ensure a more equitable, inclusive, and accessible Framingham.

Sincerely,

Sheryl Goldstein, Chair
Meghan Todd, Vice Chair
Tyler Terrasi, Clerk
Rose Quinn, Treasurer
Richard Finlay, Member
Susan Santone, Member
Andrew Cummings, Member
Framingham Disability Commission



December 16, 2022

Central Transportation Planning Staff (CTPS)
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear CTPS Staff:

I am writing on behalf of MathWorks, a leading developer of mathematical computing software for engineers and scientists based in Natick Massachusetts to show our support for the MWRTA's FY2023 Community Connections Program (CCP) grant application to expand its popular Catch Connect microtransit service to the Natick and Framingham area on weeknights during evening hours.

With over 3500 staff working at our two campuses in Natick, MathWorks and the MWRTA have worked closely to promote public transit options and the expansion of the Catch Connect service will only help. Specifically, with access to Catch Connect rides, MathWorks staff that rely on existing MWRTA bus service to get home or to the Natick MBTA station will be assured of a safe ride if they need to work past the last scheduled bus.

In support of this project, we will continue working collaboratively with the MWRTA to utilize the Catch Connect service, in addition to existing bus services, to help our staff who need an afterhours home or to the MBTA station.

Sincerely,

Craig Lizotte

Craig C. Lizotte
The MathWorks, Inc.



495/METROWEST PARTNERSHIP

Leaders for Regional Prosperity

200 FRIBERG PARKWAY
WESTBOROUGH, MA 01581
774-760-0495
495PARTNERSHIP.ORG

December 5, 2022

Central Transportation Planning Staff (CTPS)
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear CTPS Staff,

On behalf of the 495/MetroWest Partnership, I am writing in support of the MetroWest Regional Transit Authority (MWRTA) FY2023 Community Connections Program (CCP) grant application. The 495/MetroWest Partnership is a unique public-private collaboration of businesses, municipalities, and other stakeholders within the 495/MetroWest region of Massachusetts. We aim to create a diverse, equitable, and inclusive environment that prepares for and cultivates sustainable growth throughout our communities.

We are proud to support critical initiatives that encourage seniors, people with disabilities, and other disadvantaged populations to lead full, productive lives and actively contribute to our thriving communities. The MWRTA's Catch Connect program has introduced a flexible, safe, and affordable mode of transportation to numerous historically underserved environmental justice (EJ) neighborhoods. Funds awarded through the CCP will allow the MWRTA to expand Catch Connect service within the communities of Framingham and Natick during late evening hours on weeknights. Additional Catch Connect service within these areas will increase accessibility by creating a much-needed solution for those who rely on public transportation after 7:30 PM.

We look forward to partnering with the MWRTA to build a more equitable public transit system that encourages environmental sustainability and economic development while promoting a positive quality of life for everyone.

Please do not hesitate to contact me if you would like any additional information regarding this matter. I can be reached by phone at (774) 760-0495, or via email at Jason@495Partnership.org.

Sincerely,

Jason Palitsch
Executive Director
The 495/MetroWest Partnership



SENATOR KAREN E. SPILKA
PRESIDENT

Second Middlesex and Norfolk District

The Commonwealth of Massachusetts

MASSACHUSETTS SENATE

OFFICE OF THE PRESIDENT

STATE HOUSE, ROOM 332
BOSTON, MA 02133-1053
(617) 722-1500

KAREN.SPILKA@MASENATE.GOV
WWW.MASENATE.GOV

December 6, 2022

Central Transportation Planning Staff
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

To whom it may concern,

I write to express my strong support for the MetroWest Regional Transit Authority (MWRTA)'s application for funding through the FY23 Community Connections Program (CCP). Since its inception, the MWRTA has prioritized diversity, equity, inclusion, and has enhanced the safety, reliability, and accessibility of its public transportation services in the MetroWest region.

Funds accessed by the Authority through the CCP will be used to pilot an expand the availability of Catch Connect service in Framingham and Natick to weeknights. The MWRTA's Catch Connect service has improved residents' mobility by complementing existing fixed route services with first and last mile transportation to historically underserved and low-income areas of Framingham and Natick. The planned service areas are home to diverse populations, including many immigrants, and include Environmental Justice (EJ) communities. Many of my constituents who reside and work there are transit dependent and rely on the MWRTA to access employment, education, medical coverage, recreational opportunities and more. Because public transportation is currently unavailable at night in this area, these individuals may face unique obstacles in accessing these services in a timely fashion.

To that end, the expanded Catch Connect service would open numerous doors to opportunity for historically underserved and disadvantaged populations. I stand with the MWRTA and partner organizations throughout Massachusetts who are committed to building a more equitable, inclusive, and environmentally sustainable system of public transportation throughout the Commonwealth of Massachusetts.

I ask that you please give the MWRTA's CCP grant application every appropriate consideration. Should you have any questions, please do not hesitate to contact my office at (617) 722-1500 or karen.spilka@masenate.gov.

Kind regards,

A handwritten signature in blue ink that reads "Karen E. Spilka". The signature is written in a cursive style with a large, stylized initial 'K'.

Massachusetts State Senate President Karen E. Spilka
2nd Middlesex & Norfolk District

North Reading: North Reading Demand-Response Shuttle Pilot Program



Angela Cleveland, Chair
Jhovanny Martes, Co-Vice Chair
Chris Sicuranza, Co-Vice Chair
Kathleen Colwell, Secretary
James Ryan, Treasurer
Noah S. Berger, Administrator

December 23, 2022

Boston Region Metropolitan Planning Organization
Ethan LaPointe, TIP Manager
10 Park Plaza, Suite 2150
Boston, MA 02116
elapointe@ctps.org

Dear Mr. LaPointe:

It is with great enthusiasm that I write in support for the Town of North Reading's application for a Community Connections grant from Boston MPO. Merrimack Valley Transit (MeVa) has operated demand-response paratransit service for North Reading residents since 2017. Even as MeVa plans to expand to all ages, all-purpose rides within our service area, North Reading residents continue to request rides beyond our borders due to the town's location at our Southwest corner. Other MeVa border communities utilize Northern Essex Elder Transport (NEET) volunteers for seniors to access inter-district medical appointments.

We support North Reading's efforts to adopt this model and to develop additional options for residents to travel outside MeVa's service area. Consistent with MeVa's mission, we will continue to provide demand-response rides for North Reading residents to destinations within North Reading and the other 15 cities and towns in our district. MeVa service area. As a collaborator in North Reading's proposed inter-district transportation program, we will coordinate with North Reading's brokerage of rides through our joint family of services, including mini MeVa or Senior Center vans, as well as volunteer drivers, with the goal of optimally utilizing staff time and simplifying the reservation process for residents to request. I have designated Amy Jenkins, MeVa Director of Paratransit Operations, as our lead contact for daily communications between the Senior Center and MeVa, as well as providing technical assistance regarding the collaborative model, usage and opportunities for expanded services, and any concerns raised.

Thank you for considering this worthy proposal to fill a critical gap in our transit services for the residents of North Reading.

Sincerely,

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

Noah S. Berger,
Administrator

Revere: Revere On-Demand Shuttle Service



CITY OF REVERE

Brian M. Arrigo
Mayor

December 14, 2022

Mr. Ethan Lapointe-TIPS Coordinator
Boston Regional MPO
10 Park Plaza Suite 2510
Boston, MA 02110

RE: City of Revere Community Connections Grant Application

Dear Mr. Lapointe,

I write this letter in support of the City of Revere's Community Connections Grant Application to fund the launch of a micro transit shuttle service within the city. Revere covers an area of 10 square miles, is located just north of Boston, and is transit rich with three MBTA Blue Line stations and four bus routes that offer reliable transit and crosstown connections. Investments in infrastructure over the last five years have led to improvements to the City's network of pedestrian and bike accommodation providing safe connections for these travel modes within the City's inner core. Despite all the transit options both private and public, and investments in its infrastructure, gaps in the transportation network related to time of service and last mile connections remain. The land use patterns that were formed by the colonial trade routes that are now known as Route 1, 1A, 16 & 60 bisect through the City, dividing it from itself. The miles of safe passages for pedestrians and cyclists that have been installed in Revere's right of way end at each of these highways, making it hard for residents to cross safely. This division has become more problematic with the reduction of service of key MBTA bus routes that have offered convenient and reliable cross-town connections.

Recognizing these barriers and how they are impacting Revere residents' access to neighborhoods, education, employment, health, retail, social services and key transit connections, I have prioritized the need to minimize this gap by offering residents a low-cost transit alternative. Recent census data and other studies related to transportation have revealed that many residents are living below or at the area's medium income, are foreign born, are underemployed and may or may not own a vehicle. The lack of a personal vehicle and or lack of affordable, convenient, and reliable transportation has been identified as a known barrier to access job opportunities and employment trainings that would make these residents more employable.

Eliminating this barrier is critical with the automation, biotechnology, hospitality and trade jobs that are emerging and or available at the City's Amazon facilities and the 20-year build out of the former Suffolk Downs Racetrack. Reliable and convenient transportation to and from all areas of the City is a necessity for this population, and for the Senior and low-income student residents who are also affected by the City's land use patterns, living in the neighborhoods that are landlocked by the highways that abut them.

With assistance from the Metropolitan Planning Organization's Community Connections Program, the City will launch a turnkey shuttle service, to transport residents where they need to go on their schedule. This service would not replace existing private and public transit services but would complement it by offering service and last-mile connections when it is not available through other transportation outlets. The City will use funds from ARPA and TNF to initiate the launch of the program and my administration has been in discussions with private developers and employers related to monetary contributions towards the program. The contributions from developers and corporations operating in Revere is an investment in the local workforce that will be employed by these entities improving the rate of their employee's retention and productivity.

Regards



Brian M. Arrigo
Mayor
City of Revere