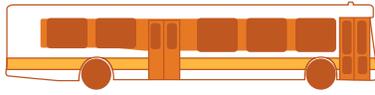




APPENDIX C



APPENDIX C

PUBLIC OUTREACH AND COMMENTS

OVERVIEW OF CONTENTS

In the course of developing the Transportation Improvement Program (TIP), the staff of the Boston Region Metropolitan Planning Organization (MPO) regularly engages with municipalities and the general public to provide information about the milestones, deadlines, and decision points in the development process. Staff publicly shares materials and information used by the MPO board for decision-making via the TIP development web page: www.bostonmpo.org/tip-dev. This process affords the public ongoing opportunities to give input to the MPO board prior to the release of the draft TIP for the official public review period. This appendix documents the input received during the development of the FFYs 2020–24 TIP as well as comments received during the public review period.

SUMMARY OF COMMENTS RECEIVED DURING TIP DEVELOPMENT

MPO staff initiated outreach activities for the FFYs 2020–24 TIP in September 2018 and maintained communication with municipal, state agency, and public stakeholders throughout the TIP development process. The primary in-person and direct-engagement events at which staff received input were the subregional committee meetings held by the Metropolitan Area Planning Council (MAPC) and the TIP How-To conference call workshops with municipal TIP contacts, MAPC subregional coordinators, and Massachusetts Department of Transportation (MassDOT) district project engineers. These events offered individuals the opportunity to directly engage with staff to ask questions, voice concerns, provide suggestions, and propose projects.

The MPO board held a series of discussions at its regular meetings as the TIP was developed in stages that focused on project solicitation, project evaluation, and programming of funds. Staff informed the public at each stage via its standard communication channels (email, Twitter, and the MPO website). As a result, the MPO received oral and written comments while developing the draft TIP. The comments directed to the MPO board are summarized below in Table C-1.

Table C-1
Public Comments Received during Development of the FFYs 2020–24 Transportation Improvement Program

Project	Name	Support/ Oppose/ Request/ Concern	Comment	Response
Projects Under Consideration for TIP Funding (FFYs 2020–24)				
Rehabilitation and Rail Crossing Improvements on Cherry Street (Ashland)	<p>Legislative: Senate President Karen E. Spilka</p> <p>Municipal: Yolanda Greaves, Board of Selectmen; Doug Small, Ashland DPW Director; Sara Hines, Pond Street Working Group</p> <p>Organization: Paul Milewski, Green International Affiliates; Alan Cloutier, Stantec Inc.</p>	Support	Supports inclusion of the Rehabilitation and Rail Crossing Improvements on Cherry Street in the FFYs 2020–24 TIP. The project will improve noise issues in the area and provide sidewalks where none currently exist.	The MPO recognizes the importance of this project in enhancing safety and improving pedestrian connectivity along this roadway. To those ends, this project is programmed in FFY 2024 for \$1,148,400 in Regional Target funds.
Rehabilitation of Beacham Street, from Route 99 to Chelsea City Line (Everett)	<p>Legislative: Sen. Sal DiDomenico; Rep. Joseph W. McGonagle, Jr.</p> <p>Municipal: Mayor Carlo DeMaria, City of Everett; Jay Monty, Everett Transportation Planner</p> <p>Organization: Mystic River Watershed Association, LivableStreets Alliance, Boston Cyclists Union</p>	Support	Supports inclusion of the Rehabilitation of Beacham Street in the FFYs 2020–24 TIP. Beacham Street is critically important to regional commerce, providing freight access as well as connections to businesses and jobs in the Island End section of Everett. Existing sidewalks are discontinuous and do not extend throughout the length of the corridor; in addition, the heavy truck usage of the roadway poses safety risks to cyclists. The proposed improvements are essential to the retention of industrial businesses and jobs in the area and the future redevelopment of the Lower Broadway district.	The MPO recognizes the importance of this project in enhancing safety along this corridor and preserving the corridor's critical role in the regional freight network. To those ends, this project is programmed in the FFYs 2020–24 TIP in FFY 2024 for \$10,648,800 in Regional Target funds.

Project	Name	Support/ Oppose/ Request/ Concern	Comment	Response
Intersection Improvements at Route 3A/ Summer Street Rotary (Hingham)	Municipal: Roger Fernandes, Hingham Town Engineer	Support	Supports inclusion of the Intersection Improvements at Route 3A/Summer Street Rotary in the FFYs 2020–24 TIP. Safety is a major concern at the project location. Due to narrow lanes and a lack of a median, motorists have a 40 percent chance of injury if a crash occurs. The project design is fully funded and there are no ROW or utility relocation concerns. In addition, the Town of Hingham conducted a successful test pilot using temporary measures to gauge public reaction and improved safety.	The MPO recognizes the importance of this project in enhancing safety along this corridor and appreciates the municipality's demonstrated support for this project, both financially and through the conducting of a pilot demonstration. For those reasons, this project is programmed in the FFYs 2020–24 TIP in FFY 2024 for \$8,700,001 in Regional Target funds.
Reconstruction of Foster Street (Littleton)	Municipal: Anthony M. Ansaldi, Jr., Interim Town Administrator, Town of Littleton; Keith Bergman, Former Littleton Town Administrator	Support	Supports inclusion of the Reconstruction of Foster Street in the FFYs 2020–24 TIP. The project is vital to the continued development of the Littleton commuter rail station area and the continued efforts to expand the Town's Complete Streets program.	The MPO recognizes the importance of this project in enhancing safety along this roadway and supporting multimodal access to the MBTA commuter rail station. To that end, this project is programmed in FFY 2024 for \$4,086,153 in Regional Target funds.
Reconstruction of Essex Street, from Eastern Avenue to Rockaway/Joyce Street (Lynn)	Legislative: Rep. Peter L. Capano Municipal: Mayor Thomas M. McGee, City of Lynn; Meaghan Hamill, Chief of Staff, Lynn Mayor's Office Organization: Rich Benevento, WorldTech Engineering	Support	Supports inclusion of the Reconstruction of Essex Street in the FFYs 2020–24 TIP. Essex Street provides connections to the Lynn commuter rail station, and the project area includes two Top 200 crash locations. The project will improve traffic operations and enhance safety for all modes of transportation.	The MPO recognizes the importance of this project in enhancing safety along this corridor. To that end, this project is programmed in the FFYs 2020–24 TIP in FFY 2024 for \$19,664,320 in Regional Target funds.

Project	Name	Support/ Oppose/ Request/ Concern	Comment	Response
Reconstruction of Western Avenue, from Market Square to Eastern Avenue (Lynn)	<p>Legislative: Rep. Peter L. Capano</p> <p>Municipal: Mayor Thomas M. McGee, City of Lynn; Meaghen Hamill, Chief of Staff, Lynn Mayor's Office</p> <p>Organization: Rich Benevento, WorldTech Engineering</p>	Request	Requests inclusion of the Reconstruction of Western Avenue in the FFYs 2020–24 TIP. Western Avenue is an important regional corridor, connecting Salem to Boston, and the project area includes four Top 200 statewide crash locations. The project will improve traffic operations and enhance safety for all modes of transportation.	The MPO recognizes the importance of this project in enhancing safety and improving traffic operations along Western Avenue in Lynn. Because this project exceeds \$20 million in cost, it must first be programmed in the Boston Region MPO's LRTP before it can be funded through the TIP. To that end, this project has been proposed for programming in the draft LRTP, <i>Destination 2040</i> , and will be reconsidered for TIP funding during the FFYs 2021–25 TIP cycle as long as it remains a municipal priority.
Traffic and Safety Improvements at Broadway, Euclid Avenue, and Jenness Street (Lynn)	<p>Legislative: Rep. Peter L. Capano</p> <p>Municipal: Mayor Thomas M. McGee, City of Lynn; Meaghen Hamill, Chief of Staff, Lynn Mayor's Office</p> <p>Organization: Rich Benevento, WorldTech Engineering</p>	Support	Supports inclusion of the Traffic and Safety Improvements at Broadway, Euclid Avenue, and Jenness Street in the FFYs 2020–24 TIP. The project will improve traffic operations and enhance safety for all modes of transportation.	The MPO recognizes the importance of this project in enhancing safety for all users along Broadway in Lynn. To that end, this project is programmed in the FFYs 2020–24 TIP in FFY 2024 for \$6,809,548 in statewide intersection improvement funds.
Independence Greenway Extension (Peabody)	<p>Municipal: Mayor Edward A. Bettencourt, Jr., City of Peabody; Brendan Callahan, Peabody Assistant Director of Planning</p> <p>Organization: East Coast Greenway Alliance</p>	Support	Supports inclusion of the Independence Greenway Extension in the FFYs 2020–24 TIP. The project will close a key gap in the East Coast Greenway, and further the vision of extending the existing Independence Greenway to downtown Peabody. The proposed portion of the Greenway will provide a viable multimodal transportation alternative for Downtown Peabody residents to the North Shore Mall, providing an economic benefit for the Peabody business community.	The MPO recognizes the importance of this project in furthering the vision of an expanded regional greenway network and acknowledges this project's potential for providing alternative transportation options for residents of and visitors to Peabody. To those ends, this project is programmed in the FFYs 2020–24 TIP in FFY 2024 for \$2,228,447 in Regional Target funds.

Project	Name	Support/ Oppose/ Request/ Concern	Comment	Response
Intersection Improvements at Lowell Street and Woburn Street (Wilmington)	<p>Legislative: Sen. Bruce Tarr, Rep. David Robertson, Rep. Kenneth Gordon</p> <p>Municipal: Kevin A. Caira, Chair, Wilmington Board of Selectmen; Jeffrey Hull, Wilmington Town Manager; Paul Alunni, Wilmington Town Engineer; Valerie Gingrich, Wilmington Director of Planning</p>	Support	Supports inclusion of the Intersection Improvements at Lowell Street and Woburn Street in the FFYs 2020–24 TIP. The intersection provides connections between commercial, industrial, and residential districts as well as commuter access to I-93, Route 38, and the Wilmington commuter rail station. The project will improve safety for all modes of transportation and reduce the number of angled crashes occurring at the intersection.	The MPO recognizes the importance of this project in enhancing safety at this key intersection. To that end, this project is programmed in the FFYs 2020–24 TIP in FFY 2024 for \$3,944,000 in Regional Target funds.

Reconstruction of Route 38 (Main Street) (Wilmington)	<p>Legislative: Sen. Bruce Tarr, Rep. David Robertson, Rep. Kenneth Gordon</p> <p>Municipal: Kevin A. Caira, Chair, Wilmington Board of Selectmen; Jeffrey Hull, Wilmington Town Manager; Paul Alunni, Wilmington Town Engineer; Valerie Gingrich, Wilmington Director of Planning</p>	Support	Supports inclusion of the Reconstruction of Route 38 in the FFYs 2020–24 TIP. The corridor serves as a conduit to the commercial center of the Town, with various retail, restaurant, commercial, and recreation land uses along its length. The proposed project will reduce traffic congestion, improve safety for all modes of transportation, and improve bike and pedestrian connectivity.	The MPO recognizes the importance of this project in enhancing safety and improving mobility for all users along the Main Street corridor in Wilmington. To those ends, this project is programmed in the FFYs 2020–24 TIP in FFY 2023 for \$12,098,594 in Regional Target funds.
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Currently Programmed Projects (FFYs 2019–23)

Intersection and Signal Improvements at Kelley's Corner, Route 111, and Route 27 (Acton)	<p>Municipal: Kristen Guichard, Acton Senior Planner; John Mangiaratti, Acton Town Manager; Matt Selby, Acton Director of Land Use and Economic Development; Paul Campbell, Acton Town Engineer</p>	Support	Supports continued inclusion of the Intersection Improvements at Kelley's Corner in the FFY 2022 TIP element. The April 1, 2019, Acton Town Meeting saw an 89 percent vote in favor of supplemental funding for engineering, design, and appraisal services for the project. Seventy-five percent design plans are underway, and the Town expects to meet the schedule for advertisement in FFY 2022.	The MPO recognizes the importance of keeping this project on schedule and has accommodated this cost increase in the FFYs 2020–24 TIP. To that end, this project remains funded in FFY 2022 at an adjusted amount of \$15,141,463 in Regional Target funds. The MPO also appreciates the Town's continued strong support of the project.
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Project	Name	Support/ Oppose/ Request/ Concern	Comment	Response
Intersection and Signal Improvements at Kelley's Corner, Route 111, and Route 27 (Acton)	Acton resident: Kathy Adams	Request	Requests that plans for the Intersection and Signal Improvements at Kelley's Corner (FFY 2022) do not call for the removal of old trees in the project area. Newly planted trees will not provide the benefits of older trees.	The MPO understands the concerns surrounding the removal of old-growth trees in the Kelley's Corner area and supports limiting impacts on the natural environment for all MPO-funded projects. The MPO will share this concern with the Town and project management staff to encourage these parties to explore mitigating this issue to the extent possible. This project remains programmed in the FFYs 2020–24 TIP in FFY 2022 for \$15,141,463 in Regional Target funds.
Reconstruction of Route 126 (Pond Street) (Ashland)	Legislative: Senate President Karen E. Spilka Municipal: Yolanda Greaves, Board of Selectmen; Doug Small, Ashland DPW Director; Sara Hines, Pond Street Working Group Organization: Paul Milewski, Green International Affiliates; Alan Cloutier, Stantec Inc.	Support	Supports continued inclusion of the Reconstruction of Route 126 in the FFY 2020 TIP element. The proposed improvements are essential to supporting economic growth and community stability. The Town is committed to working with MassDOT to ensure the project stays on track for FFY 2020 and plans to submit the 100 percent design in May 2019.	The MPO recognizes the importance of keeping this project on schedule and has accommodated this cost increase in the FFYs 2020–24 TIP. To that end, this project remains funded in FFY 2020 at an adjusted amount of \$16,304,925 in Regional Target funds. The MPO also appreciates the Town's continued strong support of the project.
Rehabilitation and Related Work on Route 126, from Douglas Drive to Route 140 (Mechanic Street) (Bellingham)	Legislative: Rep. Ryan C. Fattman, Rep. Michael J. Soter Municipal: Daniel Spencer, Chair, Bellingham Board of Selectmen; Donald F. DiMartino, Bellingham DPW Director; Jim Kupfer, Bellingham Planner Organization: John Morgan, CHA Consulting, Inc.	Request	Requests programming the Rehabilitation and Related Work on Route 126 (FFY 2023) in an earlier TIP element. The project area currently lacks sidewalks and bicycle facilities, and the conditions of the corridor have deteriorated since the project was first proposed. The engineering for the project is fully funded, and CHA believes that the design could be at 100 percent by November 2020.	The MPO recognizes the urgency of this project in promoting pedestrian and cyclist safety in Bellingham. Whenever possible, the MPO seeks to accommodate accelerated project timelines if funding becomes available. Due to changes in the advertisement schedule of other TIP projects, this project was reprogrammed in the FFYs 2020–24 TIP in an earlier year (FFY 2022) for \$4,380,828 in Regional Target funds. The MPO appreciates the Town's continued strong support of the project and is grateful for the rapid pace at which the project's design has progressed.

Project	Name	Support/ Oppose/ Request/ Concern	Comment	Response
Reconstruction of Broadway, from City Hall to the Revere City Line (Chelsea)	Municipal: Alex Train, Chelsea Assistant Director of Planning and Development	Support	Supports continued inclusion of the Reconstruction of Broadway in the FFY 2022 TIP element. The corridor includes numerous new developments and connects to the City of Chelsea's bus rapid transit service. However, the corridor is in a state of significant deterioration, lacks sidewalks and appropriate crossings, and includes several high-crash locations. The City plans to precede the project with a series of utility improvements beginning in 2020.	The MPO recognizes the importance of this project in supporting connectivity in Chelsea. To that end, this project remains programmed in the FFYs 2020–24 TIP in FFY 2022 for \$9,669,765 in Regional Target funds. The MPO also appreciates the City's continued support of the project and is grateful for the financial investments the City is making in complementary infrastructure in the project area.
Pedestrian Improvements along Bussey Street (Dedham)	Organization: TRIC	Support	Supports continued inclusion of the Pedestrian Improvements along Bussey Street in the FFY 2023 TIP element.	The MPO appreciates the subregion's continued support of this project, which remains programmed in the FFYs 2020–24 TIP in FFY 2023 for \$4,368,780 in Regional Target funds.
Reconstruction of Union Avenue (Framingham)	Legislative: Senate President Karen E. Spilka Municipal: Eric Johnson, Framingham City Engineer; Peter Sellers, Framingham DPW Executive Director	Request	Requests continued inclusion of the Reconstruction of Union Avenue in the FFY 2021 TIP element, rather than reprogramming it in FFY 2022. The City of Framingham decided to remove a section of the project that would require legislative approval under Article 97 of the Amendments to the Massachusetts Constitution, in order to keep the project on track for advertisement in FFY 2021. The project area is crucial to the Framingham community, passing through the center of the city and connecting to Framingham State University. The project would ensure that Union Avenue meets MassDOT's Healthy Transportation Policy.	The MPO appreciates the City's continued support of this project and willingness to make changes to the project scope to keep it on schedule as programmed in the FFYs 2019–23 TIP. Given the removal of the section of the project that would require legislative approval, the MPO elected to allow this project to remain unchanged. The project is programmed in the FFYs 2020–24 TIP in FFY 2021 for \$8,504,804 in Regional Target funds.

Project	Name	Support/ Oppose/ Request/ Concern	Comment	Response
Reconstruction of Union Street (Route 139), from Linfield Street to Centre Street/Water Street (Holbrook)	<p>Legislative: Sen. John Keenan</p> <p>Municipal: Timothy Gordon, Holbrook Town Administrator; Chris Pellitteri, Holbrook Superintendent of Public Works</p> <p>Organization: Tony Lionetta, BETA Engineering Group</p>	Request	Requests continued inclusion of the Reconstruction of Union Street in the FFY 2021 TIP element, rather than reprogramming it in FFY 2022. The 100 percent design will be submitted by July 2019 and work has begun on securing the ROW and appraisals. The project is a top priority for the Town of Holbrook and will improve drainage, ADA accessibility, and pedestrian safety.	The MPO appreciates the continued support of this project by the Town and recognizes the progress that has been made towards finalizing the project's design in recent months. For these reasons, this project's schedule remains unchanged, as it is programmed in the FFYs 2020–24 TIP in FFY 2021 with \$2,743,381 in Regional Target funds and \$1,527,250 in Federal High-Priority Project funds.
Signal and Intersection Improvements on Route 135 (Hopkinton)	<p>Municipal: David Daltorio, Hopkinton Town Engineer</p> <p>Organization: Matt Chase, VHB, Inc.</p>	Support	Supports continued inclusion of the Signal and Intersection Improvements on Route 135 in the FFY 2020 TIP element. The community, Board of Selectmen, and Chamber of Commerce support the project despite the complexity of realigning this intersection and undergrounding power lines. The Town of Hopkinton is committed to working with MassDOT to advance the project.	The MPO appreciates the continued support of this project by the Town and understands that the complexity of the project can pose a risk to the project's schedule. Despite this complexity, the project remains on track to be advertised as scheduled. For this reason, the project is programmed in the FFYs 2020–24 TIP in FFY 2020 for \$7,946,749 in Regional Target funds.
Reconstruction of Atlantic Avenue (Hull)	<p>Municipal: Phil Lemnios, Hull Town Manager</p> <p>Organization: John Morgan, CHA Consulting, Inc.</p>	Request	Requests continued inclusion of the Reconstruction of Atlantic Avenue in the FFY 2021 TIP element, rather than reprogramming it in FFY 2022. The Town submitted the 100 percent design to MassDOT in March 2019 and is working to secure all easements in time for advertisement in FFY 2021.	The MPO understands the Town's desire to keep this project programmed in FFY 2021. The lack of progress on the project's design between when the 75 percent design submission was received by MassDOT on December 31, 2015, and when the 100 percent design submission was received by MassDOT on March 29, 2019, led MassDOT's staff to recommend that this project be moved from FFY 2021 to FFY 2022. For that reason, this project is programmed in the FFYs 2020–24 TIP in FFY 2022 for \$7,263,401 in Regional Target funds.

Project	Name	Support/ Oppose/ Request/ Concern	Comment	Response
Intersection Improvements on Route 2A at Willow Road (Littleton and Ayer)	Municipal: Keith Bergman, Former Littleton Town Administrator	Support	Supports inclusion of the Intersection Improvements on Route 2A at Willow Road in the FFYs 2020–24 TIP. The project will improve traffic operations and safety.	The MPO recognizes the importance of this project in enhancing traffic operations and safety in Littleton and Ayer. Because this project's design has advanced quickly, this project was able to be programmed earlier than originally scheduled, moving from FFY 2023 to FFY 2021. The project is programmed in the FFYs 2020–24 TIP for \$2,589,272 in Regional Target funds.
Exchange Street Downtown Improvement Project (Malden)	Municipal: Mayor Gary Christenson, City of Malden; Deborah A. Burke, Executive Director, Malden Redevelopment Authority; Ryan O'Malley, Malden City Councilor	Support	Supports continued inclusion of the Exchange Street Downtown Improvement Project in the FFY 2020 TIP element. The project will support the City's continued efforts in reinvigorating Malden Center. The proposed improvements will enhance safety for all modes of transportation, in addition to providing better connections from the Malden Center MBTA station to the rest of downtown Malden.	The MPO recognizes the importance of this project in improving connectivity, enhancing safety, and increasing vitality in downtown Malden. To this end, the project is funded in FFY 2020 of the TIP for \$1,988,532 in Regional Target funds.
Intersection Improvements at Route 1 and University Avenue/Everett Street (Norwood)	Municipal: Mark Ryan, Norwood DPW Director Organization: TRIC	Support	Supports continued inclusion of the Intersection Improvements at Route 1 and University Avenue/Everett Street in the FFY 2022 TIP element.	The MPO appreciates the Town's continued support of this project, which remains programmed in the FFYs 2020–24 TIP in FFY 2022 for \$10,166,526 in Regional Target funds.
Intersection Improvements at Route 1A and Upland Road/Washington Street and Prospect Street/Fulton Street (Norwood)	Municipal: Mark Ryan, Norwood DPW Director Organization: TRIC	Support	Supports continued inclusion of the Intersection Improvements at Route 1A and Upland Road/Washington Street in the FFY 2021 TIP element. The project is on schedule and has the total support of the Town of Norwood.	The MPO appreciates the Town's continued support of this project, which remains programmed in the FFYs 2020–24 TIP in FFY 2021 for \$4,028,045 in Regional Target funds.

Project	Name	Support/ Oppose/ Request/ Concern	Comment	Response
Bruce Freeman Rail Trail, Phase 2D (Sudbury)	<p>Municipal: Beth Suedmeyer, Sudbury Environmental Planner; Len Simon, Sudbury Board of Selectmen</p> <p>Organization: Christine Corr, Friends of the Bruce Freeman Rail Trail</p>	Support	Supports continued inclusion of the Bruce Freeman Rail Trail (Phase 2D) in the FFY 2022 TIP element. The Bruce Freeman Rail Trail is a regional project, connecting Lowell and Framingham through completed phases in Chelmsford, Westford, Carlisle, Acton, and Concord. The project is on schedule for advertisement in FFY 2022.	The MPO recognizes the importance of this project in enhancing connectivity across the region and acknowledges the many safety, environmental, economic, health, and social benefits the trail will provide when complete. The MPO also appreciates the robust support for this project demonstrated by residents and groups from the surrounding communities. This project remains programmed in FFY 2022 for \$9,334,137 in Regional Target funds.
Reconstruction on Route 1A (Main Street) (Walpole)	<p>Legislative: Sen. Paul R. Feeney; Rep. John H. Rogers; Rep. Louis L. Kafka; Rep. Paul McMurtry; Rep. Shawn Dooley; Tino Capobianco, Office of Sen. Paul R. Feeney; Bill Buckley, Office of Rep. John H. Rogers</p> <p>Municipal: Jim Johnson, Walpole Town Administrator</p> <p>Organization: TRIC</p>	Support	Supports continued inclusion of the Reconstruction on Route 1A in the FFY 2020 TIP element. Route 1A is one of the Town's main commercial corridors, and the project area includes several residential areas and two public schools. The current condition of the corridor has caused traffic congestion and safety issues for vehicles and pedestrians.	The MPO recognizes the importance of this project in enhancing safety and relieving congestion along Route 1A. The MPO also acknowledges the high-priority nature of this project for the TRIC subregion and appreciates the continued support of this project by both municipal and legislative officials. To those ends, this project remains programmed in the FFYs 2020–24 TIP in FFY 2020 for \$19,906,002 in Regional Target funds.
Bridge Replacement, New Boston Street over MBTA (Woburn)	<p>Legislative: Rep. Michelle Ciccolo; Rep. Richard M. Haggerty; Mason Heilman, Office of Rep. Ciccolo</p> <p>Municipal: Mayor Scott D. Galvin, City of Woburn</p>	Support	Supports continued inclusion of the New Boston Street Bridge Replacement in the FFY 2021 TIP element. The New Boston Street Bridge is a key element in the success and vitality of the region. The proposed project will improve access to the Anderson Regional Transportation Center, create a north-south alternate route to I-93 and I-95, improve bike and pedestrian access, and support commercial and industrial development in Woburn and Wilmington.	The MPO recognizes the importance of this project in enhancing connectivity in the region. To that end, this project remains programmed in the FFYs 2020–24 TIP in FFY 2021 for \$15,482,660 in Regional Target funds.

Project	Name	Support/ Oppose/ Request/ Concern	Comment	Response
Currently Unprogrammed Projects				
Interchange Improvements at I-95/I-93/ University Avenue and I-95 Widening (Canton and Westwood)	<p>Legislative: Tino Capobianco, Office of Sen. Paul R. Feeney</p> <p>Municipal: Michael Jaillet, Westwood Town Administrator; Charles Aspinwall, Canton Town Administrator; Canton Board of Selectmen</p> <p>Organization: TRIC</p>	Request	Requests inclusion of the Interchange Improvements at I-95/I-93/University Avenue and I-95 Widening in the FFYs 2020–24 TIP. The project is one of the top priorities for economic development in the region. Securing funding for the project is long overdue, and the full benefit of supplemental work on the I-95 northbound slip-ramp and the Add-a-Lane project will only be realized when the interchange is reconstructed. This project would fulfill the contractual commitment the Commonwealth made when the region was asked to support the construction of the Route 128/ University Park rail station and garage.	The MPO understands that this project is a top economic development priority for both legislative and municipal officials representing the TRIC subregion. Due to concerns about the project's projected cost and the movement in recent years of the MPO away from funding Major Infrastructure projects that primarily address single-occupancy vehicles, this project is not programmed in the MPO's current LRTP, <i>Charting Progress to 2040</i> , nor is it recommended for inclusion in the MPO's forthcoming LRTP, <i>Destination 2040</i> . The MPO will continue to consider the merits of this project in coming TIP cycles, but this project is not programmed in the FFYs 2020–24 TIP.

ADA = Americans with Disabilities Act. DPW = Department of Public Works. FFY = Federal Fiscal Year. LRTP = Long-Range Transportation Plan. MassDOT = Massachusetts Department of Transportation. MBTA = Massachusetts Bay Transportation Authority. MPO = Metropolitan Planning Organization. ROW = Right-of-way. TIP = Transportation Improvement Program. TRIC = Three Rivers Interlocal Council.

SUMMARY OF COMMENTS RECEIVED DURING TIP PUBLIC REVIEW PERIOD

The MPO board voted to release a draft FFYs 2020–24 TIP document for public review at its April 25, 2019, meeting. This vote initiated an official 21-day public review period, which began on May 1, 2019, and closed on May 21, 2019. The comments received during this public review period are summarized in Table C-2. Draft responses from the MPO to the commenters were presented at the May 30, 2019, MPO meeting and will be included in this section when the final version of the document is posted to the MPO's website following a vote for endorsement.

Table C-2
Public Comments Received during the Public Review Period for the Draft FFYs 2020–24
Transportation Improvement Program

Project/Issue	Name	Support/ Oppose/ Request/ Concern	Comment	Response
Regional Transportation Advisory Council (RTAC)				
Project Evaluation, Scoring, and Selection	Organization: RTAC	Support	Expresses appreciation of the MPO's efforts to apply and continually refine quantitative project evaluation criteria, as well as efforts toward achieving the funding balance across project categories as proposed in the LRTP. Requests that these efforts continue.	<p>The MPO appreciates RTAC's positive feedback and will continue to focus on making the TIP evaluation criteria as objective, quantitative, and clear as possible. This will be especially relevant as the MPO reevaluates the TIP scoring criteria during the summer of 2019 to reflect the updated investment programs outlined in <i>Destination 2040</i>.</p> <p>The MPO also intends to continue to program funding in future TIP cycles for projects that reflect the desired balance across investment categories as outlined in <i>Destination 2040</i>. This updated funding balance demonstrates the MPO's enhanced commitment to supporting the creation of complete streets across the region in addition to the MPO's new commitment to consistently invest in transit projects, dedicated bus lanes, and resilience infrastructure.</p>
Major Infrastructure	Organization: RTAC	Request	Requests that Major Infrastructure projects with a focus on achieving Complete Streets objectives receive different consideration and higher priority when compared to other Major Infrastructure projects, noting the high evaluation scores of such projects.	The MPO recognizes the importance of properly categorizing all prospective TIP projects so that similar projects can be compared to one another. In response to this comment and to similar feedback received at MPO meetings during the spring of 2019, the MPO will continue to reevaluate its project categorization practices as a part of the ongoing policy discussions taking place through the <i>Destination 2040</i> process. This includes the reconsideration of the \$20 million cost threshold that currently designates large Complete Streets projects as Major Infrastructure projects.

Project/Issue	Name	Support/ Oppose/ Request/ Concern	Comment	Response
Project Evaluation, Scoring, and Selection	Organization: RTAC	Request	Requests consideration of providing higher weights on negative evaluation scores, and/or working more closely with project proponents to help them understand that their project may have negative scores with the intent for them to work to mitigate this effect.	The MPO will work during the summer of 2019 to reevaluate the existing TIP criteria in an effort to realign the TIP process with the goals, objectives, and investment programs outlined in the forthcoming LRTP, <i>Destination 2040</i> . As a part of this process, additional consideration will be given to how best to handle negative evaluation scores, and feedback from RTAC and other stakeholders will be sought. The MPO also intends to continue to put an emphasis on enhanced communication with project proponents and hopes to increase communication with these stakeholders earlier in the project design process to better convey the MPO's goals to those who are seeking MPO funding.
Project Evaluation, Scoring, and Selection	Organization: RTAC	Request	Requests inclusion of the estimated construction time for each project in TIP evaluation material, stating that reviewers could then estimate the annual funding requirements for each project considered for TIP funding.	The MPO will work to include this information in the project evaluation process during the FFYs 2021–25 TIP cycle, where applicable, to allow the MPO board to make programming decisions with the most complete information possible.
TIP Outreach	Organization: RTAC	Support	Expresses appreciation of the efforts of MPO staff to continually improve the communication and understanding of the TIP process as well as other improvements to how information is presented in the TIP and supporting documents.	The MPO appreciates RTAC's positive feedback and will continue to solicit direct input from RTAC in future TIP cycles in an effort to enhance the legibility of the TIP process.

Project/Issue	Name	Support/ Oppose/ Request/ Concern	Comment	Response
Geographic Distribution of Funding	Organization: RTAC	Request	<p>Supports the MPO's efforts to analyze the geographic equity of funding.</p> <p>Requests that equity evaluation be expanded to include the extent to which projects serve Environmental Justice communities.</p>	<p>The MPO appreciates the positive feedback on the current practice of analyzing the geographic equity of project funding and will continue to work to enhance this process wherever possible. To that end, the MPO will continue to refine its Disparate Impact/ Disproportionate Burden policy in the coming months. The framework for this policy, which applies to those projects programmed through the LRTP, was drafted in FFY 2019 as a part of the <i>Destination 2040</i> process. In FFY 2020, this policy will be furthered through the creation of thresholds for metrics that indicate when projected impacts to protected populations are significantly greater than those to nonprotected populations.</p> <p>In addition, the MPO will work during the summer of 2019 to reevaluate the existing TIP project scoring criteria in an effort to realign the TIP process with the goals, objectives, and investment programs outlined in the forthcoming LRTP, <i>Destination 2040</i>. A reexamination of equity scoring criteria will most certainly be a part of this effort, and the MPO will seek the input of RTAC and other stakeholders in carrying out this work.</p>

Project/Issue	Name	Support/ Oppose/ Request/ Concern	Comment	Response
TIP Universe of Projects	Organization: RTAC	Request	Requests that the MPO have a larger queue of shovel-ready municipal projects to assist in filling gaps left by projects that need to be shifted to later years of the TIP. The MPO has been able to fund nearly all of the ready and active municipal priority projects in the next five years of TIP, and a larger queue would ensure that funding is allocated to the most needed projects. Notes that RTAC is aware of MPO staff's efforts to understand barriers to advancement of projects, as well as concerns regarding an overly large queue of projects.	<p>As this comment notes, the MPO is working to better understand the barriers faced by project proponents in bringing a project to a state where it can be considered for TIP funding. The MPO plans to focus on increasing municipal understanding of the TIP process prior to the FFYs 2021–25 TIP cycle by increasing direct outreach to municipal contacts and hosting webinars to explain the TIP process to these stakeholders. The MPO hopes this outreach will result in a slightly larger queue of projects under active consideration to allow for increased flexibility in programming the FFYs 2021–25 TIP.</p> <p>In addition, the MPO recognizes the need to support municipalities as their projects progress through the design process, as those projects that proceed ahead of schedule have the potential to be moved forward to fill programming gaps that may arise in earlier years of the TIP. The MPO will continue to better understand impediments to increasing the rate of project design and will work with project proponents to address these issues wherever possible.</p>

Project/Issue	Name	Support/ Oppose/ Request/ Concern	Comment	Response
Sumner Tunnel Reconstruction Project (Boston)	Organization: RTAC	Concern	<p>Expresses concerns regarding the process by which the Sumner Tunnel reconstruction project (606476) was presented to the MPO. While acknowledging that the project is regionally important, states that it was not evaluated or scored by MPO staff and is not yet in the LRTP. In addition, the project was proposed to the MPO within a few weeks of voting to release the TIP for public review, which did not allow adequate time to answer MPO and RTAC questions relating to timing, certainty, viability of other funding sources, and the effect on the balance of projects by type.</p> <p>Requests that the MPO and MPO staff make an extra effort to publicize the addition of the Sumner Tunnel to the TIP, to consider comments received during the public comment period as they are submitted, and to provide additional information regarding the above questions to the MPO and RTAC prior to endorsing the final TIP.</p>	<p>The MPO understands the expressed concern around the late addition of the Sumner Tunnel reconstruction project to the FFYs 2020–24 TIP, as the project was not added to the TIP through the regular Regional Target funding process. This exception was necessary given the large gap in funding that needed to be filled in FFY 2021 because of the delay in the Rutherford Avenue reconstruction project and the relatively late date at which the determination was made that a tentatively planned MBTA Modernization program would not be feasible for FFY 2021.</p> <p>The MPO recognizes that this process does not reflect an ideal-case scenario, as it limits the ability of the MPO board and other stakeholders to properly assess the merits of the project and weigh it against other potential alternatives. For this reason, the MPO intends to strive in future TIP cycles to establish a clearer process around filling late gaps in TIP programming, given the potential for these gaps to arise in any given year. The MPO also plans to continue to build out more robust infrastructure to facilitate public engagement to help communicate changes to TIP programming should they occur at any point during TIP development.</p> <p>To the extent possible, the MPO will also strive to ensure that more projects are active in the TIP pipeline, giving the MPO board more choices in the event of a programming gap. This will require enhanced communication with project proponents, which the MPO intends to devote resources to in anticipation of the FFYs 2021–25 TIP cycle.</p>

Project/Issue	Name	Support/ Oppose/ Request/ Concern	Comment	Response
Regionally Focused Organizations				
Projects in the MAGIC Subregion	Organization: MAGIC	Support	Supports continued inclusion of nine projects in the MAGIC subregion in the FFYs 2020–24 TIP.	These projects remain programmed in the FFYs 2020–24 TIP and the MPO will continue to ensure that they move forward as scheduled and budgeted.
Reconstruction of Foster Street (Littleton)	Organization: MAGIC	Support	Supports inclusion of the Reconstruction of Foster Street in the FFYs 2020–24 TIP. The project would improve access from the Route 2/ I-495 Interchange and increase safety for vehicle access to the Littleton commuter rail station. In addition, the shared-use path would provide commuter access to the Littleton commuter rail station.	The MPO recognizes the importance of this project in enhancing safety along this roadway and supporting multimodal access to the MBTA commuter rail station. To that end, this project is programmed in FFY 2024 for \$4,086,153 in Regional Target funds.
Mass Central Rail Trail Wayside (Sudbury, Stow, Hudson)	Organization: MAGIC	Support	Supports inclusion of the Mass Central Rail Trail Wayside in the FFYs 2020–24 TIP. The project will improve community health through the promotion of physical activity and the reduction of greenhouse gases. In addition, the project will connect trail sections, moving toward a regional trail network that could attract residents and visitors to the region.	The MPO recognizes the importance of this project in promoting active transportation and connecting the regional trail network. To those ends, this project is programmed in FFY 2024 for \$6,670,000 in statewide bicycle and pedestrian funds.
Resurfacing and Related Work on Route 2A (Concord, Lexington, Lincoln)	Organization: MAGIC	Support	Supports inclusion of the Resurfacing and Related Work on Route 2A in the FFYs 2020–24 TIP. The three communities, the Minute Man National Historical Park, and other stakeholders have identified serious safety issues along the corridor. MassDOT has initiated a 2A Stakeholder Group to study issues within the corridor, and it is expected that short-term and long-term improvements will be identified; improvements will likely include Complete Streets elements that could be incorporated into the project.	The MPO recognizes the importance of this project in enhancing safety along the Route 2A corridor. To that end, this project is programmed in FFY 2024 for \$3,262,500 in statewide non-interstate pavement funds.

Project/Issue	Name	Support/ Oppose/ Request/ Concern	Comment	Response
Reconstruction of Route 27, from North Avenue to the Wayland Town Line (Natick)	Organization: MWRC	Support	Supports continued inclusion of the Reconstruction of Route 27 in the FFY 2019 TIP element.	This project remains programmed in FFY 2019 of the FFYs 2019–23 TIP, and a cost increase for this project was accommodated in Amendment Three to the FFYs 2019–23 TIP, which was endorsed by the MPO on May 30th, 2019.
Reconstruction on Route 126 (Pond Street) (Ashland)	Organization: MWRC	Support	Supports continued inclusion of the Reconstruction on Route 126 in the FFY 2020 TIP element.	This project remains programmed in FFY 2020 of the FFYs 2020–24 TIP for \$16,304,925 in Regional Target funds.
Reconstruction of Union Avenue (Framingham)	Organization: MWRC	Support	Supports continued inclusion of the Reconstruction of Union Avenue in the FFY 2021 TIP element.	This project remains programmed in FFY 2021 of the FFYs 2020–24 TIP for \$8,504,804 in Regional Target funds.
Traffic Signal Installation at Edgell Road and Central Street (Framingham)	Organization: MWRC	Support	Supports inclusion of the Traffic Signal Installation at Edgell Road and Central Street in the FFYs 2020–24 TIP. The project will increase safety for all road users.	The MPO recognizes the importance of this project in enhancing safety along this roadway. To that end, this project is programmed in FFY 2022 for \$1,814,400 in Regional Target funds.
Rehabilitation and Rail Crossing Improvements on Cherry Street (Ashland)	Organization: MWRC	Support	Supports inclusion of the Rehabilitation and Rail Crossing Improvements on Cherry Street in the FFYs 2020–24 TIP. In addition to safety improvements in the vicinity of the rail crossing, the project will close a critical gap in the sidewalk network.	The MPO recognizes the importance of this project in enhancing safety and improving pedestrian connectivity along this roadway. To those ends, this project is programmed in FFY 2024 for \$1,148,400 in Regional Target funds.
Multi-Use Trail Connection (Weston)	Organization: MWRC	Support	Supports inclusion of the Multi-Use Trail Connection in the FFYs 2020–24 TIP.	This project is programmed in FFY 2021 for \$2,767,958 in statewide bicycle and pedestrian funds.
Pedestrian Hybrid Beacon Installation at Route 9 and Maynard Road (Framingham)	Organization: MWRC	Support	Supports inclusion of the Pedestrian Hybrid Beacon Installation project in the FFYs 2020–24 TIP.	The MPO recognizes the importance of this project in enhancing pedestrian safety and improving emergency vehicle access along this roadway. To those ends, this project is programmed in FFY 2024 for \$1,028,024 in Regional Target funds.
Bridge Replacement, Route 27 over Route 9 and Interchange Improvements (Natick)	Organization: MWRC	Request	Requests continued consideration of the Route 27 over Route 9 Bridge Replacement for TIP funding.	Though this project was not programmed in the FFYs 2020–24 TIP, it remains in the TIP Universe of Projects and will continue to be considered for funding in future TIP cycles as long as it remains a priority for the Town of Natick.

Project/Issue	Name	Support/ Oppose/ Request/ Concern	Comment	Response
Sumner Tunnel Reconstruction Project (Boston)	Organization: LivableStreets Alliance	Concern	<p>Expresses concerns regarding the addition of the Sumner Tunnel reconstruction project (606476) to the FFYs 2020–24 TIP and the methodology for project selection. The Sumner Tunnel reconstruction project is not included in the LRTP and did not go through the TIP evaluation process. Presenting project scores allows for increased project transparency, accountability toward meeting goals, and helps members of the public understand why a project was added.</p> <p>Asks if there is a pipeline of prioritized projects being added to the TIP in a reasonable order, and asks why projects like the bridge reconstruction of River Street and Western Avenue in Cambridge were not considered for TIP programming instead of the Sumner Tunnel. Requests a stronger methodology for project selection and a transparent process for triaging projects.</p>	<p>The MPO understands the expressed concern around the late addition of the Sumner Tunnel reconstruction project to the FFYs 2020–24 TIP, as the project was not added to the TIP through the regular Regional Target funding process. This exception was necessary given the large gap in funding that needed to be filled in FFY 2021 because of the delay in the Rutherford Avenue reconstruction project and the relatively late date at which the determination was made that a tentatively planned MBTA Modernization program would not be feasible for FFY 2021.</p> <p>The MPO recognizes that this process does not reflect an ideal-case scenario, as it limits the ability of the MPO board and other stakeholders to properly assess the merits of the project and weigh it against other potential alternatives. For this reason, the MPO intends to strive in future TIP cycles to establish a clearer process around filling late gaps in TIP programming, given the potential for these gaps to arise in any given year. The MPO also plans to continue to build out more robust infrastructure to facilitate public engagement to help communicate changes to TIP programming should they occur at any point during TIP development.</p> <p>To the extent possible, the MPO will also strive to ensure more projects are active in the TIP pipeline, giving the MPO board more choices in the event of a programming gap. This will require enhanced communication with project proponents, which the MPO intends to devote resources to in anticipation of the FFYs 2021–25 TIP cycle.</p>

Project/Issue	Name	Support/ Oppose/ Request/ Concern	Comment	Response
Project Evaluation, Scoring, and Selection	Organization: LivableStreets Alliance	Request	<p data-bbox="652 344 1068 592">States that the TIP scoring criteria do not prioritize health-related and environmental goals. The criteria provide a higher scoring potential for car-focused projects, with the largest discrepancies in the Safety, System Preservation, Capacity Management/ Mobility categories.</p> <p data-bbox="652 625 1068 1096">States EPDO is not the ideal metric to use for Safety evaluations. While EPDO is beneficial for showing the severity of crashes, police are not required to report crashes with damage less than \$1,000; if there is no injury, bicycle and pedestrian crashes would not register on this metric. Although the Safety category acknowledges that cars are the greatest danger on the roadway, it also awards them the most points. Requests adjusting the criteria to better capture unsafe areas, noting that projects could be evaluated on their ability to increase MAPC Local Access Scores.</p> <p data-bbox="652 1129 1068 1289">Requests inclusion of the addition of bicycle signals, the addition of countdown timers, and adding leading pedestrian signal intervals in the System Preservation category.</p> <p data-bbox="652 1323 1068 1642">During MPO meetings, highway expansion projects were described as improving safety. States that roadway expansion projects generally cause an increase in the speed of cars, with induced demand leading to higher numbers of cars. Requests studying why people make vehicle trips, and in turn funding smart alternatives that can substitute those trips.</p> <p data-bbox="652 1675 1068 1894">Requests that the MPO fund projects that will help the region meet greenhouse gas emissions goals. States that funding projects that prioritize single-occupancy vehicles and inter-city truck freight will prevent meaningful reductions in emissions.</p>	<p data-bbox="1084 344 1534 907">As noted above, the MPO will work during the summer of 2019 to reevaluate the existing TIP criteria in an effort to realign the TIP process with the goals, objectives, and investment programs outlined in the forthcoming LRTP, <i>Destination 2040</i>. As a part of this process, this feedback will be taken into consideration, as the MPO strives to ensure that the criteria used to evaluate prospective TIP projects accurately reflects regional priorities with respect to safety, health, and environmental goals. The MPO invites the continued participation of LivableStreets Alliance and other stakeholders in the reevaluation of the TIP criteria moving forward.</p> <p data-bbox="1084 940 1534 1864">The MPO also shares the goal of funding alternatives to single-occupancy vehicle highway trips and recognizes this as a crucial strategy for meeting the region's greenhouse gas emissions targets. To this end, the MPO has moved away from funding large-scale highway expansion projects in recent TIP cycles in favor of funding projects that more directly address other travel modes, including bicycle and pedestrian trips. Putting this into action, the MPO has adjusted the target funding allocations to the Investment Programs outlined in the draft of <i>Destination 2040</i>, reducing allocations to Major Infrastructure projects from 50 percent of funding to 30 percent of funding while increasing the allocations to Complete Streets projects from 29 percent of funding to 45 percent of funding. The MPO has also included a new Transit Modernization program in <i>Destination 2040</i>, to which 5 percent of available funding is anticipated to be allocated in forthcoming TIP cycles. The MPO intends to continue to pursue this strategy in future TIP cycles to promote true multimodal access to destinations across the region.</p>

Project/Issue	Name	Support/ Oppose/ Request/ Concern	Comment	Response
TIP Materials	Organization: LivableStreets Alliance	Support	Expresses appreciation to MPO staff for making the TIP more understandable, noting resources available on the TIP development webpage. States that the TIP interactive database will make TIP development and project review more accessible to the public.	The MPO appreciates LivableStreets Alliance's positive feedback and will continue to focus on making the TIP process as clear as possible going forward. The MPO endeavors to enhance the TIP interactive database in coming years to make this an increasingly useful tool for the public as stakeholders navigate the TIP.
Flex to Transit	Organization: LivableStreets Alliance	Support	Expresses appreciation for flexing 9 percent of Major Infrastructure project investments toward transit improvements.	The MPO recognizes the importance of making investments in support of a more robust regional transit system. To this end, the MPO has created a new Transit Modernization investment category through the ongoing LRTP process that will help guide future investments of Regional Target funds in transit projects during forthcoming TIP cycles.
Project Costs	Organization: LivableStreets Alliance	Request	<p>Requests that the MPO take a more active role in ensuring that project proponents share accurate cost estimates during TIP development. Citing an academic study, states that studies indicate project promoters purposefully do not share accurate cost estimates when seeking funds. Add that the speed of project completion and changes to construction methods could help projects be more cost-effective.</p> <p>Requests that the MPO work with MassDOT, EEA, and the MBTA to help improve the efficiency of design, permitting, and construction processes.</p>	The MPO recognizes the importance of receiving accurate cost estimates early in the project development timeline, as this information is crucial to making informed investment decisions using the MPO's limited funding. The MPO has worked in recent years to enhance communication between project proponents, consultants, and State agencies to ensure all stakeholders are in agreement with respect to project cost and details. This work will continue to be a high priority of the MPO going forward, as will promoting a greater understanding of the design and permitting processes among municipalities in the Boston region.

Project/Issue	Name	Support/ Oppose/ Request/ Concern	Comment	Response
TIP Document	Organization: LivableStreets Alliance	Request	<p>Requests inclusion of an executive summary in the TIP, stating that the length of the document is inaccessible to the public.</p> <p>Requests creating separate, regionally organized documents to provide an easier way for the public to review projects relevant to them and provide feedback.</p>	<p>The FFYs 2020–24 TIP currently includes an Executive Summary that attempts to distill the key takeaways from the document into a more digestible format. The MPO is open to additional feedback on how to make the TIP document more accessible and recognizes the need to continue to devote resources to this endeavor to broaden public understanding of the TIP process.</p> <p>In May of 2019, the MPO launched an updated TIP web application that allows stakeholders to search for projects by MAPC subregion. This represents one step towards facilitating enhanced understanding of projects within specific geographies, an effort that will similarly continue to be a focus for the MPO moving forward.</p>
MPO Staff Capacity	Organization: LivableStreets Alliance	Request	<p>Requests that MassDOT provide additional funding to increase MPO staff capacity. This would allow staff to better educate and encourage municipalities to submit regionally important projects for TIP evaluation that align with the goals of the MPO, as well as provide technical assistance to municipalities without planning staff. Requests that the MPO play a larger role in helping municipalities identify and move projects through design and support submittal of projects that do not focus on cars.</p>	<p>The MPO recognizes the need to devote additional staff resources to facilitate the enhanced participation of municipalities in the TIP process. The MPO will continue to prioritize greater information sharing with municipalities and will endeavor to create additional resources like the TIP interactive database that will promote transparency and clarity. The MPO also intends to work more closely with staff at MAPC to facilitate coordination with subregional groups and better understand municipal barriers to pursuing TIP funding or technical assistance.</p>
MBTA Funding	Organization: LivableStreets Alliance	Request	<p>Requests that a portion of MBTA funding be applied to the construction of bus bays and bus maintenance facilities. In addition, the construction of bus shelters with amenities such as heating and lighting would allow people with mobility issues, seniors, and people with small children to more easily use the bus.</p>	<p>The MPO recognizes the importance of investing in transit infrastructure that promotes increased ridership and capacity, including bus shelters and maintenance facilities. To this end, the MPO has created the Transit Modernization investment program through the <i>Destination 2040</i> process. This new program will provide the MPO with increased agency to directly fund MBTA capital projects beginning in the FFYs 2021–25 TIP cycle.</p>

Project/Issue	Name	Support/ Oppose/ Request/ Concern	Comment	Response
Project Selection in the 495/MetroWest Region	Organization: 495/MetroWest Partnership	Support	<p>Supports inclusion of 26 projects within the 495/MetroWest region in the FFYs 2020–24 TIP. Expresses particular support for the slip ramp construction and associated intersection improvements at I-495 and Route 1A (Wrentham) and MWRTA funding, both of which address 495/MetroWest Partnership-defined "transportation nightmares." Expresses appreciation for the addition of projects in Ashland, Framingham, Littleton, Marlborough, Milford, and Stow, as well as accelerating the Intersection Improvements on Route 2A at Willow Road and Bruce Street (Littleton and Ayer) and the Rehabilitation and Related Work on Route 126 (Bellingham). Adds additional support for three projects that are partially outside of the Boston Region.</p> <p>Requests that the MPO consider 10 projects within the 495/MetroWest region for TIP funding, highlighting three projects. Ramp Construction and Relocation, I-495 at Route 126 (Bellingham) would address a top crash location while unlocking more than 100 acres of industrially zoned land. Route 27 over Route 9 Interchange Improvements (Natick) would address a critical artery for commuting traffic with implications for Route 9 congestion. Intersection Improvements at Route 126/I35/MBTA and CSX Railroad (Framingham) would address safety and congestion and have broader implications on a regional level. Requests that the MPO provide any needed technical assistance to the City of Framingham for this project.</p>	<p>The MPO appreciates the support of these projects by the 495/MetroWest Partnership and will work to ensure these projects remain in the TIP on their current schedules and at their current costs.</p> <p>The Ramp Construction and Relocation, I-495 at Route 126 project in Bellingham is not currently in consideration for TIP funding and is not programmed in the MPO's LRTP. If this project is a municipal priority, however, the MPO could consider this project for funding in future TIP cycles.</p> <p>The Route 27 over Route 9 project in Natick remains in consideration for TIP funding and will be considered for programming during the FFYs 2021–25 TIP cycle.</p> <p>The Route 126/I35/MBTA and CSX Railroad project in Framingham remains in the MPO's LRTP and is anticipated to be considered for TIP funding in the 2030–34 time band.</p>

Project/Issue	Name	Support/ Oppose/ Request/ Concern	Comment	Response
Interstate Maintenance and Related Work on I-495 (Foxborough, Plainville, Wrentham)	Organization: 495/MetroWest Partnership	Concern	Expresses concern about the removal of the Interstate Maintenance and Related Work on I-495 project from the TIP, which was previously programmed in FFY 2022.	The MPO understands the expressed concern about the removal of the I-495 maintenance project from the TIP. Because the project crosses MPO boundaries, it no longer appears in the Boston Region MPO's TIP, but is still programmed on the statewide capital projects list. This project remains programmed in FFY 2022 for \$16,312,320 in statewide funds.
Geographic Distribution of Funding	Organization: 495/MetroWest Partnership	Request	Requests that the MAGIC, MetroWest, SWAP, and TRIC subregions receive more than 26 percent of Regional Target funding, given that they represent 42 percent of federal-aid roadway miles. The Inner Core has greater resources and staffing than other subregions, as well as greater access to transit options. Adds that many residents in the 495/ MetroWest region use the highway and transit systems to travel to jobs in the Inner Core.	The MPO strives to foster equity in the distribution of funds across all eight subregions that make up the Boston MPO region. While MAGIC, MetroWest, SWAP, and TRIC represent 42 percent of federal-aid roadway miles in the region, they also represent 26 percent of the region's population and 23 percent of employment in the region. The MPO will continue to work in future TIP cycles to understand the barriers to receiving TIP funding for those municipalities with fewer resources and lower staff capacity as it is essential that all municipalities in the region be empowered to participate fully in MPO processes and funding opportunities. The distribution of Regional Target funding through the TIP is not a formula-based process, meaning that the distribution of funds across subregions can shift over time based on the scale and number of project funding requests made by municipalities in any given subregion. Geographic equity is one factor, along with project readiness, funding constraints, and MPO investment priorities, that determines the allocation of Regional Target funds across subregions through the TIP.

Project/Issue	Name	Support/ Oppose/ Request/ Concern	Comment	Response
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Currently Programmed Projects (FFYs 2019–23)

Bruce Freeman Rail Trail (Phase 2B)	Acton resident: Paul Malchodi	Request	Requests addition of a ramp on the south/west side of the south overpass ramp to the design of the Bruce Freeman Rail Trail (Phase 2B). This ramp would lead to the Route 2 right-of-way, and a short pedestrian path could connect the ramp to School Street and nearby soccer fields. The ramp would provide access to the soccer fields and would provide a safe connection to the Assabet River Rail Trail.	The MPO recognizes the importance of the Bruce Freeman Rail Trail as an essential link in the regional trail system. While the MPO supports efforts to enhance the connectivity between the trail and the surrounding recreational facilities, the MPO does not have direct control over specific elements of project design. The MPO will work to share this input with the project manager.
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Project/Issue	Name	Support/ Oppose/ Request/ Concern	Comment	Response
Bruce Freeman Rail Trail (Phase 2D)	<p>Organization: Friends of the Bruce Freeman Rail Trail</p> <p>Acton residents: Anne Anderson, Martin Burke, Harvey Kravis</p> <p>Arlington resident: Russ Cohen</p> <p>Bedford resident: Sandy Currier</p> <p>Chelmsford resident: Ram Narayan</p> <p>Concord residents: Tom Bailey, Nathaniel Bates, Bruce Bowden, Nancy Kerr; Hugh Lauer, Barbara Pike, Jim Sommer, Roy Westerberg, Marsha Westerberg, Robert White</p> <p>Framingham resident: Michaela Hardimon</p> <p>Medford resident: John Sieber</p> <p>Newton resident: Barry Nelson</p> <p>Sudbury residents: Clyde Newton, Jason Viehland</p> <p>Wayland resident: Charles Anderson</p> <p>Westford resident: Wendy Wolfberg</p>	Support	Supports continued inclusion of Phase 2D of the Bruce Freeman Rail Trail in the FFY 2022 TIP element. The completed project will provide a safe transportation option for cyclists and pedestrians to travel from Sudbury to Lowell, encourage mode shift, and reduce CO2 emissions. The trail will provide recreational opportunities, attract tourists, increase use of local businesses along the trail, and provide health benefits. Completed portions of the trail have already benefited the surrounding communities and see increasing use over time.	The MPO recognizes the importance of this project for the region and acknowledges the many safety, environmental, economic, health, and social benefits the trail will provide when complete. The MPO also appreciates the robust support for this project demonstrated by residents and groups from the surrounding communities. This project remains programmed in FFY 2022 for \$9,334,137 in Regional Target funds.

Project/Issue	Name	Support/ Oppose/ Request/ Concern	Comment	Response
Bruce Freeman Rail Trail (Phase 2D)	Organization: Friends of the Bruce Freeman Rail Trail Concord resident: Nathaniel Bates Newton resident: Barry Nelson	Request	Requests extending Phase 2D of the Bruce Freeman Rail Trail north to Powder Mill Road in North Concord, where Phase 2C will terminate. Requests consideration of this segment of the trail for TIP funding.	The MPO acknowledges the importance of closing the gap south of Phase 2C of the Bruce Freeman Rail Trail to create one continuous pathway. Through conversations with the MassDOT project manager, the MPO has determined that this gap will be closed as a part of the construction of Phase 2D of the trail.
Bruce Freeman Rail Trail (Phase 2D)	Municipal: Pat Brown, Vice Chair, Sudbury Board of Selectmen	Support	Notes that the recent air quality evaluation for the Bruce Freeman Rail Trail (Phase 2D) indicated a smaller impact than the evaluation conducted for the FFYs 2018–22 TIP. Expresses appreciation to MPO staff for revisiting the project.	The MPO appreciates the positive feedback and will continue to work to refine analyses of project impacts, where appropriate.
Exchange Street Downtown Improvement Project (Malden)	Municipal: Ryan O'Malley, Malden City Councilor	Support	Supports continued inclusion of the Exchange Street Downtown Improvement Project in the FFYs 2020–24 TIP. The project will connect the Malden Center Orange Line station with the Northern Strand Community Trail, providing bicycle and pedestrian connections to areas north and south of Malden; notably, cyclists will have a short trip from Malden Center to the Encore Casino upon completion of the project.	The MPO recognizes the importance of this project in improving connectivity in downtown Malden. To this end, the project is funded in FFY 2020 of the TIP for \$1,988,532 in Regional Target funds.
Green Line Extension/Community Path Extension	Organization: Friends of the Community Path Somerville resident: Alan Moore	Request	Requests additional funding for the Somerville Community Path Extension in the FFYs 2020–24 TIP. Funding is needed to construct a connection to the Staybridge Suites hotel ramp, which would serve as a connection point for the Community Path Extension and the Grand Junction Path. Funding is also needed to allow for a wider path design. The current design of the Community Path is too narrow to safely accommodate path users during peak hours. Notes that TIP funding for the Community Path was reallocated to Assembly Square Station in FFY 2011.	The MPO supports efforts to enhance the connectivity and usability of the Somerville Community Path Extension as a crucial link in the regional bicycle and pedestrian network. The MPO has allocated funds to this work, as the path extension is being constructed as a part of the larger Green Line Extension project, which the MPO has funded over six years with \$190,000,000 in Regional Target funds. The MPO does not have direct control over specific design elements within TIP projects, but has worked to help facilitate communication between project stakeholders and the project management team to ensure this feedback reaches those parties overseeing project design.

Project/Issue	Name	Support/ Oppose/ Request/ Concern	Comment	Response
Green Line Extension/ Community Path Extension	Somerville resident: Wig Zamore	Concern	<p>Expresses concern that plans for the Green Line Extension do not include the construction of elevators at the two busiest stations, including Union Square. Inman Square will be outside of the catchment area of Union Square because connecting vehicles will need to move off grid. A drop-off area with an elevator would increase ridership and extend the useful life of roadway vehicles that would be used to make connections.</p> <p>States that while the Somerville Community Path will provide health benefits through exercise, reduced exposure to pollutants provides a greater health benefit than exercise. Notes that there is a statistically significant relationship between transportation ultrafine particles and cardiovascular inflammation.</p>	<p>The MPO acknowledges the concerns expressed about the lack of elevators being installed at key stations through the Green Line Extension project. While the MPO does not have direct control over project design, the board considers enhancing transportation access for all users to be a key priority for the region. The MPO will share this input directly with the project team to encourage them to consider the addition of elevators at Green Line Extension stations to the extent that this is feasible.</p> <p>The MPO also understands the need to invest in transportation infrastructure that promotes the health of all users across the region. As is noted, expanding access to transportation alternatives to single-occupancy vehicles can not only enhance the health of those traveling via these modes, but can also improve well-being for all in the region through reducing exposure to airborne particulate matter and other pollutants. The Green Line Extension and Somerville Community Path together represent one such investment, and the MPO intends to continue to fund emissions-reducing infrastructure in future TIP cycles to continue this important work.</p>
Intersection Improvements at Massachusetts Avenue and Main Street (Kelley's Corner) (Acton)	Municipal: Acton Board of Selectmen	Support	<p>Supports increased funding for the Intersection Improvements at Massachusetts Avenue and Main Street included in the FFYs 2020–24 TIP. The Town of Acton is fully committed to the project and will continue to provide updates to the MPO.</p>	<p>The MPO recognizes the importance of keeping this project on schedule and has accommodated this cost increase in the FFYs 2020–24 TIP. To that end, this project is funded in FFY 2022 for \$15,141,463 in Regional Target funds.</p>
Rail Trail Projects in the TIP	Sudbury resident: Jason Viehland	Support	<p>Expresses appreciation of the rail-trail and related projects funded through the TIP in recent years. Requests that the MPO continue to consider similar projects with the aim of creating connections between trails.</p>	<p>The MPO appreciates the positive feedback and will continue to work to program more rail-trail projects in coming TIP cycles, as supporting a robust regional bicycle and pedestrian network is a key goal of the MPO.</p>

Project/Issue	Name	Support/ Oppose/ Request/ Concern	Comment	Response
Rehabilitation of Mount Auburn Street (Watertown)	Municipal: Matthew Shuman, Town Engineer	Support	Supports continued inclusion of the Rehabilitation of Mount Auburn Street in the FFY 2022 TIP element. The project area has several safety issues, including a lack of bicycle accommodations and substandard sidewalks. The Coolidge Square segment of the corridor has been identified as a high-crash location. The proposed improvements will transform the corridor from a four lane arterial into a bicyclist- and pedestrian-friendly street. Lane reductions, where feasible, will allow for bicycle lanes and wider sidewalks. Curb extensions at crosswalks will reduce crosswalk lengths and increase visibility.	The MPO recognizes the importance of this project in promoting safety and accessibility along the Mount Auburn Street corridor. To those ends, the project remains funded in FFY 2022 of the TIP for \$15,120,000 in Regional Targets funds.
Signal and Intersection Improvements on Route 135 (Hopkinton)	Legislative: Representative Carolyn C. Dykema	Support	Supports continued inclusion of the Signal and Intersection Improvements on Route 135 in the FFY 2020 TIP element. The project will improve bicycle and pedestrian safety, reduce congestion, and attract visitors to the corridor.	The MPO recognizes the importance of this project in improving safety for all users and mitigating congestion along the corridor. To those ends, this project remains funded in FFY 2020 for \$7,946,749 in Regional Target funds.
Signal and Intersection Improvements on Route 135 (Hopkinton)	Municipal: Norman Khumalo, Hopkinton Town Manager	Request	States that the eligible construction cost included in the 75 percent design (completed March 2019) for the Signal and Intersection Improvements on Route 135 project (FFY 2020) increased over the 25 percent design by approximately \$1 million. The cost increase is due to several factors, including refinement of the design, additional direction from the utility companies regarding the underground relocation of overhead utilities, necessary expansion of the project limits, and unit prices increasing on a variety of items. In order to remain within the funds allocated to the project, the 75 percent design estimate submitted to MassDOT designated several eligible items as non-participating. Requests consideration of funding these eligible items through the TIP if funds become available.	The MPO recognizes the importance of keeping this project on schedule and understands that cost increases can occur as projects move further through the design process. Though the MPO does not have available funding to accommodate a cost increase in FFY 2020 at this time, this request will continue to be considered in collaboration with MassDOT staff and municipal representatives. This project remains programmed in the FFYs 2020–24 TIP in FFY 2020 for \$7,946,749 in Regional Target funds.

Project/Issue	Name	Support/ Oppose/ Request/ Concern	Comment	Response
Projects Newly Proposed for TIP Funding (FFYs 2020–24)				
Bridge Replacement, Route 62 (Maple Street over Ipswich River) (Middleton)	Municipal: Andrew Sheehan, Middleton Town Administrator Middleton resident: Julianne McNally	Support	Supports inclusion of the Route 62 over Ipswich River bridge replacement in the FFYs 2020–24 TIP. Maple Street is a primary connector between Middleton and Danvers/Route 1, and the loss of the bridge will have far-reaching impacts on regional traffic flows. The bridge provides access to numerous state, county, institutional, and regional destinations, with government and institutional facilities in Middleton totaling almost one million square feet of floor area. Further delays in replacing the bridge will threaten the health of the Ipswich River, and the loss of the water main carried by the bridge would have severe impacts on Danvers residents and businesses.	The MPO recognizes the importance of this project in promoting regional connectivity across the Ipswich River. To that end, this project is programmed in FFY 2024 for \$4,073,920 in statewide bridge funds.
Pedestrian Hybrid Beacon Installation at Route 9 and Maynard Road (Framingham)	Framingham resident: William Hanson	Support	Supports inclusion of the Pedestrian Hybrid Beacon Installation in the FFYs 2020–24 TIP.	The MPO recognizes the importance of this project in enhancing pedestrian safety and improving emergency vehicle access along this roadway. To those ends, this project is programmed in FFY 2024 for \$1,028,024 in Regional Target funds.
Intersection Improvements at Route 3A/ Summer Street Rotary (Hingham)	Legislative: Representative Joan Meschino Municipal: Tom Mayo, Hingham Town Manager	Support	Supports inclusion of the Intersection Improvements at Route 3A/Summer Street in the FFYs 2020–24 TIP. States that the project is a critical component of ongoing roadway improvements in the area. Speeding is a common occurrence along the corridor, and the project area has seen multiple fatalities. In addition to the Town of Hingham, the project will benefit the Towns of Hull and Cohasset.	The MPO recognizes the importance of this project in enhancing safety along this corridor and appreciates the municipality's demonstrated support for this project, both financially and through the conducting of a pilot demonstration. For those reasons, this project is programmed in the FFYs 2020–24 TIP in FFY 2024 for \$8,700,001 in Regional Target funds.
Mass Central Rail Trail Wayside (Sudbury, Stow, Hudson)	Sudbury resident: Dick Williamson	Support	Supports inclusion of the Mass Central Rail Trail Wayside in the FFYs 2020–24 TIP.	The MPO recognizes the importance of this project in enhancing pedestrian and bicycle connectivity in the region. To that end, this project is programmed in the FFYs 2020–24 TIP in FFY 2024 for \$6,670,000 in statewide bicycle and pedestrian funds.

Project/Issue	Name	Support/ Oppose/ Request/ Concern	Comment	Response
Resurfacing and Related Work on Route 9 (Framingham and Natick)	Framingham resident: William Hanson	Request	Requests programming the Resurfacing and Related Work on Route 9 project (FFY 2024) in an earlier TIP element, noting poor pavement condition in the corridor.	The MPO recognizes the importance of this project in improving the existing pavement condition on Route 9 in Framingham and Natick. This project is funded in FFY 2024 for \$25,711,400 in statewide non-interstate pavement funds. The MPO does not have direct control over statewide project scheduling, as this is determined by MassDOT's assessment of project readiness and is constrained by funding limitations. MassDOT's asset management policies and an assessment of pavement condition in relation to other statewide needs are also considerations that are made when determining a project's programming timeline.
Rail Trail Extension, from the Galvin Middle School to Lynnfield/Peabody Town Line (Lynnfield and Wakefield)	Lynnfield resident: Alan K. Dresios	Concern	Expresses concern regarding the Rail Trail Extension from Galvin Middle School to the Lynnfield/Peabody town line. States that the project will not connect to the Border to Boston Trail, and the proposed terminus in Wakefield would not connect to the Wakefield commuter rail station. Adds that the funds used for the Rail Trail Extension could be better used toward constructing missing sections of the Border to Boston Trail. Reedy Meadow, the site of a proposed boardwalk, is prone to flooding, and a consultant previously cited the land's shallow slope to the ocean as a major cause. Construction at Reedy Meadow will likely necessitate NEPA evaluation, and the planned construction on Rabbit Island will disrupt previously discovered historical artifacts.	<p>The MPO recognizes the concerns expressed about this project and acknowledges the importance of creating direct connections to nearby off-road bicycle and pedestrian facilities and transit hubs wherever possible. Though the proposed Rail Trail Extension does not connect directly to the Wakefield commuter rail station, it does terminate in downtown Wakefield, providing enhanced bicycle and pedestrian access to a local commercial center. Furthermore, the northern end of the project does connect to the Border to Boston Trail as currently proposed, acting as a crucial link in larger regional network of trails.</p> <p>The MPO also understands the concern about the project's impact on the area's natural environment and the potential susceptibility of the project to flooding in the Reedy Meadow section of the trail. While the MPO does not have direct control over project design, these issues will be shared with the project's design team to ensure their awareness of the concerns of local residents.</p>

Project/Issue	Name	Support/ Oppose/ Request/ Concern	Comment	Response
TIP Process and Documentation				
TIP Database	Municipal: Deborah Burke, Malden Redevelopment Authority	Request	Notes several updates to project details included in the TIP database regarding the Exchange Street Downtown Improvement Project.	The MPO has made the requested edits to the interactive TIP database to ensure the project information shown there is accurate and represents the most up-to-date scope of the project.
TIP Database	Sudbury resident: Pat Brown	Request	<p>Requests that the ability to search for projects by project number be added to the TIP database.</p> <p>Requests that the TIP database allow users to print all project information for a single project as a single record.</p> <p>Requests that scoring metrics be distinguished from other project details to better understand how a score total is obtained.</p>	The MPO appreciates the feedback on the interactive TIP database and will work in the coming months to incorporate these changes where possible. The MPO intends to continue to refine and expand the interactive TIP database moving forward to increase the platform's utility as a resource for understanding and analyzing the TIP.
TIP Document	MassDOT: Office of Transportation Planning	Request	Requests minor changes and clarifications to the document text and TIP tables.	The MPO has worked to incorporate this feedback into the final FFYs 2020–24 TIP document and has followed up directly with MassDOT's Office of Transportation Planning to detail how these changes and clarifications were addressed.
TIP Document	Cambridge resident: Arthur Strang	Request	Requests that the FFYs 2020–24 TIP document note projects that include bus lanes.	The FFYs 2020–24 TIP does not fund projects that include bus lanes within their current scope. The MPO has added dedicated bus lanes to the Complete Streets investment program through the development of <i>Destination 2040</i> and will seek to fund projects that include bus lanes beginning in the FFYs 2021–25 TIP cycle.
TIP Document	Framingham resident: William Hanson	Request	Notes a typo on page 3-92 of the TIP document.	The MPO appreciates this error being pointed out. This issue has been corrected in the final version of the FFYs 2020–24 TIP.
TIP Document	Municipal: Pat Brown, Vice Chair, Sudbury Board of Selectmen	Request	Notes that the map of the Bruce Freeman Rail Trail (Phase 2D) on page 3-142 does not reflect the project description.	The MPO appreciates this error being pointed out. The project map has been corrected in the final version of the FFYs 2020–24 TIP.

Project/Issue	Name	Support/ Oppose/ Request/ Concern	Comment	Response
Other Comments				
Alewife Station Access Road Bus Lane (Arlington and Cambridge)	Cambridge resident: Arthur Strang	Request	<p>Requests inclusion of a bus lane on Access Road from Route 2 and Acorn Park Drive to Alewife Station. The bus lane would promote transit on multiple MBTA bus routes and other service providers.</p> <p>Alternatively, requests that the TIP identifies the project and includes contact information for the project manager.</p>	<p>The MPO recognizes the importance of efficient bus access to Alewife Station, as this is a critical transit hub for the region. The MPO has included this project in the Universe of Projects to consider during the first round of Community Transportation Program funding, the evaluations for which are anticipated to take place during the summer of 2019. Furthermore, the MPO has shared this issue with municipal staff in the City of Cambridge to make them aware of the desire for improved bus access to Alewife Station.</p>

Project/Issue	Name	Support/ Oppose/ Request/ Concern	Comment	Response
Main Street at South Street and Mystic Valley Parkway (Medford)	Medford residents: Melissa Young, Sarah Volpe	Request	Requests improvements to the intersection of Main Street at South Street and Mystic Valley Parkway in the Town of Medford. States that the untimed, flashing traffic signals are dangerous for pedestrians, as cars cross multiple lanes and there are few gaps in traffic during peak hours. Adds that road and bridge closures associated with the Green Line Extension have resulted in increased traffic through Medford. Notes that a daycare facility is adjacent to the intersection.	<p>The MPO acknowledges the safety concerns at this intersection and appreciates the submission of these comments in an effort to promote the consideration of changes to this area to alleviate these issues for all users. The MPO completed an analysis of this intersection through its "Medford Square Priority Roadways Improvement Study," which was released in December 2018. Through that study, the MPO made recommendations to enhance the safety of this intersection, including the proposal of several alternatives for the reconstruction and signalization of the area in question. It is the hope of the MPO that this information would be used to support the development of a project concept to improve this area for all users.</p> <p>In order for the MPO to fund improvements in the area using Regional Target funding, the City of Medford would need to initiate a project with the Massachusetts Department of Transportation. This feedback will be shared with the City to make them aware that this intersection is a priority for local residents. The MPO will also work to support the municipality through the project initiation process should they elect to pursue funding in future TIP cycles for a project in this area.</p>

EEA = Massachusetts Executive Office of Energy and Environmental Affairs. EPDO = Equivalent Property Damage Only. FFY = Federal Fiscal Year. LRTP = Long-Range Transportation Plan. MAGIC = Minuteman Advisory Group on Interlocal Coordination. MAPC = Metropolitan Area Planning Council. MassDOT = Massachusetts Department of Transportation. MBTA = Massachusetts Bay Transportation Authority. MPO = Metropolitan Planning Organization. MWRC = MetroWest Regional Collaborative. MWRTA = MetroWest Regional Transit Authority. NEPA = National Environmental Policy Act. SWAP = SouthWest Advisory Planning Committee. TIP = Transportation Improvement Program. TRIC = Three Rivers Interlocal Council.