

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

May 19, 2011 Meeting

10:00 AM – 2:15 PM, State Transportation Building, Conference Rooms 2 & 3, 10 Park Plaza, Boston

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

Decisions

The Transportation Planning and Programming Committee agreed to the following:

- approve the following work programs:
 - *State Fiscal Year 2012 National Transit Database Directly Operated Bus and Rail Passenger-Miles and Boardings Estimates*
 - *State Fiscal Year 2012 National Transit Database Purchased Bus and Rail Passenger-Miles and Boardings Estimates*
 - *Impacts of Walking Radius on Transit Frequency and Reliability*
 - *Early-Morning Transit Service*
- approve the minutes of the meeting May 5
- release revisions to Draft Amendment Four of the federal fiscal year (FFY) 2011 element of the FFYs 2011 – 2014 Transportation Improvement Program (TIP) with the additional inclusion of an earmark for the *Boston – Commonwealth Avenue, Phase 2* project for a 30-day public comment period

Meeting Agenda

1. Public Comments

State Senator Pat Jehlen and Representative Carl Sciortino spoke in support of building the *Green Line Extension* project to Route 16 and asked the MPO to continue its support for the project. Senator Jehlen remarked the community support for the project. Representative Sciortino reported that the project has a Draft Environmental Impact Statement.

Representative Will Brownsberger and staff of the Town of Belmont expressed thanks to the MPO for including the *Belmont – Trapelo Road* project in the Draft Amendment of the Transportation Improvement Program (TIP) and asked that the project be included in the Long-Range Transportation Plan (LRTP). Glenn Clancy, Town of Belmont, provided an update on the project. The 75% design has been submitted to MassDOT Highway Division. The town is ready to begin discussions with landowners for acquiring right-of-way. One taking will require legislative action.

Brian Kane, Town of Brookline Transportation Board, stated that the MPO has an opportunity to begin addressing the region's crumbling infrastructure system with the LRTP. He reported statistics about delays on the transit and commuter rail system noting

that over 259,000 people were delayed this morning due to mechanical failures of MBTA vehicles. He stated that such delays are happening every day and cautioned that transit riders will go back to driving, which would result in increased vehicle miles traveled. He urged the MPO to address these problems through the LRTP.

Rafael Mares, Conservation Law Foundation, urged the MPO to include the *Green Line Extension* project to Route 16 in the LRTP. He expressed concern that removing the project would negatively impact the ongoing public process around the project. He also stated that the *Green Line Extension* must be built to Medford Hillside in order to comply with the State Implementation Plan. He also stated that the project will help accomplish air quality improvement goals mandated under the Global Warming Solution Act.

Lynn Weissman, Friends of the Community Path, expressed appreciation of the MPO's work to address community needs. She asked that the MPO program full construction for the *Community Path* project on the same timeline as the *Green Line Extension* project, noting that it would be costly and impractical to build the path after the transit line. She noted that the project will create connectivity through eleven communities, reduce traffic on highways, and make connections to the Red Line. She also noted that the project has a couple of hundred supporters and no detractors. She also voiced support for building the *Green Line Extension* project to Route 16.

Wig Zamore, Somerville resident, touched on a number of topics including transportation finance, the need for higher gas taxes, land use, transit's role in job creation, and the impact of fine particulates from transportation sources on public health. He urged the MPO to advocate for higher gas taxes to build revenue for transportation projects, and to fund bicycle, pedestrian, and transit projects while limiting funding for highway expansion projects. He also voiced support for the *Community Path* project and the *Green Line Extension* project to Route 16.

Franny Osman, Town of Acton Transportation Advisory Committee, urged members to support transit over highway projects and asked that the MPO add Acton's *Dial-A-Ride* program to the TIP.

Michael Donovan, Vice President for Real Estate and Planning for Boston University, thanked the MPO for its past support for improvements on Commonwealth Avenue. He noted that Boston University has contributed millions of dollars to improvements in Kenmore Square and on Commonwealth Avenue, which have improved safety in the area. He reported that Boston University has contributed \$2 million for the design of the *Boston – Commonwealth Avenue, Phase 2* project and asked the MPO to join the University in a public-private partnership to move the project forward. He noted that this major arterial has regional significance. He estimated the cost of the project at about \$18 million with a 40% contingency.

Tad Read, Boston Redevelopment Authority and Urban Ring Citizen Advisory Committee, urged the MPO to consider the *Urban Ring* not as a mega-project, but as a project with many elements that could be advanced incrementally. He remarked upon the

importance of the project elements for enabling the promise of new economic opportunities to take root in the region. He cited the projects benefits for filling gaps in transit service that are not met by the radial transit system, reducing congestion on the subway system, meeting increased demand for transit, making circumferential transit connections, enhancing transportation equity, and supporting the MetroFuture land use vision.

Tom Nally, A Better City, voiced support for including in the LRTP early action items for the *Urban Ring* project, which could be implemented incrementally. He also expressed support for investing resources in transit state of good repair and for some investment in transit expansion to support economic development. He also voiced support for the *T under D* project, *Silver Line Phase 3*, and *Red-Blue Line Connector*. He urged the MPO to include these projects in modeling for the LRTP.

Judy LaRocca, Bruce Freeman Rail Trail Advisory Committee, asked the MPO to keep the *Bruce Freeman Rail Trail* project in the LRTP. She noted that the 25% design was completed for Phase 2A in Acton and Phase 2C in Concord using Community Preservation Act Funds, and that the proponents have a 100% design contract. She also talked about how the trail would provide access to public transportation and connections to schools and businesses. Later in the meeting she emphasized that while the project does not need to be in the first ten year band of the LRTP, the proponents would like to have the project programmed such that they will be able to have their permits reviewed over the next year or so.

Dick Williamson, Friends of the Bruce Freeman Rail Trail, remarked upon the public support for the *Bruce Freeman Rail Trail* and the connections that the trail would provide. He asked for the project to be included in the LRTP.

Louise Baxter, T Riders' Union, advocated for investing more in public transit.

Ina Anderson, Massachusetts Smart Growth Alliance, asked the MPO to include the *Community Path* project in the LRTP. She noted the regional importance of the project.

2. Chair's Report – David Mohler, MassDOT

There was none.

3. Subcommittee Chairs' Reports

There were none.

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

The Advisory Council has been meeting in subcommittees to discuss the LRTP. The Subcommittee on the LRTP voted that their top priority projects are: the *Green Line Extension to Route 16*, *Community Path*, *Canton – I-95/I-93 Interchange*, *Woburn – I-93/I-95 Interchange*, *Framingham – Route 126/Route 135 Grade Separation*, and one rail trail, either the *Bruce Freeman Rail Trail* or the *Assabet River Rail Trail*.

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

The Unified Planning Work Program (UPWP) Subcommittee is scheduled to meet on May 26.

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

Members were provided with four work programs (see attached):

- *State Fiscal Year 2012 National Transit Database Directly Operated Bus and Rail Passenger-Miles and Boardings Estimates*
- *State Fiscal Year 2012 National Transit Database Purchased Bus and Rail Passenger-Miles and Boardings Estimates*
- *Impacts of Walking Radius on Transit Frequency and Reliability*
- *Early-Morning Transit Service*

A motion to approve the work program for the *State Fiscal Year 2012 National Transit Database Directly Operated Bus and Rail Passenger-Miles and Boardings Estimates* was made by Paul Regan, MBTA Advisory Board, and seconded by J. Cosgrove, MBTA. The motion carried.

A motion to approve the work program for the *State Fiscal Year 2012 National Transit Database Purchased Bus and Rail Passenger-Miles and Boardings Estimates* was made by P. Regan, and seconded by J. Cosgrove. The motion carried.

K. Quackenbush provided an overview of the work program for the *Impacts of Walking Radius on Transit Frequency and Reliability*. This project is related to the MBTA Core Services Evaluation project that is currently underway. It would analyze and model concepts of reconfiguring MBTA bus services to improve service effectiveness. Three scenarios would be tested. Staff would generate estimates of ridership, boardings, transfer time, as well as consider equity consequences, and examine cost indicators. The scenarios would consider changes that would increase walking time to stations, but provide more frequent and reliable service. MPO staff would work with MBTA Service Planning on this project.

During a discussion of the work program, David Koses, City of Newton, commented that the MPO should wait to consider this work program until the results of the MBTA Core Services Evaluation project are available given the controversial nature of some of the concepts being considered (such as scaling back bus routes). K. Quackenbush reported that the results of that study would be available in about a month.

Questions were also raised about whether pedestrians would have safe walking routes to stations if the concepts under consideration were implemented. K. Quackenbush noted that this study would not examine safety. D. Mohler assured members that MassDOT and the MBTA would not support implementing changes that would be unsafe for customers.

A motion to approve the work program for *Impacts of Walking Radius on Transit Frequency and Reliability* was made by J. Cosgrove, and seconded by Mary Pratt, Town of Hopkinton. The motion carried.

K. Quackenbush then provided an overview of the work program for *Early-Morning Transit Service*. This study would examine the ridership and potential ridership on MBTA bus routes that offer “early bird” service to Boston between the hours of 4:30 AM and 5:00 AM. Several of the routes terminate at Haymarket Station and another at Logan Airport. The work program tasks involve reviewing ridership profiles and employment information that can give an indication of the potential market for early bird services. The purpose of the study is to develop ideas for optimizing the early bird services. There would be no net increase in service recommended.

During a discussion of the work program, P. Regan suggested that the study also examine cost per rider. K. Quackenbush stated that this task is included in the study.

A motion to approve the work program for *Early-Morning Transit Service* was made by L. Dantas and seconded by P. Regan. The motion carried.

7. Meeting Minutes – Pam Wolfe, Manager of Certification Activities, MPO Staff
A motion to approve the minutes of the meeting May 5 was made by E. Bourassa, MAPC, and seconded by J. Romano. The motion carried.

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

Members were provided with revisions to Draft Amendment Four of the FFY 2011 element of the FFYs 2011 – 2014 Transportation Improvement Program (TIP), which was released for public comment in April. (See attached.)

David Anderson, MassDOT Highway Division, provided an update on the design, permitting, and right-of-way status of construction projects in that element. He noted that the programming of some projects in the Interstate Maintenance funding category have been shifted to accommodate the *I-93 Fast 14 Bridge Replacement* project. He also noted the Safe Routes to School program for the Jaworek Elementary School in Marlborough has been deferred due to a right-of-way issue.

H. Morrison provided a summary of public comments received regarding the amendment:

- The Board of Selectmen of the Town Belmont and legislators representing Belmont expressed thanks to the MPO for including an earmark for the design of the *Belmont – Trapelo Road* project in the TIP. They asked the MPO to program the project in the LRTP as well. They reminded the MPO that the town has already spent \$2.5 million on pre-construction and utility work.
- Franny Osman, Town of Acton Transportation Advisory Committee, asked the MPO to fund the *Acton – Dial-A-Ride* service through the MPO’s Clean Air and Mobility Program. She also provided ridership figures for the service.

- The MAGIC subregion encouraged the MPO to continue to support the *Concord/Lincoln – Route 2 (Crosby’s Corner)* project.

H. Morrison then discussed the changes to the FFY 2011 element of the TIP, including those that are new to the proposed amendment. The proposed changes would do the following:

- move the *Boston/Cambridge – Longfellow Bridge, Quincy/Weymouth – Fore River Bridge, and Boston – Morton Street over the MBTA* projects to the FFY 2012 element
- add an earmark for design for the *Belmont – Trapelo Road* project
- add two earmarks for projects under the jurisdiction of the National Parks Service
- move the *Marlborough – Jaworek Elementary School Safe Routes to School* project to the FFY 2012 element
- add Section 5307 funding for the Cape Ann Transit Authority (CATA) and the MetroWest Regional Transit Authority
- remove the *Hull – Ferry Service, Year 2* project because the proponent withdrew its application due to unanticipated higher fuel costs to operate the service
- change the cost of the *Hudson – Houghton Street over the Assabet River* project
- remove the *Boston/Somerville – Interstate 93* project
- combine the *Burlington – Interstate 95* project with the *Walpole/Norwood/Sharon/Canton – Interstate 95* project for a combined cost of \$12.6 million
- reduce the Interstate Maintenance funding for the *Danvers – Interstate 95* project by \$1 million and add \$1 million in Highway Safety Improvement Program funding for the project.
- add carryover funds for the following transit projects: *High Speed Catamaran for Quincy Harbor Express, Chelsea Intermodal Parking Garage, Wonderland Intermodal Improvements, and CATA Buses and Fair Boxes*

In addition, the proposed amendment included the newly revised names for MBTA programs and projects (in accordance with federal guidance).

Members asked questions and made comments.

P. Regan expressed concern about the reduction of funds being applied to the *MBTA – Three Head End Power Unit Retrofits* in the Clean Air and Mobility Program noting that this project would have air quality benefits that exceed the other projects in that program.

D. Mohler inquired as to why the *Hull – Ferry Service* was programmed for second year funding when it did not operate in the first year. H. Morrison replied that the proponents had difficulty in securing a service provider and that the service was going to start this summer. The MPO’s Clean Air and Mobility Program would then have prepared a contract stating that the award was pending ridership numbers. D. Mohler expressed the need for controls on contractual programs so that federal money is not left unspent, since this could lead the federal transportation agencies to retract funding. He also stated that it is problematic to fund an unproven service while cutting an operating program.

Members discussed the proposed addition of an earmark for the *Canton – Reconstruction of I-95 (SB) Off Ramp to University Avenue Design*.

In response to a question about the potential rescission of federal earmarks, D. Mohler explained that the affected earmarks could be those that were included in the federal transportation legislation that preceded SAFETEA-LU.

H. Morrison also noted that staff added more specific information about programs under the Regional Transit Program line items. Noting that the programs listed have multiple programs within them, D. Mohler asked about how the public would have access to information about the amount of money being spent in those sub-programs. J. Cosgrove, explained that the information would be available in the MBTA's Capital Investment Program (CIP).

D. Mohler raised questions about the amount of money being programmed for CATA. He noted that CATA is wholly funded by the MBTA and expressed concern that \$1.8 million might not actually be available to CATA and, if programmed, could come out of the MBTA's funding.

D. Mohler asked for more information about the *Chelsea Intermodal Parking Garage* project. J. Cosgrove reported that earmark funds for this project will probably lapse in September and that Congressman Capuano might try to reprogram it. The funds will likely not be used for a parking garage.

Staff recommended releasing the amendment for another 30 day public comment period because of the changes to the original amendment noted.

J. Cosgrove discussed other earmarks that could be added to this amendment.

A motion to release revisions to Draft Amendment Four of the FFY 2011 element of the FFYs 2011 – 2014 TIP with the additional inclusion of an earmark for the *Boston – Commonwealth Avenue, Phase 2* project for a 30-day public comment period was made by J. Cosgrove, and seconded by M. Pratt. The motion carried.

9. Long-Range Transportation Plan – Anne McGahan, Plan Manager, and Michael Callahan, Public Involvement Manager, Hayes Morrison, TIP Manager, MPO Staff
M. Callahan reported that MPO staff has been discussing the schedule for the Long-Range Transportation Plan (LRTP) at public meetings since February and that to publicize today's meeting, staff posted a notice of the meeting on the MPO's website and announced it via the MPO's e-mail distribution list.

He then summarized public comments that have been received over the last two weeks regarding the LRTP. (See attached comment matrix.) Over 100 comments were received including over 60 from supporters of the *Bruce Freeman Rail Trail*, 35 from supporters of the *Community Path*, over 18 from supporters of the *Green Line Extension*, as well as others supporting *Boston – Commonwealth Avenue*, *Boston – Causeway Street*, *Belmont*

– *Trapelo Road*, and the *Urban Ring*. The Conservation Law Foundation also wrote to urge the MPO to help reduce greenhouse gas emissions.

A. McGahan then posed several questions (outlined in the attached memorandum) for MPO members to discuss:

- How does the MPO want to invest in transportation infrastructure?
- Does the MPO want to flex highway funding to transit?
- Programmed verses unassigned funding?
- Does the MPO want to set aside funding for programs?
- Does the MPO want to continue to include illustrative projects in the LRPT?

As they addressed these questions, members worked from financial information distributed and investment strategy tables that were distributed previously. (See attached.)

In response to a question from D. Mohler, A. McGahan explained how staff determined which investment category to assign projects. She noted that staff contacted MassDOT Highway to determine the portion of projects that include modernization or expansion elements.

H. Morrison provided an overview of the financial information for the FFY 2011 – 2015 timeband of the TIP. Due to currently programmed TIP projects, the first timeband of *JOURNEY TO 2030*, the current LRTP, is over-programmed by approximately \$51 million if no Major Infrastructure funds are programmed.

E. Bourassa asked for guidance from MassDOT regarding whether the MPO can expect to have Major Infrastructure funding to program. D. Mohler advised the MPO not to program Major Infrastructure funds for named projects. MassDOT will select a currently unfunded project to receive Major Infrastructure funds.

E. Bourassa then recommended that members consider which of three projects currently listed in the first timeband of the LRTP (and not already under construction) could be deferred. Those projects are the *Belmont – Trapelo Road*, *Canton – I-95 Northbound/Dedham Street Ramp/Dedham Street Corridor*, and *Assabet River Rail Trail* projects. He stated that MAPC views the *Trapelo Road* project as the strongest of the three and noted that the project scored highly based upon the MPO's TIP evaluation criteria.

D. Mohler noted that the *Trapelo Road* project does not add capacity, but it must be in the LRTP because it costs more than \$10 million. It is a federal requirement to include projects that a cost more than \$10 million in the LRTP. Members discussed this requirement and noted how it is constraining for the MPO when programming projects particularly due to the rising cost of construction. D. Mohler asked Michael Chong, Federal Highway Administration, to find out if other MPOs in the nation face this same requirement.

H. Morrison reported that staff informed every municipality that requested a project costing over \$10 million or adding capacity of the need to have that project programmed in the LRTP.

Members then discussed the three funding scenarios presented by staff. They then decided to begin working off of Strategy 1 (as shown in Table 1A of the attached charts).

J. Gillooly recommended adding two projects to the first timeband of the LRTP: the *Boston – Commonwealth Avenue* project (costing \$18-23 million) and the *Boston – Causeway Street* project (costing \$10.3 million). Both are at the 25% design stage.

T. Bent recommended adding the *Community Path* project (costing \$17 million) to the first timeband of the LRTP to coincide with the *Green Line Extension* project.

There was also a recommendation to add the *Beverly – Route 1A* project (costing \$15 million).

Following a discussion about whether the MPO should be taking the approach to add new projects to the FFY 2011 – 2015 timeband, D. Mohler recommended that the MPO remove all projects from Strategy 1 except for the *Randolph to Wellesley – Route 128 Improvement Program*, *Concord/Lincoln – Route 2 (Crosby's Corner)*, and *Weymouth – Route – 18* projects. The MPO could then add other projects costing over \$10 million to the LRTP following the development of the TIP. With this approach staff could begin modeling the LRTP projects. The addition of projects such as the *Belmont – Trapelo Road* and *Assabet River Rail Trail* projects would have no impact on the model run since they do not add capacity and, therefore, have no air quality impact. However, the *Canton – I-95 Northbound/Dedham Street Ramp/Dedham Street Corridor* project would have air quality impacts.

It was noted that if the MPO votes to include a project costing over \$10 million in the TIP, that project must be amended into the LRTP.

Lourenço Dantas, Massachusetts Port Authority, noted that the *Boston – Haul Road* project (costing \$25 million) would have to be included in the LRTP for modeling. The project would be funded by the Massachusetts Port Authority.

Members then discussed the programming of the FFY 2016 – 2020 timeband, considering that the projects moved out of the FFY 2011 – 2015 timeband now would be included in the FFY 2016 – 2020 band.

Several members voiced interest in keeping the following projects in the FFY 2016 – 2020 timeband: the *Green Line Extension*; *Boston – Sullivan Square* and *Boston – Rutherford Avenue*; *Bedford, Billerica, Burlington – Middlesex Turnpike Phase 3*; *Braintree – I-93/Route 3 Interchange (Braintree Split)*, and *Woburn – New Boston Street Bridge*.

D. Koses stated that the MPO has reached a decision point regarding the funding of the *Green Line Extension* project and that it should discuss whether it should commit funding to the project in the LRTP.

R. Reed commented that there is a problem with the process that allows work to begin on projects for which there is little funding available, and which results in competition between municipalities for funding. He recommended rethinking the process to require initial investment by municipalities.

Members began to discuss removing projects. P. Wolfe suggested that members may wish to consult the LRTP Need Assessment for guidance.

Member agreed to continue their discussion at the meeting of May 26.

10. Members Items

There were none.

11. Adjourn

Transportation Planning and Programming Committee Meeting Attendance
Thursday, May 19, 2011, 10:00 AM

Member Agencies

MassDOT
MassDOT Highway

City of Boston
City of Newton
City of Somerville
Federal Highway
Administration
MAPC

MassPort
MBTA
MBTA Advisory Board
Regional Transportation
Advisory Council
Town of Bedford

Town of Braintree
Town of Framingham
Town of Hopkinton

Representatives and Alternates

David Mohler
David Anderson
John Romano
Jim Gillooly
David Koses
Tom Bent
Michael Chong

Eric Bourassa
Eric Halvorsen
Lourenço Dantas
Joe Cosgrove
Paul Regan
Laura Wiener
Steve Olanoff
Richard Reed
Richard Warrington
Christine Stickney
Dennis Giombetti
Mary Pratt
John Westerling

MPO Staff/CTPS

Michael Callahan
Robin Mannion
Anne McGahan
Hayes Morrison
Karl Quackenbush
Pam Wolfe

Other Attendees

Ina Anderson
Louise Baxter
Rep. Will Brownsberger
Glenn Clancy
Mike Collins
Michael Donovan
Jim Gallagher
Senator Pat Jehlen
Brian Kane
Erin Kinahan
Timothy Kochan
Judy LaRocca

Rafael Mares
Robert McGaw
John McQueen

Thomas Nally
Joe Onorato

MA Smart Growth Alliance
T Riders' Union
State Representative
Town of Belmont
City of Beverly
Boston University
Somerville resident
State Senator
Town of Brookline
MassDOT District 6
MassDOT District 5
Bruce Freeman Rail Trail
Advisory Committee
Conservation Law Foundation
Town of Belmont
Regional Transportation
Advisory Committee
A Better City
MassDOT District 4

Tom O'Rourke	Neponset Valley Chamber of Commerce
Franny Osman	Town of Acton Transportation Advisory Committee
Karen Pearson	MassDOT
Tad Read	Boston Redevelopment Authority
Joyce Reischutz	Friends of the Bruce Freeman Rail Trail
Bob Ryan	MLS / Boston University
Rep. Carl Sciortino	State Representative
Steve Silveira	MLS / Boston University
Robert Sloane	WalkBoston
Lynn Weissman	Friends of the Community Path
Bill Werner	ARRT
Dick Williamson	Friends of the Bruce Freeman Rail Trail
Thomas Younger	Town of Belmont
Wig Zamore	Somerville Transportation Equity Partnership / Mystic View Task Force
Adam Zysk	Dewberry / City of Beverly



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Jeffrey B. Mullan
MassDOT Secretary and CEO
and MPO Chairman

Karl H. Quackenbush
Acting Director, MPO Staff

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

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

MEMORANDUM

DATE May 5, 2011
TO Transportation Planning and Programming Committee
of the Boston Region Metropolitan Planning Organization
FROM Karl H. Quackenbush, Acting CTPS Director
RE Work Program for: State Fiscal Year 2012 National Transit Database
Purchased Bus Transportation Passenger-Miles and Boardings Estimates

ACTION REQUIRED

Review and approval

PROPOSED MOTION

That the Transportation Planning and Programming Committee of the Boston Region Metropolitan Planning Organization, upon the recommendation of the Massachusetts Bay Transportation Authority, vote to approve the work program for State Fiscal Year 2012 National Transit Database Purchased Bus Transportation Passenger-Miles and Boardings Estimates in the form of the draft dated May 5, 2011.

PROJECT IDENTIFICATION

Unified Planning Work Program Classification

Technical Support/Operations Analysis Projects

CTPS Project Number

14325

Client

Massachusetts Bay Transportation Authority
Project Supervisor: Lauren Coughlin

CTPS Project Supervisors

Principal: Liz Moore
Manager: Steven Andrews

Funding

Future MBTA contract

IMPACT ON MPO WORK

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

BACKGROUND

For a number of years, in support of the MBTA's National Transit Database submittals to the Federal Transit Administration, CTPS has produced passenger-miles and boardings estimates for the MBTA's directly operated bus and trackless trolley system and, since state fiscal year (SFY) 1996, for the heavy rail and light rail transit systems. In SFY 2001, the scope of analysis was expanded to include bus routes operated as part of the Interdistrict Bus Program and Suburban Transportation Program and other contracted MBTA local bus service. In SFY 2010, the Interdistrict Bus Program was discontinued and removed from the scope of analysis.

With a smaller universe of bus routes, CTPS conducted both random and full-route ridechecks in SFY 2010 to determine which method provided better data. The random-ridecheck approach, which was used in previous years, sampled a predetermined number of randomly selected trips each week across all MBTA-funded private-carrier bus routes. The full-route-ridecheck approach, which is the approach used to estimate boardings and passenger-miles on directly operated trackless trolley routes, involves conducting a full-route ridecheck for each MBTA-funded private-carrier bus route. It was determined that the methodology employing full-route ridechecks does satisfy the FTA requirement that the true values for passenger-miles and boardings have a 95 percent probability of falling within 10 percent of the estimates. In addition, this methodology provides ridership and schedule adherence data for each purchased bus route that can be used for other planning purposes. Therefore, with the provisional approval of the FTA, the MBTA decided to use only full-route ridechecks in SFY 2011 to estimate total passenger-miles and boardings. In SFY 2012, CTPS will continue to use full-route ridechecks to estimate total passenger-miles and boardings.

OBJECTIVE

To develop estimates of passenger-miles and boardings for bus routes operated as part of the Suburban Transportation Program and all other contracted MBTA local bus service.

WORK DESCRIPTION

The data that will form the basis for the passenger-miles and boardings estimates will be collected through onboard ridechecks. These ridechecks will be conducted as part of the ongoing bus data collection program that CTPS performs for the MBTA.

Task 1 Develop Sampling Plan

A sampling plan will be developed to conduct full-route ridechecks of each private-carrier bus route. These ridechecks involve CTPS staff members riding each scheduled trip for each route over the course of a single quarter in SFY 2012. The specific quarter will be determined based on CTPS staffing availability.

Product of Task 1

Bus sampling plan and traffic checkers' assignments

Task 2 Collect Data

CTPS staff members will carry out the assignments created in Task 1. As in the past, ridecheck data to be collected include boardings and alightings by stop, farebox readings, trip-level travel times, departure and arrival times, and intermediate-stop arrival times. These data will be collected using palmtop computers and uploaded directly to the CTPS bus ridership information database, where they will be checked for completeness and accuracy.

Product of Task 2

Ridecheck data in electronic form

Task 3 Estimate Passenger-Miles and Boardings

Estimates of passenger-miles and boardings for private-carrier bus services will be produced using revenue data from the MBTA and output from the CTPS bus ridership information database. Specifically, estimates of the average farebox deposit will be generated, along with the average passenger trip length, based on ridecheck observations. By dividing the average farebox deposit into total revenue, an estimate of total boardings may be made. Multiplying this total by the average trip length yields total passenger-miles.

Product of Task 3

Estimates of passenger-miles and boardings for private-carrier bus services

Task 4 Document Results

The results of Task 3 will be documented in a technical memorandum. The memorandum will also discuss the FTA requirement that the true values for passenger-miles and boardings have a 95 percent probability of falling within 10 percent of the estimates. As discussed above, meeting this requirement through the use of the full-route-ridecheck approach will be used rather than the random-sampling approach outlined in FTA Circular 2710.4A.

Product of Task 4

A technical memorandum describing the data collection and analysis processes, summarizing results, and discussing FTA's statistical validation requirements

Task 5 Assist with Compliance Audit

The FTA requires an independent auditor to review and verify the MBTA's purchased bus passenger-miles and boardings estimates. As the agency responsible for these estimates, CTPS will provide any materials and assistance necessary for the audit.

ESTIMATED SCHEDULE

It is estimated that this project will be completed in November 2012, approximately 17 months after the notice to proceed is received. The proposed schedule, by task, is shown in Exhibit 1.

ESTIMATED COST

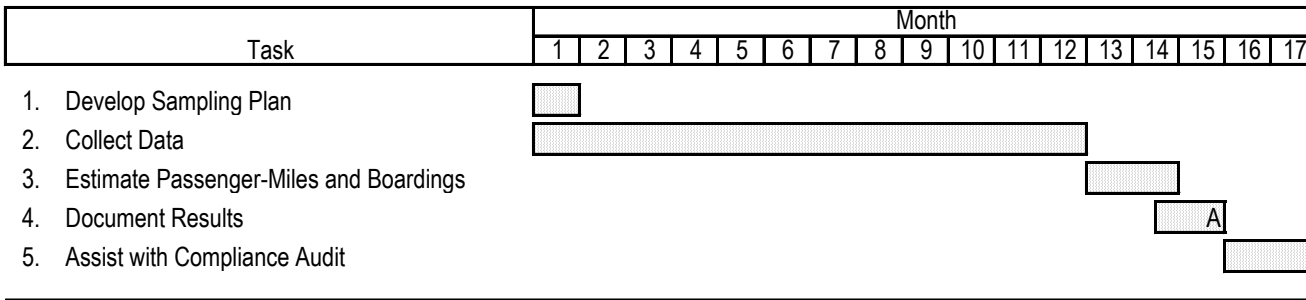
The total cost of this project is estimated to be \$20,003. This includes the cost of 11.4 person-weeks of staff time, overhead at the rate of 90.69 percent, and travel. A detailed breakdown of estimated costs is presented in Exhibit 2.

KHQ/SPA/spa

Exhibit 1

ESTIMATED SCHEDULE

State Fiscal Year 2012 National Transit Database Purchased Bus Transportation Passenger-Miles and Boardings Estimates



Products/Milestones

A: Technical memorandum

Exhibit 2

ESTIMATED COST

State Fiscal Year 2012 National Transit Database Purchased Bus Transportation Passenger-Miles and Boardings Estimates

Direct Salary and Overhead	\$19,003
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Task	Person-Weeks								Direct Salary	Overhead (@ 90.69%)	Total Cost
	M-1	P-5	P-4	P-2	SP-3	SP-1	Temp	Total			
1. Develop Sampling Plan	0.0	1.0	0.0	0.0	0.0	0.0	1.2	2.2	\$2,206	\$2,001	\$4,207
2. Collect Data	0.5	0.0	0.0	0.0	2.0	2.0	2.0	6.5	\$4,633	\$4,202	\$8,834
3. Estimate Passenger-Miles and Boardings	0.0	0.0	0.1	1.0	0.0	0.0	0.0	1.1	\$976	\$885	\$1,862
4. Document Results	1.0	0.0	0.0	0.5	0.0	0.0	0.0	1.5	\$2,064	\$1,872	\$3,937
5. Assist with Compliance Audit	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1	\$85	\$77	\$163
Total	1.5	1.0	0.1	1.6	2.0	2.0	3.2	11.4	\$9,965	\$9,037	\$19,003

Other Direct Costs	\$1,000
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Travel	\$1,000
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TOTAL COST	\$20,003
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Funding

Future MBTA Contract



BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

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Jeffrey B. Mullan
MassDOT Secretary and CEO
and MPO Chairman

Karl H. Quackenbush
Acting Director, MPO Staff

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Massachusetts Bay Transportation
Authority Advisory Board
Massachusetts Bay Transportation
Authority
MassDOT Highway Division
Massachusetts Port Authority
Regional Transportation Advisory
Council (nonvoting)
Federal Highway Administration
(nonvoting)
Federal Transit Administration
(nonvoting)

MEMORANDUM

DATE May 5, 2011
TO Transportation Planning and Programming Committee
of the Boston Region Metropolitan Planning Organization
FROM Karl H. Quackenbush, Acting CTPS Director
RE Work Program for: State Fiscal Year 2012 National Transit Database
Directly Operated Bus and Rail Passenger-Miles and Boardings Estimates

ACTION REQUIRED

Review and approval

PROPOSED MOTION

That the Transportation Planning and Programming Committee of the Boston Region Metropolitan Planning Organization, upon the recommendation of the Massachusetts Bay Transportation Authority, vote to approve the work program for State Fiscal Year 2012 National Transit Database Directly Operated Bus and Rail Passenger-Miles and Boardings Estimates in the form of the draft dated May 5, 2011.

PROJECT IDENTIFICATION

Unified Planning Work Program Classification

Technical Support/Operations Analysis Projects

CTPS Project Number

14326

Client

Massachusetts Bay Transportation Authority

Project Supervisor: Melissa Dullea

CTPS Project Supervisors

Principal: Liz Moore

Manager: Steven Andrews

Funding

Future MBTA contract

IMPACT ON MPO WORK

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

BACKGROUND

For many years, in support of the MBTA's National Transit Database (NTD) submittals to the Federal Transit Administration (FTA), CTPS has produced passenger-miles and boardings estimates for the MBTA's bus and trackless trolley system. In state fiscal year (SFY) 1996, the scope of the analysis expanded to include the heavy rail and light rail transit systems. In SFY 2000, the scope expanded again to include the MBTA commuter rail system.

OBJECTIVES

The primary objective of this project is to develop estimates of passenger-miles and boardings for the following MBTA transportation modes: motor bus, trackless trolley, heavy rail, light rail, and commuter rail. CTPS will also verify MBTA estimates of the average passenger trip length for the commuter rail mode. The data that will form the basis of these estimates will be collected in a variety of ways:

- Ridechecks on buses and trackless trolleys, through both the ongoing bus data collection program and supplementary data collection
- Electronic passenger fare-mix counts from automated fare-collection (AFC) faregates at heavy rail and light rail subway stations and fareboxes on motor bus and trackless trolley routes
- Fare-mix counts of passengers on surface light rail, including counts of passengers boarding through rear doors or otherwise failing to interact with the farebox
- Passenger surveys on the heavy rail and light rail systems and on the Silver Line Waterfront to determine origin and destination information
- Commuter rail ridership data provided by the Massachusetts Bay Commuter Railroad Company (MBCR) and CTPS ridership data

WORK DESCRIPTION

Task 1 Develop Sampling Plans

For the heavy rail and light rail systems, as well as the Silver Line Waterfront service, a sampling plan for passenger surveys will be devised to ensure a random selection of stations

across all parts of each system over the entire year for all days of the week and all time periods.

For light rail service at surface stops, onboard observations are necessary because not all passengers interact with fare collection equipment when boarding Green Line and Mattapan High-Speed Line vehicles. Counts of passengers boarding through rear doors and failing to interact with the farebox will be conducted. Two ridecheckers will be necessary: one to count the number of rear boardings and the other to note the number of passengers boarding through the front door who do not interact with the farebox (flash-pass trips, children, and fare evaders). A sampling plan will be devised to ensure that these observations are conducted on surface light rail over the entire year for all days of the week and all time periods.

For the bus system, a sampling plan for ridechecks will be devised to ensure a random selection of trips across all parts of the system over the entire year for all days of the week and time periods. Ridecheckers will also note the number of passengers who board through rear doors or otherwise fail to interact with the farebox.

For the trackless trolley system, a sampling plan will be developed to conduct full-route ridechecks of each route. These ridechecks involve CTPS staff members riding each scheduled trip for each route over the course of a single quarter in SFY 2012. The specific quarter will be determined based on CTPS staffing availability.

No direct data collection is planned for commuter rail. However, a sampling of some trips may be necessary to verify the figures reported by the contract operator.

CTPS will continue to collect as much data as possible through electronic means. CTPS's palmtop computers support the following CTPS-developed applications:

- Light rail, heavy rail, and Silver Line Waterfront passenger surveys
- Faregate noninteraction count
- Surface light rail rear door boarding count
- Surface light rail front door farebox noninteraction count
- Bus and trackless trolley farebox noninteraction count

Products of Task 1

- Heavy rail and light rail sampling plan for SFY 2012 passenger surveys
- Surface-light-rail sampling plan for SFY 2012 observations
- Bus and trackless trolley sampling plan for SFY 2012 ridechecks

Task 2 Collect Data

The heavy rail, light rail, Silver Line Waterfront, bus, and trackless trolley assignments generated by the sampling plan created in Task 1 will be executed. CTPS will conduct

passenger surveys at each of the heavy rail, light rail, and Silver Line Waterfront survey locations. Counts of the number of passengers passing through faregates, and specifically those who do not interact with the faregate, at station survey locations will also be conducted. Along Green Line and Mattapan High-Speed Line surface routes, onboard observations of passengers, and specifically those who do not interact with the farebox, will be conducted. CTPS will also conduct ridechecks on selected bus and trackless trolley trips using palmtop computers, and will note the number of passengers who do not interact with the farebox.

All ridechecks, passenger surveys, and passenger counts will be performed by CTPS personnel, using palmtop computers. The data collected on ridechecks will be uploaded directly to the CTPS bus ridership information database, where they will be checked for completeness and accuracy. Passenger survey results and passenger count data will be uploaded directly to the CTPS non-palm database, where they will similarly be checked for completeness and accuracy.

AFC data will be requested from the MBTA for total heavy rail and light rail subway station boardings, as well as for total surface light rail, motor bus, and trackless trolley boardings. In addition, AFC data will be requested for total farebox deposits for each sampled bus and trackless trolley trip.

Products of Task 2

- Completed passenger survey assignments for heavy rail, light rail, and Silver Line Waterfront stations in electronic form
- Completed passenger count assignments for surface light rail, motor bus, and trackless trolley in electronic form
- Ridecheck data in electronic form
- AFC data on total boardings for light and heavy rail stations and surface light rail, motor bus, and trackless trolley routes
- AFC revenue data for motor bus and trackless trolley fareboxes for ridechecked trips

Task 3 Clean, Code, and Key punch Survey, Passenger Count, and Ridecheck Data

CTPS will clean the heavy rail and light rail passenger survey data as necessary after downloading them into a spreadsheet program. The program will allow for the processing of the origin-destination data, as well as any other data included on the form. The farebox noninteraction passenger count data for surface light rail, motor bus, and trackless trolley will also be entered into a spreadsheet for processing. Ridecheck data will also be cleaned.

Products of Task 3

- Heavy rail and light rail passenger survey data in electronic form
- Surface light rail, motor bus, and trackless trolley passenger count data in electronic form
- Cleaned ridecheck data in electronic form

Task 4 Estimate Passenger-Miles and Boardings

Information on the total number of passengers boarding at subway stations on the heavy rail and light rail systems will be obtained from the MBTA through AFC faregate passenger counts. Factors that account for the number of transfers between each mode will then be estimated based on the origin-destination passenger surveys conducted in Task 2. Additionally, a faregate noninteraction factor will be developed from the observations at station survey locations. These factors will be applied to the AFC faregate counts to estimate total unlinked heavy rail and light rail riders attributable to subway boardings.

For light rail surface stops, counts of passengers boarding through rear doors and failing to interact with the farebox will be used to develop a farebox noninteraction factor. This factor will be applied to the AFC farebox counts of total passengers on surface light rail, which will then be increased to account for transfers made to other heavy rail or light rail lines, resulting in an estimate of total unlinked light rail and heavy rail riders attributable to light rail surface boardings.

Meanwhile, the origin-destination data generated by the passenger surveys will be converted into estimates of the average passenger-miles per passenger for both the heavy rail and light rail systems. This conversion will make use of procedures developed a number of years ago for the Systemwide Rapid Transit Survey. Multiplying the average passenger-miles per passenger by the total number of passengers will yield estimates of total passenger-miles for each mode.

As was done for surface light rail, a farebox noninteraction factor developed as part of the ridecheck sample will be applied to the AFC farebox count of total motor bus and trackless trolley passengers to estimate total boardings. Total passenger-miles will be estimated, as in previous years, using the ridecheck sample of trips to develop an average trip distance: this distance multiplied by total boardings results in total passenger-miles.

For the commuter rail system, ridership counts supplied by MBCR will provide the basis for the estimate of passenger boardings. Counts by station, in conjunction with data indicating the percentage of alightings prior to North Station and South Station (from the 2000 Commuter Rail Peak Load Counts report), will provide the basis for the estimate of average passenger trip length.

Product of Task 4

Estimates of passenger-miles and boardings for all MBTA modes discussed above

Task 5 Document Results

The results of Task 4 will be documented in a technical memorandum. This memorandum will include a statistical analysis confirming that the true values for passenger-miles and

boardings have a 95 percent probability of falling within 10 percent of the estimates, as required by the FTA.

Product of Task 5

A technical memorandum describing the data collection and analysis processes, summarizing results, and presenting a statistical analysis of the results

Task 6 Assist with Compliance Audit

The FTA requires an independent auditor to review and verify the MBTA's directly operated bus and rail passenger-miles and boardings estimates. As the agency responsible for these estimates, CTPS will provide any materials and assistance necessary for the audit.

ESTIMATED SCHEDULE

It is estimated that this project will be completed in November 2012, approximately 17 months after the notice to proceed is received. The proposed schedule, by task, is shown in Exhibit 1.

ESTIMATED COST

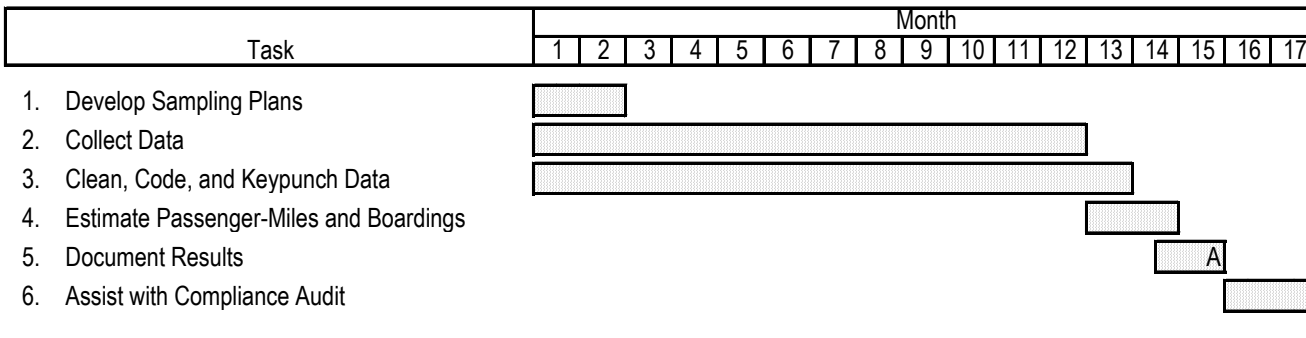
The total cost of this project is estimated to be \$92,980. This includes the cost of 73.9 person-weeks of staff time, overhead at the rate of 90.69 percent and travel. A detailed breakdown of estimated costs is presented in Exhibit 2.

KHQ/SPA/spa

Exhibit 1

ESTIMATED SCHEDULE

State Fiscal Year 2012 National Transit Database Directly Operated Bus and Rail Passenger-Miles and Boardings Estimates



Products/Milestones

A: Technical memorandum

Exhibit 2

ESTIMATED COST

State Fiscal Year 2012 National Transit Database Directly Operated Bus and Rail Passenger-Miles and Boardings Estimates

Direct Salary and Overhead	\$92,252
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Task	Person-Weeks							Direct Salary	Overhead (@ 90.69%)	Total Cost
	M-1	P-4	P-2	SP-3	SP-1	Temp	Total			
1. Develop Sampling Plans	0.0	0.2	0.8	2.1	0.0	0.5	3.6	\$2,836	\$2,572	\$5,407
2. Collect Data	0.0	0.1	0.2	7.0	25.5	23.5	56.3	\$33,338	\$30,234	\$63,572
3. Clean, Code, and Key punch Data	0.0	0.5	2.5	3.8	0.0	2.2	9.0	\$6,858	\$6,220	\$13,078
4. Estimate Passenger-Miles and Boardings	0.0	0.5	2.2	0.0	0.0	0.0	2.7	\$2,489	\$2,258	\$4,747
5. Document Results	1.0	0.2	0.8	0.0	0.0	0.0	2.0	\$2,565	\$2,326	\$4,890
6. Assist with Compliance Audit	0.0	0.1	0.2	0.0	0.0	0.0	0.3	\$293	\$266	\$558
Total	1.0	1.6	6.7	12.9	25.5	26.2	73.9	\$48,378	\$43,874	\$92,252

Other Direct Costs	\$728
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Travel	\$728
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TOTAL COST	\$92,980
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Funding
Future MBTA Contract



BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

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Authority
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Massachusetts Port Authority
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Council (nonvoting)
Federal Highway Administration
(nonvoting)
Federal Transit Administration
(nonvoting)

MEMORANDUM

DATE May 19, 2011
TO Transportation Planning and Programming Committee
of the Boston Region Metropolitan Planning Organization
FROM Karl H. Quackenbush, CTPS Acting Director
RE Work Program for: Early-Morning Transit Service

ACTION REQUIRED

Review and approval

PROPOSED MOTION

That the Transportation Planning and Programming Committee of the Boston Region Metropolitan Planning Organization, upon the recommendation of the Massachusetts Department of Transportation, vote to approve the work program Early-Morning Transit Service Study in the form of the draft dated May 19, 2011.

PROJECT IDENTIFICATION

Unified Planning Work Program Classification
Technical Support/Operations Analysis Projects

CTPS Project Number
14322

Client
Massachusetts Department of Transportation
Project Supervisor: Matthew Ciborowski

CTPS Project Supervisors
Principal: Elizabeth M. Moore
Manager: Jonathan Belcher

Funding
MassDOT §5303 3C Transit Planning Contract #67436

IMPACT ON MPO WORK

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

BACKGROUND

The MBTA operates a small network of eight “early-bird” bus routes, which provide service between 4:30 AM and 5:00 AM, prior to the typical start of operations on the regular transit network. Most of these routes operate direct to downtown Boston and follow slightly different paths than regular daytime service, in some cases combining sections of multiple regular routes. These early-bird routes generally provide one round-trip, and each appears on the schedule card for a regular route that has the same starting location for the first inbound trip of the day.

These early-bird services exist in part because of a historical anomaly, most having been initiated over 50 years ago when the MBTA’s predecessor agency discontinued systemwide overnight and early-morning service in 1960, and then restored a limited amount of early-morning service in response to concerns raised by transit system employees who needed a way to get to their jobs as fare collectors at subway stations at the start of the service day. While originally intended for use by transit system employees to access their early-morning assignments, these routes were placed in public timetables for the first time in 1999, and in some cases, have seen a growth in ridership since then. But while some of these services have become well utilized, others have marginal ridership. There has been no study looking at where the greatest demand for early-morning service exists, and whether the present network is well positioned to meet that demand. Past service planning reviews have primarily only concentrated on the cost-effectiveness of individual trips of these unique routes, and have not reviewed service coverage and possible latent demand.

OBJECTIVES

This study will examine existing ridership patterns on all early-morning bus and rapid transit services, determine where the demand for early-morning service exists, and suggest possible changes to modify current early-bird routes to better meet the identified demand. As there is already an existing, if small, early-morning network, opportunities may exist to better meet demand without increasing overall costs.

WORK DESCRIPTION

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

Task 1 Describe Existing “Early Bird” Routes and Ridership

CTPS will provide a description of the existing early-bird bus services, including a summary of ridership by trip. Automatic Passenger Counter (APC) information from the MBTA will be used to complete this analysis.

Products of Task 1

Summary tables of the existing early-bird bus routes, including ridership by stop.

Task 2 Identify Early-Morning Ridership Patterns on the Existing Regular Bus and Rapid Transit Network

CTPS will examine ridership patterns on the existing regular bus and rapid transit network between 5:00 AM and 5:30 AM. Ridership for buses will be examined on a trip-by-trip basis, while activity at rapid transit stations will be examined in boarding increments of 10 to 15 minutes. This examination will utilize APC information from buses and Automated Fare Collection (AFC) data from the rapid transit system.

Products of Task 2

- A summary table identifying ridership by trip between 5:00 AM and 5:30 AM on regular bus routes
- A summary table identifying boardings at rapid transit station in 10-to-15-minute increments between 5:00 AM and 5:30 AM.

Task 3 Analyze Service Coverage for All Existing Early-Morning Bus and Rapid Transit Services

Using the data collected in Tasks 1 and 2, CTPS will compare the activity on the existing early-bird routes to the demand on the regular bus and rapid transit network between 5:00 AM and 5:30 AM. CTPS will identify which route segments and stations on the regular network have strong demand before 5:30 AM, and whether the existing early-bird bus services provide coverage at those locations. Heavy demand on early trips would suggest a potentially strong latent demand for earlier service, especially on routes that do not have any coverage under the existing early-morning network. Conversely, low early-morning demand along routes that currently have early-morning service may suggest that existing early-morning service could be altered or reduced to provide service in other areas.

Products of Task 3

A summary comparison of all regular transit activity before 5:30 AM with the existing early-bird bus services.

Task 4 Identify Potential Unmet Early-Morning Transit Needs

CTPS will contact transportation management associations (TMAs), workforce investment boards, and large employers in industries with early-morning shifts (e.g., hospital, service, and hospitality industries) to assemble information and any existing

data on early-morning trip-making patterns that may represent demand for early-morning bus service. Employers with potentially large numbers of early workers, such as aviation facilities, postal or package-handling facilities, and medical facilities will be targeted to determine if there is enough demand to warrant the rerouting of an existing service. CTPS will request information about the start times of early-morning shifts (and end times of late-evening shifts) and where the early-morning and late-evening workers commute from.

Product of Task 4

A summary of locations that generate early-morning trips and any information gathered about the travel patterns of early-morning workers.

Task 5 Identify Possible Changes to the Early-Bird Bus Services

Using the data gathered in Tasks 1-4, CTPS will identify changes that can be made to the early-bird bus services to make them better match existing demand before 5:30 AM. In doing so, staff will primarily consider changes that would alter existing early-morning early-bird bus services to provide better coverage without increasing costs. Staff will also consider if entirely new services are justified based on potential demand, and if any existing early-bird bus services are candidates to either reduce or eliminate service coverage if demand is low. A cost-neutral package of possible service changes will be assembled if results suggest a need for alterations of the existing network to better meet demand.

Product of Task 5

An analysis summarizing possible alterations, additions, or reductions to the existing early-morning bus services.

Task 6 Produce a Technical Memorandum

Staff will summarize the results of the data gathered in Tasks 1-4 and the potential changes developed in Task 5 in a technical memo.

Product of Task 5

A technical memorandum, which will review the existing early-morning transit network, will examine where potential demand is, and will suggest possible methods of modifying the existing network to meet demand.

ESTIMATED SCHEDULE

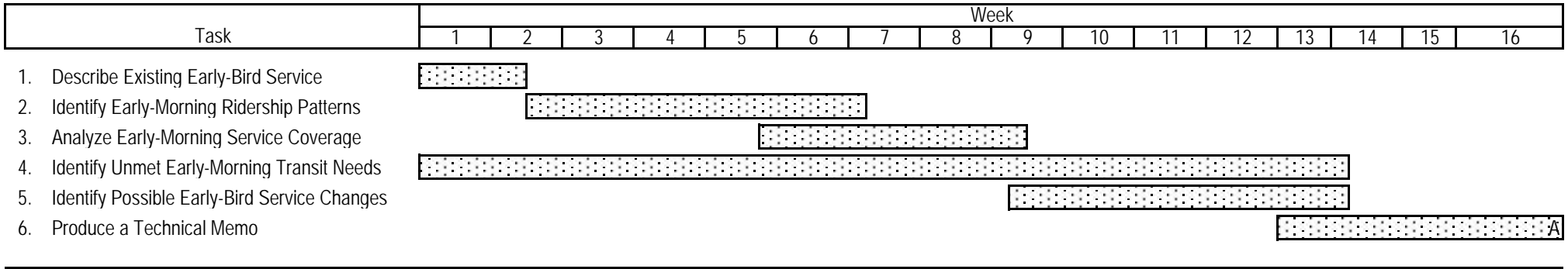
It is estimated that this project will be completed 16 weeks after the notice to proceed is received. The proposed schedule, by task, is shown in Exhibit 1.

ESTIMATED COST

The total cost of this project is estimated to be \$20,000. This includes the cost of 8.5 person-weeks of staff time, and overhead at the rate of 90.69 percent. A detailed breakdown of estimated costs is presented in Exhibit 2.

KQ/JB/jb

Exhibit 1
 ESTIMATED SCHEDULE
 Early-Morning Transit Service



Products/Milestones

A: Technical memorandum

Exhibit 2
 ESTIMATED COST
 Early-Morning Transit Service

Direct Salary and Overhead \$20,000

Task					Direct Salary	Overhead (@ 90.69%)	Total Cost
	M-1	P-4	P-3	Total			
1. Describe Existing Early-Bird Service	0.1	0.5	0.0	0.6	\$774	\$702	\$1,475
2. Identify Early-Morning Ridership Patterns	0.1	1.0	0.0	1.1	\$1,384	\$1,255	\$2,638
3. Analyze Early-Morning Service Coverage	0.2	1.0	0.0	1.2	\$1,547	\$1,403	\$2,951
4. Identify Unmet Early-Morning Transit Needs	0.2	0.0	3.0	3.2	\$3,480	\$3,156	\$6,636
5. Identify Possible Early-Bird Service Changes	0.2	1.0	0.0	1.2	\$1,547	\$1,403	\$2,951
6. Produce a Technical Memo	0.7	0.5	0.0	1.2	\$1,756	\$1,593	\$3,349
Total	1.5	4.0	3.0	8.5	\$10,488	\$9,511	\$20,000

Other Direct Costs \$0

TOTAL COST \$20,000

Funding
 MassDOT §5303 3C Transit Planning Contract #67436



BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

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Jeffrey B. Mullan
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and MPO Chairman

Karl H. Quackenbush
Acting Director, MPO Staff

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Regional Transportation Advisory
Council (nonvoting)
Federal Highway Administration
(nonvoting)
Federal Transit Administration
(nonvoting)

MEMORANDUM

DATE May 19, 2011
TO Transportation Planning and Programming Committee
of the Boston Region Metropolitan Planning Organization
FROM Karl H. Quackenbush, CTPS Acting Director
RE Work Program for: Impacts of Walking Radius on Transit Frequency
and Reliability

ACTION REQUIRED

Review and approval

PROPOSED MOTION

That the Transportation Planning and Programming Committee of the Boston Region Metropolitan Planning Organization vote to approve the work program for Impacts of Walking Radius on Transit Frequency and Reliability in the form of the draft dated May 19, 2011.

PROJECT IDENTIFICATION

Unified Planning Work Program Classification
Technical Support/Operations Analysis Projects

CTPS Project Number
11374

Client
Metropolitan Planning Organization

CTPS Project Supervisors
Principal: Elizabeth M. Moore
Manager: Robert Guptill

Funding
MassDOT §5303 3C Transit Planning Contract #67436

IMPACT ON MPO WORK

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

BACKGROUND

The MBTA currently operates two bus rapid transit (BRT) lines (comprising four branches) and approximately 200 bus routes with variations totaling over 550 distinct services. Much of the existing system has its origins as streetcar lines built before 1900. Over time, the bus system has grown in response to customer demand and now operates a large number of routes with high-frequency service in dense urban areas and fewer routes with less frequent service in suburban areas, where auto ownership is greater. Bus routes have also been designed, allocated, and eliminated in response to measures of service quality and productivity established by the MBTA Service Delivery Policy.

One service standard governed by the MBTA Service Delivery Policy concerns coverage, i.e., how far a customer has to walk to reach a transit service. The existing MBTA standard for coverage states that access to transit service will be provided within a quarter-mile walk to residents in areas served by bus, light rail, and/or heavy rail transit that have a population density greater than 5,000 persons per square mile. This standard is for weekdays and Saturdays. On Sundays, the allowable walking distance increases to a half mile. Other service standards in the Service Delivery Policy concern frequency and span of service (how often and in which hours transit operates), vehicle loading (the number of passengers per vehicle), schedule adherence, and net cost per passenger.

More than any other service standard, the standard for coverage governs the design of bus routes in terms of where service is provided. However, the coverage level and resulting allocation of service also have implications for how that service is provided given the other service standards. For example, any relaxation of the coverage standard, in which fewer bus routes would be provided, could cause the remaining bus routes to fail the vehicle-load and/or schedule-adherence standards if the total ridership remained constant. This might require an increase in the frequency of service.

The MBTA Core Service Evaluation (referred to as the Core Efficiencies Study, project # 11366), which CTPS is currently completing for the MPO, proposes several potential concepts for the reallocation of bus service in the MBTA service area. One of the proposed concepts is a reduction in the total number of bus routes, with more frequent service to provide greater capacity, as well as more bus priority measures in place. In essence, the bus system would have fewer routes, but the concept would apply various BRT characteristics to the remaining routes to improve service reliability and attract ridership.

OBJECTIVE

The objective of this project is to analyze the potential route modifications and suggest several possible system designs for local bus system consolidation if the quarter-mile coverage standard was relaxed to one-third mile, four-tenths mile, and one-half mile, and the consolidated bus routes adhered to rapid-transit-service standards that would require more frequent service operated over a longer service span than local bus service standards. This modeling-based effort will build on the Core Efficiencies Study and will help the MPO better understand the implications of the trade-off between eliminating poor-performing local bus routes and increasing service on a smaller number of transit corridors. It will consider the best option for providing mobility and access through the bus network. The study will also consider the equity implications and potential trade-offs of any of the potential consolidated systems.

WORK DESCRIPTION

Task 1 Develop Consolidated Bus Route Networks

In this task, consolidated bus route networks will be developed for each of the three proposed alternative coverage standards, and accompanying levels of service will be defined. These networks will be developed with the participation of MBTA Service Planning. The base-case network, with the quarter-mile coverage standard, will be the current MBTA bus network.

Product of Task 1

Bus route design and accompanying service levels for consolidated networks with coverages of one-third mile, four-tenth mile, and one-half mile

Task 2 Model the Networks

CTPS will use the Boston Region MPO's travel model to analyze the potential impact of the consolidated plans on transit ridership by transit mode, bus route, and transportation analysis zone (TAZ). New bus routes will be coded into the model and new matrices will be developed to reflect changes in transit costs, the number of transfers, and out-of-vehicle and in-vehicle travel times. Note that the travel model currently assumes a maximum walking distance, or catchment area, of one mile to access all transit modes. As part of this modeling effort, CTPS will use results from the 2009 Systemwide Passenger Survey to calculate the distribution of stated walking-access distances in the AM-peak and midday time periods. CTPS will use the surveyed data to set the catchment area for each transit mode in the AM-peak and midday time periods for the base-case network and each proposed network. The travel model will calculate TAZ-to-TAZ transit trip-flow matrices for the existing transportation system as well as for each of the proposed networks.

Product of Task 2

Travel demand model matrices of ridership and transit-cost changes by mode, bus route, and TAZ

Task 3 Analyze Networks

Using the trip-flow matrices from the travel demand model, transit ridership will be broken down modally and geographically in order to analyze the modeled impacts on various parts of the MBTA service area and the trade-offs in terms of service levels that may be necessary in order to relax the coverage standard. The analysis will also consider the equity implications of changes to various transit costs and air quality for minority compared to nonminority areas and low-income compared to non-low-income areas.

Product of Task 3

Summaries of ridership changes by mode, bus route, and TAZ, and equity changes for minority and low-income areas

Task 4 Document Results

The description of networks developed in Task 1, the model outputs from Task 2, and the summary of the model outputs in Task 3 will be integrated into a technical report.

Product of Task 3

Final technical report

ESTIMATED SCHEDULE

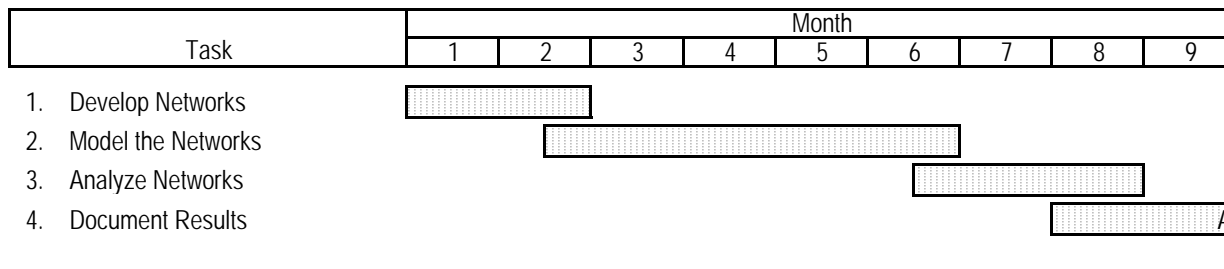
It is estimated that this project will be completed nine months after the notice to proceed is received. The proposed schedule, by task, is shown in Exhibit 1.

ESTIMATED COST

The total cost of this project is estimated to be \$49,991. This includes the cost of 18.5 person-weeks of staff time and overhead at the rate of 90.69 percent. A detailed breakdown of estimated costs is presented in Exhibit 2.

KQ/RSG/rsg

Exhibit 1
 ESTIMATED SCHEDULE
 Impacts of Walking Radius on Transit Frequency and Reliability



Products/Milestones
 A: Technical report

Exhibit 2
 ESTIMATED COST
 Impacts of Walking Radius on Transit Frequency and Reliability

Direct Salary and Overhead	\$49,991
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Task	Person-Weeks					Direct Salary	Overhead (@ 90.69%)	Total Cost
	M-1	P-5	P-4	P-3	Total			
1. Develop Networks	1.5	0.0	3.0	0.0	4.5	\$6,116	\$5,546	\$11,662
2. Model the Networks	3.0	3.0	2.0	1.0	9.0	\$13,166	\$11,940	\$25,107
3. Analyze Networks	0.0	0.0	2.5	0.0	2.5	\$3,050	\$2,766	\$5,815
4. Document Results	2.0	0.0	0.5	0.0	2.5	\$3,884	\$3,523	\$7,407
Total	6.5	3.0	8.0	1.0	18.5	\$26,216	\$23,775	\$49,991

Other Direct Costs	\$0
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TOTAL COST	\$49,991
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Funding
 MassDOT §5303 3C Transit Planning Contract #67436

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects - May 19, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Thouis Jones	Arlington resident	Supports the Green Line Extension to Route 16.	5/19/2011
Gwen Blackburn	Green Line Advisory Group for Medford	Does not support the Green Line Extension to Route 16. There is enough transportation between Medford and Boston. The project is a waste of funds.	5/19/2011
Maria Daniels	Unidentified	Supports the Green Line Extension to Route 16.	5/19/2011
Susan Fendell	Somerville resident	Supports the Green Line Extension to Route 16.	5/18/2011
Sophia Sayigh	Arlington resident	Supports the Green Line Extension to Route 16.	5/18/2011
Alex Formanek	Unidentified	Supports the Green Line Extension to Route 16.	5/18/2011
Nadia Sladkey	Arlington resident	Supports the Green Line Extension to Route 16.	5/18/2011
Tom Scott	Arlington resident	Supports the Green Line Extension to Route 16.	5/18/2011
John Roland Elliott	Medford resident	Supports the Green Line Extension to Route 16. It will improve air quality and access for the community. It will serve a marginalized, underserved population.	5/18/2011
DiDi Vaz	Medford resident	Supports the Green Line Extension to Route 16. The project will support economic development in the Medford Hillside neighborhood. The Route 16 terminus evaluates better in every evaluation criteria than the College Ave terminus. It should be a centerpiece of the Plan.	5/18/2011
Stephen Paul Linder	Medford resident	Supports the Green Line Extension to Route 16. Will improve connections from Medford to Cambridge.	5/18/2011
Unidentified	Unidentified	Supports the Green Line Extension to Route 16.	5/18/2011
Jeanne Griffith	Concord resident	Supports Phase 2 of the Bruce Freeman Rail Trail. It would improve non-motorized access to many destinations. Design funds have been committed to the Trail. It should be in the 2016-2020 time band. It will be a vital connection in a nascent, but growing, web of active transportation facilities.	5/18/2011
Carolyn Rosen, Chair	Green Line Advisory Group for Medford	Does not support the Route 16 terminus for the Green Line Extension. The T has a large backlog of deferred maintenance that must be addressed before expansion. There are already many bus routes in the area of the proposed station. The area is already a vibrant, walkable community. The Route 16 terminus would disrupt a historic African American community in West Medford.	5/19/2011
Dr. William Wood	Unidentified	Does not support the Route 16 terminus for the Green Line Extension. It will affect many lives, disrupt a vibrant historic African-American community, and increase traffic in the area requiring a parking lot. Supports the Green Line Extension to College Ave. The transit-oriented development planned for the area around Route 16 will not serve the needs of the existing community.	5/19/2011
Rep. Sciortino, Sen. Jehlen, Rep. Garballey	Massachusetts General Court	Urges the MPO to support the Green Line Extension to Route 16. The Patrick Administration supports the Route 16 terminus, and it is the preferred alternative identified in the Draft Environmental Impact Report. It is receiving very positive support from the community during the current MAPC public engagement. Expanding public transportation supports regional and statewide economic growth. The extension of the Green Line to College Ave fails to meet the Commonwealth's obligation to extend the Green Line to the Medford Hillside neighborhood. It will be more cost effective and less disruptive to the community to combined Phase 1 and 2 of the project. Funding for the entire project should be in the 2011-2015 time band of the Plan.	5/18/2011
Unidentified	Unidentified	Supports Investment Strategy 1 because it includes the Green Line Extension to Route 16. It will serve thousands of commuters, and fulfill the commitment to serve Medford Hillside	5/18/2011
Michael Lambert and Tom Bent	City of Somerville	Request that the Somerville Community Path Phase 2 (Lowell Street Station to Inner Belt District) be included in the Plan. This will pave the way for the City to seek external funds for the project. Design work has begun as part of the Green Line Extension project. The estimated cost is \$17 million, plus contingency, and the City expects it to decrease. It will connect trails in the western suburbs to Boston, and must be built along with the Green Line. Timing is important because of the Green Line project; the Path should be programmed for the 2013-2015 time period. The project will improve transportation options, unlock economic opportunity, and bring cleaner air and recreational space to an environmental justice community.	5/18/2011
Melissa B. Bennett	Medford resident	Supports Investment Strategy 1 because it includes the Green Line Extension to Route 16. Extending the Green Line to Route 16, rather than College Ave, improves its performance in every evaluation criteria.	5/18/2011
Erik Jacobs	Medford resident	Supports Investment Strategy 1 because it includes the Green Line Extension to Route 16. Extending the Green Line to Route 16, rather than College Ave, improves its performance in every evaluation criteria.	5/18/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects - May 19, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Andrew Callen	Acton resident	Supports the Bruce Freeman Rail Trail. The Trail would provide a commuting alternative to driving.	5/18/2011
Crispin Olson	Arlington resident	Supports the Green Line Extension to Route 16. It would serve the only environmental justice community in Arlington. It will serve many more people than would be served ending the project at College Ave.	5/18/2011
Kamal Dasu	Acton resident	Supports the Bruce Freeman Rail Trail. The project will provide access to commuter rail and bus, and provide congestion relief.	5/18/2011
Christopher Burgess	Unidentified	Supports the Bruce Freeman Rail Trail. It provides access to shopping in downtown Chelmsford and green commuting opportunities to IBM.	5/18/2011
Nancy Powers	Friends of the Bruce Freeman Rail Trail	Supports the Bruce Freeman Rail Trail for its transportation and recreational benefits.	5/18/2011
Doug Carr	Medford resident	Supports proposed Investment Strategy 1 because it's the only one that includes extending the Green Line to Route 16. Extending the project to Route 16 has mobility, ridership, environmental, cost effectiveness, and environmental justice benefits.	5/18/2011
Mary Ellen Chaney	Unidentified	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan. It will benefit many people, and the environment.	5/18/2011
Ed Kross	Framingham resident	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan. The Trail will offer commuting alternatives. The Central Mass. Rail Trail is also an important component in creating a path network.	5/18/2011
Donna Laquidara-Carr	Medford resident	Supports the proposed Investment Strategy 1 because it includes the Green Line Extension to Route 16. It will serve a larger market, and reduce traffic in the Hillside neighborhood. It will have environmental and social justice benefits.	5/18/2011
David G. Fox	Boxborough resident	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan. It will give people another commuting option, save oil, help air quality, and reduce wear and tear. It also has health benefits.	5/18/2011
Suzanne Knight	Concord resident	Supports Phase 2 of the Bruce Freeman Rail Trail. The Trail will provide safe access to several destinations. It would also be an ideal way to get to work.	5/18/2011
Lynn Weissman and Alan Moore	Friends of the Community Path	Requests a \$25 million budget line item be included in the proposed investment strategies to build the Community Path with the Green Line Extension. It would be more expensive, and logistically impractical, to design and build the Community Path after the Green Line Extension. Prefers, but does not endorse, Investment Strategy 3 presented at the May 5 meeting. None of the three strategies is consistent with GreenDOT, and none account for the need to program the Path with the Green Line Extension. The Path will connect the Minuteman and Charles River Path networks, reduce congestion, improve air quality and safety, and have benefits for the environmental justice neighborhoods of East Somerville.	5/18/2011
Anne Gardulski	Boxborough resident	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan. It will provide a safe recreational bike, running, walking path that will help the choke point at Concord Rotary. It will reduce congestion, provide non-motorized access to other modes and destinations, and build a strong sense of community. Supports Plan Strategy 3.	5/18/2011
Sherry Bauman	Unidentified	Supports the Community Path connector. The project will create a safe connection between the Minuteman Bikeway and the Charles River path network. It will have commuting, environmental, and health benefits.	5/18/2011
Tom Michelman	Acton resident	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan. The Trail has a contract in place for design and has overwhelming local support. The Sudbury portion of the project has not made enough progress, but has strong public support. The design will be completed for all relevant portions before 2016 if it's included in the Plan. The MPO does not put weight on several factors that support the Trail including the support for these facilities from the public, the need for alternative transportation in order to reduce dependency on imported oil, and the growth in bicycling that will result from the completion of a network, bike sharing, and allowing bikes on the T during peak hours. Urges the MPO to adopt Strategy 3 outlined in their May 5 meeting. The Plan can't be considered sustainable if it does not increase funding for bicycles and pedestrians.	5/18/2011
Cathy Ricketson	Westford resident	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan.	5/17/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects - May 19, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Cynthia McLain	Chelmsford resident	Supports including the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan. The extended trail would give people better access to many destinations, and other transportation facilities such as commuter rail and the Minuteman Bikeway. It will support sustainable transportation and give young people a safe place to learn to ride a bike. Failure to include the Trail in the Plan could result in the loss of federal design funds.	5/17/2011
Alan Frankel	Framingham resident	Supports including Phase 2 of the Bruce Freeman Rail Trail because it will help alleviate congestion and improve commuter access to commuter rail and bus. Phase 1 has been successful and delaying the project could result in the loss of federal funds and support from the Governor.	5/17/2011
Stanislav R. Mudrets	Framingham resident	Supports Phase 2 of the Bruce Freeman Rail Trail. Riding a bike is much cheaper than driving a car. It will help reduce congestion and pollution.	5/17/2011
Chad Gibson, Co-Chair	East Arlington Livable Streets Coalition	The proposed investment strategies 2 and 3 do not promote sustainability. Supports strategy 1 because it includes the Green Line Extension to Route 16. Encourages the MPO to lead the country in progressive transportation policy that will reduce our dependency on automobiles.	5/17/2011
Mayor Curtatone	City of Somerville	Requests that the Green Line Extension from College Ave. to Route 16 be included in the 2016-2020 time band of the Plan. The project will improve quality of life, decrease air pollution, and accelerate economic development. The Route 16 station presents an excellent opportunity for transit oriented development.	5/17/2011
Dick Williamson	Sudbury resident	Supports the Bruce Freeman Rail Trail. State and federal funds have been secured for design. Any project designed with federal funds must be in the first 10 years of the Plan. Expects construction of Phase 2A and 2C will be programmed before 2021. The Trail will provide non-motorized access to many destinations and other modes of transportation. Construction closer to 2013 is highly desirable.	5/17/2011
W. Barber	Concord resident	Supports the Bruce Freeman Rail Trail. It has recreational benefits, and will give people non-motorized access to parks, fields, and commercial centers.	5/17/2011
Alan Mertz	Acton resident	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan. It would provide non-motorized access to commuter rail and reduce congestion. The project is ready to access design funds, and must be in the first 10 years of the Plan in order to do so.	5/17/2011
Paul Cohen, Town Manager	Chelmsford	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan. It will provide alternative transportation access to many destinations, and provide open space and recreational opportunities.	5/17/2011
Blossom Hoag	Hingham resident	The Linden Ponds retirement community is not served by public transportation. The surrounding area is growing. A bus route on Whiting Street in Hingham would serve the elderly and employees in the area. It would connect modes of transportation.	5/17/2011
Steve Buchanan	Sudbury resident	Supports the Bruce Freeman Rail Trail because biking on roads is dangerous and the Trail would give people commuting options other than driving.	5/17/2011
Margaret Kohin	Acton resident	Supports Phase 2 of the Bruce Freeman Rail Trail because it serves a dual purpose for transportation and recreation. It will reduce automobile traffic, global warming, and gridlock.	5/17/2011
Bob Zuffante	Concord resident	Supports including Phase 2 of the Bruce Freeman Rail Trail in the earliest possible time band of the Plan because of the problems of obesity, scarce resources and pollution.	5/17/2011
P.McWilliams	Westford resident	Supports the Bruce Freeman Rail Trail because it provides people a safe place to exercise and commute.	5/17/2011
Dave and Emily		Supports the Bruce Freeman Rail Trail because it provides a healthy transportation choice.	5/17/2011
Lowell Gilbert	Acton resident	Supports the Bruce Freeman Rail Trail and bicycle facilities in general. Gasoline availability will inevitably drop making them necessary, and the Bruce Freeman Rail Trail will connect commercial areas and provide a safe crossing of Route 2.	5/17/2011
Jack Currier	Bruce Freeman Rail Trail; Nashua, NH,	Supports the Bruce Freeman Rail Trail because it will allow for more commuting by bicycle.	5/17/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects - May 19, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Gary Webster	Bruce Freeman Rail Trail	Supports the Bruce Freeman Rail Trail because it's a good use of scarce funds.	5/17/2011
Joshua Mazgelis	Westford resident	Supports the Bruce Freeman Rail Trail because it would give people non-motorized access to destinations they currently drive to, including a commuter rail station.	5/17/2011
Daniel Singer	Friends of the Bruce Freeman Rail Trail	Supports Phase 2 of the Bruce Freeman Rail Trail because it improves the quality of life surrounding it by providing recreation, exercise, and non-automotive access to businesses and offices, which relieves congestion and reduces pollution.	5/17/2011
Jane Calvin	Lowell Parks and Conservation Trust, Inc.	Supports the Bruce Freeman Rail Trail. Is working to ensure that the Concord River Greenway connects with the Bruce Freeman Rail Trail in Chelmsford.	5/17/2011
Steve Buchanan	Sudbury resident	Supports the Bruce Freeman Rail Trail for its commuting and safety benefits.	5/17/2011
Mark Childs		Supports Phase 2 of the Bruce Freeman Rail Trail for its health, recreational, and congestion reducing benefits.	5/16/2011
Maria Kuffner		Supports Phase 2 of the Bruce Freeman Rail Trail.	5/16/2011
Lynne Ziter	Sudbury Resident	Supports the Bruce Freeman Rail Trail for the health and quality of life benefits it will provide.	5/16/2011
Carol Doblewski	Friends of the Bruce Freeman Rail Trail; resident of Acton	Supports including the Bruce Freeman Rail Trail in the 2016 - 2020 time band of the Plan because it will give people access to destinations without needing a car, and health and quality of life benefits.	5/16/2011
Lisa Mandel		Supports including the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan for the environmental, health, and economic benefits.	5/16/2011
Denise Howard	Friends of the Bruce Freeman Rail Trail	Supports including the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan because of its health benefits. Voters prefer paths to highways.	5/16/2011
Josef Kerimo	Concord resident	Supports Phase 2 of the Bruce Freeman Rail Trail because it will provide connections to transit options and reduce congestion.	5/16/2011
Paulita Alinskas	Friends of the Bruce Freeman Rail Trail	Supports the Bruce Freeman Rail Trail because of the safety, health, and congestion benefits it will provide.	5/16/2011
Leonard Simon		Supports including the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan because of the safety and air quality benefits it will provide.	5/16/2011
Ann Grace		Supports the Bruce Freeman Rail Trail because it will improve air quality, health, and provide people access to the West Concord MBTA station.	5/16/2011
Kim Colson	Westford resident	Supports Phase 2 of the Bruce Freeman Rail Trail because it will allow people to reach destinations by bike rather than car and it will be a recreational resource.	5/16/2011
Kathryn Angell	Concord resident	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 timeslot of the LRTP because it will decrease congestion by providing alternatives to driving, connect to other bike investments in the region, and because of the time and effort dedicated to planning for	5/16/2011
Howard Quin		Supports including the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan.	5/16/2011
Daphne G. Freeman	Chelmsford resident	Supports the Bruce Freeman Rail Trail because it will provide an alternative to driving and connect to other transportation modes and bike investments in the region.	5/16/2011
Kathryn Achen Garcia		Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 timeslot of the Plan.	5/16/2011
Stuart Johnstone	Concord resident	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan because of the time and effort of the project proponents to advance the project to its current status, and the need for non-motorized transportation options.	5/16/2011
Nancy Savage	Acton resident	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan because it would give people a non-motorized option for commuting in a congested area.	5/16/2011
Jim Terry	Concord resident	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan because of the health benefits of the Trail, and because it will give people non-motorized access to many destinations in an area that is congested.	5/16/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects - May 19, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Lisa Underkoffler	Acton resident	Supports Phase 2 of the Bruce Freeman Rail Trail because of the health benefits of the Trail, and because it would give people non-motorized access to many destinations. It would also give people, including those confined to a wheel chair, access to fresh air and exercise.	5/16/2011
Rick Fallon	Acton resident	Supports Phase 2 of the Bruce Freeman Rail Trail	5/16/2011
Kathleen Klofft		Supports the Bruce Freeman Rail Trail because it will reduce congestion along local roadways.	5/16/2011
Bruce R. Freeman	Bedford, NH, resident and son of former Rep. Bruce Freeman	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 timeslot of the LRTP because it will decrease congestion by providing alternatives to driving, connect to other bike investments in the region, and because of the time and effort dedicated to planning for the Trail by the proponents. The Trail will help people save on the cost of gasoline, promote health, and help create a network that will allow bicycling to blossom. Voters prefer paths to highways.	5/16/2011
Richard E. Kenyon	Westford resident	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 timeslot of the LRTP because it will decrease congestion by providing alternatives to driving, connect to other bike investments in the region, and because of the time and effort dedicated to planning for the Trail by the proponents. The Trail will help people save on the cost of gasoline, promote health, and help create a network that will allow bicycling to blossom. Voters prefer paths to highways.	5/16/2011
Elizabeth Adams		Supports the Bruce Freeman Rail Trail because it will improve health and air quality, and relieve congestion.	5/15/2011
Frona Vicksell	Friends of the Bruce Freeman Rail Trail	Supports rail trails because they are safer and faster than roads for bicyclists and pedestrians.	5/15/2011
Michelle Lee	User of the Bruce Freeman Rail trail	Supports Phase 2 of the Bruce Freeman Rail Trail because it will provide connections to other modes of transportation and new bicycle investments, such as the Boston Bike Share.	5/15/2011
Barbara Pike	Bruce Freeman Rail Trail	Supports including Phase 2 of the Bruce Freeman Rail Trail in the 2016-2020 timeslot of the LRTP because it will provide an alternative to driving and connect many destinations.	5/15/2011
Sue Felshin	resident of Concord	Supports Phase 2 of the Bruce Freeman Rail Trail because it will give people alternatives to driving and reduce congestion.	5/15/2011
Eunice Garay	Sudbury Resident	Supports including the Bruce Freeman Rail Trail in the 2016-2020 time band of the Plan because of the quality of life and environmental benefits. It would allow people to replace auto trips with biking or walking trips.	5/15/2011
Rafael Mares	Conservation Law Foundation	The Conservation Law Foundation urges the MPO to keep the Green Line Extension to Route 16 in the Plan, and for the MPO to ensure that the Plan complies with the requirements of the GreenDOT initiative of MassDOT. There is community consensus that Route 16 is the best terminus for the Green Line Extension. The Commonwealth has incorporated GreenDOT into its Global Warming Solutions Act Climate Plan. Accordingly, in its consideration of projects to include in the Plan the MPO is required to plan for reducing greenhouse gas emissions over time. The LRTP must incorporate elements that balance highway system expansion with projects that support smart growth and promote public transportation, walking, and bicycling. Extending the Green Line to Route 16, and building the Somerville Community Path, are the types of projects that will enable the state to meet its greenhouse gas emissions reduction mandate.	5/12/2011
Wendy Landman, Executive Director	WalkBoston	Supports the Somerville Community Path because it will connect the Minuteman Bikeway and Charles River path network, and because it will support the Green Line Extension.	5/5/2011
Renata von Tscharnar, President	Charles River Conservancy	Urges the MPO to include the Community Path connector as a top priority bicycle and pedestrian project in the Universe of Projects for the next Plan. The Path will connect the Minuteman Bikeway and the Charles River path network, and stations of the Green Line Extension. The developers of North Point in Cambridge are building the path through their property. The Path must be built with the Green Line Extension.	5/2/2011
Carole Wolfe	Sudbury resident	Does not support the Bruce Freeman Rail Trail because it is for recreation, rather than transportation; most people will drive to it; it costs about \$3 million per mile; it would run through environmentally sensitive areas; and the path will not be convenient for accessing destinations such as schools. Funds are scarce and would better be spent on projects that move large numbers of people, such as public transportation.	5/2/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects - May 19, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Catharine M. Hornby, Chair	Cambridge Bicycle Committee	Supports including the Somerville Community Path project in the Plan because it will connect the Minuteman Bikeway to downtown Boston, and because it will support the Green Line Extension.	5/2/2011
Urban Ring Phase 2 Citizens' Advisory Committee	Urban Ring Phase 2	The Urban Ring project contains several elements that would be worthwhile as stand alone projects. The Urban Ring is the surest way to direct development to dense, already developed areas. The CAC welcomes the MPO policy that economic impacts are a criterion for evaluating projects. The project would also address policies calling for a higher transit mode share, and actions to address climate change and transportation equity. Among the early actions the MPO can take to address issues identified through the needs assessment are: * Ruggles Station platform improvements * Bus lanes on 1st Street in Cambridge, and 3rd and Main Street near Kendall Square, and Main and Albany Streets to Cambridgeport * Extension of Silver Line service into Chelsea along the new bypass road, and a dedicated busway from Everett to the Orange Line via Wellington with a new bridge over the Malden River, or via mixed traffic on Route 99 with access to Sullivan Square Station through bus lanes * Melnea Cass Blvd. reconstruction with a center median busway * Mountfort St. corridor with bus lanes on the Carlton St. bridge, and between Park Dr. and Beacon St * Albany St. bus lanes in Boston * Massachusetts Ave. and Columbia Point bus lanes These projects and components of projects address the Plan's priorities and should be modeled to document their benefits.	3/21/2011
Arlene Wyman Petri	Unidentified	Supports the Community Path because it will support health and the environment, reduce congestion, and improve the quality of life.	5/9/2011
William H. Petri	Wayland resident	Supports the Community Path because of its safety, mobility, and environmental benefits. It will connect the Minuteman Bikeway and the Charles River path network. Would like the MPO to fund the Cedar to Lowell section in the 2012 Transportation Improvement Program. The Community Path should be built with the Green Line Extension.	5/4/2011
Keja Valens	Somerville resident	Supports including the Community Path connector in the Plan because of the project's environmental benefits. The Path will also promote access for all people to the Green Line Extension.	5/3/2011
Ryan Robbins	Somerville resident	Supports including the Community Path connector in the Plan because it will close gaps in the region's bike network. The Path should be build along with the Green Line Extension.	5/3/2011
Kathleen Knisely	Somerville resident	Supports the Community Path connector. The project will create a safe connection between the Minuteman Bikeway and the Charles River path network. It will have commuting, recreational, social, and health benefits.	5/2/2011
Laura McMurry	Cambridge resident	Supports including the Community Path connector in the Plan because it will close gaps in the region's bike network. The Path should be build along with the Green Line Extension.	5/2/2011
John Wilde	Somerville resident	Supports including the Community Path connector in the Plan because of the project's environmental benefits. The Path will also promote access for all people to the Green Line Extension. It should be built with the Green Line Extension.	5/2/2011
Linda Lintz	Medford resident	Supports including the Community Path connector in the Plan because it will close gaps in the region's bike network and provide access for all users to the Green Line Extension. The Path should be build along with the Green Line Extension.	5/2/2011
Jonathan O'Connor	Boston resident	Supports building the Community Path connector with the Green Line Extension because it will be cost effective to build them together, and they will both reduce congestion. The Path has environmental, health, financial, and safety benefits. It will provide a place for children to safely learn to ride a bike. It will promote health, local business, quality of life, and close a gap in the path network.	5/2/2011
Camille Petri	Unidentified	Supports the Community Path connector because of its community safety, environmental, health, and mobility benefits. It must be built with the Green Line Extension.	5/2/2011
Ulandt Kim	Somerville resident	Supports the Community Path connector because it will provide a safe place to bike and walk. It should be a higher priority than the Green Line Extension.	5/2/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects - May 19, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Alex Feldman	Somerville resident	Supports the Community Path connector because it will reduce congestion, increase T ridership, promote exercise, and support the Bike Share program. It will also connect the Minuteman Bikeway to the Charles River Path Network. It should be designed and built with the Green Line Extension.	5/2/2011
Gabrielle Weiler	Boston resident	Supports the Community Path connector because it will close gaps in the region's bike network. It should be designed and built with the Green Line Extension.	5/2/2011
Jeff Reese	Medford resident	Supports including the Community Path connector in the Plan because it will close gaps in the region's bike network. The Path will also promote access for all people to the Green Line Extension. It should be built with the Green Line Extension.	5/2/2011
Joel Snider	Cambridge resident	Supports the Community Path connector because it will close gaps in the region's bike network and provide access into Boston and Cambridge for major events such as the 4th of July. It should be designed and built with the Green Line Extension.	5/2/2011
Dan Hamalainen	Waltham resident	Supports the Community Path connector because it will close gaps in the region's bike network. It should be designed and built with the Green Line Extension.	5/2/2011
Anna Anctil	Watertown resident	Supports the Community Path connector because it will close gaps in the region's bike network, and give people a safe place to bike. It should be designed and built with the Green Line Extension.	5/2/2011
Sen. Tolman; Rep. Brownsberger; Belmont Selectmen Jones, Paolillo, and Firenze	Elected officials representing Belmont	Support the Belmont Trapelo Road Corridor Project. Belmont has spent about \$2.7 million on the project. Pleased that the project was identified as a regional need. Ask that the project be included in the Plan, and ultimately placed in the 2015 element of the TIP. It is expected that right of way will be secured by spring of 2012.	5/2/2011
David H. Douglas	Somerville resident	Supports including the Community Path connector in the Plan because it will close gaps in the region's bike network. The Path will also promote access for all people to the Green Line Extension. It should be built with the Green Line Extension.	5/1/2011
Jay Wessland	Somerville resident	Supports including the Community Path connector in the Plan because it will close gaps in the region's bike network. The Path will also promote access for all people to the Green Line Extension. It should be built with the Green Line Extension.	5/1/2011
Michelle Liebetreu	Somerville resident	Supports including the Community Path connector in the Plan because it will close gaps in the region's bike network. The Path will also promote access for all people to the Green Line Extension. It should be built with the Green Line Extension.	5/1/2011
Resa Blatman & Stefan Cooke	Somerville residents	Supports including the Community Path connector in the Plan because it will close gaps in the region's bike network. The Path will also promote access for all people to the Green Line Extension. It should be built with the Green Line Extension.	5/1/2011
Fred Berman and Lori Segall	Somerville residents	Supports including the Community Path connector in the Plan because it will close gaps in the region's bike network. The Path will also promote access for all people to the Green Line Extension. It should be built with the Green Line Extension.	5/1/2011
Pauline Lim	Somerville resident	Supports including the Community Path connector in the Plan because it will close gaps in the region's bike network. The Path will also promote access for all people to the Green Line Extension. It should be built with the Green Line Extension.	5/1/2011
Jess Hicks	Somerville resident	Supports including the Community Path connector in the Plan because it will close gaps in the region's bike network. The Path will also promote access for all people to the Green Line Extension. It should be built with the Green Line Extension.	4/30/2011
Matthew Belmonte	Unidentified	Supports including the Community Path connector in the Plan because it will close gaps in the region's bike network and improve safety. It should be built with the Green Line Extension.	4/29/2011
Arnold Reinhold	Cambridge resident	Supports including the Community Path connector in the Plan because it is cost effective and will close gaps in the region's bike network. It should be built with the Green Line Extension.	4/29/2011
Lynn Weissman and Alan Moore	Friends of the Community Path	Supports the Community Path, which will connect the Minuteman Bikeway to the Charles River path network. The Path needs to be built with the Green Line Extension. The Path is consistent with the Plan's visions and policies, and addresses identified needs. The density of Somerville, and the critical connection made by the path, mean that no other multi-use trail proposed in the region will generate the usage of the Community Path. The Path will bring riders to the Green Line extension, will fill a missing link, will provide a safe and emissions free path to downtown Boston, will provide recreational and open space in environmental justice communities, and will create safe routes to schools. The Path has been identified as a priority in many other planning documents, and has already received funding from the MPO for other sections. It is part of other proposed trails. The Path is consistent with new federal and state policy directives encouraging livability and healthy transportation.	4/27/2011

Paths to a Sustainable Region, Summary of Feedback Related to the Universe of Projects - May 19, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Lynn Weissman and Alan Moore	Friends of the Community Path	In an addendum to their 4/27/11 letter stated the following points: Please include the Community Path in the list of Projects and Programs by Investment Category released on April 5. There is tremendous regional support for the project. In March, 138 letters in support of the project were sent to the MPO. Many of the letters expressed the safety benefits of the project.	5/3/2011
Alice Grossman	Somerville resident	Supports including the Community Path connector in the Plan because it will close gaps in the region's bike network. The Path will also promote access for all people to the Green Line Extension. It should be built with the Green Line Extension.	4/27/2011
Robert O'Brien, Executive Director	Downtown North Association	Supports the Causeway Street Crossroads Initiative and the larger Boston Crossroads Initiative. Causeway Street supports very high pedestrian volumes to and from regional centers of employment, recreation, and transportation. The project is consistent with the visions and policies of the Plan. The project addresses a regional need. The project will restore the connection between the West and North Ends, long severed by the elevated highway and transit facilities. The project will make Causeway Street a vibrant multi-modal urban boulevard that supports livability, mobility, safety, and aesthetics. Asks the MPO to support the project.	4/20/2011
Susan Brooks	Unidentified	Supports the Bruce Freeman Rail Trail because it provides non-motorized access to several destinations.	4/15/2011
Terri North	Kenmore Residents Group	Supports the Commonwealth Ave Phase 2A improvement project.	4/13/2011
Melissa Hoffer	Conservation Law Foundation	The State's Clean Energy and Climate Plan for 2020 requires the Plan to address MassDOT's three sustainability goals and plan for reducing greenhouse gas emissions over time. It will require that MPOs and MassDOT balance highway system expansion with projects that support other modes and smart growth. The Plan is also required to evaluate greenhouse gas emissions and ensure that the emissions are reduced over time. The emissions must fit into an overall statewide greenhouse gas reduction target. Would like to know how greenhouse gas emissions will be quantified and whether or not each project will be evaluated individually. Would like to know who will be responsible for quantifying the emissions. Would like to know how the methods of different agencies for quantifying emissions will be made consistent. Would like to know which methods will be used, which model will be used to estimate VMT, and whether or not induced demand will be considered.	4/12/2011
Pam Beale, President	Kenmore Association	Supports the Commonwealth Ave, Phase 2A improvement project. Phase 1 enhanced the streetscape and improved safety for all street users.	4/10/2011
Elizabeth Walsh	Boston resident	Supports the Commonwealth Ave., Phase 2A improvement project	4/8/2011
Suzanne Kennedy, Town Administrator	Town of Medway	Medway has hired a design firm for the reconstruction of Route 109. This demonstrates the town's strong commitment in taking appropriate project management actions.	4/7/2011
Yvette Lancaster, President	Audobon Neighborhood Citizens Group	Supports the Commonwealth Ave, Phase 2A improvement project. It will enhance the streetscape and improve safety for all street users.	4/7/2011
Alan Weinberger	Bay State Road Neighborhood Association	Supports the Commonwealth Ave, Phase 2A improvement project. Phase 1 enhanced the streetscape for all users.	
Bob Church	Kenmore Towers	Supports the Commonwealth Ave, Phase 2A improvement project.	4/1/2011
Gary Nicksa, Vice President for Operations	Boston University	Supports the Commonwealth Ave, Phase 2A improvement project. It will enhance the streetscape and improve safety for all street users.	3/28/2011

**Paths to a Sustainable Region Web and E-mail Feedback
March 3 - May 12, 2011**

NAME	AFFILIATION	FEEDBACK	DATE
Susan Brooks	Unidentified	I use the Bruce Freeman Rail Trail often. It is easy to get errand done and a fun way to bike around. A lot of shopping is near the trail so I can combine stops. I would like more bike racks, such as the post office and our town hall. Thank you for expanding the rail trails and seeing their benefit to the community.	4/15/2011
Matthew Belmonte	Unidentified	<p>I'm writing to support inclusion of the Somerville Community Path in the Long Range Transportation Plan (LRTP), "Paths to a Sustainable Region." This planned 2.5-miles extension of the Somerville Community Path to Lechmere would at long last link the 23-mile Minuteman cycleway network with downtown Boston and the 23-mile Charles River path network, and also with the Green Line Extension stations. This extension of the Community Path cannot be designed and built, though, unless it shares infrastructure, right-of-way, and heavy construction with the Green Line Extension. Because the Green Line Extension will start construction in about two years, further funds must be identified for the accompanying Community Path extension. Inclusion of the Somerville Community Path in the LRTP will maximise chances for such funding.</p> <p>Existing routes between West Somerville and downtown Boston can be treacherous, mostly because of motorists who fail to yield to oncoming traffic. Absent any reformation of Massachusetts drivers, cyclists need a route that's separated from traffic. Without the path extension, it's only a matter of time will another cyclist will be seriously injured or killed on the streets of Cambridge or Somerville.</p>	4/29/2011
Arnold Reinhold	Cambridge resident	<p>I'm writing to urge the MPO to include the Somerville Community Path connector as a top priority bicycle and pedestrian transportation project in the Long Range Transportation Plan. Inclusion will maximize the chances of future funding for the Community Path.</p> <p>I believe this is a particularly important project as it will link the highly successful Minuteman Path to downtown Boston and the Charles River. However, it cannot be designed and built without sharing infrastructure, right-of-way, and heavy construction with the Green Line extension. The path will also bring riders to the new Green Line stations, none of which have any provision for parking. The Green Line extension will start construction in about 2 years, but more funding needs to be identified for the Path.</p> <p>Please give your careful consideration of this highly cost effective project.</p>	4/29/2011
Jess Hicks	Somerville resident	<p>As an abutter to the proposed Community Path extension in Somerville, I'm writing to urge the MPO to include the Community Path connector as a top priority bicycle and pedestrian transportation project in the Long Range Transportation Plan (LRTP), "Paths to a Sustainable Region." This will maximize the the chances of important future funding for the Community Path.</p> <p>The proposed 2-1/2 mile Community Path will link the 23-mile Minuteman Bikeway and the 23-mile Charles River path networks. The Path will be a safe, ADA-compliant, zero-emissions, traffic-free, off-road route for pedestrians, bicyclists, people in wheelchairs, and other multi-modal transportation users. Moreover, it will bring these people to the new GLX stations. However, it cannot be designed and built without sharing infrastructure, right-of-way, and heavy construction with the Green Line extension (GLX). Since the GLX will start construction in about 2 years, more funding needs to be identified for the Path.</p> <p>On a personal note, the Path in its current form is one of the myriad reasons I chose to live in Somerville and have stayed here for nearly twenty years. It is one of the reasons I purchased my home and decided to stay here to raise my family. The Path in its current form sustained us as a young family, bringing us miles of joy in strollers, tricycles, and first, toddling steps. We look forward to strapping on helmets, taking off training wheels, and rolling out of our back gate onto the Path extension.</p> <p>Thank you for your consideration of this critical project.</p>	4/30/2011

**Paths to a Sustainable Region Web and E-mail Feedback
March 3 - May 12, 2011**

NAME	AFFILIATION	FEEDBACK	DATE
David H. Douglas	Somerville resident	<p>I'm writing to urge the MPO to include the Community Path connector as a top priority bicycle and pedestrian transportation project in the next Long Range Transportation Plan (LRTP) , "Paths to a Sustainable Region." This will maximize the chances of the State seeking and allocating future funding for the Community Path.</p> <p>The proposed 2-1/2 mile Community Path will link the 23-mile Minuteman Bikeway and the 23-mile Charles River path networks. The Path will be a safe, ADA-compliant, zero-emissions, traffic-free, off-road route for pedestrians, bicyclists, people in wheelchairs, and other multi-modal transportation users that will bring these people to the new Green Line extension (GLX).</p> <p>The Community Path connector must be designed and built with the GLX), since it must share infrastructure, right-of-way, and heavy construction with the GLX. Since the GLX is required to start construction in the next few years, additional funding will be needed to complete the Path.</p>	5/1/2011
Jay Wessland	Somerville resident	<p>I'm writing to urge the MPO to include the Community Path connector as a top priority bicycle and pedestrian transportation project in the next Long Range Transportation Plan (LRTP) , "Paths to a Sustainable Region." This will maximize the chances of the State seeking and allocating future funding for the Community Path.</p> <p>The proposed 2-1/2 mile Community Path will link the 23-mile Minuteman Bikeway and the 23-mile Charles River path networks. The Path will be a safe, ADA-compliant, zero-emissions, traffic-free, off-road route for pedestrians, bicyclists, people in wheelchairs, and other multi-modal transportation users that will bring these people to the new Green Line extension (GLX).</p> <p>The Community Path connector must be be designed and built with the GLX), since it must share infrastructure, right-of-way, and heavy construction with the GLX . Since the GLX is required to start construction in the next few years, additional funding will be needed to complete the Path.</p>	5/1/2011
Michelle Liebetreu	Somerville resident	<p>I'm writing to urge the MPO to include the Community Path connector as a top priority bicycle and pedestrian transportation project in the next Long Range Transportation Plan (LRTP) , "Paths to a Sustainable Region." This will maximize the chances of the State seeking and allocating future funding for the Community Path.</p> <p>The proposed 2-1/2 mile Community Path will link the 23-mile Minuteman Bikeway and the 23-mile Charles River path networks. The Path will be a safe, ADA-compliant, zero-emissions, traffic-free, off-road route for pedestrians, bicyclists, people in wheelchairs, and other multi-modal transportation users that will bring these people to the new Green Line extension (GLX).</p> <p>The Community Path connector must be be designed and built with the GLX), since it must share infrastructure, right-of-way, and heavy construction with the GLX . Since the GLX is required to start construction in the next few years, additional funding will be needed to complete the Path.</p>	5/1/2011
Resa Blatman & Stefan Cooke	Somerville residents	<p>I'm writing to urge the MPO to include the Community Path connector as a top priority bicycle and pedestrian transportation project in the next Long Range Transportation Plan (LRTP) , "Paths to a Sustainable Region." This will maximize the chances of the State seeking and allocating future funding for the Community Path.</p> <p>The proposed 2-1/2 mile Community Path will link the 23-mile Minuteman Bikeway and the 23-mile Charles River path networks. The Path will be a safe, ADA-compliant, zero-emissions, traffic-free, off-road route for pedestrians, bicyclists, people in wheelchairs, and other multi-modal transportation users that will bring these people to the new Green Line extension (GLX).</p> <p>The Community Path connector must be be designed and built with the GLX), since it must share infrastructure, right-of-way, and heavy construction with the GLX . Since the GLX is required to start construction in the next few years, additional funding will be needed to complete the Path.</p>	5/1/2011

**Paths to a Sustainable Region Web and E-mail Feedback
March 3 - May 12, 2011**

NAME	AFFILIATION	FEEDBACK	DATE
Fred Berman and Lori Segall	Somerville residents	<p>With apologies for largely copying someone else's email (because it accurately reflects our position), we are writing to urge the MPO to include the Somerville Community Path Connector as a top priority bicycle and pedestrian transportation project in the next Long Range Transportation Plan (LRTP) , "Paths to a Sustainable Region." This will maximize the chances of the State seeking and allocating future funding for the Community Path.</p> <p>The proposed 2-1/2 mile Community Path will link the 23-mile Minuteman Bikeway and the 23-mile Charles River path networks. The Path will be a safe, ADA-compliant, zero-emissions, traffic-free, off-road route for pedestrians, bicyclists, people in wheelchairs, and other multi-modal transportation users that will bring these people to the new Green Line extension (GLX).</p> <p>The Community Path connector must be designed and built with the GLX), since it must share infrastructure, right-of-way, and heavy construction with the GLX . Since the GLX is required to start construction in the next few years, additional funding will be needed to complete the Path. Just to state the obvious, if the Path is not built contemporaneously with the Green Line Extension, construction of the Path will be substantially more expensive and more complicated, and will be greatly delayed. Building the Path and the GLX at the same time is cost effective and synergistic.</p>	5/1/2011
Pauline Lim	Somerville resident	<p>I am a bicycle commuter and I'm writing to urge the MPO to include the Community Path connector as a top priority bicycle and pedestrian transportation project in the next Long Range Transportation Plan (LRTP), "Paths to a Sustainable Region." This will maximize the chances of the State seeking and allocating future funding for the Community Path.</p> <p>The proposed 2-1/2 mile Community Path will link the 23-mile Minuteman Bikeway and the 23-mile Charles River path networks. The Path will be a safe, ADA-compliant, zero-emissions, traffic-free, off-road route for pedestrians, bicyclists, people in wheelchairs, and other multi-modal transportation users that will bring these people to the new Green Line extension (GLX).</p> <p>The Community Path connector must be be designed and built with the GLX), since it must share infrastructure, right-of-way, and heavy construction with the GLX . Since the GLX is required to start construction in the next few years, additional funding will be needed to complete the Path.</p> <p>Thank you for fighting the good fight!</p>	5/1/2011

**Paths to a Sustainable Region Web and E-mail Feedback
March 3 - May 12, 2011**

NAME	AFFILIATION	FEEDBACK	DATE
Kathleen Knisely	Somerville resident	<p>Dear planners all,</p> <p>As a 59 year old bike rider, I'm trying more and more to use the bike and not the car -- for exercise, for the energy conservation, all of that. I've done some bike planning myself in a previous lifetime in the Amherst Planning office and I get it. Money is tight, and I respect your challenge in setting priorities. Let me just note that, as a lifelong area resident, I am constantly getting questioned by newcomers to biking about the safest and easiest way to get from the Minuteman Bikeway and its extensions to the Charles River and Boston. The answer is simple: there isn't one.</p> <p>I then proceed to suggest several tortuous routes. Scares the daylights out of me to be in that vicious auto traffic, but I take my time, wear my helmet, and hope for the best. Spent the weekend looking after my 24 year old son recovering from shoulder surgery after being hit by a car on his bike, but that's another story.</p> <p>Please know that you have a lot of public support to do the right thing here. The benefits pile on themselves, as you can see more and more people making the move to bike transportation as opposed to their automobiles, and as health issues increase in importance. This is a very very important linkage for commuters for sure, but also for errands, doctor visits, recreations, socialization, and exercise. Last week I volunteered to help our City with a pedestrian and bike count on our Community Path and was amazed at the volumes of pedestrians, strollers, scooters, and dog walkers that were also active on the path, even during thunderstorm and rain.</p> <p>I'm a constant voter and taxpayer, a fiscal conservative to be sure, and I ask for your consideration in support of this linkage as a priority in the region's Long Range Transportation Plan. The Green Line extension project offers vital opportunity to incorporate linkage work, if the linkage is identified as a planning priority. Please give it your support.</p>	5/2/2011
Laura McMurry	Cambridge resident	<p>As a longtime commuter bicyclist as well as public transit user, I'm writing to urge the MPO to include the Community Path connector as a top priority bicycle and pedestrian transportation project in the next Long Range Transportation Plan (LRTP) , "Paths to a Sustainable Region."</p> <p>The proposed 2-1/2 mile Community Path will link the 23-mile Minuteman Bikeway and the 23-mile Charles River path networks.</p> <p>The Community Path connector must be be designed and built with the Green Line extension, since it must share infrastructure, right-of-way, and heavy construction with the Green Line extension. Since this extension is required to start construction in the next few years, additional funding will be needed to complete the Path.</p> <p>I hope we do not lose this opportunity.</p>	5/2/2011
John Wilde	Somerville resident	<p>I'm writing to urge the MPO to include the Community Path connector as a top priority bicycle and pedestrian transportation project in the next Long Range Transportation Plan (LRTP) , "Paths to a Sustainable Region." This will maximize the chances of the State seeking and allocating future funding for the Community Path.</p> <p>The proposed 2-1/2 mile Community Path will link the 23-mile Minuteman Bikeway and the 23-mile Charles River path networks. The Path will be a safe, ADA-compliant, zero-emissions, traffic-free, off-road route for pedestrians, bicyclists, people in wheelchairs, and other multi-modal transportation users that will bring these people to the new Green Line extension (GLX).</p> <p>The Community Path connector must be be designed and built with the GLX), since it must share infrastructure, right-of-way, and heavy construction with the GLX . Since the GLX is required to start construction in the next few years, additional funding will be needed to complete the Path.</p>	5/2/2011
Linda Lintz	Medford resident	<p>We've come so far, yet I'm writing to urge the MPO to include the Community Path connector as a top priority bicycle and pedestrian transportation project in the next Long Range Transportation Plan (LRTP) , "Paths to a Sustainable Region." This will maximize the chances of the State seeking and allocating future funding for the Community Path otherwise it may not happen.</p> <p>The proposed 2-1/2 mile Community Path will link the 23-mile Minuteman Bikeway and the 23-mile Charles River path networks. The Path will be a safe, ADA-compliant, zero-emissions, traffic-free, off-road route for pedestrians, bicyclists, people in wheelchairs, and other multi-modal transportation users that will bring these people to the new Green Line extension (GLX). The Community Path connector must be be designed and built with the GLX), since it must share infrastructure, right-of-way, and heavy construction with the GLX . Since the GLX is required to start construction in the next few years, additional funding will be needed to complete the Path.</p>	5/2/2011

Paths to a Sustainable Region Web and E-mail Feedback
March 3 - May 12, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Jonathan O'Connor	Boston resident	<p>Please support the Community path connector in tandem with the Green Line extension project. Both initiatives will do much to relieve traffic congestion that has increased strains on roads and bridges, so it would be pound wise to do both projects together while it is cost effective to do so.</p> <p>Nurturing a pedestrian culture wherever possible is vital in a number of ways. Firstly, for many working residents in Boston, driving to work is becoming financially crushing due to increased gas prices and astronomical parking rates, particularly in these hard economic times. Wherever viable alternatives are given, people do respond! I am deeply grateful for Mayor Menino's recent campaign to include bike lanes and bike safety and have seen the number of bikers skyrocket over the last decade. Just imagine if all of those riders were in idling in cars and suv's on Mass Ave during rush hour!</p> <p>Additionally, the bike paths have a merit that the street bike lanes do not. They are the only place where children can learn to ride and ride safely for extended periods of time. Growing up in Watertown, I recall the many bike trips I made down the esplanade to Harvard square and the Museum of Science. Tobacco companies and Mcdonalds have known for years that the best way to get a permanent customer base is to get children hooked. I think I became permanently hooked on biking from my rides around the Charles River, it became cemented in my mind that biking was a good way to get to places long before I ever got my license. (My pickup truck is parked at home as I write this letter on break from work!)</p> <p>The bike connector in along with the LRTP is a very small additional investment when one considers the amazing gains. Pedestrian cultures are physically healthier and therefore create less strain on the health-care system. They are more likely to promote local businesses and shops rather strip malls and franchises. They are more aware of their neighbors and more active in their community. We're so close to finishing a pedestrian segment that would connect Bedford to Boston. Lets complete the LRTP the right way, the circumstances will never be more opportunistic!</p>	5/2/2011
Camille Petri	Unidentified	<p>I'm writing to you in support of the Community Path connector. This short path provides a vital link in the regional off-street transportation network and gives residents from Bedford to Boston a meaningful improvement in community safety, environment and mobility. In addition, supporting such development plays a vital role in promoting fitness and enjoyment of the outdoors for many, many neighborhoods while cultivating an appreciation for nature and the benefits of exercise.</p> <p>It is extremely important to keep the path on the Long Range Transportation Plan, as the path shares a right of way with the Green Line Extension project, and so they must be built together.</p> <p>Please keep the Community Path on the LRTP, so it can finally connect to Boston.</p> <p>Thank you for your attention to this matter.</p>	5/2/2011
Ulandt Kim	Somerville resident	<p>I may have written before, but I guess I am doubly concerned about concerns of the path not being included in the next stages of LRTP.</p> <p>For me -- and a lot of other people, hundreds of whom I see risking their lives in traffic every day -- the path ("community path" is a silly name in my opinion) and connector are a lot more important than the green line extension. I'd say design and build the path first, then fuss with the green line. Of course I might feel differently when I am 75 and can't ride or walk very far. Anyway, I hope you understand the importance of this opportunity. If the green is built without the path, I swear I will boycott the T for the rest of my life.</p>	5/2/2011

**Paths to a Sustainable Region Web and E-mail Feedback
March 3 - May 12, 2011**

NAME	AFFILIATION	FEEDBACK	DATE
Alex Feldman	Somerville resident	<p>SOS ! Help .. Now !! This is the moment to help the Community Path connect to Boston, and the 23 miles of dedicated paths. You know the many benefits:</p> <ul style="list-style-type: none"> * less cars clogging roadways to Boston. * Increase ridership on the T * More exercise means healthier people * Obesity is becoming epidemic * Well timed to the bicycle - kiosk program <p>Please include the Community Path connector as a top priority bicycle and pedestrian transportation project in the next Long Range Transportation Plan (LRTP) , "Paths to a Sustainable Region." This will maximize the chances of the State seeking and allocating future funding for the Community Path.</p> <p>The Community Path connector must be designed and built with the GLX, since it must share infrastructure, right-of-way, and heavy construction with the GLX . Since the GLX is required to start construction in the next few years, additional funding will be needed to complete the Path.</p> <p>Let's act now. My kids will thank you for it . I don't mind if we name the path after you !</p>	5/2/2011
Gabrielle Weiler	Boston resident	<p>I live in Jamaica Plain and commute daily by bike to Tufts University. All through Boston, I take bike paths, ending up on the esplanade. This short path would keep me off Mass ave between Harvard and Porter. It would make my commute safer, faster, and more pleasant.</p> <p>This short path provides a vital link in the regional off-street transportation network and gives residents from Bedford to Boston a meaningful improvement in community safety, environment and mobility.</p> <p>It is extremely important to keep the path on the Long Range Transportation Plan, as the path shares a right of way with the Green Line Extension project, and so they must be built together.</p> <p>Please keep the Community Path on the LRTP, so it can finally connect to Boston.</p>	5/2/2011
Jeff Reese	Medford resident	<p>I'm writing to urge the MPO to include the Community Path connector as a top priority bicycle and pedestrian transportation project in the Long Range Transportation Plan (LRTP), "Paths to a Sustainable Region." This will maximize the chances of important future funding for the Community Path.</p> <p>The proposed 2-1/2 mile Community Path will link the 23-mile Minuteman Bikeway and the 23-mile Charles River path networks. The Path will be a safe, ADA-compliant, zero-emissions, traffic-free, off-road route for pedestrians, bicyclists, people in wheelchairs, and other multi-modal transportation users. Moreover, it will bring these people to the new GLX stations. However, it cannot be designed and built without sharing infrastructure, right-of-way, and heavy construction with the Green Line extension (GLX). Since the GLX will start construction in about 2 years, more funding needs to be identified for the Path.</p> <p>I have lived alongside the path in Somerville in the past and made very good use of it, walking it to get to the Davis Square T stop, or biking or jogging on it for exercise and recreation. I currently live close to Magoun Square, further from the existing path, but near where it could be extended. I've always thought it was a major shame that the path didn't continue into Boston or connect with other regional bike paths. THIS IS THE OPPORTUNITY TO DO SO!!! Let's do it! Once the path is extended, I will undoubtedly use it as often as I did when I lived closer to it in Somerville.</p>	5/2/2011

**Paths to a Sustainable Region Web and E-mail Feedback
March 3 - May 12, 2011**

NAME	AFFILIATION	FEEDBACK	DATE
Joel Snider	Cambridge resident	<p>I live in Porter Square, Cambridge and use the bike path frequently but would appreciate a safer path into Boston via the proposed Connector. It would enable families to bike to Boston safely and decrease car traffic during major events there(Think July 4).</p> <p>I'm writing to urge the MPO to include the Community Path connector as a top priority bicycle and pedestrian transportation project in the next Long Range Transportation Plan (LRTP) , "Paths to a Sustainable Region." This will maximize the chances of the State seeking and allocating future funding for the Community Path.</p> <p>The Community Path connector must be be designed and built with the GLX), since it must share infrastructure, right-of-way, and heavy construction with the GLX . Since the GLX is required to start construction in the next few years, additional funding will be needed to complete the Path.</p>	5/2/2011
Dan Hamalainen	Waltham resident	<p>I am writing to request that your committee include the Community Path connector in the long range transportation plan (LRTP), "Paths to a Sustainable Region", in order to maximize the probability that the state includes funding for the Community Path.</p> <p>It is very important to me that the path move forward with connecting the Minuteman Trail and the Charles River path networks, and the only way the path can be built is if it's designed and built along with the Green Line Extension.</p>	5/2/2011
Anna Anctil	Watertown resident	<p>I'm writing this e-mail to you tonight with one hand, the other being confined at the moment by an elbow brace as I recuperate from injuries sustained during my bike commute to work 2 weeks ago. I swerved to avoid being struck by a car door opened by a motorist as I passed by and ended up face down in the street with a broken bone, cuts and bruises. My commute is a mere 4 miles, and biking it makes sense- it's one less car on the road, one more parking spot or bus seat available to others, I get exercise and the environment benefits.</p> <p>However, the route I travel each day to work does not include a bike lane or bike path and I find that despite my efforts to be careful and to follow all the rules of the road, getting to work by bike can a treacherous endeavor. There is much to be done to promote biking as a safe and healthy mode of transportation and bike paths are key! I urge the MPO to include the Community Path connector as a top priority bicycle and pedestrian transportation project in the Long Range Transportation Plan (LRTP), "Paths to a Sustainable Region." This will maximize the the chances of important future funding for the Community Path.</p> <p>The proposed 2-1/2 mile Community Path will link the 23-mile Minuteman Bikeway and the 23-mile Charles River path networks. The Path will be a safe, ADA-compliant, zero-emissions, traffic-free, off-road route for pedestrians, bicyclists, people in wheelchairs, and other multi-modal transportation users. Moreover, it will bring these people to the new GLX stations. However, it cannot be designed and built without sharing infrastructure, right-of-way, and heavy construction with the Green Line extension (GLX). Since the GLX will start construction in about 2 years, more funding needs to be identified for the Path.</p> <p>Thank you for your consideration of this critical project.</p>	5/2/2011
Keja Valens	Somerville resident	<p>I'm writing to urge the MPO to include the Community Path connector as a top priority bicycle and pedestrian transportation project in the next Long Range Transportation Plan (LRTP) , "Paths to a Sustainable Region." This will maximize the chances of the State seeking and allocating future funding for the Community Path.</p> <p>The proposed 2-1/2 mile Community Path will link the 23-mile Minuteman Bikeway and the 23-mile Charles River path networks. The Path will be a safe, ADA-compliant, zero-emissions, traffic-free, off-road route for pedestrians, bicyclists, people in wheelchairs, and other multi-modal transportation users that will bring these people to the new Green Line extension (GLX).</p> <p>The Community Path connector must be be designed and built with the GLX since it must share infrastructure, right-of-way, and heavy construction with the GLX . Since the GLX is required to start construction in the next few years, additional funding will be needed to complete the Path.</p>	5/3/2011

**Paths to a Sustainable Region Web and E-mail Feedback
March 3 - May 12, 2011**

NAME	AFFILIATION	FEEDBACK	DATE
Ryan Robbins	Somerville resident	<p>I'm writing to you in support of the Community Path connector. This short path provides a vital link in the regional off-street transportation network and gives residents from Bedford to Boston a meaningful improvement in community safety, environment and mobility.</p> <p>It is extremely important to keep the path on the Long Range Transportation Plan, as the path shares a right of way with the Green Line Extension project, and so they must be built together.</p> <p>Please keep the Community Path on the Long Range Transportation Plan, so it can finally connect to Boston.</p>	5/3/2011
William H. Petri	Wayland resident	<p>I'm writing to you in support of the Community Path connector. This short path provides a vital link in the regional off-street transportation network and gives residents from Bedford to Boston a meaningful improvement in community safety, environment and mobility.</p> <p>As one who has along with his family used multiple times and fully appreciated the access the Community Path provides into part of Somerville, I am writing to support the Community Path connector project, which will eventually link the Minuteman Bikeway and Charles River path networks – over 40 miles of continuous path network through many towns the Boston metro area!</p> <p>We have biked from Wayland along the future Mass Central Rail Trail to connectors to the Community Path to our sons house in Somerville. We have looped back via the Community Path and the Minuteman to Bedford and will eventually be able to return to Sudbury/Wayland via the Bruce Freeman Rail Trail. The extension of the Community Path to provide access deeper into Somerville, Cambridge and the Charles Rive Path is critical to continuing to promote the wonderful community building, healthful and carbon saving practices of walking, skating, wheel-chairing and biking for all our citizens.</p> <p>As such, I urge the MPO Transportation Planning and Programming Committee to:</p> <ul style="list-style-type: none"> * include Community Path connector in the LRTP * fully fund the Cedar-to-Lowell Street section of the Community Path (ID 604331) in the 2012 TIP * consider increasing funding in future TIPs for a longer section of this Community Path connector project , which is a long-awaited, zero-emissions multi-purpose transportation improvement project. The path project beyond Lowell Street needs to be designed and built along the Green Line Extension. <p>I understand that the Community Path extension is not ready to be constructed and so 2011 TIP funds were shifted to the Assembly Square Orange Line station, a great public transit project, which is ready to use those funds now.</p> <p>I hope that the Transportation Planning and Programming Committee sees the regional as well as local significance of the Community Path connector project and will the help support this project to its eventual completion.</p> <p>It is extremely important to keep the path on the Long Range Transportation Plan, as the path shares a right of way with the Green Line Extension project, and so they must be built together.</p> <p>Please keep the Community Path on the LRTP, so it can finally connect to Boston.</p>	5/4/2011
Alice Grossman	Somerville resident	<p>I'm writing to urge the MPO to include the Community Path connector as a top priority bicycle and pedestrian transportation project in the Long Range Transportation Plan (LRTP), "Paths to a Sustainable Region." This will maximize the the chances of important future funding for the Community Path.</p> <p>The proposed 2-1/2 mile Community Path will link the 23-mile Minuteman Bikeway and the 23-mile Charles River path networks. The Path will be a safe, ADA-compliant, zero-emissions, traffic-free, off-road route for pedestrians, bicyclists, people in wheelchairs, and other multi-modal transportation users. Moreover, it will bring these people to the new GLX stations. However, it cannot be designed and built without sharing infrastructure, right-of-way, and heavy construction with the Green Line extension (GLX). Since the GLX will start construction in about 2 years, more funding needs to be identified for the Path.</p> <p>As someone who bikes and walks for exercise and transportation I use the Minuteman Bikeway almost daily. What a joy it would be to be able to go all the way to Boston without my car and without risking my life on the streets. It's is the only sensible thing to do. Thank you for your consideration of this critical project.</p>	4/27/2011

Paths to a Sustainable Region Web and E-mail Feedback
March 3 - May 12, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Arlene Wyman Petri	Unidentified	<p>There are few opportunities for simple and relatively inexpensive improvements to our community. Here comes an opportunity to improve our environment, reduce traffic congestion, augment health-promoting exercise and enhance friendship-promoting outings, just to name a few of the benefits that the Community Path connector will provide. The cost to build this link is minuscule compared with the value it will bring to the lives of tens of thousands of nearby residents. Please get this right! Please keep the connector path as part of the Long Range Transportation Plan.</p> <p>Thank you for your time and attention.</p>	5/9/2011

**Paths to a Sustainable Region Needs Assessment Feedback
February 22 - March 3, 2011**

NAME	AFFILIATION	FEEDBACK	DATE
Unidentified	Resident of Sudbury	Sudbury is NOT overwhelmingly in favor of the Bruce Freeman Rail Trail. Moreover in a time of austerity, things such as new trains for the T and fixing bridges are far more important than rail trails, which are predominately recreational	3/2/2011
Thomas Hedden, Ph.D.	(self-employed)	I strongly urge you to support the Bruce Freeman Rail Trail and give it everything it needs to extend it all the way to Framingham. I rode on the portion that has been completed within a few days of its completion, and already then it was FULL of riders, skaters, joggers, baby strollers, you name it. This shows just how much pent-up demand there is for this type of trail. I know that there are competing projects, but the amount of money required by the BFRT is small compared with many of them, and it will definitely be used. Roads with motor vehicles can be dangerous for riders, especially children. This type of trail promotes healthy exercise and keeps riders safe. Please make the BFRT a reality all the way to Framingham. Thank you, Thomas Hedden	2/28/2011
Chris Barrett		The Bruce Freeman Rail Trail is an important transportation asset to the region and would be even more valuable if it continued to Concord. Please give every consideration to funding the next phase of this project. The state certainly has voiced its approval for the project with the nearly 1 million dollar funding it provide for design of the next phase. Don't let these be wasted dollars and let the next phase of the trail be built as soon as possible.	2/28/2011
William Latimer	Clinton Greenway Conservation Trust	The DCR has leased the Mass Central rail line to turn into a rail trail; this will be the spine of the state Greenway plan (and will hopefully run thru my town). The Bruce Freeman trail will be the longest intersecting trail in the area, and will make the MC much more useful for transportation, especially with connections to the MBTA and larger towns. The state has returned tens of millions of dollars to the Federal government, hamstringing alternative transportation efforts which give benefits for health, the environment, social justice, and community connections. The BF will be an important resource for the area.	2/28/2011
Richard J. Fallon		I live in Acton, I'm a big fan of rail trails, the Ayer one is excellent, and also the Chelmsford one. So I recommend funding for the continuation of the Chelmsford one (Bruce Freeman? rail trail) to Acton and Concord, and the Marlboro rail trail to Maynard and South Acton.	2/28/2011
Bob Krankewicz	Bruce Freeman Rail Trail member	It's of critical importance now to continue planning for this bike trail in the context of the environmental "greening" of Massachusetts. Granted, money for such projects is tight, but if the completion of this trail improves citizen's health through increased exercise and cleaner air by encouraging its use instead of commuting to work or play via some form of internal combustion engine; it is worth it! Going forward a higher priority in this regard could lead to a healthier citizenry which in turn lessens the cost of healthcare to the public and the state government. However, to achieve such goals planning for the future MUST begin NOW.	2/28/2011
John Barry	Bolton resident	I support this important project and hope that it will be maintained as a priority for the state.	2/28/2011
Robert Comer	Friend of the Bruce Freeman Rail Trail, Concord resident	In serving of the sustainable transportation needs of the Northwest Corridor, please make it a priority to complete the Bruce Freeman Rail Trail, particularly the sections in Concord and Acton. These sections are well along in the planning processing, thanks to substantial investments from local municipalities as well as the state. In addition, volunteers have put in countless hours in town committee meetings, trail clearing projects, etc. When completed there will be greatly enhanced bicycle and pedestrian access to the Fitchburg commuter rail line at West Concord, in addition to the village itself. The rail trail will also help the generation currently reaching school age to grow up accustomed to the concept of using their feet and bicycles not only for recreation but for practical transportation purposes. And a relatively modest additional investment in expanded bicycle parking and storage facilities, especially at West Concord but elsewhere along the rail line as well, also makes a great deal of sense. Because the knowledge (a) I can bike to the train and (2) I can store my bike safely and reliably until completing my round trip should do much to encourage sustainable commuting and travel, enhanced bicycle storage offers a great way to leverage investments in both the rail lines and the rail trail.	2/28/2011

**Paths to a Sustainable Region Needs Assessment Feedback
February 22 - March 3, 2011**

NAME	AFFILIATION	FEEDBACK	DATE
Danielle Woodman Kehoe	Individual	Good morning, I moved to the area from Buffalo in June of 2010. I found the town of Chelmsford after looking up bike paths and going for a bike ride on the Bruce Freeman Rail Trail. I am writing to express my full support for the expansion of this trail. Trails provide multiple benefits--they support the health of citizens by providing a beautiful, safe space for activities such as walking, running, and bike riding. They provide a safe environment for pedestrians--here many streets do not provide sidewalks so this is important. I chose to buy a house in Chelmsford in part due to this wonderful trail. I hope you will consider supporting the expansion of the trail. Thank you.	2/28/2011
Nancy Peacock		Who said in effect: "I never despair of the future of civilization when I see an adult on a bicycle. " Keep up the good work.	2/27/2011
Robert Mandel		I am a bike rider and would make use of expanded riding trails and facilities. I believe that spending on Bike Trails should not be funded in the current state budget being constructed. This should be reconsidered in the next budget. This is a time to close our budget deficit by eliminating any not necessary spending. I believe that bike oriented facilities expenses are not essential.	2/27/2011
Gerard Boyle	Resident	Please fund these trails before I am too old or incapacitated to use them	2/27/2011
Timothy Fohl		Trails are good for people. Rail trails are good for more people.	2/27/2011
Bill Stewart	Acton resident; enjoyer of Bruce Freeman Rail Trail in Westford/Chelmsford	I want to voice my support for expanding the Bruce Freeman Rail Trail. As a resident of Acton, I look forward to the trail extending south to our town (and beyond). The trail as it currently stands is a wonderful facility. Whenever I ride on it, I pass families of bikers, runners, and walkers. It's clear that the trail gets a lot of use.	2/27/2011
Jim Salem	Unaffiliated	I urge you to support funding for the Bruce Freeman Rail Trail. It will be a huge asset for the communities along its path and will help reduce automobile traffic along the route. It will also meet the needs of a better bicycle connection to the Fitchburg rail line as described in your long range transportation plan. It has a very committed base of supports in the area.	2/27/2011
Robert D. Hall	Friends of the Bruce Freeman Rail Trail	I was much impressed by the thoroughness with which the MPO is working on the Long Range Plan, as this was detailed in the presentation in Concord on February 17. It is a huge difficult task made all the more difficult by the present economic conditions that severely limit funding for enhancement projects. I would simply ask the planners not to fall into the mistake of viewing trails for bike and pedestrian travel as simply recreational facilities whose realization can be delayed until the economy can afford such luxuries. They qualify as valuable conduits that serve to increase mobility, safe modes of travel that are environmentally friendly as well as healthful for the ever increasing number of people who use them. I think the Bruce Freeman Rail Trail is an excellent project that exemplifies those attributes to the highest degree, as well as many others, such a bringing the towns along the trail into closer cooperation in many spheres of activity. I urge the Boston MPO to do everything it can to move this project forward as rapidly as possible.	2/27/2011
Ellen Quackenbush	Concord MA resident	The Bruce Freeman Rail Trail is an essential part of the Concord community. Young, old, single, married, able-bodied and non-able-bodied all look forward to being able to enjoy the recreation and transportation aspects of the BFRT. Please support funding of this wonderful community treasure.	2/27/2011

**Paths to a Sustainable Region Needs Assessment Feedback
February 22 - March 3, 2011**

NAME	AFFILIATION	FEEDBACK	DATE
Frederick M. Rust	Boy Scout Troop 63, Sudbury, Scoutmaster	<p>There are few transportation alternatives for teen agers or other non-drivers in the Metro-West area. Bicycling can be a safe, enjoyable, and human-power alternative to autos, but only if there are dedicated bicycling routes. Mixing teenaged bicyclists and heavy auto traffic on narrow curved streets can be a safety hazard; but dedicated bike lanes and bike trails are safe.</p> <p>In my town of Sudbury, teenager travel destinations are the Curtis Junior High School; the Lincoln-Sudbury High School; the retail areas of South Sudbury, West Concord and Maynard; and town athletic facilities. All of these, except for Maynard Center and a minority of athletic fields, are on the north-south line of the Bruce Freeman Rail Trail. Completion of this dedicated bicycle corridor would be a great encouragement to teenager (and adult) bicycle transportation.</p> <p>I believe the transportation needs of younger citizens should be an important consideration to your needs assessment, and that dedicated bicycle facilities are an appropriate way to meet these needs.</p>	2/27/2011
Bob Schneider	Bruce Freeman Rail Trail rider	<p>I use the trail like a highway in place of my car. This saves my health as well as the atmosphere. Considering how much has been spent on roads and how little on bike paths, it seems its time to spend on the bike paths. If one where to spend time on the BFRT, this would all be clear. More happiness would be generated by extending the trail, then by any other use.</p>	2/27/2011
Franny Osman	Acton Transportation Advisory Committee	<p>I am in support of including Bruce Freeman Rail Trail in plan as it is an important, positive improvement to this area. Just take a ride on the northern part of the trail and see how it is booming, as are businesses along the way.</p> <p>Please include radial and circumferential routes between the big roads. 2a, 117, 20, --and, say, rte 27 for circumferential--for example.</p> <p>Between-town transit is a big lack and promoting local and between-town transit projects is a major economic positive movement.</p> <p>Local transit is crucial. Feeding into transit hubs is crucial.</p> <p>Thanks very much.</p>	2/27/2011
James Fitzpatrick	Sudbury, MA resident	<p>The value of town rail trails that cross town boundaries must be addressed at a county, regional or state level. The benefits to our community of rail trails are many fold including: health, a sense of community that develops as people use the trail, appreciation of environment and wildlife, as well as less polluting form of transportation. Because the benefits of rail trails are regional they should be driven by coordinated by state or regional level without individual towns being left to coordinate with others. MA ranks very low in the country for implementing rail trails and one of the main reasons is that approvals must be done on a town by town basis. Within Sudbury, a very vocal minority of people have delayed implementation of a rail trail crossing through Sudbury. The net result is that people in all communities of the region are being held hostage by a minority within a small town in the state.</p>	2/27/2011
Mary Hunter Utt	Friends of the Bruce Freeman Rail Trail	<p>Any form of transportation that helps wean us from cars, pollution, and oil dependence should be a priority. Now more than ever, what with the unrest in the middle eastern oil producing countries. Bicycle trails are important for recreation, connection, and fitness. The Bruce Freeman Rail Trail should be a priority.</p>	2/27/2011
Thomas W Bailey	Resident of Concord, MA	<p>Please include the Bruce Freeman Rail Trail in the draft Long Range Transportation Plan</p>	2/27/2011
Wendy Wolfberg		<p>It is critically important to support the Bruce Freeman Trail now. It provides a critical service in supporting community diversity as anyone spending any time on the trail can see. In these days of multiple cultures in every town, a neutral area to support positive and friendly interaction is critically important to the long term health of each community the trail touches. In addition to its community building aspect, it is also a critically safe place for recreational activity in our increasingly sedentary culture. It is safe for mothers with small children, for young kids on their own, for young people, older citizens, even seniors have a safe and accessible place to exercise and connect with their communities.</p>	2/27/2011

**Paths to a Sustainable Region Needs Assessment Feedback
February 22 - March 3, 2011**

NAME	AFFILIATION	FEEDBACK	DATE
Brett Peruzzi	Friends of the Bruce Freeman Rail Trail	As a Framingham abutter of the proposed Bruce Freeman Rail Trail, I am an enthusiastic supporter of this project. I hope you strongly consider prioritizing this project high on your list for helping develop the sustainable transportation needs of the Metrowest area. This trail would provide a vital corridor for walking, biking, and other forms of personal transportation to many key points of interest and commerce, educational, and cultural facilities. Thanks!	2/27/2011
R Bradley Potts	Citizen, Westford, MA	Please support the Rail Trails. I would bicycle to work every day, if I had a safe route there. I would bicycle into Boston and Cambridge just for recreation if there was a safe route there. These Rail Paths are a wasted commodity at this time, and could be vitalized and utilized with support from the state.	2/27/2011
Sharon Mastenbrook	Citizen of Maynard (formerly Concord)	Traffic going out of the area served by the Bruce Freeman Rail Trail is at gridlock during rush hours no matter how you need to leave the area. There are not enough pathways to Boston and Lowell. Completing this rail trail as soon as possible will reduce the carbon footprint from autos in the area because some drivers will be able to have safe access to a transportation corridor via bicycle, have a faster commute and reap all the personal, community and environmental benefits of cycling rather than driving. Please make this already partially completed project an immediate priority. Thank you.	2/27/2011
Susan Brooks		With the price of gasoline hitting such high rates I vote Paths to a Sustainable Region Transportation should be a priority. I will be using the Bruce Freeman Trail for errands and riding a bike is safer there. I can shop and go to the post office and myTown Hall easily. My family uses the trails for recreation and to exercise. I'm on disability now and need to maintain my health. The government should help us travel easier and safer without cars because there is not any private funding for this type of project. It is good for the people but there is no money making involved.	2/27/2011
Barbara Pike		The Bruce Freeman Rail Trail would provide off-road non-motorized access to commuter rail stations, school, shopping centers, and recreation facilities. It should be included for construction funding.	2/27/2011
Pat Wallace		As someone with past involvement with the New England Futures Project and efforts to promote more regional thinking in CT, I am writing to share a small story that I think is indicative of why young adults are heading for other places. I have a 23 year-old daughter who recently took a job in Lexington, lives in Somerville, and would like to do things in Boston on the weekends. Because the Red Line shuts down at midnight, it is cheaper for her to take a \$20 bus to go to NYC for the weekend to be with friends than to pay for cabs to get back to Somerville from Boston on weekend nights. No new construction is required to fix this problem. Young folks with choices to make won't stick around for a city that closes its transit system down at midnight.	2/27/2011
Unidentified		Lets get these trails built so that I can enjoy them before I am too old to use them	2/27/2011
Judith Artley	Resident of Framingham, Bruce Freeman Rail Trail, Sudbury Valley Trustees, New England Wild Flower Society	I urge you to assist in every way (permitting, funding, etc, etc.) for the development of the Bruce Freeman Rail Trail. The Trail will be be valuable to me and others for safe, accessible transportation by foot and bicycle. I can leave my car at home and have a convenient path to get to work, library, shopping and other destinations. Minimizing the use of gas-powered vehicles improves air quality and eliminates noise. Thanks for including the rail trail in the plan.	2/27/2011
James Weaver		Rail trails are mainly recreational. Basic transportation infrastructure should have a much higher priority.	2/27/2011

**Paths to a Sustainable Region Needs Assessment Feedback
February 22 - March 3, 2011**

NAME	AFFILIATION	FEEDBACK	DATE
Pat Brown	Citizen	<p>The metrobostoncommondata.org information on walkways is, to my direct knowledge, out of date for my community (Sudbury). I have frequently walked on walkways beside roads which the GIS map indicates have no walkways.</p> <p>The data displayed on the GIS map is attributed to MAPC. I do not know how the data is verified, or whether it is (supposed to be) periodically updated.</p> <p>The need to expand walkway coverage may be perceived as more urgent in communities that delay updating their sidewalk inventory, since they appear to have fewer walkways than they actually have. Does this create a perverse incentive to delay reporting? If pedestrian accommodation funding is targeted to communities where the need is greatest, does the community that reports--rather than constructs--the fewest walkways win?</p> <p>I hope this is not a factor; if it is, I hope the revised walkway process devised as part of the Long Range Transportation Plan can address it.</p>	2/25/2011
Donna DeAngelis and Eric Holm		<p>I live in Concord MA and read the article in the Concord Journal asking residents to give comments on the Regional Plan allocations. I was pleased to read that the state was prioritizing funds and allocating them with the best outcome in mind. I live near the commuter rail station and take the train frequently into Boston over the past 20 years. I would take it even more often if we were investing more in the support and maintenance of the equipment. I have been stranded on several occasions in the past year due to disabled trains. At least two times, I've needed to take a cab home from Boston because the delays were several hours.</p> <p>I recognize that recreational investments, like the Bruce Freeman Rail trail are important, but investing in the maintenance of our basic public transportation infrastructure is even more important. I appreciate the fact that you realize our current system is in dire need of support.</p> <p>Although I'm sure you are getting a significant amount of pressure to do otherwise by pockets of people who support the rail trail, be assured that the majority of us would prefer that we address these basic needs first.</p>	2/25/2011
Ernest Stern		<p>I am very much in favor of the Bruce Freeman rail trail. It will provide me with a safe means to bike to west concord to shop, dine, etc while giving me the exercise my doctor has prescribed for me. I am 82 years old, in good health, and would love to see the trail come to fruition before I die.</p>	2/25/2011
Beth Logan		<p>I came to your site to comment on the need for alternative transportation routes like rail trails and trains. I decided to take the survey, but it has a missing answer. Alternative transportation is another way to cut green house emissions, but this wasn't a choice. My husband and I do a significant amount of our non-snow weather traveling via bicycles. You'll get more of this as the state offers safer routes for walking and biking. Also, these paths are less costly than roads and need fewer repairs.</p> <p>While I am all for repairs on existing roads, I am in support of new projects being non-motorized vehicular, like rail trails and trains.</p> <p>Living in Chelmsford, I am in support of extending (ie, finishing) the Bruce Freeman Rail Trail and extending the Lowell commuter rail into NH with a stop in Chelmsford.</p>	2/24/2011
Pat Brown	Citizen	<p>1) Does the draft LRTP incorporate the data and analysis, and address the recommendations, of the 2007 Massachusetts Transportation Finance Committee reports? These are posted here: http://www.eot.state.ma.us/default.asp?pgid=content/tfc_contact&sid=contact</p> <p>2) The Needs Assessment includes a "No Build" scenario--but it does not explicitly outline the results of a "No Maintain" scenario. It's easy to dramatize the effects of building something; it's less easy to understand the actual expected results of a failure to maintain. Further, it's easy to dramatize the cost of catastrophic (but very unlikely) failure; it's less easy to understand the cost of degradation of the infrastructure--the cumulative costs of de-rating a bridge, or closing a travel lane, or reducing rail loads and speeds to maintain safety on an aging infrastructure. We are (correctly, in my opinion) focusing on maintenance of existing facilities. The Needs Assessment should include a realistic look at how we expect mobility in the region to be reduced if we choose not to invest in maintenance.</p>	2/22/2011

**Paths to a Sustainable Region Needs Assessment Feedback
February 24, 2011**

NAME	AFFILIATION	FEEDBACK	DATE
Lydia Rogers		I'm sorry I was unable to attend the meeting February 17th in Concord, but I was visiting a sick relative. I had been looking forward to the presentation and hearing about the whole process. I also wanted to express my concern about the impacts the proposed rail trail will have on Concord. Building a paved one-lane road through some of the last wildlife habitat will change the area irreparably. This is an extraordinarily expensive project, not just for the initial costs, and at a time when communities like Concord are turning off street lights to save money. The costs of maintaining and patrolling the trail, toilet facilities and parking are added expenses for each town. There are also major safety issues that have not been solved at the railroad crossing in the downtown area of West Concord. The reality is that this is a recreational trail. It will not decrease automobile traffic or improve air quality, and users will be driving to the trail to use it. I would sincerely like to see better options for alternative transportation, something that our son is studying in his graduate program at Tufts. Making transportation options, including biking, safer and more convenient in the Boston area could truly make a difference.	2/21/2011
Steve Olanoff	Town of Westwood	The Needs Assessment of the LRTP does not cover the needs of economic development adequately. Large economic development areas and large projects are listed, but many locally designated economic development areas are not mentioned. While many transportation needs are outlined, there is no connection drawn between the economic development areas/projects and the transportation needs to support this economic development. The knowledgeable members of the MPO may be able to make these connections during the project selection process, but any reader of this document should be able to discern what specific public transit and highway needs fulfill specific desired economic development.	2/17/2011
Larry Koff	Larry Koff and Associates	<p>Following up on today's needs assessment workshop I have the following additional comments:</p> <p>As I suggested at the workshop today, the needs assessment should put the costs into a broader context so that citizens and policy makers can better assess the financial deficiencies and choices before the Commonwealth. It would seem that the MetroFuture plan provides such a context for weighing the alternatives.</p> <p>A. CURRENT TRENDS gives us one set of responses to the needs-it is the continual dispersal of resources so that everyone gets some funding but there is no clear path to the future.</p> <p>B. METROFUTURE requires that the funding be allocated to advance the vision identified in the plan. Important coalitions are formed, new funding sources identified, and a clearer set of land use, economic development, environmental and equity goals achieved.</p> <p>I think the Regionwide Needs Assessment should reflect these choices. How do we weigh the cost/benefits of bike paths and investment in the state rail plan? How do we get some creative thinking around leveraging existing infrastructure to pay for some of these costs? Now that we have a plan, we must begin to figure out what are the best investments and how to pay for it.</p> <p>I was pleased to read the State Rail Plan. There is much to consider there if we are to promote economic growth. The plan needs much more public discussion. I was disappointed that the State rail plan did not discuss the Allston Yards and development potential. Given limited resources, all development projects and infrastructure projects should all go through some form of cost/benefit analysis and be weighed against the plan and their ability to get funding.</p> <p>Downtown Crossing has the largest transit investment in the region yet the city is approving dormitories above transit stops and Filenes remains a hole in the ground. The continual dispersal of economic development is undermining existing infrastructure investment.</p>	2/17/2011

Paths to a Sustainable Region Needs Assessment Feedback
February 24, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Jim Gallagher	Somerville resident	<p>Sorry I can't be there in person to make these comments. Those below are based on a reading on the Central Area Needs Analysis. I haven't had time to read all the others (400+ pages, really?) but I assume they all follow roughly the same principles and format so the generalized comments should apply to all. As I said in previous comments, while much of the background information is necessary to justify your conclusions, this level of detail is not appropriate in a document that the public is expected to read. In an Appendix/as link would be better. What should be included is the section Summary of Central Area Needs, and these comments all refer to that. For the first bullet (bridges), does the fact that 25% are functionally obsolete and 11% structurally deficient mean that these bridges "Need" to be repaired? I think so. The bullet should be reframed to state a need, and accompanied by a map showing the location of the bridges in need of repair. Identification of roadway bottlenecks in the second bullet is nice and specific. However, one of the three "methods" referred to is based on V/C ratios, a very crude and often misleading measure. With actual measures of actual congestion in the CMP there is no need to rely on V/C for existing conditions. And relying on V/C for future conditions limits solutions to those which increase C, roadway capacity and exclude many options which increase thruput (for example, signal improvements, ITS) but not roadway "Capacity". So, while the list of locations seems fine to me, I would remove any from the list that are based on V/C without independent verification. For crash locations, the need is presumably to make the five listed locations safer. Please say so. But all 5 are at interstate ramp locations. I know there is not comprehensive information to do a rate-based comparison for the entire region, but at least a similar "need" to fix the 5 worst non-interstate intersections should be identified. For transit, the first 8 bullets all identified needs explicitly. Excellent. But, starting with the Green Line Central Subway, problems are identified. If the "need" is to fix the "problem" then please say so. For Freight, again most of the bullets highlight problems but don't translate into needs. And it's not clear (here or in the Transit section) what the point of "Issues to Watch" is. Same problem versus need phrasing in Bicycle (should be Bicyclists) and Pedestrian section. Here, if it's not possible to identify specific facilities needed, the need statement can identify ways to judge the necessity of new facilities as they are proposed. For example, on all federal-aid-eligible facilities where pedestrians are allowed there need to be sidewalks on both sides and safe crossings every 1000 feet. And there need to be bicycle lanes on all roadways with posted speed limits of 35mph or higher, or comparable facilities within 1/4 mile. For Transportation Equity there are no "needs", just "issues to Watch"? Really? There must have been needs identified in the EJ meetings (the converse on most of the issues - which are mostly "problems"). You need to identify EJ needs, and then solutions, in any reasonable plan. Again, the Land Use section doesn't really identify needs. At a minimum, you need to invest in transportation infrastructure in a way that is consistent with the regional land use plan. And then identify specific locations (Assembly Square, North Point, South Boston) to fit, and specific projects that are needed. I commend you on the incredible amount on information collected on existing conditions and problems. I urge you to use this to identify and prioritize regional needs, and then use those needs to prioritize future projects, programs, and ideas. I know it will be hard now but it will make your future work much easier. Thanks for the opportunity to comment.</p>	2/16/2011
Peter Smith	Arlington resident	<p>As a resident of Arlington Center I would be a heavy user of such a subway system if it was extended to Arlington. I would use it for work commutes, as well as leisure trips to Cambridge, Boston and beyond. I believe there would be heavy use of this system reducing stresses on the local roads that are already clogged</p>	2/14/2011
Sam Milton	Arlington resident	<p>There is no mention of a proposed extension of the Red Line into Arlington/Lexington. Such an extension should be considered as a major component of a regional sustainable transportation needs assessment. Thank you!</p>	2/11/2011
James Marsh	City of Lynn	<p>The City of Lynn is plagued by a lack of direct flowing traffic. Somewhere along each entry point, motorists must pass through residential neighborhoods while navigating limited access roads with traffic signals and numerous stops. Unlike communities abutting major thoroughfares such as Routes 495, 128 and 1, the City of Lynn's commercial base and resulting economics are limited to smaller, local roads. In addition, the effect the lack of free flowing traffic has on commuter frustration and the resulting perception of Lynn cannot be understated. Add to this the possibilities of a Casino on Route 1A and the work we have accomplished moving power lines off our waterfront for development (mentioned in the needs assessment as the largest development planned in the Northeast and where the largest employment gains are projected), and it is more evident now than ever that the City of Lynn is in need of a thoughtful, carefully constructed plan for its transportation needs.</p> <p>Specifically, in addition to some of the equity needs outlined in table 2-19, it imperative to the City's long term viability to create solutions revolving around route 1A, route 107 and the Blue Line as these routes access our downtown, industrial zones and waterfront. Other initiatives include access into Lynn at Goodwin Circle / route 129 and pedestrian access to our developing waterfront.</p> <p>Thank you for the opportunity to comment.</p>	2/9/2011

**Paths to a Sustainable Region Needs Assessment Feedback
February 24, 2011**

NAME	AFFILIATION	FEEDBACK	DATE
Gail Costelas	Massachusetts Department of Environmental Protection	The MPO should reach out to commuters by using bus advertising and/or announcements on MBTA platforms. Also, the Department of Environmental Protection collects comments from area companies on how the transportation system should be improved. These comments are required as part of the Ride Share regulation. DEP can share these comments with MPO staff.	2/9/2011
Linda Olson Pehlke	Brookline Town Meeting Member, Climate Action Committee	Surface Green Line service improvements should include using signal priority to give trains priority right of way at some signalized intersections in Brookline. Service and capacity of the C line must be improved to handle current and future demand. Circumferential bus and transit routes need improvement. For instance, Route 66. The "bunching" problem and slow travel speeds could benefit from stop consolidation and signal priority for buses. Comfort and protection from the elements must be improved for bus riders. Bicycle and pedestrian crossing at Riverway and Route 9/Brookline Ave. must be improved. Pedestrian crossing of Chestnut Hill Avenue at Reservoir T Stop and pedestrian access in general to that T stop must be improved. What happened to the Urban Ring? Transit, Bike and Pedestrian Travel between Brookline and Cambridge must be a priority focus for all new project planning in the area.	2/6/2011
Martin Klingensmith		I would like to see the MBTA Red Line extended from Alewife to Bedford. There has been significant, renewed interest in Arlington for this to happen.	2/5/2011
	Arlington resident	I read the Northwest Corridor material, but I didn't see any plans to extend the red line. I live in Arlington, and would love to be able to take the T to Arlington Center and Lexington Center, and also to put my kids on the T to go to the high school. Plus so many people park on my street in East Arlington because the Alewife lot gets full (they say--maybe they're just saving \$\$), and I'd love to have people from drive less and be able to catch the T in Lexington or Concord or Acton... and just ride in from the west. Maybe I just didn't see the material on the subways, but please, since you're looking at regional long term planning, give us more of the red line! Thanks	2/5/2011
Chris Moore		I wonder if there has been consideration of extension of the Red Line into Arlington and (eventually) Lexington. I believe that there is great need for it and that there would be public support (though I understand that there hasn't been in the past). Can you tell me if it has been considered? Thanks	2/5/2011
Peter Hechenbleikner	Town Manager, Reading	The statistics on use of commuter parking lots cannot be real - You cannot find a parking space in Reading on most days. It would also be interesting to count the total number of parking spaces used by commuters, not just the off-street spaces. I would think that Reading depot would be considered intermodal. A number of years ago I asked the T to extend its bus line a few blocks and interconnect with the commuter rail service, which they were happy to do. Table 3-3 Reading is no longer an ICCLC member, but we have a very active Climate Protection Committee. Graph 3-7 could be clearer as to which community is represented by which dot. On page 53 in the recommendations, one deficiency which is not adequately highlighted (or maybe it just needs a better description) is the second bullet which talks about deficiencies in I-95 from Burlington to Wakefield - it should mention "including the lane drop east and west (or north and south) bound beginning at the intersection of I-93 and I-95." When you talk of transit you should also talk about bus shelters. Some of the bus lines (137) would benefit from smaller (and alternate fueled) vehicles, based on their ridership. Thanks for the opportunity to comment.	2/2/2011
Marc Johnson	Selectman, Hamilton	The NE corridor draft plan completely misses our real transportation needs. Our citizens need to get to concentrations of shopping and Dr/Medical areas. We can always benefit from improved commuter connections to downtown Boston, but that is not our highest transportation priority. The draft is geared toward roads & highways. We need scheduled local public transit, even if on an abbreviated schedule. We currently have no public transportation other than the MBTA commuter rail. Our MBTA is just the Newburyport section of the commuter rail - so it is already an abbreviated schedule shared with the Rockport line. We need (along with Ipswich & Wenham) better scheduled bus/Ride/mini bus connections to other transit areas such as north Beverly or to Beverly/Salem/Peabody/Danvers for our elderly and young citizens.	2/2/2011

Paths to a Sustainable Region Needs Assessment Feedback
February 24, 2011

NAME	AFFILIATION	FEEDBACK	DATE
Jim Gallagher	Somerville resident	The design of the Plan seems to be based on a paper document which is posted online. I think it should be an edocument which can be printed as needed. That means, at a minimum, there should be internal links to other sections referred to (for example, Appendix X), and other documents (the PMT, MAPC's MetroFuture). And this is way too long, and way, way too full of jargon to be useful to anyone but the most initiated and committed member of the public. Better a much shorter edocument, summarizing the needs, heavily graphic, with links to explanations and all the other details for anyone who wants to read all the rest.	2/2/2011
Jim Gallagher	Somerville resident	There is a reference made several times in the Introduction to a final chapter summarizing the needs for the entire region. I don't see anything listed that looks like a summary chapter. If it's to come, please list it as "under Development" or something comparable so I won't be wasting any more time looking for it. And "Boston Proper" is called out separately in Figures 1-2 and 1-3 and referred to in the document. Does that mean Boston Proper is not part of the Central Area? Is there some reason I should care about this distinction?	2/2/2011
Jim Gallagher	Somerville resident	There is no way to attach a document here. For a review of a long document, which will likely take place over a number of days/openings/saves it would be much easier to prepare one coherent document and submit it than to just submit random comments here as they occur to me. And since there is no email address showing for you I can't just decide on my own and send you my document.	2/2/2011
Jim Gallagher	Somerville resident	A few comments on making it easy to find the needs assessment: A direct link from the Needs Assessment announcement on the front page to the needs assessment write ups would be helpful. Otherwise I need to know I have to look under the Transportation Plan, and that the "plan" in question is "Paths to a Sustainable Future". And once I get to the correct place, if I only care about one corridor or a few communities an easier way to figure out where to look would be appreciated. Now I can scroll up to the maps, if I remember that they are there, guess on radial versus circumferential, open map and scroll back down. Are the circumferential and radial the same for a community/ And why are there different colors for communities in the same corridor? (I know the inside MPO v modeled area distinction, but why would most people?) A motivated member of the public can probably figure these things out eventually, but you should be striving to make this as easy as possible so people will not get frustrated and can focus on substantive comments. Substantive comments to follow.	2/2/2011
Stephanie Mercandetti	Town of Walpole	On Table 6-3 on Page 6-20 of the Draft Needs Assessment - Paths to a Sustainable Region, please note that Walpole has approved 43D Priority Development Sites (this item is not checked on the list) and we do not have an approved 40R District (this item is checked when it should not be). I think the "Maturing Suburb" box should also be checked. We may have additional comments upon further review. Thank you.	2/2/2011
Dick Williamson	Bruce Freeman, Assabet River and Mass. Central Rail Trails	The section on the West corridor appears to be a summary of what exists today. Major additions to the Bruce Freeman, Assabet River and Mass. Central Rail Trails are in various stages of planning and design. Where will this ongoing effort be included in "Paths to a Sustainable Region"? These shared-use paths (often referred to as bike paths despite the fact that a large fraction of the users are on foot) will be a major addition to the intermodal transportation mix and will cost much less than many of the mega-projects that are being considered. Perhaps a measure like return per dollar should be used to value these low-costs projects.	2/1/2011
Chris Anzuoni	Massachusetts Bus Association	Will the passenger transportation services provided within and beyond the MAPC communities by the network of intercity bus carriers be recognized in the development of this plan? There does not yet appear to be an acknowledgement of these options on the Radial Corridors Map, the Circumferential Corridors Map or the Ideas for Visions and Policies Chart.	1/27/2011

Project Selection for Paths to a Sustainable Region

At the May 5th Transportation Planning and Programming Committee (Committee) meeting, staff presented three investment strategies for the MPO's Long-Range Transportation Plan (LRTP) – Paths to a Sustainable Region for the Committee's use in its decision-making regarding programming of its discretionary funds. They are summarized as follows:

1. Strategy 1 – Current Approach assumed that the projects listed in JOURNEY TO 2030 would continue to be funded, including the Clean Air and Mobility Program.
 - Programmed Funding ranged from 60% to 85% (74% average)
 - Unassigned Funding ranged from 15% to 40% (26% average)
 - Programmed Funding Investment Categories
 - Modernization: 52%
 - Roadway Expansion: 34%
 - Bike/Pedestrian Expansion: 2%
 - Transit Expansion: 9%
 - Clean Air Mobility: 2%
2. Strategy 2 – Current Approach with a Regional Needs-Based Focus highlighted the JOURNEY TO 2030 large-scale regional solutions to identified regional needs. It also kept the Clean Air and Mobility Program and added an Isolated Intersections Program to address high priority intersections identified in the Congestion Management Process.
 - Programmed Funding ranged from 21% to 75% (57% average)
 - Unassigned Funding ranged from 25% to 79% (43% average)
 - Programmed Funding Investment Categories
 - Modernization: 55%
 - Roadway Expansion: 42%
 - Bike/Pedestrian Expansion: 0%
 - Transit Expansion: 0%
 - Clean Air Mobility: 3%
3. Strategy 3 – New Mix of Projects and Programs – Lower Cost/More Flexibility to show a more diverse set of projects and a more varied set of programs. This strategy focuses on lower cost projects to provide flexibility to address mobility and other needs in many geographic areas of the region, rather than focusing larger scale investments in only a few areas.
 - Programmed Funding ranged from 43% to 82% (64% average)
 - Unassigned Funding ranged from 18% to 57% (36% average)
 - Programmed Funding Investment Categories
 - Modernization: 52%
 - Roadway Expansion: 24%
 - Bike/Pedestrian Expansion: 4%
 - Transit Expansion: 0%
 - Clean Air Mobility: 4%
 - Maintenance/Modernization: 9%
 - Management/Operations: 7%

The Committee can use this information for selecting the investment strategy for the Recommended Plan, whether one of the listed strategies is chosen or the Committee develops a different strategy. Before choosing a strategy, staff suggests that the Committee come to a consensus on the following questions:

1. How Does the MPO want to Invest in the Transportation Infrastructure?

Eleven investment categories have been identified in the three strategies as well as in the table that rates projects and programs by the visions and policies of the MPO. These include:

Highway:

- State of Good Repair
- Modernization
- Expansion
- Management and Operations

Transit

- State of Good Repair
- Modernization
- Expansion
- Management and Operations

Freight Expansion

Bicycle/Pedestrian Expansion

Clean Air and Mobility

2. Does the MPO Want to Flex Highway Funding to Transit?

In the current JOURNEY TO 2030 Plan, the MPO flexed \$140 million from highway to transit for two projects – Green Line Extension from Collegè Avenue to Mystic Valley Parkway and the Assembly Square Orange Line Station. The Orange Line Assembly Square funding was flexed this year.

3. Programmed vs. Unassigned Funding?

The Programmed Funding will include projects that add capacity to the transportation system and projects that cost over \$10 million. The remainder of the funding – the unassigned funding – will be assigned to projects during the Transportation Improvement Program (TIP) development process. The more funding that is set aside for projects in the Plan, the less money would be available for smaller projects in the TIP.

Note that the Federal Highway Administration and the Federal Transit Administration will not go forward with their environmental or design review of projects that add capacity to the system or cost over \$10 million unless they are included in the LRTP.

4. Does the MPO Want to Set Aside Funding for Programs?

Currently the MPO programs \$2 million each year for the Clean Air and Mobility Program. Do you want to expand this to other programs where funding would be set aside and projects would be selected through the TIP process?

5. Does the MPO want to continue to include Illustrative Projects in the LRTP?

In the current JOURNEY to 2030 Plan, the MPO included projects in an Illustrative Projects Chapter – four projects to maintain the existing system, three highway expansion projects, and three transit expansion projects.

FINANCIAL OVERVIEW TABLE: 2011-2030 Federal Transportation Funding Summary

Federal Funding in the Boston Region	2011-15	2016-20	2021-25	2026-30	2011-30 Total
Federal Transportation Funding in the Boston Region	\$ 2,603,422,000	\$ 2,970,340,817	\$ 3,798,696,995	\$ 4,465,377,400	\$ 13,837,837,212
Federal Transit Funding in the Boston Region	\$ 1,425,000,000	\$ 1,558,498,817	\$ 1,806,724,995	\$ 2,094,489,400	\$ 6,884,713,212
Federal Highway Funding in the Boston Region	\$ 1,178,422,000	\$ 1,411,842,000	\$ 1,991,972,000	\$ 2,370,888,000	\$ 6,953,124,000
MPO Federal Highway Discretionary and Major Infrastructure Funding	\$ 375,600,000	\$ 569,590,000	\$ 815,610,000	\$ 1,018,440,000	\$ 2,779,240,000
<i>Major Infrastructure</i>	\$ 69,930,000	\$ 93,990,000	\$ 141,990,000	\$ 173,490,000	\$ 479,400,000
<i>Regional Discretionary Funding</i>	\$ 305,670,000	\$ 475,600,000	\$ 673,620,000	\$ 844,950,000	\$ 2,299,840,000

TABLE 1a: Programmed Highway Discretionary and Major Infrastructure Funding - Strategy 1 "Current Approach"

Project	Town	Investment Category	Current Cost (2011)	2011-2015	2016-2020	2021-2025	2026-2030	2031-2035	MPO Funding	*Non-MPO Funding
Route 128 Improvement Program	Randolph to Wellesley	Expansion - Roadway	\$149,000,000	\$149,000,000					\$149,000,000	
Crosby's Corner	Concord and Lincoln	Modernization - Roadway	\$68,189,830	\$68,189,830					\$68,189,830	
*Route 18	Weymouth	Expansion - Roadway	\$31,349,250	\$16,767,211					\$16,767,211	\$14,582,039
*Sullivan Square	Boston	Modernization - Roadway	\$43,300,000		\$41,600,000				\$41,600,000	\$15,377,710
Rutherford Avenue	Boston	Modernization - Roadway	\$49,200,000			\$78,771,000			\$78,771,000	
Needham Street/Highland Avenue	Newton and Needham	Modernization - Roadway	\$18,400,000			\$29,460,000			\$29,460,000	
Route 126/Route 135 Grade Separation	Framingham	Modernization - Roadway	\$58,500,000				\$113,950,000		\$113,950,000	
Trapelo Road	Belmont	Modernization - Roadway	\$16,394,990	\$17,732,822					\$17,732,822	
I-93/Route 3 Interchange (Braintree Split)	Braintree	Expansion - Roadway	\$36,000,000		\$30,508,856				\$47,374,000	
		Modernization - Roadway			\$16,865,144					
I-95/I-93 Interchange	Canton	Expansion - Roadway	\$235,500,000				\$169,730,470		\$458,731,000	
		Modernization - Roadway					\$289,000,530			
I-93/I-95 Interchange	Woburn, Reading, Stoneham, and Wakefield	Expansion - Roadway	\$297,000,000			\$57,060,840			\$475,507,000	
		Modernization - Roadway				\$418,446,160				
I-95 Northbound/Dedham St. Ramp/Dedham St. Corridor	Canton	Expansion - Roadway	\$35,000,000	\$37,856,000					\$37,856,000	
Middlesex Turnpike Phase III	Bedford, Billerica, Burlington	Expansion - Roadway	\$20,800,000		\$27,371,000				\$27,371,000	
Route 1 add-a-lane	Malden, Revere, Saugus	Expansion - Roadway	\$100,000,000				\$194,790,000		\$194,790,000	
Route 53	Hanover	Expansion - Roadway	\$1,000,000		\$1,316,000				\$1,316,000	
New Boston Street Bridge	Woburn	Expansion - Roadway	\$4,900,000		\$6,448,066				\$6,448,066	
Montvale Avenue	Woburn	Expansion - Roadway	\$3,700,000		\$4,870,000				\$4,870,000	
Bridge Street	Salem	Expansion - Roadway	\$10,800,000		\$14,212,000				\$14,212,000	
Assabet River Rail Trail	Hudson to Acton	Expansion - Bike/Ped	\$18,100,000	\$19,580,000					\$19,580,000	
Bruce Freeman Rail Trail	Acton, Concord	Expansion - Bike/Ped	\$18,700,000			\$29,939,000			\$29,939,000	
Green Line Extension College Ave to Route 16	MBTA	Expansion - Transit	\$140,608,000		\$185,031,000				\$185,031,000	
Clean Air and Mobility Program	Regionwide	Clean Air and Mobility	\$2,000,000 per year	\$10,000,000	\$10,936,820	\$12,678,772	\$14,698,171		\$48,313,763	

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

\$319,125,863	\$339,158,885	\$626,355,772	\$782,169,171	\$0	\$2,066,809,691
\$56,474,137	\$230,431,115	\$189,254,228	\$236,270,829	\$0	\$712,430,309
\$375,600,000	\$569,590,000	\$815,610,000	\$1,018,440,000	\$1,180,660,000	\$2,779,240,000

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

85%	60%	77%	77%		74%
15%	40%	23%	23%		26%

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

\$85,922,652	\$58,465,144	\$526,677,160	\$402,950,530	\$0	\$1,074,015,486	52%
\$203,623,211	\$84,725,922	\$57,060,840	\$364,520,470	\$0	\$709,930,443	34%
\$19,580,000	\$0	\$29,939,000	\$0	\$0	\$49,519,000	2%
\$0	\$185,031,000	\$0	\$0	\$0	\$185,031,000	9%
\$10,000,000	\$10,936,820	\$12,678,772	\$14,698,171	\$0	\$48,313,763	2%

TABLE 1b: 2011-2030 Federal Transportation Funding Summary - Strategy 1 "Current Approach"
by Investment Category and MPO Discretionary and Major Infrastructure Funding

MPO Investment Categories (Plus) <i>by primary purpose of projects</i>	2008-11 Unassigned Highway Discretionary Funding	Percentage of Unassigned Highway Discretionary Funding	2011-30 Federal Funding in the Region	Percentage of 2011-30 Federal Funding in the Region	Percentage of Highway Funding in the Region
Transit*			\$ 6,884,713,212	49.92%	
State of Good Repair & Maintenance - Roadway			\$ 1,936,375,000	14.04%	28.0%
Modernization - Roadway	\$ 82,509,954	87.0%	\$ 1,694,008,151	12.28%	24.5%
Expansion - Roadway			\$ 709,930,443	5.15%	10.3%
Expansion - Transit**			\$ 185,031,000	1.34%	2.7%
Expansion - Bike/Ped Specific	\$ 9,300,000	9.8%	\$ 119,400,651	0.87%	1.7%
Clean Air and Mobility			\$ 48,313,763	0.35%	0.7%
Traffic Management & Operations - Roadway	\$ 810,000	0.9%	\$ 6,086,466	0.04%	0.1%
Expansion - Freight Specific			\$ -	0.00%	0.0%
Statewide Maintenance***			\$ 2,190,005,000	15.88%	31.7%
Other****	\$ 2,191,800	2.3%	\$ 16,469,527	0.12%	0.2%
Total	\$ 94,811,754	100.0%	\$ 13,790,333,212	100.0%	100.0%

*Includes State of Good Repair, Maintenance/Modernization, and Management and Operations for Transit

**All federal funds for transit expansion are flexed from highway discretionary between 2011-30.

***Includes items classified by MassDOT as Statewide Maintenance, also includes ITS, CMAQ, HSIP, Transportation Enhancements, Safe Routes to School, etc.

****Includes funds that don't fit into an investment category, such as study/design.

TABLE 2a: Programmed Highway Discretionary and Major Infrastructure Funding - Strategy 2 "Regional Needs-Based Focus"

Project	Town	Investment Category	Current Cost (2011)	2011-2015	2016-2020	2021-2025	2026-2030	2031-2035	MPO Funding	*Non-MPO Funding
Route 128 Improvement Program	Randolph to Wellesley	Expansion - Roadway	\$149,000,000	\$149,000,000					\$149,000,000	
Crosby's Corner	Concord and Lincoln	Modernization - Roadway	\$68,189,830	\$68,189,830					\$68,189,830	
*Route 18	Weymouth	Expansion - Roadway	\$31,349,250	\$16,767,211					\$16,767,211	\$14,582,039
I-93/Route 3 Interchange (Braintree Split)	Braintree	Expansion - Roadway	\$36,000,000		\$30,508,856				\$47,374,000	
		Modernization - Roadway			\$16,865,144					
I-95/I-93 Interchange	Canton	Expansion - Roadway	\$235,500,000				\$169,730,470		\$458,731,000	
		Modernization - Roadway					\$289,000,530			
I-93/I-95 Interchange	Woburn, Reading, Stoneham, and Wakefield	Expansion - Roadway	\$297,000,000			\$57,060,840			\$475,507,000	
		Modernization - Roadway				\$418,446,160				
I-95 Northbound/Dedham St. Ramp/Dedham St. Corridor	Canton	Expansion - Roadway	\$35,000,000	\$37,856,000					\$37,856,000	
Route 1 add-a-lane	Malden, Revere, Saugus	Expansion - Roadway	\$100,000,000				\$194,790,000		\$194,790,000	
I-495/I-290/Route 85 Interchange	Marlborough and Hudson	Expansion - Roadway	\$37,400,000		\$9,843,170				\$49,215,849	
		Modernization - Roadway			\$39,372,679					
Clean Air and Mobility Program	Regionwide	Clean Air and Mobility	\$2,000,000 per year	\$10,000,000	\$10,936,820	\$12,678,772	\$14,698,171		\$48,313,763	
Isolated Intersection Improvement Program	Regionwide	Modernization - Roadway	\$2,000,000 per year		\$12,309,487	\$14,270,069	\$16,542,921		\$43,122,477	

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

\$281,813,041	\$119,836,155	\$502,455,841	\$684,762,092	\$0	\$1,588,867,130
\$93,786,959	\$449,753,845	\$313,154,159	\$333,677,908	\$0	\$1,190,372,870
\$375,600,000	\$569,590,000	\$815,610,000	\$1,018,440,000	\$1,180,660,000	\$2,779,240,000

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

75%	21%	62%	67%		57%
25%	79%	38%	33%		43%

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

\$68,189,830	\$68,547,310	\$432,716,229	\$305,543,451	\$0	\$874,996,820	55%
\$203,623,211	\$40,352,026	\$57,060,840	\$364,520,470	\$0	\$665,556,547	42%
\$0	\$0	\$0	\$0	\$0	\$0	0%
\$0	\$0	\$0	\$0	\$0	\$0	0%
\$10,000,000	\$10,936,820	\$12,678,772	\$14,698,171	\$0	\$48,313,763	3%

TABLE 2b: 2011-2030 Federal Transportation Funding Summary - Strategy 2 "Regional Needs-Based Focus"
by Investment Category and MPO Discretionary and Major Infrastructure Funding

MPO Investment Categories (Plus) <i>by primary purpose of projects</i>	2008-11 Unassigned Highway Discretionary Funding	Percentage of Unassigned Highway Discretionary Funding	2011-30 Federal Funding in the Region	Percentage of 2011-30 Federal Funding in the Region	Percentage of Highway Funding in the Region	Percentage Change in Highway Funding from Strategy 1
Transit*			\$ 6,884,713,212	49.9%		
State of Good Repair & Maintenance - Roadway			\$ 1,936,375,000	14.0%	28.0%	0.0%
Modernization - Roadway	\$ 82,509,954	87.0%	\$ 1,910,919,126	13.9%	27.7%	12.8%
Expansion - Roadway			\$ 665,556,547	4.8%	9.6%	-6.3%
Expansion - Transit**			\$ -	0.0%	0.0%	-100.0%
Expansion - Bike/Ped Specific	\$ 9,300,000	9.8%	\$ 116,762,608	0.8%	1.7%	-2.2%
Clean Air and Mobility			\$ 48,313,763	0.4%	0.7%	0.0%
Traffic Management & Operations - Roadway	\$ 810,000	0.9%	\$ 10,169,647	0.1%	0.1%	67.1%
Expansion - Freight Specific			\$ -	0.0%	0.0%	N/A
Statewide Maintenance***			\$ 2,190,005,000	15.9%	31.7%	0.0%
Other****	\$ 2,191,800	2.3%	\$ 27,518,310	0.2%	0.4%	67.1%
Total	\$ 94,811,754	100.0%	\$ 13,790,333,212	100.0%	100.0%	

*Includes State of Good Repair, Maintenance/Modernization, and Management and Operations for Transit

**All federal funds for transit expansion are flexed from highway discretionary between 2011-30.

***Includes items classified by MassDOT as Statewide Maintenance, also includes ITS, CMAQ, HSIP, Transportation Enhancements, Safe Routes to School, etc.

****Includes funds that don't fit into an investment category, such as study/design.

TABLE 3a: Programmed Highway Discretionary and Major Infrastructure Funding - Strategy 3 "New Mix of Projects and Programs - Lower Cost/More Flexibility"

Project	Town	Investment Category	Current Cost (2011)	2011-2015	2016-2020	2021-2025	2026-2030	2031-2035	MPO Funding	*Non-MPO Funding
Route 128 Improvement Program	Randolph to Wellesley	Expansion - Roadway	\$149,000,000	\$149,000,000					\$149,000,000	
Crosby's Corner	Concord and Lincoln	Modernization - Roadway	\$68,189,830	\$68,189,830					\$68,189,830	
*Route 18	Weymouth	Expansion - Roadway	\$31,349,250	\$16,767,211					\$16,767,211	\$14,582,039
I-93/I-95 Interchange	Woburn, Reading, Stoneham, and Wakefield	Expansion - Roadway	\$297,000,000			\$57,060,840			\$475,507,000	
		Modernization - Roadway				\$418,446,160				
Route 1 add-a-lane	Malden, Revere, Saugus	Expansion - Roadway	\$100,000,000		\$131,593,178				\$131,593,178	
I-93/Route 3 Interchange (Braintree Split)	Braintree	Expansion - Roadway	\$36,000,000		\$30,508,856				\$47,374,000	
		Modernization - Roadway			\$16,865,144					
*Sullivan Square	Boston	Modernization - Roadway	\$43,300,000		\$41,600,000				\$41,600,000	\$15,377,710
Trapelo Road	Belmont	Modernization - Roadway	\$16,394,990		\$21,574,689				\$21,574,689	
Route 2/Route 16 Intersection	Cambridge	Modernization - Roadway	\$40,000,000				\$77,916,020		\$77,916,020	
Route 126/Route 135 Grade Separation	Framingham	Modernization - Roadway	\$58,500,000				\$113,952,179		\$113,952,179	
Route 1/Route 16 Interchange	Revere	Modernization - Roadway	\$10,000,000				\$19,479,005		\$19,479,005	
MassDOT/Mass State Police Communications Interface for Real-time Information	Regionwide	Management & Operations - Roadway	\$10,000,000		\$13,159,318				\$13,159,318	
Clean Air and Mobility Program	Regionwide	Clean Air and Mobility	\$3,000,000 per year	\$11,000,000	\$16,405,230	\$19,018,157	\$22,047,257		\$68,470,644	
Bottleneck Program (e.g., Route 53, Montvale Avenue, New Boston Street Bridge)	Regionwide	Expansion - Roadway	\$4,000,000 per year		\$10,936,820	\$12,678,772	\$14,698,171		\$76,627,525	
		Management & Operations - Roadway			\$10,936,820	\$12,678,772	\$14,698,171			
Complete Streets Program (e.g., Trapelo Road, Rutherford Avenue, Needham Street/Highland Avenue)	Regionwide	Modernization - Roadway	\$4,000,000 per year		\$21,873,640	\$25,357,543	\$29,396,342		\$76,627,525	
Isolated Intersection Improvement Program	Regionwide	Modernization - Roadway	\$4,000,000 per year		\$21,873,640	\$25,357,543	\$29,396,342		\$76,627,525	
MBTA Safety Program (e.g., Positive Train Control and Bridge restoration)	Regionwide	Modernization - Transit	\$4,000,000 per year		\$21,873,640	\$25,357,543	\$29,396,342		\$76,627,525	
Advanced Transit Management Program (e.g., BRT Enhancements, Hand-held, real-time, vehicle location devices, Real-time information, Automatic passenger counters)	Regionwide	Modernization - Transit	\$4,000,000 per year		\$21,873,640	\$25,357,543	\$29,396,342		\$76,627,525	
Management & Operations Program (e.g., Employ Critical Infrastructure Surveillance, Deploy and Manage Dynamic Message Signs, Arterial Traffic Monitoring)	Regionwide	Management & Operations - Roadway	\$4,000,000 per year		\$21,873,640	\$25,357,543	\$29,396,342		\$76,627,525	
MassDOT Bay State Greenway Priority 100 Program (e.g., Northern Strand/Bike to the Sea, Mass Central Rail Trail, Bruce Freeman Rail Trail)	Regionwide	Expansion - Bike/Ped	\$4,000,000 per year		\$21,873,640	\$25,357,543	\$29,396,342		\$76,627,525	

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

\$244,957,041	\$424,821,891	\$672,027,960	\$439,168,857		\$1,780,975,749
\$130,642,959	\$144,768,109	\$143,582,040	\$579,271,143	\$0	\$998,264,251
\$375,600,000	\$569,590,000	\$815,610,000	\$1,018,440,000	\$1,180,660,000	\$2,779,240,000

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

65%	75%	82%	43%		64%
35%	25%	18%	57%		36%

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

\$68,189,830	\$123,787,112	\$469,161,246	\$270,139,889	\$0	\$931,278,077	52%
\$165,767,211	\$173,038,854	\$69,739,612	\$14,698,171	\$0	\$423,243,847	24%
\$0	\$21,873,640	\$25,357,543	\$29,396,342	\$0	\$76,627,525	4%
\$11,000,000	\$16,405,230	\$19,018,157	\$22,047,257	\$0	\$68,470,644	4%
\$0	\$43,747,279	\$50,715,086	\$58,792,685	\$0	\$153,255,050	9%
\$0	\$45,969,777	\$38,036,315	\$44,094,513	\$0	\$128,100,605	7%

TABLE 3b: 2011-2030 Federal Transportation Funding Summary - Strategy 3
"New Mix of Projects and Programs - Lower Cost/More Flexibility"
by Investment Category and MPO Discretionary and Major Infrastructure Funding

MPO Investment Categories (Plus) <i>by primary purpose of projects</i>	2008-11 Unassigned Highway Discretionary Funding	Percentage of Unassigned Highway Discretionary Funding	2011-30 Federal Funding in the Region	Percentage of 2011-30 Federal Funding in the Region	Percentage of Highway Funding in the Region	Percentage Change in Highway Funding from Strategy 1
Transit*			\$ 7,037,968,262	51.0%	3.9%	2.2%
State of Good Repair & Maintenance - Roadway			\$ 1,936,375,000	14.0%	27.5%	0.0%
Modernization - Roadway	\$ 82,509,954	87.0%	\$ 1,800,017,805	13.1%	25.6%	6.3%
Expansion - Roadway			\$ 423,243,847	3.1%	6.0%	-40.4%
Expansion - Transit**			\$ -	0.0%	0.0%	-100.0%
Expansion - Bike/Ped Specific	\$ 9,300,000	9.8%	\$ 174,546,371	1.3%	2.5%	46.2%
Clean Air and Mobility			\$ 68,470,644	0.5%	1.0%	41.7%
Traffic Management & Operations - Roadway	\$ 810,000	0.9%	\$ 136,629,021	1.0%	1.9%	2144.8%
Expansion - Freight Specific			\$ -	0.0%	0.0%	N/A
Statewide Maintenance***			\$ 2,190,005,000	15.9%	31.2%	0.0%
Other****	\$ 2,191,800	2.3%	\$ 23,077,261	0.2%	0.3%	40.1%
Total	\$ 94,811,754	100.0%	\$ 13,790,333,212	100.0%	100.0%	

*Includes State of Good Repair, Maintenance/Modernization, and Management and Operations for Transit

**All federal funds for transit expansion are flexed from highway discretionary between 2011-30.

***Includes items classified by MassDOT as Statewide Maintenance, also includes ITS, CMAQ, HSIP, Transportation Enhancements, Safe Routes to School, etc.

****Includes funds that don't fit into an investment category, such as study/design.