

## Public Comments Submitted to the Boston Region MPO

March 3, 2022

Written comments were submitted for the following projects since the last MPO meeting on February 17, 2022:

- **Belmont:** Community Path, Belmont Component of the MCRT (Phase 1) (#609204) (Scored for FFYs 2023—27 TIP) (three letters, pages 2-6)
- **Swampscott:** Swampscott Rail Trail (#610666) (Scored for FFYs 2023—27 TIP) (one letter, pages 7-8)

Additional comment letters were also submitted by proponents for the Community Connections projects under consideration for funding this year. These letters were submitted to MPO staff as a part of the application process for this program. Letters were submitted on behalf of the following projects:

- **Acton:** Bicycle Parking along the Bruce Freeman Rail Trail (two letters, pages 9-10)
- **Belmont:** Chenery Middle School Bicycle Parking (three letters, pages 11-13)
- **Medford and Malden:** Bluebikes System Expansion (six letters, pages 14-23)
- **MetroWest Regional Transit Authority (RTA):** CatchConnect Microtransit Service Expansion (seven letters, pages 24-30)
- **Montachusett RTA:** Microtransit Service (one letter, pages 31-32)
- **Newton:** NewMo Microtransit Service Expansion (five letters, pages 33-38)
- **Salem:** Bluebikes System Expansion (four letters, pages 39-42)
- **Stoneham:** Shuttle Service (eight letters, pages 43-54)
- **Watertown:** Pleasant Street Shuttle Service Expansion (six letters, pages 55-61)

**Wesley Chin, MPH**  
DIRECTOR OF HEALTH

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**DEPARTMENT OF HEALTH**



**BOARD OF HEALTH**  
DONNA S. DAVID, R.N., M.N.  
JULIE C. LEMAY, M.P.H.  
ADRIENNE S. ALLEN, M.D., M.P.H.

P.O. BOX 56, 19 MOORE STREET  
BELMONT, MASSACHUSETTS 02478

February 11, 2022

David Mohler, Chair  
Boston Regional Metropolitan Planning Organization  
10 Park Plaza, Suite 2150  
Boston, MA 02116

Dear Mr. Mohler,

On behalf of the members and staff of the Belmont Board of Health (BOH), I wish to inform you of our strong support for the Belmont Community Path Project.

Each spring, the Belmont Health Department oversees the town's Golden Shoes program. The purpose of this program is to encourage residents to get out and move around town and to search for Golden Shoes that they can then turn into our office for a small prize. Through this fun community wide activity, residents of all ages learn about the many benefits associated with maintaining an active lifestyle and how it can help improve mental health and prevent chronic illness.

In conclusion, the Community Path project strongly aligns with the mission of the BOH to promote better health and wellness for all residents and visitors of the Town. This path will provide a safe and healthy environment to promote healthy and active lifestyles for people of all ages in Belmont and our surrounding communities. We fully support this healthy initiative.

Sincerely,

A handwritten signature in black ink, appearing to read "Wesley Chin".

Wesley Chin  
Belmont Health Director

CC: BOH File



**TOWN OF BELMONT**  
OFFICE OF THE TOWN ADMINISTRATOR  
455 CONCORD AVENUE  
BELMONT, MASSACHUSETTS 02478

**TOWN ADMINISTRATOR**  
PATRICE GARVIN

[pgarvin@belmont-ma.gov](mailto:pgarvin@belmont-ma.gov)

455 CONCORD AVENUE  
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February 16, 2022

David Mohler, Chair  
Boston Region Metropolitan Planning Organization  
State Transportation Building  
10 Park Plaza, Suite 2150  
Boston, MA 02116-3968

Via email at [David.Mohler@state.ma.us](mailto:David.Mohler@state.ma.us)

Dear Chairperson Mohler and Members of the Boston Region Metropolitan Planning Organization:

We are writing to update the members of the Boston Region Metropolitan Planning Organization (“MPO”) on the substantial progress of Project #609204 (Community Path, Belmont Component of the Mass Central Rail Trail [Phase 1]) (hereinafter “Belmont Community Path”) since the last Transportation Improvement Program (“TIP”) cycle, and to urge the MPO to program this project for funding in the current TIP cycle. Most significantly, we are pleased to report that the Town’s design consultant, Nitsch Engineering, submitted [25% design plans for the project](#) to the Massachusetts Department of Transportation (“MassDOT”) in November 2021. The submission was the culmination of a lengthy public and stakeholder engagement process regarding the plans, including extensive touchpoints with project abutters and other key stakeholders like the Massachusetts Bay Transportation Authority (“MBTA”), and Nitsch publicly presented the 25% plans to the Town of Belmont at a [well-attended public forum](#) on November 4, 2022. MassDOT has indicated that they expect to complete their review of the 25% design plans in April 2022, and schedule the formal design public hearing later this spring. Given this progress, and Nitsch’s expectation that it will be able to submit 75% design plans to MassDOT by late summer or early fall, and 100% design plans by the following winter, we believe it is vital for the Boston Region MPO to program this important project for funding in the current TIP cycle to avoid a long delay between the completion of the design and bidding for construction.

In addition to continued progress on the design of the Belmont Community Path, the Town of Belmont continues to lay the groundwork to move forward other aspects of the project. Specifically, the Town of Belmont’s elected Town Meeting voted overwhelmingly to appropriate

an additional \$200,000 for the project (on top of the \$1.5 million already appropriated for design work) to fund key aspects of the right-of-way acquisition process that the Town will be responsible for as the project moves forward (e.g., appraisals for temporary construction easements). This appropriation ensures that the Town will be able to move quickly to implement other aspects of the project as the design is finalized, and its overwhelming approval by the Town's legislative body illustrates the broad and deep support for the project within the Town.

Additionally, the Belmont Select Board has also recently expanded the [charge of the Belmont Community Path Project Committee](#) ("CPPC") to include design of Phase 2 of the Belmont Community Path, which will extend from the terminus of Project #609204 to the City of Waltham, where additional sections of the Massachusetts Central Rail Trail ("MCRT) were recently bid out for construction. To that end, the CPPC is seeking an additional \$200,000 in fiscal year 2023 Community Preservation Act funding to procure a design consultant for Phase 2 of the Belmont Community Path. Combined with Phase 1 of the Community Path, this additional work will allow the Town to fully address a key gap in the MCRT, and again illustrates the Town of Belmont's strong commitment to full scope of the Belmont Community Path project.

We believe that this project will satisfy a vital need for the Town and the Boston region. Indeed, as the Metropolitan Area Planning Council ("MAPC") noted in its just-released [Metro Boston Municipal Trails, Bikeways & Greenways Inventory](#) the Belmont Community Path is a "key project[] in the inner core that [is] awaiting funding that would significantly improve access to E[nvironmental] J[ustice] populations". MAPC's inventory also noted that Belmont currently has the *lowest* density among urban communities in Massachusetts of shared use paths. As such, we very much look forward to continue working with the Boston Region MPO to ensure the completion of this project, and we again urge you to program this project for funding without delay. Please do not hesitate to contact us through Town's project manager and Director of Community Development Glenn Glancy at [gclancy@belmont-ma.gov](mailto:gclancy@belmont-ma.gov) if you have any questions.

Sincerely,

Patrice Garvin  
Town Administrator

On behalf of: The Belmont Community Path Project Committee, comprised of:

*Russell Leino, Chair*  
*Bonnie Friedman, Vice-Chair*  
*Ellen Sugarman, Secretary*  
*Philip Lawrence, Member*  
*Holly Muson, Member*  
*Vincent Stanton, Member*  
*Catherine Bowen, Member, School Committee Member, and liaison to the School Committee*  
*Mark Paolillo, Member, Select Board, and liaison to the Select Board*

*Patrice Garvin, Town Administrator*  
*Glenn Clancy, P.E., Director of Community Development*  
*Jay Marcotte, Director of Public Works*

CC:

The Belmont Select Board, comprised of:

*Adam Dash, Chair (via email at [adash@belmont-ma.gov](mailto:adash@belmont-ma.gov))*

*Roy Epstein, Vice-Chair (via email at [repstein@belmont-ma.gov](mailto:repstein@belmont-ma.gov))*

*Mark Paolillo, Member (via email at [mpaolillo@belmont-ma.gov](mailto:mpaolillo@belmont-ma.gov))*

State Senator William Brownsberger (via email at [william.brownsberger@masenate.gov](mailto:william.brownsberger@masenate.gov))

State Representative David Rogers (via email at [dave.rogers@mahouse.gov](mailto:dave.rogers@mahouse.gov))

Matt Genova, TIP Manager (via email at [mgenova@ctps.org](mailto:mgenova@ctps.org))



Belmont Housing Authority

February 17, 2022

Matt Genova  
Transportation Improvement Program (TIP) Manager  
Boston Region Metropolitan Planning Organization (MPO)  
[mgenova@ctps.org](mailto:mgenova@ctps.org)

RE: Belmont Housing Authority Support of Community Path Project

Dear Mr. Genova:

On behalf of the Belmont Housing Board of Commissioners, I am pleased to submit this letter of support for the Town of Belmont Community Path Project. It is our opinion that the existence of the Community Path will strengthen the connection of our communities to the surrounding neighborhoods and the Town of Belmont as a whole.

The residents of Belmont Village, a 100-unit state assisted family development, will particularly benefit from having a path that connects our community to local schools, as many tenants and their children walk or ride their bikes to and from school. This community is relatively insulated from the rest of Belmont, and we are hopeful that a connective path will help to integrate Belmont Village into the rest of the Town.

We strongly support the Town of Belmont's position and application for funding for construction on Phase 1 of the Community Path.

Sincerely,

A handwritten signature in blue ink that reads "Gloria Leipzig".

Gloria Leipzig  
Chair of the Board  
Belmont Housing Authority



**Town of Swampscott**  
**Community and Economic Development**  
Elihu Thomson Administrative Building  
22 Monument Avenue  
Swampscott, MA 01907



February 25, 2022

David Mohler  
Chair, Boston Region Metropolitan Planning Organization  
10 Park Plaza, Suite 2150  
Boston, MA 02116

RE: Swampscott Rail Trail (Project number 610666).

Dear Mr. Mohler and Members of the Boston Region Metropolitan Planning Organization,

Through this letter, the Town of Swampscott would like to provide you with an update on the status of the design for the Swampscott Rail Trail Project, and to confirm the enthusiastic support for this project by our community and partners including Swampscott Select Board, Senator Brendan Crighton, Swampscott School Committee, East Cost Greenway, Friends of the Swampscott Rail Trail, and others.

In January 2021, our design team submitted the 25% design of the Swampscott Rail Trail to MassDOT. This submission was returned as it needed additional information. Since then, our team has been actively working to update the 25% resubmission of plans to MassDOT. The resubmission schedule is currently being driven by the geotechnical borings and geotechnical report. New England Boring Contractors (NEBC) has been retained to perform this work. The full geotechnical program is expected to take 10 days in the field for the borings and 6 to 8 weeks to prepare the report, putting the completion date for the geotechnical report on or by June 10th.

The various other items required for a 25% resubmission to MassDOT will be complete before June 10th but could require some modifications based on the results of the geotechnical report.

The status for each deliverable required as part of the 25% resubmission is as follows:

- Preliminary Structures Report – work in progress.
- Bridge Type Selection Worksheet – work in progress.
- Hydraulic report – is complete.
- Highway Plans – are complete.
- Highway Cross Sections - are complete.
- Bridge Sketch Plans – work in progress.
- Geotechnical Report –work has been scheduled. Geotechnical report will be prepared once the boring logs are available.
- Estimate – is complete but could be amended based on the results of the borings.
- Design Justification Workbook – is complete.

- Functional Design Report – is complete.
- Preliminary ROW plans –Town is finalizing a 99-year lease agreement with National Grid.
- Traffic & Safety Engineering Checklist –is complete.
- 25% Design Checklist – is complete.
- Preliminary Duration & I/Ds – work in progress.
- Environmental Checklist –is complete.
- Horizontal Alignment Report – is complete.

As stated above, most of the deliverables are complete and the 25% submission plans will be resubmitted to MassDOT in early June.

When constructed, the Swampscott Rail Trail will be a two (2) mile community path located on a former rail corridor that will run the length of Swampscott and link neighborhoods, schools, parks, and the MBTA Commuter Rail station. One of the greatest benefits of this trail is the off-road access and connection to three schools, including a new 900 student district wide K-4 grade school. Construction of the new school will commence later this year. This path is critically needed to provide parents and students at this school with a safe active transit solution that would reduce air pollution, encourage fitness and healthy lifestyle not only within the 3 square miles that make up Swampscott, but within the region.

In addition, the completed Swampscott Rail Trail will fill a recognized critical gap in the regional trail network. Constructing this gap will meet goals established by the Metropolitan Area Planning Council as well as add additional off-road mileage to the East Coast Greenway and the Border to Boston Trail.

We stand ready to advance this project and respectfully request your support of this project by programming it on the FFY23-27 Transportation Improvement Plan.

Sincerely,



Marzie Galazka, Director

December 13, 2021

David Mohler  
Chair, Boston Region MPO  
10 Park Plaza, Suite 2150  
Boston, MA 02116

Dear Chair Mohler,

On behalf of the Green Advisory Board (GAB) for the Town of Acton, we write to express our support for the Town's application for funding for bike parking via the Community Connections Program.

Since 2009, GAB has served in an advisory capacity to the Town of Acton and Acton Boxborough Regional School District (ABRSD) staff to help push forward actions to reduce greenhouse gas (GHG) emissions in the community and promote climate resilience. We helped lead the development of a GHG Inventory in 2019, which has helped us identify the sectors in our community to address in our effort to reach net zero emissions. Critical to this effort is enhancing low emission mobility options, including biking. The Town is currently coordinating an Acton Climate Action Plan (CAP) process, which includes strategies to reduce emissions by incorporation "measures to increase bicyclist safety, increase connection to a broader regional bike network, and improve ridership." Key to this strategy is providing more bike parking options near future transit options and along the rail trail on Great Road to replace vehicles and facilitate stops along the various shops, restaurants, and businesses.

Acton is committed to supporting this project by providing dedicated staff time, including participation of the Directors of Public Works, Planning, Transportation, and Sustainability to ensure the successful implementation of this project.

Sincerely and on behalf of the Green Advisory Board,

Chair Mary Smith

December 16, 2021

David Mohler  
Chair, Boston Region MPO  
10 Park Plaza, Suite 2150  
Boston, MA 02116

Dear Chair Mohler,

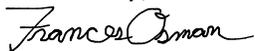
On behalf of the Transportation Advisory Committee (TAC) for the Town of Acton, we write to express our support for the Town's application for bike parking through the Community Connections program of the MPO's Transportation Improvement Plan.

TAC has advocated for cycling as an alternative form of transportation for several years. Most recently in 2020, the committee formed an ad hoc Bicycle Advisory Group with surrounding communities to identify needs for the cycling community within the Greater Acton region. With two major rail trails crossing through the community - the Assabet River Rail Trail and Bruce Freeman Rail Trail, Acton has become a popular destination for bicycle enthusiasts. Acton has also already demonstrated leadership in making bicycle parking available for commuters. With support from our legislative delegation, Acton installed bicycle lockers and racks at the South Acton MBTA Commuter Rail station.

In 2019, with support from the Green Advisory Board, Acton developed a greenhouse gas inventory, which identified transportation as a major contributor (over 40%) to the greenhouse gases in the community. As we seek to achieve our goal of reaching net-zero emissions by 2030, it is critical that we enhance low emission mobility options. This proposed project to increase bike parking options near the commuter station and along the rail trail on the Great Road corridor is key to assist the community in achieving our goals.

Acton remains committed to supporting this project by providing dedicated staff and volunteer time, including the Directors of Public Works, Planning, Transportation, and Sustainability to ensure the successful implementation of this project.

Sincerely,



Franny Osman, Chair  
Transportation Advisory Committee

January 5, 2022

I would like to voice my support for the installation of a sheltered bike rack at the Chenery Middle School. I have biked to Chenery for the past 22 years and I have the luxury of keeping my bicycle in my classroom. Obviously, students do not have this opportunity. Having a location to keep bikes better protected from the elements would encourage more students (and staff) to use this non-polluting and healthier method of transportation instead of cars.

Sincerely,

Ben Ligon  
Grade 6 science teacher  
Chenery Middle School

28<sup>th</sup> Feb 2022

Dear CTPS/MPO

I would like to lend my support to the installation of covered bicycle parking at Chenery Middle School. Covered bicycle parking provides an important element encouraging students to cycle to school by protecting the bicycles from the rain and sun. Cycling to school is a great form of exercise and is a great way to connect with the community in a way that is not possible as a passenger in a car, both of which help build positive lifelong habits. Like walkers, cyclists see, hear, and experience their community on their way into and out of school including interacting with friends, other fellow students, and neighbors. Cycling also increases the distance students can travel to school without the use of a car therefore contributing to limiting the number of car miles driven in line with Belmont's and the State's Climate Action Road Maps. By providing a covered bicycle parking we would be removing a potential barrier for anyone considering cycling to school which can only contribute to fewer cars on the road, less traffic, and a reduction in the associated pollution and contribution to greenhouse gases.

Thank you for considering this project at Chenery.

Sincerely

Dean Hickman  
Chair, Sustainable Belmont  
[sustainablebelmont@gmail.com](mailto:sustainablebelmont@gmail.com)  
[www.sustainablebelmont.net](http://www.sustainablebelmont.net)

27 Feb. 2022

Dear CTPS/MPO:

On behalf of the Belmont High School Student Climate Action Club, we would like to say that we support the installation of covered bike parking at Chenery Middle school. A bicycle shelter would encourage many more students to bike to school, as the thought of your bike being dry and protected during the day will incentivise students to take this eco-friendly route to school. The more people biking makes the streets safer and reduces traffic congestion, which in turn will help encourage more biking and walking to Chenery. The covered bike parking at the high school is definitely a motivating factor for the many bikes there every day, something that could happen at the middle school as well.

- Belmont High School Climate Action Club  
(Joel Iglesias, Francesca Kitch, Clara Roth)



## Bike to the Sea, Inc.

51 Pleasant Street #15,  
Malden MA 02148



December 16, 2021

Todd Blake, City Engineer  
City of Medford  
85 George P Hassett Drive  
Medford MA 02255

Re: Community Connections Grant: Blue Bikes for Medford and Malden

Dear Mr. Blake:

We write on behalf of Bike to the Sea, Inc. in total support of adding more Bluebikes stations along and near the Northern Strand Trail, the longest, safest, and most accessible artery for bicycle use in the northern Boston area.

In particular we believe areas in Malden and Medford are perfect locations for new stations because of their high density and proximity to downtown Boston. Not only will the stations give residents in both cities more affordable and healthy ways to commute to/from work, but also to run errands, go to school (16+), exercise, and enjoy the outdoors.

We hope one day Bluebikes stations will exist along the entirety of the Northern Strand, all the way from downtown Lynn to Boston. The greater their connectivity, the greater their practicality of use, and the greater their positive impact on all our communities.

Sincerely,

Jonah Chiarenza  
Bike to the Sea, Executive Director

Janet Green  
Bike to the Sea, President



BREANNA LUNGO-KOEHN  
MAYOR

# City of Medford

OFFICE OF THE MAYOR

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December 16, 2021

David Mohler  
Chairman, Boston Region MPO  
Members of the Boston Region MPO  
State Transportation Building  
10 Park Plaza, Suite 2150  
Boston, MA 02116

Subject: Letter of Support for Bluebike Expansion into Medford

Dear Mr. Mohler and Members of the MPO:

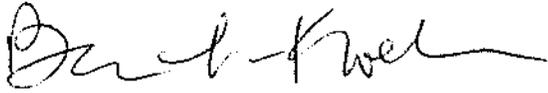
I am writing in support of the City of Medford and City of Malden's joint Community Connections grant application to fund the capital purchase of additional Blue bike stations. Thank you for last year's award. The City of Medford is enthusiastic about collaborating with our neighbors in Malden again to continue to further the newest cities in the Bluebike network. Not only would Community Connections funding allow us to make these large capital purchases, but staff in both communities would be granted greater ability to engage with our residents to ensure the location of Bluebike stations is logical, equitable, and accessible for all.

As stated in the last round, partnering with Bluebikes in Medford and Malden again continues to forge valuable regional connections between Greater Boston communities, allowing our residents to shift from personal or rideshare vehicles to active transportation opportunities such as Bluebikes. With Bluebikes already offered in many of our neighboring communities, like Arlington, Somerville, Cambridge, Boston, and Everett, as well as nearby Revere and Chelsea, Medford and Malden are particularly poised to take advantage of Bluebike stations to provide residents with important connections both within our own cities as well as neighboring communities, jobs, healthcare, and other important services.

It is no secret that the COVID-19 pandemic has affected our communities and will continue to affect them in many ways. Bluebikes offer the opportunity to travel across Greater Boston in a safe way. Similarly, both communities believe that expanding Blue bikes to our area would also greatly benefit our local businesses who need additional customer support now more than ever. Outside of COVID-19, Bluebikes also offer the opportunity to make important first- and last-mile connections for Medford and Malden residents. Particularly as the Green Line Extension is nearing completion in Medford and Malden hosts the Orange Line, residents who regularly use or need to regularly use transit but are unable to reach stations will be able to do so with Bluebikes.

I hope that you will strongly and favorably consider our joint application and help advance our short- and long-term goals for our communities, as well as provide important resources for residents during the COVID-19 crisis.

Thank you for your consideration,

A handwritten signature in black ink, appearing to read "Breanna Lungo-Koehn". The signature is fluid and cursive, with a long horizontal stroke at the end.

Breanna Lungo-Koehn



## Medford Bicycle Advisory Commission

December 16, 2021

David Mohler, Chair

Members of the Boston Region Metropolitan Planning Organization (MPO)

Subject: Letter of Support for BlueBike Expansion into Medford

Dear Mr. Mohler and Members of the MPO:

Thank you for last year's grant award and allowing us an opportunity to comment and advocate for such an important goal (bringing a reliable and equitable bike share system to our community).

**The Medford Bicycle Advisory Commission (MBAC) strongly supports the further expansion of the BlueBikes network. Accordingly, we respectfully request consideration for additional funding to further expand it to the City of Medford.** The Commission works to encourage those who live, work, and travel in Medford to ride bikes. We educate road users on how to ride and drive safely, advise the City on ways to improve our infrastructure, and help organize our local community of cyclists. The Commission's members are appointed by the Mayor. Below, we describe several of the reasons that we support the City's efforts to further expand the BlueBikes bike share network into Medford.

**The MBAC has long supported the bike share concept.** We believe that bike share systems provide a valuable transportation option for our residents. They promote healthy lifestyles and offer an affordable alternative to motorized vehicles, thereby reducing traffic congestion, pollution, and greenhouse gas emissions. The opportunity to bring a more expansive system to Medford – long a goal, but never financially feasible – will benefit our residents and tie us into a successful, regional network. Bike share systems serve to encourage ridership among new and casual users, people who would consider riding if only it were more convenient and safer. By using grant funding once again to help obtain a supply of convenient and reliable shared bikes

for our cities, we free up constrained city budgets to invest in new infrastructure that will benefit these new road users.

**The opportunity to bring additional BlueBikes to both Medford and Malden would further provide critical connectivity to Somerville, Arlington, Cambridge, Everett, Boston, and Brookline.** Medford and Malden residents live on the border of a large bike share network. However, most of our residents live too far from stations in neighboring municipalities to use the system, rendering it appealing but ultimately out of reach. These systems are most useful when stations are plentiful and located close to home - users need to be able to walk to stations near their home. We believe an expanded system will provide significant transportation options for users, particularly those who currently do not have direct routes via public transit to their desired locations. The collaboration between our two cities will also allow us to share knowledge, expertise, and efficiencies to our mutual benefit.

**An expanded bike share system is an important addition to the Medford Bicycle Master Plan.** While our City is adding bicycle infrastructure with road markings, bike lanes, and multi-use paths, we know that those improvements are, of course, most effective when people feel safe enough to use them. Making bicycles more accessible to people through a bike share system will enhance the safety-in-numbers effect. Increased ridership also yields increased demand for safe cycling infrastructure, which also tends to facilitate increased pedestrian safety projects, improving the safety of all road users.

**Further expanding the BlueBikes system into Medford and Malden may lead to improved transportation equity and mode shift.** Bike share systems are often relied upon by those who do not or cannot afford to own a car. In some instances, using these bikes may also be more cost-effective and convenient than using public transportation, and certainly less expensive than vehicle ride-share services or owning a car. In addition, BlueBikes offers subsidies for lower income eligible households, making it an affordable option for lower-income households. In light of the COVID-19 pandemic, we also know that many are concerned about the health risks of being in close proximity to others while using public transportation. This system would provide those who prefer to avoid public transit another transportation option, thereby freeing up capacity for those users who must rely on public transit. If we are fully connected to our neighboring municipalities' bike share systems, our residents will also be able to travel freely to nearby communities by bike, avoiding the cost and hassle of parking or vehicle maintenance.

**We strongly support expanding upon any dock-based bike share system, where bicycles are securely locked at convenient, prominent locations.** Fixed stations add predictability for users, who quickly learn where to go to find a bike. Fixed stations also avoid any potential concerns that unattended bikes may unintentionally block sidewalks, driveways, or other public right-of-ways. This is a significant concern in densely-populated cities, with limited sidewalk space. We therefore are seeking funding for a system that benefits new bike share users without negatively impacting other vulnerable sidewalk users.

**We anticipate significant ridership from Medford and Malden residents once this system is established; more stations increase the usability, viability, and sustainability of a strong, well-used network.** Because we attend public meetings held by the City and engage with citizens privately and at community events, we are deeply connected to our community. We regularly hear concerns from them about ways to increase bike safety and their desire to improve transportation options for Medford residents. It is our responsibility to do what we can to help make cycling in our city easier, safer, and more useful, for riders of all ages and abilities.

Therefore, we, the Medford Bicycle Advisory Commission, strongly support the City's application for a BlueBikes funding grant, and greatly appreciate your consideration.

Medford Bicycle Advisory Commission



Jared Powell, Chair

Patrick Bibbins, Vice Chair

Lisa DiRocco, Secretary

cc: MBAC members



## City of Medford, MA

## Complete Streets Committee

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December 16, 2021

David Mohler, Chair  
Members of the Boston Region Metropolitan Planning Organization (MPO)

Subject: Letter of Support for BlueBike Expansion into Medford

Dear Mr. Mohler and Members of the MPO:

The Medford Complete Streets Committee (CSC) thanks you for last year's grant award and strongly supports the expansion of the BlueBikes network in the Cities of Medford and Malden in their second joint application for Community Connections Funding. As stated last year, the CSC in Medford is a group of stakeholders made up of City Hall employees and Medford residents who believe in the Complete Streets philosophy and want to bring it to Medford. Below are several reasons that the Committee supports the City's effort to further expand the Bluebike network into Medford and Malden.

More people on bikes means fewer people are in their cars. Part of the Complete Streets philosophy is that streets should be for everyone - especially people who have experienced systemic underinvestment or whose needs have not been met through a traditional transportation approach.<sup>1</sup> This philosophy encourages communities to design and operate the entire right of way to prioritize safer slower speeds for *all people* who use the road, over high speeds for motor vehicles. This in mind, the further expansion of the Bluebike network into Medford and Malden would encourage mode shift from personal vehicle use as well as encourage people who have not considered biking to take advantage of the system. Even given the COVID-19 pandemic, when many are concerned about being in close proximity to other people, those who can use Bluebikes would be encouraged to do so by the expansion, thereby freeing up public transportation for essential workers who rely on it.

The further expansion of the Bluebikes network would also provide critical connectivity to Greater Boston. Medford and Malden residents who live on the outskirts of the amazing Bluebike network but most residents live too far from a station in our neighborhooding communities that the system is out of reach. Bringing Bluebikes directly into Medford and Malden would allow for residents to take full advantage of this system and make valuable connections to our neighbors.

Similarly, further expanding the Bluebike system into Medford and Malden may lead to improved transportation equity and mode shift behaviors. Bike share systems offer reliable transportation options for those who do not or cannot afford cars. Often, bike share is also more cost effective than



public transportation or ride-share services. Bluebikes also offers subsidies for low-income households which helps to make it more accessible for all interested users, no matter income.

Lastly, a dock-based bikeshare system addresses the safety concerns that remain from Medford and Malden's last bikeshare experience with a dockless system. It is important for the City, then to expand Bluebikes which is a system that benefits new bike share users without negatively impacting other vulnerable sidewalk users.

The Medford CSC strongly supports this year's joint application for a Community Connections grant by the City of Medford and the City of Malden's to further the security and viability of a long lasting, successful Bluebike system for our communities, and greatly appreciates your consideration.

Thank you,

Tim McGivern, Chair  
Complete Streets Committee

1 <https://smartgrowthamerica.org/program/national-complete-streets-coalition/publications/what-are-complete-streets/>



# City of Malden Massachusetts

Stephen P. Winslow, Councillor at Large  
215 Pleasant Street Malden MA 02148  
[swinslow@citymalden.org](mailto:swinslow@citymalden.org) 781-661-8032

December 16, 2021

David Mohler, Chair & Members  
Boston Metropolitan Planning Organization  
10 Park Plaza  
Boston MA

Re: Community Connections Grant Application  
Bluebike Expansion to Medford and Malden

Dear MPO Members:

I am writing to express my strong support for the continued expansion of the Bluebike program into Medford and Malden and of the status of my effort to secure the full backing and support of the City of Malden for this effort.

Councillors O'Malley, Linehan and I previously offered \$10,000 each from council mitigation funds we have discretion to commit and Councillor Crowe is willing to commit an additional \$5000. These funds can be used to provide the 20% match for one new dock in Malden as well as 1<sup>st</sup> year operating costs. We have also secured the commitment of one developed to fund long-term operating costs.

Thanks for your consideration.

Stephen Winslow  
Malden City Councillor at Large

Cc: Maria Luise, Mayor's Office. City of Malden  
Todd Blake, City of Medford.  
Councillors Linehan. O'Malley and Crowe



December 22, 2021

David Mohler, Chair

Members of the Boston Region Metropolitan Planning Organization (MPO)

**Subject: Letter of Support for Bluebikes Expansion into Malden and Medford**

Dear Mr. Mohler and Members of the MPO:

Lyft supports the application for Community Connections grant funding from the Cities of Malden and Medford to expand the Bluebikes network in those cities.

Lyft strongly believes that getting more people out of single occupancy vehicles, and encouraging them to walk, bike, or take public transit to their destinations is key to creating transportation systems that work better for everyone. Particularly now, connecting communities through integrated bikeshare systems has never been more important, and working with cities to grow these networks is very important to us.

As the operator of the publicly-owned Bluebikes system, we have supported the growth of the network to its current size of 415 stations and over 3,500 bikes across 11 municipalities and 68 square miles. As Bluebikes has been introduced in new areas, we've seen it reduce the barriers for bike commuting and increase the number of people using bikes as one of their transportation choices. Adding stations to these two cities will expand access to biking and provide residents with another public transportation option to get around the region. The Bluebikes network connects these communities not only to one another but also to the rest of the vast Bluebikes service area.

If they receive this grant funding, Lyft is committed to working with Malden and Medford to deliver and install equipment within the grant's timeline, operating the system, and marketing the expansion to current and potential customers. We believe this will be a prudent and beneficial use of these funds.

Thank you,

Dominick Tribone, General Manager, Bluebikes  
Thomas DeVito, East Coast Policy Manager, Lyft



The Commonwealth of Massachusetts  
MASSACHUSETTS SENATE  
OFFICE OF THE PRESIDENT

SENATOR KAREN E. SPILKA  
PRESIDENT

*Second Middlesex and Norfolk District*

STATE HOUSE, ROOM 332  
BOSTON, MA 02133-1053  
(617) 722-1500  
KAREN.SPILKA@MASENATE.GOV  
WWW.MASENATE.GOV

December 15, 2021

Community Connections Program Staff  
Boston MPO  
State Transportation Building  
10 Park Plaza, Suite 2150  
Boston, MA 02116

RE: MWRTA Catch Connect FY2023-2025 Community Connections (CC) Program Application

To the Community Connections Program Staff:

I am writing to express my strong support for the MetroWest Regional Transit Authority (MWRTA) grant application for Catch Connect service. Catch Connect is a microtransit solution that offers passengers a flexible, on-demand transportation alternative to traditional fixed route and demand response service.

Increased flexible and convenient public transportation options are critical for promoting equity and economic vitality within our communities. MWRTA is committed to expanding flexibility and convenience of service, and Catch Connect is a major step toward this goal. MWRTA will utilize awarded funds to expand Catch Connect--currently piloted in several cities and towns--to weekends and evening hours when traditional service is limited or not offered. Expanding our region's microtransit options will afford residents and visitors alike easier access to employment and essential community resources. Local businesses will also benefit from the increased traffic resulting from this innovative solution.

MWRTA has been a leader in providing quality public transportation in the region, and I fully support the authority's Catch Connect initiative. I ask that you please give their CC Program grant application every appropriate consideration. Should you have any questions, please do not hesitate to contact my office at (617) 722-1500 or [karen.spilka@masenate.gov](mailto:karen.spilka@masenate.gov).

Best regards,

Massachusetts Senate President Karen E. Spilka  
*Second Middlesex & Norfolk District*



The Commonwealth of Massachusetts  
 House of Representatives  
 State House, Boston 02133-1054

CARMINE L. GENTILE  
 STATE REPRESENTATIVE  
 13TH MIDDLESEX DISTRICT  
 SUDBURY • MARLBOROUGH  
 WAYLAND • FRAMMINGHAM

Committees  
 Vice Chair, Higher Education  
 Environment, Natural Resources  
 and Agriculture  
 State Administration  
 and Regulatory Oversight  
 Elder Affairs  
 STATE HOUSE, ROOM 1167  
 TEL. (617) 722-2810  
 Carmine.Gentile@MAhouse.gov

December 15, 2021

Community Connections Program Staff  
 Boston MPO  
 State Transportation Building  
 10 Park Plaza, Suite 2150  
 Boston, MA 02116

RE: MWRTA Catch Connect FY2023-2025  
 Community Connections (CC) Program Application

CC Program Staff:

I am writing in support of the MetroWest Regional Transit Authority (MWRTA) Community Connections program grant application. MWRTA will utilize awarded funds to expand its popular and successful Catch Connect microtransit service.

Currently operating in the town of Wellesley on weekdays and the communities of Framingham and Natick on weekends, Catch Connect is a curb to curb, on-demand service offering convenient access to community businesses and institutions. Catch Connect has increased equity and opportunity in our communities, providing those who rely on public transportation access to employment, education, health care, and social activities at times when traditional bus service is not available. Increased traffic to local businesses associated with Catch Connect has spurred economic development. MWRTA will use CC grant funds to maintain current service and expand it to additional hours and territories.

I have been proud to work with MWRTA over the years to enhance public transportation in underserved areas. Catch Connect represents a major step forward toward creating a more equitable community. I hope you will join me in supporting MWRTA's funding request.

Regards,

Representative Carmine Gentile  
 13<sup>th</sup> Middlesex District



# CITY OF FRAMINGHAM

OFFICE OF THE MAYOR

---

**Dr. Yvonne M. Spicer**  
Mayor

**Thatcher W. Kezer III**  
Chief Operating Officer

508-532-5401  
mayor@framinghamma.gov  
www.framinghamma.gov

**MEMORIAL BUILDING**  
150 Concord Street, Room 121  
Framingham, MA 01702

December 15, 2021

Community Connections Program Staff  
Boston MPO  
State Transportation Building  
10 Park Plaza, Suite 2150  
Boston, MA 02116

RE: MWRTA Catch Connect FY2023-2025  
Community Connections (CC) Program Application

CC Program Staff:

I am writing on behalf of The City of Framingham in support of MetroWest Regional Transit Authority's (MWRTA) grant application to fund the MetroWest Catch Connect service in the City of Framingham during weekend hours, beginning with MWRTA's demand response clients and migrating to a general public availability model.

Transportation is paramount to the region's economic vitality and providing flexible travel options to the residents of the City is a high priority. We are excited at the opportunity to support the MWRTA Catch Connect initiative, which will provide more flexible and convenient options of transportation to our community with a focus on supporting regional business and shopping options, as well as providing equitable service to our community members. Currently, weekend service options, especially on Sunday, are extremely limited for our constituents.

We support the approach of deploying microtransit solutions to help further the goal of the Authority as it gathers demand information for Sunday service. We appreciate your full consideration of the MWRTA CC Program grant application to support this service.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Thatcher W. Kezer III'.

Thatcher W. Kezer III  
Chief Operating Officer

December 15, 2021

Community Connections Program Staff  
Boston MPO  
State Transportation Building  
10 Park Plaza, Suite 2150  
Boston, MA 02116

RE: MWRTA Catch Connect FY2023-2025  
Community Connections (CC) Program Application

CC Program Staff:

I am writing on behalf of the town of Hudson in support of the MetroWest Regional Transit Authority (MWRTA) Community Connections grant application. This grant would allow MWRTA to make further investments in its Catch Connect microtransit program.

Catch Connect is currently operating in several MetroWest cities and towns as a first/last mile solution that offers flexible, on-demand transportation services within areas and hours that traditional fixed route and demand response transportation services are not available. The town of Hudson has grown to become a vibrant community with many assets, including a historic downtown, diverse recreational facilities, a multi-use trail running through the heart of the town, scenic lakes and rivers, and available land that can be developed for residential and commercial use. MWRTA is working hard to expand Catch Connect in developing areas like Hudson to increase transportation equity, allowing everyone a safe means of access to employment, education, businesses, and social/recreation opportunities. CC funds will help the Catch Connect service continue to grow and prosper.

I have been excited to work with MWRTA to develop the Route 15 service in Hudson, and our continued collaboration will provide even more reliable, accessible transportation options for our community. I hope you will join me in supporting MWRTA's funding request.

Sincerely,



*Kristina Johnson, AICP*

Director of Planning & Community Development  
Town of Hudson, MA  
President, Mass. Association of Planning Directors  
Tel: 978-562-2989  
Cell: 857-939-3427  
Email: [kjohnson@townofhudson.org](mailto:kjohnson@townofhudson.org)  
"Like" Hudson Planning and Community Development on Facebook 

TOWN OF WELLESLEY



MASSACHUSETTS

**SELECT BOARD**

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THOMAS H. ULFELDER, CHAIR  
LISE M. OLNEY, VICE CHAIR  
ELIZABETH SULLIVAN WOODS, Secretary  
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FACSIMILE: (781) 239-1043  
TELEPHONE: (781) 431-1019 x2201  
[WWW.WELLESLEYMA.GOV](http://WWW.WELLESLEYMA.GOV)  
MEGHAN C. JOP  
EXECUTIVE DIRECTOR OF GENERAL GOVERNMENT SERVICES

December 15, 2021

Community Connections Program Staff  
Boston MPO  
State Transportation Building  
10 Park Plaza, Suite 2150  
Boston, MA 02116

RE: MWRTA Catch Connect FY2023-2025  
Community Connections (CC) Program Application

I am writing on behalf of the Town of Wellesley in support of MetroWest Regional Transit Authority's (MWRTA) grant application to fund the MetroWest Catch Connect service, a microtransit initiative replacing traditional fixed route service.

Transportation is paramount to the economic vitality and the health of the region and providing flexible travel options to Wellesley's residents, employers, employees, and visitors is a high priority. We are excited at the opportunity to continue to support the MWRTA Catch Connect microtransit initiative. The Catch Connect provides flexible and convenient options of transportation within our community with a focus on supporting local business and shopping options, as well as providing equitable service to our community members. Wellesley currently has three MBTA commuter rail stops in Town, all of which are not ADA accessible. The MWRTA and the Catch Connect are the ADA accessible transportation options that serve individuals in the community. Continuation and expansion of the service will only improve mobility options in the Town of Wellesley. We appreciate your full consideration of the MWRTA CC Program grant application to support this microtransit service.

Regards,

A handwritten signature in blue ink that reads "Meghan C. Jop".

Meghan Jop, AICP  
Executive Director of General Gov't Services  
Town of Wellesley

December 15, 2021

Community Connections Program Staff  
Boston MPO  
State Transportation Building  
10 Park Plaza, Suite 2150  
Boston, MA 02116

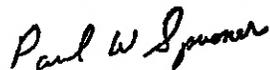
RE: MWRTA Catch Connect FY2023-2025  
Community Connections (CC) Program Application

CC Program Staff:

I am writing on behalf of the MetroWest Center For Independent Living (MWCIL) in support of MetroWest Regional Transit Authority's (MWRTA) grant application to fund the MetroWest Catch Connect service, a microtransit initiative providing flexible transportation options to MWRTA demand response customers.

Transportation is paramount to the economic vitality of the region and providing flexible travel options to our clients is a high priority. We are excited at the opportunity to continue to support the MWRTA Catch Connect initiative, which provides flexible and convenient transportation options to the community with, a focus on supporting regional business, shopping options, and medical appointments, as well as providing equitable service to our community members. We appreciate your full consideration of the MWRTA CC Program grant application to support Catch Connect service.

Sincerely,



Paul Spooner, Executive Director  
MetroWest Center For Independent Living

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***MWCIL enhances the full participation of persons with disabilities in the community.***



**METROWEST REGIONAL TRANSIT AUTHORITY**

**Public Transportation System**

15 Blandin Avenue  
Framingham, MA 01702

Ph. (508) 935 2222 ▪ Fax (508) 935 2225 ▪ [www.mwrta.com](http://www.mwrta.com)

December 15, 2021

Community Connections Program Staff  
Boston MPO  
State Transportation Building  
10 Park Plaza, Suite 2150  
Boston, MA 02116

RE: MWRTA Catch Connect FY2023-2025  
Community Connections (CC) Program Application

CC Program Staff:

MetroWest Regional Transit Authority (MWRTA) Catch Connect is a microtransit service that represents a major step forward in accelerating innovation, creating much greater flexibility for passengers than that offered by current options.

Catch Connect service is currently being piloted in several cities and towns. MWRTA will use awarded funds to expand the Catch Connect service to our community members on Sunday for passengers of its door-to-door complimentary paratransit program. Once fully implemented, MWRTA intends to further expand the service to a general public availability model.

A growing number of MetroWest residents rely on the MWRTA as their only means of transportation, and very limited service availability on late nights and weekends creates numerous barriers when trying to get to work or access essential resources during these periods. Expanding service on evenings and weekends remains a high priority for the MWRTA. Implementing flexible microtransit solutions will help sustain economic growth and vitality in the region, increase transit equity, promote a cleaner environment, and spur continued development of this service.

I ask that you join me in supporting this MWRTA CC Program application.

Sincerely,

Joseph Nolan, Chairman  
MWRTA Advisory Board

**Framingham ♦ Ashland ♦ Holliston ♦ Natick ♦ Wayland ♦ Hopkinton ♦ Weston ♦ Sherborn ♦  
Sudbury ♦ Marlborough ♦ Southborough ♦ Wellesley ♦ Dover ♦ Hudson ♦ Milford ♦ Hopedale**

Administrator  
Mohammed H. Khan

MONTACHUSETT REGIONAL TRANSIT AUTHORITY  
1427R Water Street, Fitchburg, Massachusetts 01420  
(978)345-7711 - 1-800-922-5636 - FAX: (978) 345-9867

*Member Communities*

Mr. Sandy Johnston,  
Unified Planning Work Program Manager  
Boston Metropolitan Planning Organization

Fitchburg  
Leominster  
Gardner  
Ashburnham  
Shirley  
Ayer  
Lancaster  
Sterling  
Hubbardston  
Royalston  
Littleton  
Winchendon  
Ashby  
Templeton  
Westminster  
Hardwick  
Lunenburg  
Harvard  
Bolton  
Boxborough  
Stow  
Athol

Dear Mr. Johnston,

The Montachusett Regional Transit Authority (MART) provides public transit services to twenty-one of its twenty-two (22) member communities in the North Central Massachusetts region through contracts with private operators utilizing MART-owned vehicles. The public transit services include: fixed route bus; ADA complementary paratransit services; Councils on Aging (COA's); subscription services; Job Access Reverse Commute (JARC) night service (demand taxi & paratransit), Link Intercity bus routes; and Dial-A-MART services which provide contract services for various human and social service agencies.

MART operates an extensive fixed route bus system throughout the cities of Fitchburg, Leominster and Gardner, as well as linked routes and services in the towns of Templeton, Athol, Winchendon, Lunenburg, and Lancaster with MART's ADA service providing the appropriate complementary paratransit services to those fixed route services. MART also provides COA para-transit services in all but one of its member communities which include Ashburnham, Ashby, Athol, Ayer, Bolton, Boxboro, Fitchburg, Gardner, Hardwick, Harvard, Hubbardston, Lancaster, Leominster, Littleton, Lunenburg, Shirley, Sterling, Stow, Templeton, Westminster and Winchendon. The Town of Royalston elects to have no service.

Transportation is a basic human need, and as societies become more complicated, transportation infrastructure and transportation management have become more complex. MART has pioneered innovative ways to provide rides for its demand response service for ADA and the general public in our region using mobile apps and advanced web tools through our technology provider QRyde. MART and QRyde are again partnering to create an on-demand MicroTransit service for the towns of Bolton, Boxborough, Stow and Littleton based on a successful MicroTransit model implemented in Fitchburg.

The proposed system will allow communities such as healthcare facilities, veteran service organizations and workforce organizations to negotiate better prices for the consumers they serve, and help them book on-demand transportation while managing payments and subsidies. The implementation of this program will result in a decrease in the cost of delivering service by reducing the daily overhead cost and allow MART to provide better customer service. Providing on-demand transportation with contactless payment options will also make paying fares safer and instill more confidence in community-based transportation, by reducing the interaction between drivers and passengers, especially for the exchange of ride payments.

In addition, this is an opportunity to test the feasibility of the project to be implemented with multiple agencies or transportation providers on a much wider scale across other regional transit regions in the future.

MART is committing to provide a local match in cash.

	Proposed Budget	Local Match (MART)	Estimated Local Match (Corporate)
Year 1	\$ 424,927.00	\$ 84,985.40	\$ -
Year 2	\$ 424,927.00	\$ 49,985.40	\$ 35,000.00
Year 3	\$ 424,927.00	\$ 34,985.40	\$ 50,000.00

I believe this innovative solution will create much greater opportunity for residents and facilities to access safe, efficient and affordable transportation. I fully support this application and believe that the implementation of this system will be a significant benefit, helping to improve community living and economic conditions in our region.

Sincerely,

*Bruno J. Fisher*

Bruno J. Fisher  
Deputy Administrator



Ruthanne Fuller  
Mayor

City of Newton, Massachusetts  
Office of the Mayor

Telephone  
(617) 796-1100  
Fax  
(617) 796-1113  
TDD/TTY  
(617) 796-1089  
Email  
rfuller@newtonma.gov

December 16, 2021

Tegin Teich  
Executive Director, Central Transportation Planning Staff  
Boston Region Metropolitan Planning Organization  
10 Park Plaza, Suite 2150  
Boston, MA 02116

Dear Executive Director Teich,

I encourage the MPO to support the City of Newton's application for an MPO Community Connections Program Grant to expand Newton's successful microtransit system, Newton in Motion or, more affectionately, NewMo.

NewMo is an innovative ridesharing service built on a public-private partnership between numerous businesses, landowners, educational institutions, the Charles River Regional Chamber, and the City of Newton. NewMo provides first and last mile transportation and fills gaps in our public transportation system, and, importantly, is heavily relied upon by individuals who often cannot drive: seniors, low-income residents, employees, youth, and mobility challenged individuals.

This grant funding will allow us to add service to neighboring municipalities and electrify the fleet, two critical steps towards expanding NewMo's impact regionally and meeting the Commonwealth's sustainability goals.

Please feel free to reach out to me with any questions.

Sincerely,

Ruthanne Fuller



Sandy Johnston  
Central Transportation Planning Staff  
Boston Region Metropolitan Planning Organization  
10 Park Plaza, Suite 2150  
Boston, MA 02116

December 16, 2021

Dear Mr. Johnston,

The Charles River Regional Chamber enthusiastically supports the City of Newton's application for the MPO's Community Connections Program grant to add new service to the city's NewMo public transportation system.

NewMo is exactly the type of service our Newton employers have requested for years but has become even more critical as we witness changing in the labor force that we expect will be a factor for many years to come.

Beyond retention and recruitment, our businesses and nonprofits also recognize NewMo as a critical tool to help reduce congestion, car dependency and our carbon footprint. Expanding the system into key transit hubs in neighboring municipalities, electrifying the fleet, and adding vehicles is critical to ensuring the system meets our regional economic development, transportation and sustainability goals.

We have been so impressed with the city's management of this initiative since launching in summer, 2021 and wiliness to learn and adapt based on user feedback and data.

We look forward to working closely with the city and our property owners and employers to play a proactive role in fundraising, marketing, planning and evaluation of the project.

Thank you for your consideration of Newton's application.

Sincerely,

A handwritten signature in black ink, appearing to read "Pres. Reib". The signature is written in a cursive, flowing style.

President  
Charles River Regional Chamber  
(serving Newton, Needham, Watertown and Wellesley)

December 13, 2021

Mr. Sandy Johnston  
Central Transportation Planning Staff  
Boston Region Metropolitan Planning Organization  
10 Park Plaza, Suite 2150  
Boston, MA 02116

Dear Mr. Johnston:

I am writing in strong support of the City of Newton's application for the MPO's Community Connections Program grant funding.

The Mount Ida Campus of UMass Amherst is a center for student experiential learning and professional development that facilitates connections between the Commonwealth's flagship public research university and the business, civic, government, education, and cultural communities in Greater Boston. We have been a strong supporter of the City of Newton's transportation planning efforts and have committed \$60,000 in support of the NewMo system. We are thrilled about the new services planned with this grant application, particularly the potential to strategically serve transit hubs just beyond Newton's borders.

The campus requires a robust transportation system that enables students, staff, and faculty to access public transportation efficiently. Programs like our Digital Ready Living Learning Lab, which serves talented Black and Latinx students from Boston Public Schools, require that students from Boston neighborhoods accessible by the Orange Line can access campus. Likewise, our on-campus interns, who work throughout metro-Boston, require accessibility to all regional transportation hubs. Having NewMo connect to major transportation hubs beyond Newton's borders will enhance UMass Amherst's ability to serve businesses and communities in Greater Boston.

Thank you for your consideration of Newton's application.

Sincerely,



Jeff Cournoyer  
Managing Director



Chris Doyle  
Friends of Leo J. Martin Ski  
[www.FOLJMS.org](http://www.FOLJMS.org)

December 17, 2021

Dear Mr. Johnston,

I am writing in support of the City of Newton's application for the MPO's Community Connections Program grant funding. Located just 13 miles from Boston, straddling Newton and Weston, Leo J. Martin (LJM) is the only cross-country skiing facility within two hours of Boston that offers snowmaking as well as lighted night skiing; the venue can see as many as 1,000 visitors a day in the winter. In the other seasons, Leo J. Martin serves as one of two state-operated golf courses in Massachusetts. Geographically, LJM is a stone's throw from the Riverside MBTA Green Line station. However, the many lanes of I-95 separate the two, which makes LJM inaccessible by public transportation and to those who do not drive or have access to a car.

FOLJMS works in close partnership with the State's Department of Conservation and Recreation (DCR) to make venue and program improvements at Leo J. Martin. FOLJMS also works to expand access to and promote the growth of cross-country skiing for users of all ages and abilities, including the region's only adaptive skiing program for people with disabilities. FOLJMS is committed to inclusive and equitable access for all, helping enable use for chronically underserved and underfunded communities through programs with the Youth Enrichment Services (YES) and the Boys and Girls Club of Boston. **Transportation continues to be a challenge for many**, and we are excited and very supportive of the proposal to expand NewMo's reach to Leo J. Martin, thereby providing access to outdoor recreation opportunities.

Thank you for your consideration of Newton's application.

Sincerely,

Chris Doyle  
Board Chair, Friends of Leo J. Martin Skiing (FOLJMS)



CITY OF WATERTOWN  
*Community Development and Planning*  
PLANNING OFFICE

Administration Building  
149 Main Street  
Watertown, MA 02472  
Phone: 617-972-6417  
Fax: 617-972-6484  
[www.watertown-ma.gov](http://www.watertown-ma.gov)

December 20, 2021

Matt Genova  
Central Transportation Planning Staff  
Boston Region Metropolitan Planning Organization  
10 Park Plaza, Suite 2150  
Boston, MA 02116

Dear Mr. Genova,

The City of Watertown strongly supports the City of Newton's application for the MPO's Community Connection Program grant application, which will complement and augment our own application for expanded shuttle service in Watertown.

Newton's expanded NewMo service will add 2 stops in Watertown, along the Pleasant Street corridor, which is the location of Watertown's Community Connection application for a fixed route commuter shuttle. The expanded Newmo program will make an important connection to transit for residents and employees in Watertown from WTMA shuttle stops. By expanding Newmo to two locations along the Pleasant St. corridor in Watertown, where shuttle service is also available, the service will help Watertown residents access destinations in Newton. Most significantly, it will connect our residents and employees to the MBTA Green Line, providing access to, among other destinations, the Longwood Medical Area, for jobs and medical appointments. The Pleasant Street corridor is a hub of multi-family residential and commercial development, including two planned commercial lab projects totaling 260,000 square feet under construction today. Newmo will also connect Newton residents to first and last mile service on the Watertown TMA commuter shuttle, which stops in Watertown Square, with 6 bus lines, and Harvard Square, with the Red Line and 12 bus lines. It will provide a unique combination of fixed route service (WTMA shuttle) with on-demand service (Newmo).

Furthermore, we believe this is an important opportunity to pilot NewMo across borders to understand its ability to serve as a regional transportation system supplementing the MBTA.

Thank you for your consideration of Newton's application. Please feel free to reach out to me with any questions.

Sincerely,



Steve Magoon  
Acting City Manager

**JEFF BELLOW**

Vice President, Corporate Citizenship + Public Affairs

December 14, 2021

Matt Genova  
Transportation Improvement Program Manager  
Central Transportation Planning Staff  
Boston Region Metropolitan Planning Organization  
10 Park Plaza  
Boston, MA 02116

Dear Mr. Genova,

Blue Cross Blue Shield of Massachusetts is honored to partner with the City of Salem to contribute to the success of an expanded BlueBikes program to further our shared goal of health and wellness among people of all backgrounds and incomes.

Blue Cross Blue Shield of Massachusetts is committed to helping our members and all Massachusetts residents, lead healthy lives. Central to this is our commitment to health justice and our pledge to take concrete steps to make real change.

As the chief sponsor of the regional BlueBikes bikeshare system, we support healthy and affordable transportation across the Metro Boston region. We are especially focused on ensuring that the program furthers our Corporate Citizenship goals of promoting health and wellness among people of all backgrounds and incomes. To that end, we are pleased to continue our partnership with the City of Salem to ensure that the City's BlueBikes network advances these goals. To contribute to the success of the expanded system, we will assist the City with local marketing efforts and activation events to promote the utilization of the bikeshare program and all the benefits that result, including environmental sustainability, equity and health and wellness.

Expansion of the bikeshare in Salem is a concrete step to improve health and transportation equity. I hope that you will join with Blue Cross to support the success of this program and consider the City's Community Connections proposal favorably.

Sincerely,





# City of Salem BICYCLING ADVISORY COMMITTEE

December 13, 2021

Matt Genova, Transportation Improvement Program Manager  
Central Transportation Planning Staff  
Boston Region Metropolitan Planning Organization  
10 Park Plaza  
Boston, MA 02116

Dear Mr. Genova,

At its December 1, 2021 public meeting, the Salem Bicycling Advisory Committee voted unanimously to support the City's Community Connections grant proposal to expand the community's bikeshare program to a critical mass of stations and bikes.

The City established the Bicycling Advisory Committee in 2006 and completed Bike Master Plans in 2010 and 2018 to guide the development of infrastructure, programs, and policies to make biking a safe, convenient, and healthy transportation option for residents, employees, students, and visitors. Key recent accomplishments include construction of several new segments of the community's multiuse path network, expanding its reach throughout several additional neighborhoods. In recognition of this progress, the League of American Bicyclists awarded Salem a bronze-level Bicycle Friendly Community designation this month.

The City has maintained a bikeshare program throughout the last ten years, launching the "Salem Spins" program in 2011 and contracting in 2017 with bike share operator Zagster. After Zagster ceased bikeshare operations in April 2020, the City joined the regional Bluebikes network earlier this year with a core local network of seven stations. The system provides a single membership for unlimited use in Salem and other Bluebikes communities as well as a lower cost option of low-income riders.

Additional stations and bikes are needed for the system to achieve a critical mass appropriate for Salem as an urban center and tourism destination with dense residential neighborhoods, a large university, and several employment centers. To support a successful system expansion, the Bicycling Advisory Committee will monitor and evaluate system data and advise the City on program operations and marketing.

As the recent Bicycling Friendly City designation recognizes, bicycling is becoming part of the local culture as a safe and practical way to travel and recreate. Expansion of the Bluebikes program is essential to continuing this momentum. For these reasons, the Bicycling Advisory Committee strongly encourages you to support Salem's grant application.

Respectfully,

John Wathne, Chair

December 7, 2021

Matt Genova, Transportation Improvement Program Manager  
Central Transportation Planning Staff  
Boston Region Metropolitan Planning Organization  
10 Park Plaza  
Boston, MA 02116

Dear Mr. Genova,

Destination Salem is excited to partner with the City of Salem to support an expansion of its Bluebikes bikeshare program because it is a convenient and practical way for visitors to get around Salem without driving.

Destination Salem is the community's official destination marketing organization. We promote the local economy by drawing visitors to Salem shops, restaurants, and cultural attractions. Because there is a limit to how many cars can travel through and park in Salem, we partner with the City to encourage visitors to seek alternatives to driving, including the MBTA commuter rail and bus, the seasonal Salem Ferry, the Salem Skipper on-demand shuttle service, and the bikeshare program.

Destination Salem commits to promoting the expanded Bluebikes system online, in our printed annual Salem Guide, and on the Destination Salem app. By doing so, we support a convenient and enjoyable way for visitors to get around the city, while mitigating tourism's impact on roadway congestion and parking demand. As a result, local shops, restaurants, and cultural attractions can draw customers regardless of automobile congestion and parking capacity.

Because the program will make it easier for visitors to reach their destinations, an expanded bikeshare will support a thriving local economy in Salem. Therefore, I encourage you to consider the City's grant application favorably.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Kate Fox". The signature is written in a cursive, flowing style.

Kate Fox  
Executive Director

John D. Keenan, *President*

December 10, 2021

Mr. Matt Genova  
Boston Region Metropolitan Planning Organization  
Certification Activities and MPO Support  
10 Park Plaza  
Boston, MA 02116

Dear Mr. Genova,

Salem State University (SSU) is proud to partner with the City of Salem on its Bluebikes program, and I enthusiastically support the City's Community Connections proposal to fund an expansion of this important bike share program.

SSU is a comprehensive, public university and the largest higher educational institution on the North Shore. We are also the second largest employer within the city limits. With over 7,200 students and more than 1,200 faculty and staff on our campus, we actively work to manage the university's impact on local congestion, while at the same time making sure that students, faculty, and staff have multiple transportation options to get to campus and around our home community.

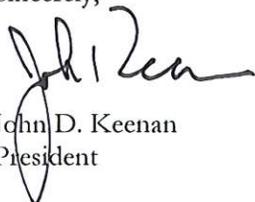
While the University applauds the City for bringing a core Bluebikes network to Salem earlier this year, more bikes and stations are needed to provide a robust transportation option that meets the needs of both our city and the SSU community. Salem State is committed to the continued success of this program and actively promotes the system to all in our campus community. In addition, we have committed funding to a portion of the program's annual operations and maintenance costs and are pleased to host a hub on our campus that abuts the City's bike path. We are open to hosting additional hubs on our campus as well to benefit both our campus community and our South Salem neighbors.

Because the University is located approximately 1.5 miles from downtown Salem's train station, student employment opportunities, shopping, dining, and services, it is important for the campus community to have convenient and affordable transportation options to get there. The University actively coordinates with the City to provide sustainable alternatives to car transportation that do not further congest local roadways or stress our limited parking supply. The bikeshare program is one that uniquely supports our environmental and wellness goals. With approximately 40 percent of our students being Pell eligible, indicating that they come from low-income families, this service also helps those who cannot afford the cost of car ownership.

There are many benefits from an expanded bikeshare program to both our campus community and the City overall. We look forward to continuing our partnership on Bluebikes with the City of Salem and hope that we will have the chance to expand this program through their successful application for this grant.

Thank you for your consideration.

Sincerely,



John D. Keenan  
President

Boston Region MPO



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

Boston Region MPO  
State Transportation Building  
10 Park Plaza, Suite 2150  
Boston, MA 02116

Dear Community Connections Program Project Review Committee,

We write to you today in support of the application from the Town of Stoneham for Boston Region MPO Community Connections Program Project funding. Stoneham would use this grant to address local and regional transit connectivity issues by piloting a regional shuttle service and addressing glaring "last mile" gaps in the area's mass transportation system.

While surrounding towns all benefit from multiple bus, subway and commuter rail lines, the Town of Stoneham receives service from only one bus line and has no interconnectivity options with its neighbors. As a result, vehicular traffic in and around Stoneham has increasingly clogged the streets, causing traffic jams and delays that exacerbate regional mobility challenges and perversely decrease ridership on public transit systems.

If granted this funding, Stoneham would begin to address these interconnectivity issues by piloting a regional shuttle service. This project would increase mass transit ridership and mobility of residents in the area as well as provide an opportunity to solve the "last mile" problem that has plagued this region for years.

We stand ready to work on lasting solutions to these problems, and we urge the Boston Region MPO to look favorably upon this application for grant funding. If you have any questions or wish to discuss this matter further, please contact Daniel Hudson in the office of State Representative Michael Day at [Daniel.hudson@mahouse.gov](mailto:Daniel.hudson@mahouse.gov) or by phone at (781)-454-9567.

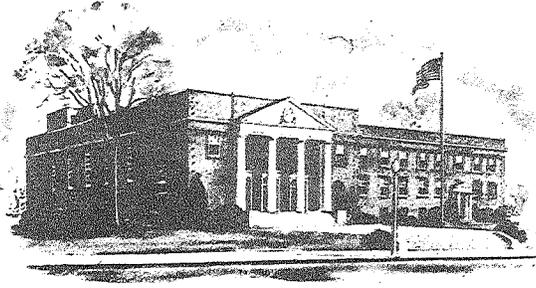
Sincerely,

Handwritten signature of Michael S. Day in black ink.

Representative Michael S. Day  
31<sup>st</sup> Middlesex District

Handwritten signature of Jason Lewis in black ink.

State Senator Jason Lewis  
5<sup>th</sup> Middlesex District



# TOWN OF STONEHAM

35 CENTRAL STREET  
STONEHAM, MASSACHUSETTS 02180  
TEL: (781) 279-2680 • FAX: (781) 279-2681

## SELECT BOARD

November 23, 2021

Boston Region MPO  
State Transportation Building  
10 Park Plaza, Suite 2150  
Boston, MA 02116

RE: Community Connections Letter of Support, Town of Stoneham

Dear Community Connections Program Project Review Committee,

I write to you today to strongly endorse the Town of Stoneham's vision for a new shuttle service funded through the transit operations application in the Community Connections Program. The Town of Stoneham is committed to quality, accessible and reliable mobility options and believes that, although currently limited, its access to public transportation is a critical part of that picture. Shared public mobility is an essential component of our vitality and its need to continue moving forward.

Our vision for this project is simple – provide first-and last-mile solutions and address existing mobility needs not covered by MBTA services. A bustling suburb less than eight miles north of Boston, Stoneham has a number of businesses and anchor medical institutions resulting in reverse commuters coming to town for work. The MBTA bus service is a critical part of the town's infrastructure. So many individuals rely on this system and we consider the routes as critical aspects of the town's mobility landscape.

Traversing only northbound and southbound, the MBTA 132 bus line is the only direct connection from Stoneham to the orange line or any MBTA infrastructure. There are substantial gaps, particularly eastbound and westbound, which are significant to creating complimentary ridership on the MBTA system. The Town, in collaboration with the Metropolitan Area Planning Council and the cities and towns in the North Suburban Planning Council, conducted a suburban mobility study in 2017, which concentrated on non-single occupancy vehicle options for serving the first- and last-mile of transit work trips in the sub-region. This study's findings revealed that there is a significant mobility gap connecting those who work and travel within the area to nearby employment and transportation centers. Additionally, the area's high cost of housing, prices out many of those essential sector employees and without reliable, shared mobility options, these types of businesses have struggled to stay competitive and even remain open during the pandemic.

Stoneham's proposed new shuttle service project is a multi-year phased approach. As complimentary public transportation service is the priority, the Town will remain flexible with routes to best serve the most under-served groups, such as seniors and the work force, while being able to make adjustments based on the improvements through the Better Bus Project. We envision that the shuttle will grow into an inter-municipal service that will further support the MPO's vision for transportation in the region. We believe that this project is worthy of your

November 23, 2019

consideration as it builds on collaboration between public and private partners while creating first- and last-mile connections between existing transit options.

We welcome continuing this conversation as we work together on finding solutions that support our shared transportation goals.

Sincerely,

Stoneham Select Board



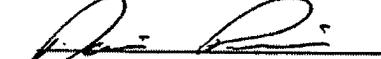
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Heidi Bilko - Chair



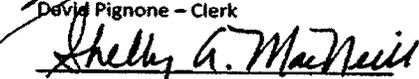
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George Selbold - Vice Chair



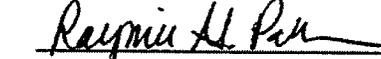
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David Pignone - Clerk



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Shelly MacNeill



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Raymie Parker

# STONEHAM

CHAMBER OF COMMERCE

## BOARD OF DIRECTORS

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BIZ-ID

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Veronica St. Cyr, Vice President  
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Eric Bergstrom  
StonehamBank

Christian Senna  
C&S Capital Properties

LeighAnne Taylor  
Winchester Hospital

Joe Todisco  
Northern Bank & Trust

Anthony Wilson  
Digital Artisans

December 16, 2021

Boston Region MPO  
State Transportation Building  
10 Park Plaza, Suite 2150  
Boston, MA 02116

Dear Community Connections Program Project Review Committee,

On behalf of the Stoneham Chamber of Commerce Board of Directors, I am writing you in support of the Boston Region MPO grant to fund a regional pilot shuttle service in the town of Stoneham. As members of the Stoneham business community, we can speak to the benefit of attracting the best talent and filling in a large void in the ability to commute.

Stoneham has limited public transportation but is surrounded by towns with train service into Boston and an express bus in Woburn. The one Stoneham bus route is north-south meaning residents, employees and potential customers cannot access shopping or transportation without a car. A private shuttle service will connect many more residents to jobs, medical offices and existing public transportation options as well as give our high school students a route to school.

An East-West bus is not a new idea in town. After the town completed a Strategic Action Plan in 2014, the Stoneham Community Development Corp was established. Part of the CDC is the Stoneham Transportation Advisory Committee (STAC) which completed extensive surveys to identify transportation improvements. One key item was an east-west link.

Offering a private shuttle has support from town employees, town elected officials, businesses and residents. The Boston Region MPO grant will allow the town to realize this vision. I thank you for your consideration.

Sincerely,



Jeff Buxton  
Chair

# Stoneham

Community Development Corporation  
Building Community Connections

December 8, 2021

Boston Region MPO  
State Transportation Building  
10 Park Plaza, Suite 2150  
Boston, MA 02116

Dear Community Connections Program Project Review Committee,

On behalf of the Stoneham Transportation Advisory Committee (STAC), we are submitting this unified community letter in support of the Community Connections Program grant application for our town of Stoneham.

As part of the Stoneham Community Development Corporation, STAC is a community-led volunteer organization that advocates for safe, efficient, multi-modal transportation options for all who live, work, learn, or play in Stoneham. In the past, we have successfully collaborated with the MBTA to extend the service hours and the frequency of the 132 bus route. We continue to advocate for the extension of the 99 bus route north into Stoneham with a new terminus at Fallon Road. In this letter, we want to express our support for the pilot shuttle project as described in the grant application and why it is so critical to residents, visitors, and businesses in Stoneham.

First, Stoneham is a Housing Choice Community and we are proud that this is our second designation of this status in the Commonwealth. A key requirement of this status is that housing production supports two key attributes of the 21st century workforce: (1) workers desire to live in housing that reflects transit-oriented design, and (2) workers do not have to personally own a vehicle. In the past five years, Stoneham has seen significant growth in multi-unit developments with over 600 units of housing coming online, with a majority of those units residing in the southeast part of town at Executive Park in Stoneham which is the existing terminus for the Route 99 bus. The town of Stoneham intentionally considered the location of these developments with an eye toward public transportation access and availability.

Next, as a member of the Boston MPO, we believe in a modern, well-maintained transportation system that supports a sustainable, healthy, livable, and economically vibrant region. Stoneham has a number of businesses and anchor medical institutions resulting in reverse commuters coming to our town for work. The MBTA routes 99, 132, and 325 are critical parts of the mobility landscape for our workforce, not only for our community but the surrounding region. However, we lack a cross-town mass transit option, and this grant will support that need.

Finally, Stoneham community members support the ongoing work through the Transportation Climate Initiative (TCI) collaboration. Residents and members of our business community continue to invest and

Stoneham Community Development Corporation  
15 East Street, Stoneham, MA 02180 | [STAC@stonehamcdc.org](mailto:STAC@stonehamcdc.org) |  
[www.stonehamcdc.org](http://www.stonehamcdc.org)

# Stoneham

Community Development Corporation  
Building Community Connections

seek alternative methods of transportation in order to become less dependent on personal vehicle use through its improvements with Complete Streets, Shared Streets, and the recent opening of the Tri-Community Greenway. We firmly believe that this greater reliance on shared mobility directly supports the statewide goal of reducing emissions while further advancing the clean energy economy.

We are first and foremost a committee of passionate and engaged community members who have repeatedly collaborated with our local municipal employees, our elected state officials, and state agencies such as MassDOT, DCR, and the MBTA. We further this commitment by stridently supporting this grant application as we believe it widely serves *all* in our community. Thank you for your consideration on this most important transportation need for all who live, work, learn, or play in Stoneham.

Respectfully,

Laurie Calvert  
Stoneham CDC Board Member  
STAC Representative  
[stac@stonehamcdc.org](mailto:stac@stonehamcdc.org)

Stoneham Community Development Corporation  
15 East Street, Stoneham, MA 02180 | [STAC@stonehamcdc.org](mailto:STAC@stonehamcdc.org) |  
[www.stonehamcdc.org](http://www.stonehamcdc.org)



December 15, 2021

Boston Region MPO  
State Transportation Building  
10 Park Plaza, Suite 2150  
Boston, MA 02116

Dear Community Connections Program Project Review Committee,

I am writing in support of Stoneham's application for funds to assist with a pilot regional shuttle service. Public transportation challenges in Stoneham have been a limiting factor in the growth of our theatre since we opened in 2000. As we plan for the theatre's post-pandemic reopening in the coming months, enhanced access to transportation options could play a vital role in ensuring our success following a period of economic devastation.

Greater Boston Stage Company's (GBSC) primary audience base hails, primarily, from Middlesex County, with secondary attendance from communities in Essex County and Southern NH. Marketing studies have shown that while theatre going audiences in Boston and the surrounding metropolitan communities (i.e., Cambridge and Somerville) have an interest in the offerings at our theatre, residents from these towns are heavily dependent on public transportation. The presence of a more robust, reliable shuttle service would increase attendance from both our suburban and metropolitan neighbors.

As part of the Greater Boston arts eco system, GBSC employs a significant number of regional actors, designers, and teaching artists. Our area is fortunate to have such a rich community of creatives and it is imperative that we hire local to keep this pool strong. The schedules worked by artist do not regularly align with the existing bus schedules in Stoneham. In order to work at GBSC, an artist must have access to their own transportation. While there are many reasons that this is deeply problematic, one of the most concerning is how it jeopardizes the theatre's Equity, Diversity, and Inclusion efforts, deepening a long-standing divide in the arts among people of certain racial or socio-economic backgrounds.

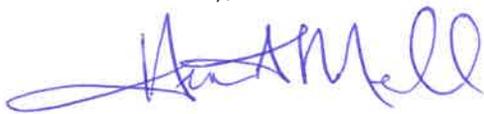
Performing artists have been devastatingly and disproportionately impacted by the pandemic. It will be critical for communities across the region to work cooperatively to assist this population in recovering from this crisis. Removing the hurdle of transportation so artists can get back to work locally will prevent significant losses in our creative community. This was already a challenge before COVID and will only become more difficult in the days ahead. A lack of work – or lack of access to the work - will result in a drain of talent from the local market. Artists will be forced to move to areas like New York City where jobs are more plentiful.

Another example of the negative impact that lack of transportation has had on programs at the theatre can be seen in The Young Company, the theatre's education program. Public transportation would greatly increase the diversity of this program as well. The theatre offers students tuition assistance through a scholarship fund. However, participation in these transformative programs is restrictive for working parents or families without private vehicles.

GBSC is a vital contributor to the economic well-being of the town of Stoneham and is a cornerstone of our community's cultural landscape. There is a symbiotic relationship between the restaurants and the theatre. We rely on each other to drive business between dinner table and theatre seat. Any efforts to support the success of our theatre in Stoneham's down-town also has a positive impact on the restaurants.

On behalf of the theatre, I urge you to give Stoneham's request serious consideration. The proposed transportation improvements are critical to maintaining a vibrant and thriving community.

Sincerely,



Hannah Mell  
Development Director

**Middlesex Investment Partners LLC**  
**51 Main Street**  
**Stoneham MA 02180**

---

December 15, 2021

Boston Region MPO  
State Transportation Building  
10 Park Plaza, Suite 2150  
Boston, MA 02116

Dear Sir/Madam:

**I am writing in support of the Town of Stoneham's grant application for a pilot shuttle bus service connecting Melrose, Stoneham, and Woburn.** As a commercial property owner with assets in both Melrose and Stoneham, we're convinced additional transportation options are vital to the well-being of small businesses in the area. Unfortunately, the MBTA is not able to expand service at this time, which makes public/private shuttle service even more critical.

Shuttle service will provide much needed interconnectedness between the commercial centers of all three towns and from neighborhoods to the cultural attractions such as the Stone Zoo, the Greater Boston Stage Company and the Middlesex Fells. Simply providing service for high school students to more easily access commercial corridors and part time jobs would be beneficial.

A shuttle bus will also help alleviate significant traffic issues, which may be exacerbated by the large Vale Project on the Woburn/Stoneham, Line and the Weiss Farm 200+ unit apartment development on Franklin Street in Stoneham. A shuttle connecting Stoneham residents to the commuter rail in Melrose or the MBTA express bus in Woburn would have a substantial impact in reducing the driving traffic on I-93 into Boston.

We also know that expanded transportation options along Stoneham's east west corridor of Montvale Avenue and Franklin Street could allow residents could access the numerous medical offices along that route.

We are confident that a pilot shuttle service will prove there is great demand for increased transportation options connecting these towns and we therefore enthusiastically support this application.

Sincerely



Christian Senna

Partner, Middlesex Investment Partners



## NOBILITY HILL TAVERN

**December 15, 2021**

Boston Region MPO  
State Transportation Building  
10 Park Plaza, Suite 2150  
Boston, MA 02116

Dear Community Connections Program Project Review Committee,

I am writing to you as the owner of Nobility Hill Tavern in Stoneham and in support of the Shuttle Pilot Program being proposed by the Town of Stoneham. As a small business located in Stoneham's Downtown District, we have struggled with recruiting and retaining employees due to the lack of reliable public transportation options currently available. Additionally, with limited parking options, we are challenged with a staff overwhelmingly reliant of automobiles to get to and from work.

The pandemic has been particularly hard on the restaurant industry and I believe the addition of a shuttle bus would help us alleviate our parking challenges and compete with neighboring towns for talented employees.

**Megan Henaghan**

**Owner**



December 15, 2021

Boston Region MPO  
State Transportation Building  
10 Park Plaza, Suite 2150  
Boston, MA 02116

Dear Community Connections Program Project Review Committee,

Hope all is well with you. Please accept this letter of support for a Community Connections Program grant for a regional transit pilot shuttle in Stoneham. As a destination within the region (Stone Zoo) and resident of Stoneham, MA we have long desired a shuttle service to strengthen our town's business districts and provide critical transit for the residents of our neighboring towns. Further, the route planned between the towns will fill a desperately needed transit gap that is currently missing.

While a qualified firm will iteratively draft and identify final routes using available data, the plan is for a series of shuttle buses bolstering existing MBTA service to main streets and downtowns. These important suburbs are home to hospitals and medical centers, commuter rail stations (Melrose and Winchester), clothing and retail stores, restaurants, book stores, libraries, major chains and small businesses. Additionally, the identified regions are also hosts to destinations such as Stoneham Theatre, Stone Zoo, Middlesex Fells, Spot Pond Boating and so much more.

Providing access to the region will support recovery of our main streets. MBTA trips to neighboring business districts will keep dollars local and increase the regional market reach of small family run businesses. Young people and older residents alike will be able to avoid driving, decongesting downtowns of parking problems, and improving access to health care, recreational offerings, and shopping. This pilot program has the potential to get our region back to work by providing a transportation solution for our workforce and allow employers low on capital to create jobs at a sustainable rate.

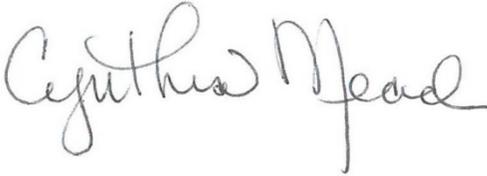
The shuttle service will harness this preexisting preference and jumpstart our recovery as we emerge from the pandemic. Our downtowns are often what many residents identify as their favorite part of our communities. By investing in this pilot program this grant would contribute to the revitalization of our downtowns as we bounce back.

This pilot program also has longer term benefits. While the future expansion of the MBTA and commuter rail system into these communities is doubtful, improving the

connectivity between our communities is of mutual long term interest. Working from home has likely had permanent effects on commuting behavior, commercial real estate in Boston, and increased demand on locally based 'third spaces': places to meet, work, or play outside of the office or home.

The proposed shuttle is a win for the individual towns, the regions and is in line with the environmental and business goals for Massachusetts.

Thank you for your consideration.

A handwritten signature in cursive script that reads "Cynthia Mead". The signature is written in black ink and is positioned above the printed name.

Cynthia Mead  
E.V.P External Affairs and Programing



## Watertown City Council

Administration Building  
149 Main Street  
Watertown, MA 02472  
Phone: 617-972-6470

### ELECTED OFFICIALS:

Mark S. Sideris,  
Council President

Vincent J. Piccirilli, Jr.,  
Vice President &  
District C Councilor

Caroline Bays  
Councilor At Large

Anthony J. Donato,  
Councilor At Large

John G. Gannon  
Councilor At Large

Anthony Palomba,  
Councilor At Large

Angeline B. Kounelis,  
District A Councilor

Lisa J. Feltner,  
District B Councilor

Emily Izzo  
District D Councilor

December 14, 2021

Mr. David Mohler, Chair  
Metropolitan Planning Organization  
State Transportation Building  
10 Park Plaza, Suite 2150  
Boston, MA 02116-3968

RE: Community Connections Program, Watertown application

Dear Mr. Mohler,

The Watertown City Council strongly supports and endorses the work of the Watertown Transportation Management Association (WTMA) and their efforts to create and help fund a commuter shuttle in Watertown. The City, working with the WTMA, has recently launched limited shuttle service on Pleasant Street in Watertown, with the goal of decreasing congestion and greenhouse gas emissions. Funding support from the Community Connections Program offers a real opportunity to increase shuttle service to once per half hour, and to use electric vehicles to reduce greenhouse gas emissions to zero, and promote mode shift. The City, which is a member of the WTMA is committed to providing a local match from TNC funds, supplementing the private sector shuttle fees.

Watertown has experienced a major increase in development, both residential and commercial. Pleasant Street is one of the corridors experiencing significant growth, particularly in the Life Science sector. However, there is no MBTA service connecting people to jobs and services. Most residents and employees use their cars to commute to work. The proposed commuter shuttle will connect Pleasant Street residents and employees to MBTA bus service in Watertown Square and Watertown Yard with 6 bus lines, and directly to the Red Line and 12 bus lines in Harvard Square.

A commuter shuttle may be our best opportunity to increase non-SOV access to area jobs, by connecting to the MBTA system. The Town is strongly committed to reducing SOV travel and greenhouse gases, and sees this as an

opportunity to accomplish both. Symbolic of our commitment, the Town and WTMA are also working with Alexandria Real Estate to expand shuttle service along Arsenal Street, another corridor experiencing significant development. These two efforts together could have a significant impact on congestion and air quality in the area.

We thank you for your consideration of our project, and look forward to working with you on it.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark S. Sideris". The signature is fluid and cursive, with the first name "Mark" being the most prominent.

Mark S. Sideris  
Council President

W A T E R T O W N  
M E W S

December 15, 2021

Mr. David Mohler, Chair  
Metropolitan Planning Organization  
Ten Park Plaza, Suite 2150  
Boston, MA 02116

RE: Watertown Commuter Shuttle grant application

Dear Mr. Mohler,

Watertown Mews Apartments/Bozzuto Management Company is pleased to support the MPO's Community Connections Program application being submitted by the Watertown Transportation Management Association (WTMA) and City of Watertown. Watertown Mews Apartments/Bozzuto Management Company is a founding member of the WTMA and strongly supports the organization's goals of reducing traffic congestion and improving air quality in the region.

The WTMA appreciates this opportunity provided by the Boston Metropolitan Planning Organization to apply for a grant from the Community Connections Program. The funding requested would be used to expand the Pleasant Street Shuttle service by replacing the one existing shuttle with two new Electric Vehicles to connect businesses and residential locations along Pleasant Street in Watertown with Watertown Square and Harvard Square. Pleasant Street has undergone a period of increased development, but continues to have very limited access to public transportation. This grant will allow the TMA to reduce headways from one hour to 30 minutes, opening more commuting opportunities for both residents and people who travel to and from Watertown for work, benefiting businesses and residents along Pleasant Street and the community as a whole, by reducing traffic congestion and greenhouse gas emissions.

The WTMA is strongly supported by its members including the City of Watertown, City of Newton, as well as by its member entities. Adding a vehicle will help build ridership by increasing frequency of service. This more attractive schedule will help Watertown's and the WTMA's goal of reducing traffic congestion and improving air quality by taking single-occupant vehicles off the road.

Sincerely,

Paige Curry

Property Manager | Watertown Mews

1 Repton Place, Watertown MA 02472



PARADIGM PROPERTIES | PARADIGM CAPITAL ADVISORS

December 15, 2021

Mr. David Mohler, Chair  
Metropolitan Planning Organization  
Ten Park Plaza, Suite 2150  
Boston, MA 02116

RE: Watertown Commuter Shuttle grant application

Dear Mr. Mohler,

Paradigm Properties LLC is pleased to support the MPO's Community Connections Program application being submitted by the Watertown Transportation Management Association (WTMA) and City of Watertown. Paradigm Properties LLC is a founding member of the WTMA and strongly supports the organization's goals of reducing traffic congestion and improving air quality in the region.

The WTMA appreciates this opportunity provided by the Boston Metropolitan Planning Organization to apply for a grant from the Community Connections Program. The funding requested would be used to expand the Pleasant Street Shuttle service by replacing the one existing shuttle with two new Electric Vehicles to connect businesses and residential locations along Pleasant Street in Watertown with Watertown Square and Harvard Square. Pleasant Street has undergone a period of increased development, but continues to have very limited access to public transportation. This grant will allow the TMA to reduce headways from one hour to 30 minutes, opening more commuting opportunities for both residents and people who travel to and from Watertown for work, benefiting businesses and residents along Pleasant Street and the community as a whole, by reducing traffic congestion and greenhouse gas emissions.

The WTMA is strongly supported by its members including the City of Watertown, City of Newton, as well as by its member entities. Adding a vehicle will help build ridership by increasing frequency of service. This more attractive schedule will help Watertown's and the WTMA's goal of reducing traffic congestion and improving air quality by taking single-occupant vehicles off the road.

Sincerely,



John Caldwell

President

*Riverworks*

93 Summer Street, 2nd Floor | Boston, MA 02110 | T (617) 451-9800 F (617) 451-1144 | [www.paradigmprop.com](http://www.paradigmprop.com)

December 15, 2021

Mr. David Mohler, Chair  
Metropolitan Planning Organization  
Ten Park Plaza, Suite 2150  
Boston, MA 02116

RE: Watertown Commuter Shuttle grant application

Dear Mr. Mohler,

Lincoln Property Company is pleased to support the MPO's Community Connections Program application being submitted by the Watertown Transportation Management Association (WTMA) and City of Watertown on behalf of Watermills Apartments. Watermills Apartments is a founding member of the WTMA and strongly supports the organization's goals of reducing traffic congestion and improving air quality in the region.

The WTMA appreciates this opportunity provided by the Boston Metropolitan Planning Organization to apply for a grant from the Community Connections Program. The funding requested would be used to expand the Pleasant Street Shuttle service by replacing the one existing shuttle with two new Electric Vehicles to connect businesses and residential locations along Pleasant Street in Watertown with Watertown Square and Harvard Square. Pleasant Street has undergone a period of increased development, but continues to have very limited access to public transportation. This grant will allow the TMA to reduce headways from one hour to 30 minutes, opening more commuting opportunities for both residents and people who travel to and from Watertown for work, benefiting businesses and residents along Pleasant Street and the community as a whole, by reducing traffic congestion and greenhouse gas emissions.

The WTMA is strongly supported by its members including the City of Watertown, City of Newton, as well as by its 19 member entities. Adding a vehicle will help build ridership by increasing frequency of service. This more attractive schedule will help Watertown's and the WTMA's goal of reducing traffic congestion and improving air quality by taking single-occupant vehicles off the road.

Sincerely,

*Brian Burnham*

Brian Burnham  
Regional Property Manager  
Lincoln Property Company  
221 Crescent St Ste 102A  
Waltham, MA 02453

*Watermills*

Amstel Heritage Watertown LLC  
28 Brooks Street  
Brighton MA 02135

December 13, 2021

Mr. David Mohler, Chair  
Metropolitan Planning Organization  
Ten Park Plaza, Suite 2150  
Boston, MA 02116

RE: Watertown Commuter Shuttle grant application

Dear Mr. Mohler,

Amstel Heritage Watertown LLC is pleased to support the MPO's Community Connections Program application being submitted by the Watertown Transportation Management Association (WTMA) and City of Watertown. Amstel Heritage Watertown LLC is a founding member of the WTMA and strongly supports the organization's goals of reducing traffic congestion and improving air quality in the region.

The WTMA appreciates this opportunity provided by the Boston Metropolitan Planning Organization to apply for a grant from the Community Connections Program. The funding requested would be used to expand the Pleasant Street Shuttle service by replacing the one existing shuttle with two new Electric Vehicles to connect businesses and residential locations along Pleasant Street in Watertown with Watertown Square and Harvard Square. Pleasant Street has undergone a period of increased development, but continues to have very limited access to public transportation. This grant will allow the TMA to reduce headways from one hour to 30 minutes, opening more commuting opportunities for both residents and people who travel to and from Watertown for work, benefiting businesses and residents along Pleasant Street and the community as a whole, by reducing traffic congestion and greenhouse gas emissions.

The WTMA is strongly supported by its members including the City of Watertown, City of Newton, as well as by its 19 member entities. Adding a vehicle will help build ridership by increasing frequency of service. This more attractive schedule will help Watertown's and the WTMA's goal of reducing traffic congestion and improving air quality by taking single-occupant vehicles off the road.

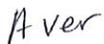
Sincerely,



12/13/2021

Stephen Collins

Owner





March 1, 2022

Mr. David Mohler, Chair  
Metropolitan Planning Organization  
State Transportation Building  
10 Park Plaza, Suite 2150  
Boston, MA 02116-3968

Dear Mr. Mohler,

WeDriveU is pleased to support the application of the Watertown Transportation Management Association for the Pleasant Street Shuttle, with two electric vehicles. WeDriveU has been working with the City of Watertown and the WTMA to launch a commuter shuttle, which we feel is ready for a robust return to work. Watertown, the WTMA, and WeDriveU have formed a strong partnership, to strongly support encouraging residents and employees to choose alternative modes of transportation. Electrification will add another feature to our efforts to reduce carbon emissions and traffic congestion.

Headquartered in Burlingame, California, WeDriveU is the shuttle division of National Express, LLC, a worldwide leader in transportation services. Through a strategic investment by National Express in April 2019, WeDriveU draws upon our history of shuttle service excellence, and the strength and stability of a global transportation leader to provide safe, quality, and cost-effective services.

WeDriveU works to ensure passenger safety, optimize routes and schedules, and lower their environmental impact. WeDriveU's customer base includes hospital, universities, and private companies specializing in technology, real estate, financial services, sports and apparel, as well as manufacturing.

Our wide range of experience and services across the country allows us to share best practices and innovative solutions. We embrace challenges and work collaboratively with our customers to adapt to and overcome transportation hurdles that may arise

Sincerely,

*Kevin J Bernier*

Kevin Bernier  
Boston Account Manager



WeDriveU, Inc.  
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