



Letters of Support Packet for the FFYs 2025–29 Transportation Improvement Program

April 4, 2024

Framingham- Chris Walsh Trail (Phase 2) [Design Only]



Project Number: TBD

Project Cost: \$850,000

Score: 73.9

Project Description:

- This project will design a new shared-use path connection through an aqueduct in Farm Pond between the Framingham commuter rail station and Intermodal Center and Farm Pond Park.



January 15, 2024

Ethan Lapointe
Program Manager, TIP
Boston Region Metropolitan Planning Organization
10 Park Plaza #2150
Boston, Massachusetts 02116

Dear Mr. Lapointe:

On behalf of the Friends of Framingham Trails, I write in support of the City of Framingham's grant application to Boston MPO's FFY 2025 Project Design Pilot program for the Chris Walsh Trail.

Representative Chris Walsh was a major advocate for the preservation of trails and open space in Framingham. He saw the possibilities of Downtown Framingham and the importance of Farm Pond to connecting Downtown for the area's revitalization. He also understood the historical significance of the area.

The banks of Farm Pond, part of which will be part of the Chris Walsh Trail, were the site of Harmony Grove, a natural amphitheater used for ceremonies, protests, events, and recreational activities in the 1800s. During this time, it was also used by the Massachusetts Anti-Slavery Society for their annual July 4th rallies, drawing notables such as Henry David Thoreau, Sojourner Truth, and William Lloyd Garrison.

With the recent purchase of land needed for the last segment of the Bruce Freeman Rail Trail, the acquisition of 40 acres of open space in an environmental justice neighborhood in South Framingham, plans expanding the Upper Charles Rail Trail to Downtown Framingham, and the announcement our trails will be part of the East Coast Greenway, Framingham is quickly emerging as a hub of trails in MetroWest.

Our hope is for a complete network of trails from north to south Framingham, that connect to other trails, open spaces, parks, waterways. An open and accessible to all trails network provides not only recreation, but an alternative transportation route, and promotes good physical and mental health. The Chris Walsh Trail is a critical piece of this network and improves access, safety, and quality of life for many residents.

We are proud to support this application. The Chris Walsh Trail is not only a fitting tribute to a man who loved Framingham, but a bridge connecting north and south Framingham together in the heart of our city.

Sincerely,

Mary Kate Feeney
Friends of Framingham Trails



SENATOR KAREN E. SPILKA
PRESIDENT

Second Middlesex and Norfolk District

The Commonwealth of Massachusetts
MASSACHUSETTS SENATE
OFFICE OF THE PRESIDENT

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

January 9, 2024

Ethan Lapointe
Program Manager, TIP
Boston Region Metropolitan Planning Organization
10 Park Plaza, #2150
Boston, MA 02116

Dear Mr. Lapointe:

I write in support of the City of Framingham's request for \$850,000 through the Boston MPO's FFY 2025 Project Design Pilot. This critical funding would support Phase 2 of the Chris Walsh Trail, which develops a critical connection of the trail, expect to encircle historic Farm Pond, with the environmental justice neighborhoods of the city's southside. Specifically, this funding would enable the design of this phase.

The Chris Walsh Trail is a top priority not only for the City, but for the Framingham legislative delegation, who envisioned this project as a fitting tribute to our former colleague, Framingham State Representative Chris Walsh. Rep. Walsh succumbed to cancer five years ago but left a lasting commitment to the richness of connecting historical milestones to present-day life.

As you may know, Farm Pond served as a gathering spot—known as Harmony Grove—for 19th-century abolitionists, suffragists, Universalists, and transcendentalists from all over the United States. The MWRA's pump house, sitting on the pond's aqueduct, significantly melds early 20th-century technologies with architecture and was a favorite landmark of Rep. Walsh's.

Having secured funding for design and construction of Phase 1 (running along the pond's west side), the City is pro-actively seeking opportunities to fund Phase 2's design. Phase 2 will connect the pond's west and east sides with a fully accessible pedestrian trail following the path of the existing MWRA aqueduct. At its southeastern-most point, the trail will culminate in an elevated pedestrian bridge over CSX rail connecting community members to Framingham's MBTA Commuter Rail Station, MWRTA bus routes, eateries featuring cuisines from around the world, and other amenities of downtown Framingham.

It will also provide a safe and accessible pedestrian trail for southside residents who would like to utilize the open spaces and recreation offered in both Cushing Memorial Park and the newly designed Farm Pond Park—both on the pond's west wide.

Long term, this east-west pond connection over the aqueduct will ultimately connect environmental justice neighborhoods with a rail network extending north to dozens of communities, and in turn, will connect those communities with the recreational, historical, and cultural richness of Framingham's southside.

Thank you, in advance, for giving the City of Framingham's application every consideration. If you would like additional information, please do not hesitate to call my office at 617-722-1500.

Sincerely,

A handwritten signature in blue ink that reads "Karen E. Spilka". The signature is written in a cursive, flowing style.

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



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

January 9, 2024

Ethan Lapointe
Program Manager, TIP
Boston Region Metropolitan Planning Organization
10 Park Plaza, #2150
Boston, MA 02116

Dear Ethan,

We write in support of the City of Framingham's application for \$850,000 in grant funding from the Boston Regional Metropolitan Planning Organization's Project Design Pilot for the Chris Walsh Rail Trail.

This crucial funding will be an important step in the design of Phase 2 of the Walsh Trail which will connect the west and east sides of Farm Pond with a fully accessible pedestrian trail following the path of the existing Massachusetts Water Resources Authority aqueduct, and will culminate in an elevated pedestrian bridge over CSX rail connecting community members to Framingham's MBTA Commuter Rail Station and the amenities of downtown Framingham. This project will provide a safe and accessible pedestrian trail between the open space and recreation available in both Cushing Memorial Park and a newly designed Farm Pond Park. Additionally it will provide access to public transportation and daily necessities available to the community.

Representative Chris Walsh honorably served the community of Framingham in the Massachusetts House of Representatives from 2010 to 2018. In his time in the legislature, Rep. Walsh was known for his passion for the people he served, for his expansive vision, and for a wide range of policy initiatives. These initiatives included downtown revitalization, pedestrian trails, water resources protection, architectural restoration, and the importance of one's environment and surroundings to their quality of life. This project will establish a permanent and vibrant memorial to Chris' service and will allow residents of Framingham and the greater region to experience and enjoy all of the things that were important to Chris and what he loved about Framingham. It is a way for both the community and Chris' legislative colleagues to appropriately honor his memory and legacy.

The Rail Trail is one of the top priorities for the city of Framingham. We respectfully and wholeheartedly support this funding for the Framingham community and visitors alike. Thank you for your time and consideration. If your office has any questions or concerns please do not hesitate to contact us.

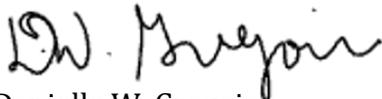
Warm regards,



Jack Patrick Lewis
State Representative
Seventh Middlesex District



Priscila Sousa
State Representative
Sixth Middlesex District

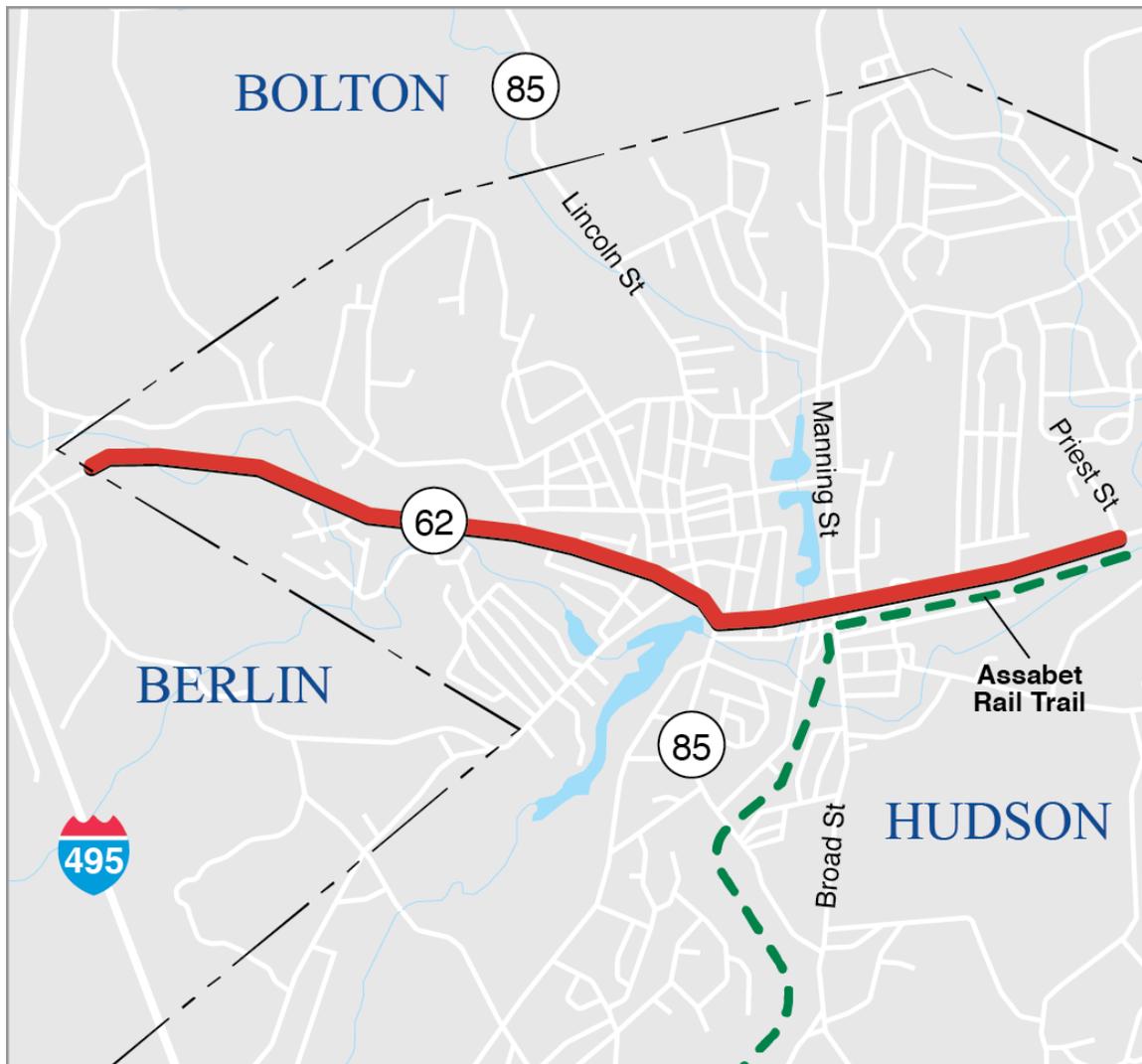


Danielle W. Gregoire
State Representative
Fourth Middlesex District



Kate Donaghue
State Representative
19th Worcester District

Hudson- Massachusetts Central Rail Trail Extension [Design Only]



Project Number: TBD

Project Cost: \$909,700

Score: 61.7

Project Description:

- This project will design the extension of the Massachusetts Central Rail Trail (MCRT) through Hudson, starting near Priest Street and extending westward along a former rail alignment running parallel to Route 62 to the Berlin town line. Construction of the project will likely be executed in multiple phases.



THE MASSACHUSETTS HOUSE OF REPRESENTATIVES
REPRESENTATIVE KATE HOGAN
THIRD MIDDLESEX DISTRICT
STATE HOUSE, ROOM 370, BOSTON, MASSACHUSETTS 02133-1053

Secretary Monica Tibbits-Nutt
Chair, Boston Region Metropolitan Planning Organization
10 Park Plaza, Suite 2150
Boston, MA 02116

RE: Hudson Design Pilot Grant Application

Dear Secretary Tibbits-Nutt,

The Town of Hudson is excited to begin the development of the Mass Central Rail Trail in Hudson, which intersects with the existing Assabet River Rail Trail.

The first section of this trail is being constructed as part of the Eversource/DCR Transmission Line Project, and Hudson would like to continue this momentum by working towards the completion of the remaining 2.6 miles of MCRT corridor that runs through Hudson. Hudson has received a DCR MassTrails Grant in the amount \$119,000, which is allowing the Town to conduct a feasibility study, survey work and wetlands delineation for the remaining portion of the Mass Central Rail Trail in Hudson, and this request for the Boston MPO Design Pilot Grant in the amount of \$728,000 will complete the 100% design of the first mile of the remaining trail.

The project would provide safe off-road transportation and ADA-compliant recreation to Hudson residents in areas of town without current access to these amenities. In addition, the trail will provide regional connections to Hudson's popular Downtown, continuing the current MCRT from Waltham, through Weston, Wayland, and Sudbury. This project is supported by the Ad-Hoc Bicycle Committee and the Community Preservation Committee who recently voted to approve \$200,000 in matching funds.

I hope you will look favorably upon this application, and in doing so, assist the Town of Hudson in moving forward with the development of the Mass. Central Rail Trail. If I can be of further assistance, please do not hesitate to contact my office.

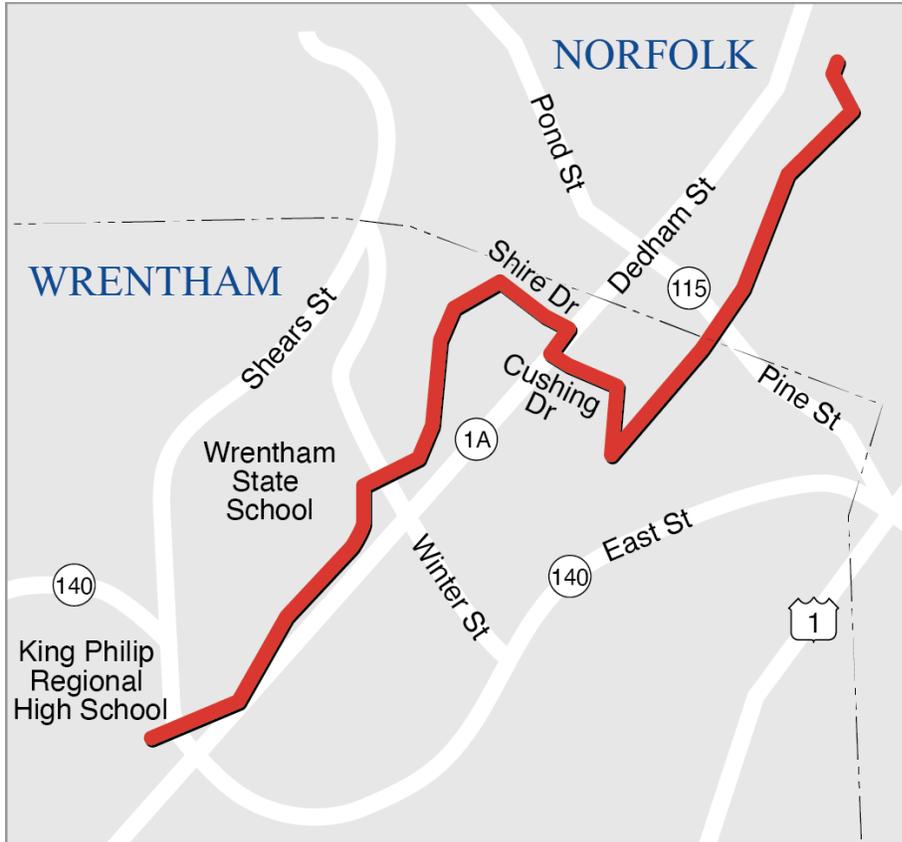
Thank you for your time and attention.

Sincerely,

A handwritten signature in black ink that reads "Kate Hogan" followed by a horizontal line.

Kate Hogan
State Representative
Third Middlesex District
Speaker Pro Tempore

Norfolk-Wrentham-Walpole- Shared-Use Path Installation (Metacomet Greenway) [Design Only]



Project Number: 613644

Project Cost: \$1,550,000

Score: 65

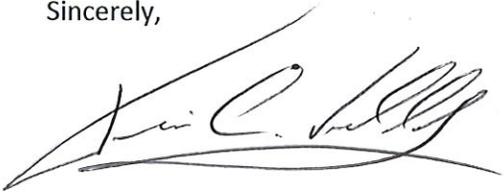
Project Description:

- This project is a joint application by the Towns of Norfolk, Wrentham, and Walpole to design a new, mostly off-road shared-use path connection starting in the SM Lorusso & Sons Athletic Field Complex in Walpole, extending behind the former Southwood Hospital Campus in Norfolk before crossing Route 1A via Cushing Drive and Shire Drive, and continuing into Wrentham. In Wrentham, the path would continue towards the Wrentham Developmental Center and William A. Rice Recreation Area. The path would conclude near Franklin and Depot Streets near Wrentham's town center and King Phillip Regional High School. Construction of the project will likely be executed in multiple phases.

By supporting this application, the Boston MPO Design Pilot Program has an opportunity to contribute to the creation of a vibrant, sustainable, and community-centered space. The Metacomet Greenway has the potential to become a model for suburban green infrastructure, promoting active lifestyles, ecological awareness, and community connectivity.

We, the Norfolk Select Board, encourage the Boston MPO Design Pilot Program to strongly consider and endorse this application, recognizing the positive impact it can have in these communities. The Metacomet Greenway is a valuable asset, and with your support, we can transform it into a thriving and inclusive space for generations to come.

Sincerely,

A handwritten signature in black ink, appearing to read "Kevin Kalkut". The signature is fluid and cursive, with a long horizontal stroke at the bottom.

Kevin Kalkut
Chair, Norfolk Select Board



TOWN OF NORFOLK Recreation Commission

ONE LIBERTY LANE
NORFOLK, MASSACHUSETTS 02056
recreation@norfolk.ma.us

Robert Taglienti
Chairperson

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

RE: Letter of Support for the Metacomet Greenway Design Plans Application

Dear Mr. Lapointe,

The Norfolk Recreation Commission enthusiastically supports the joint application submitted by Walpole, Norfolk, and Wrentham to the Boston Metropolitan Planning Organization (MPO) Design Pilot Program. This application seeks funding and assistance for the creation of comprehensive design plans for the Metacomet Greenway from Lorusso Athletic Field Complex in Walpole to Depot Street in Wrentham. We firmly believe that this initiative holds tremendous promise for our community and the broader region.

The Metacomet Greenway is a vital resource that connects our neighborhoods, enhances recreational opportunities, and fosters environmental sustainability. The creation of design plans through the MPO Design Pilot Program would significantly contribute to the overall vision and development of this greenway, and ensure it becomes a well-integrated and accessible asset for our community.

The proposed design plans aim to address key aspects such as:

1. **Accessibility:** Ensuring that the Metacomet Greenway is easily accessible to people of all ages and abilities, promoting inclusivity and community engagement.
2. **Safety:** Implementing measures to enhance the safety of users, including well-lit paths, clear wayfinding signage, and strategic landscaping to create open sightlines.
3. **Ecological Considerations:** Incorporating sustainable design practices that respect and enhance the natural environment, preserving the ecological integrity of the greenway.
4. **Community Engagement:** Involving community members in the planning process to ensure that the design reflects the diverse needs and preferences of our residents.
5. **Recreational Amenities:** Integrating features such as seating areas, bike racks, and interpretive signage to enhance the recreational experience along the Metacomet Greenway.

By supporting this application, the Boston MPO Design Pilot Program has an opportunity to contribute to the creation of a vibrant, sustainable, and community-centered space. The Metacomet Greenway has the potential to become a model for suburban green infrastructure, promoting active lifestyles, ecological awareness, and community connectivity.

The Norfolk Recreation Commission encourages the Boston MPO Design Pilot Program to strongly consider and endorse this application, recognizing the positive impact it can have in these communities. The Metacomet Greenway is a valuable asset, and with your support, we can transform it into a thriving and inclusive space for generations to come.

Sincerely,

Robert Taglienti
Norfolk Recreation Commission Chair



TEL: (508) 384-5441

Commonwealth of Massachusetts
Town of Wrentham
COMMUNITY PRESERVATION COMMITTEE
79 South Street, Wrentham, MA 02093

cpc@wrentham.gov
www.wrentham.gov

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

December 13, 2023

RE: Letter of Support for the Metacomet Greenway Design Plans Application

Dear Mr. Lapointe,

The Wrentham Community Preservation Committee would like to offer support for the joint application submitted by Walpole, Norfolk & Wrentham to the Boston Metropolitan Planning Organization (MPO) Design Pilot Program. This application seeks funding and assistance for the creation of comprehensive design plans for the Metacomet Greenway from Lorusso Field, Walpole, to Depot St, Wrentham.

The Wrentham Community Preservation Committee (WCPC) previously funded \$80,000 for the Feasibility Study Project on the Wrentham portion of the Metacomet Greenway. During the discussion ahead of the vote to support the study, we discussed how the Greenway could enhance our community, and build infrastructure that would benefit our residents' lives through enhanced recreation opportunities. It will serve to connect our neighborhoods, foster environmental sustainability and bring focus to our community's recreational hub, the Rice Complex.

As we build out projects like the Greenway, we would expect a more integrated community that brings residents together in a new way, to areas of high value, while offering new ways to enjoy the town. In general, the WCPC seeks out projects that we believe can positively enhance the community so that a wide range of residents enjoy the projects that we invest in. When we supported the Feasibility Study for the Greenway, we gave concrete support to the project that we believe reinforced those goals.

We, the Wrentham Community Preservation Committee, encourage the Boston MPO Design Pilot Program to strongly consider and endorse this application, recognizing the positive impact it can have in these communities. The Metacomet Greenway can be a valuable asset in our communities, and with your support, we can transform it into a thriving and inclusive space for generations to come.

Sincerely,

Scott Manchuso
Chair, Wrentham Community Preservation Committee

cc: Kevin Sweet; Town Administrator, Rachel Benson; Director of Planning & Development



December 13th, 2023

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

RE: Letter of Support for the Metacomet Greenway Design Plans Application

Dear Mr. Lapointe,

The Metacomet Greenway Association wholeheartedly supports the joint application submitted by Walpole, Norfolk, & Wrentham to the Boston Metropolitan Planning Organization (MPO) Design Pilot Program. This application seeks funding and assistance for the creation of comprehensive design plans for a phase of the future Metacomet Greenway from Lorusso Field in Walpole, to Depot Street in Wrentham. We firmly believe that this initiative holds tremendous promise for our community and the broader region.

The Metacomet Greenway is a vital resource that connects our neighborhoods, enhances recreational opportunities, and fosters environmental sustainability. The creation of design plans through the MPO Design Pilot Program would significantly contribute to the overall vision and development of this greenway, and ensure it becomes a well-integrated and accessible asset for our community.

The proposed design plans aim to address key aspects such as:

1. **Accessibility:** Ensuring that the Metacomet Greenway is easily accessible to people of all ages and abilities, promoting inclusivity and community engagement.
2. **Safety:** Implementing measures to enhance the safety of users, including well-lit paths, clear wayfinding signage, and strategic landscaping to create open sightlines.
3. **Ecological Considerations:** Incorporating sustainable design practices that respect and enhance the natural environment, preserving the ecological integrity of the greenway.
4. **Community Engagement:** Involving community members in the planning process to ensure that the design reflects the diverse needs and preferences of our residents.
5. **Recreational Amenities:** Integrating features such as seating areas, bike racks, and interpretive signage to enhance the recreational experience along the Metacomet Greenway.
6. **Historical Engagement:** highlighting historical events that have impacted the region along the Metacomet Greenway.
7. **Economic boost:** many existing and new businesses adjacent to the greenway will benefit from the foot traffic generated by the Metacomet Greenway.

By supporting this application, the Boston MPO Design Pilot Program has an opportunity to contribute to the creation of a vibrant, sustainable, and community-centered space. The Metacomet Greenway has the potential to become a model for suburban green infrastructure, promoting active lifestyles, ecological awareness, and community connectivity.

We, the board of the Metacomet Greenway Association, encourage the Boston MPO Design Pilot Program to strongly consider and endorse this application, recognizing the positive impact it can have in these communities. The Metacomet Greenway is a valuable asset, and with your support, we can transform it into a thriving and inclusive space for generations to come.

Sincerely,

Zachary McKeever
President
Metacomet Greenway Association
978-833-6929



CITY OF SALEM, MASSACHUSETTS

Dominick Pangallo
Mayor

Office of the Mayor

December 8, 2023

Boston Region Metropolitan Planning Organization (MPO)
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

RE: Transportation Improvement Program (TIP) Design Funding Pilot

To Whom It May Concern,

I am writing to express my support for the City of Salem's application for design funds for the Broad Street/Dalton Parkway Corridor Project. The corridor is a key link from Highland Avenue (Route 107) to downtown Salem, connecting residential neighborhoods, local retail, open space, the Broad Street playground, and the Collins Middle School. It also serves a recently approved adaptive reuse project that will preserve a historic structure and create 16 new residential units.

The roadway width is significant, which contributes towards vehicle speeds and concerns around safety and accessibility. There are currently no bicycle accommodations and a lack of ADA compliant sidewalks, pedestrian ramps, and crosswalks. In addition, the signal serving the intersection of Broad/Dalton and Flint Street is obsolete. As noted, the corridor provides access to Collins Middle School and is frequently used by children traveling to and from the school and the adjacent Broad Street playground.

This funding would allow Salem to begin reimagining the corridor with a Complete Streets approach that would benefit all roadway users. With the improvements that MassDOT is currently planning on Route 107 from the Lynn city line to Dalton Parkway, this project presents an opportunity to continue those improvements along this corridor.

I hope you will support this funding request. Thank you for your consideration.

Sincerely,

Dominick Pangallo
Mayor, City of Salem



TOWN OF NORFOLK

SELECT BOARD

ONE LIBERTY LANE
NORFOLK, MASSACHUSETTS

Justin Casanova-Davis
Town Administrator

(508) 440-2855
(508) 541-3366 FAX

December 5, 2023

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

RE: Letter of Support for the Metacomet Greenway Design Plans Application

Dear Mr. Lapointe,

The Norfolk Select Board enthusiastically supports the joint application submitted by Walpole, Norfolk & Wrentham to the Boston Metropolitan Planning Organization (MPO) Design Pilot Program. This application seeks funding and assistance for the creation of comprehensive design plans for the Metacomet Greenway from Lorusso Field, Walpole, to Depot St, Wrentham. We firmly believe that this initiative holds tremendous promise for our community and the broader region.

The Metacomet Greenway is a vital resource that connects our neighborhoods, enhances recreational opportunities, and fosters environmental sustainability. The creation of design plans through the MPO Design Pilot Program would significantly contribute to the overall vision and development of this greenway, and ensure it becomes a well-integrated and accessible asset for our community.

The proposed design plans aim to address key aspects such as:

1. **Accessibility:** Ensuring that the Metacomet Greenway is easily accessible to people of all ages and abilities, promoting inclusivity and community engagement.
2. **Safety:** Implementing measures to enhance the safety of users, including well-lit paths, clear wayfinding signage, and strategic landscaping to create open sightlines.
3. **Ecological Considerations:** Incorporating sustainable design practices that respect and enhance the natural environment, preserving the ecological integrity of the greenway.
4. **Community Engagement:** Involving community members in the planning process to ensure that the design reflects the diverse needs and preferences of our residents.
5. **Recreational Amenities:** Integrating features such as seating areas, bike racks, and interpretive signage to enhance the recreational experience along the Metacomet Greenway.

Commonwealth of Massachusetts
MASSACHUSETTS SENATE

SENATOR REBECCA L. RAUSCH
Norfolk, Worcester and Middlesex Dis

STATE HOUSE, ROOM 215
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BECCA.RAUSCH@MASENATE.GOV
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Chair
JOINT COMMITTEE ON ENVIRONMENT AND
NATURAL RESOURCES

Vice Chair
SENATE COMMITTEE ON CENSUS

Vice Chair
JOINT COMMITTEE ON CHILDREN, FAMILIES
AND PERSONS WITH DISABILITIES

December 15, 2023

VIA EMAIL ONLY

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

Re: Letter of Support for the Metacomet Greenway Design Plans Application

Dear Mr. Lapointe,

I write to support the Design Pilot Program application filed jointly by the Towns of Norfolk, Wrentham, and Walpole.

This application seeks funding and assistance to create comprehensive design plans for the Metacomet Greenway from Lorusso Field in Walpole to Depot Street in Wrentham. The Metacomet Greenway will connect these communities, enhance outdoor recreational opportunities, and foster environmental sustainability. These design plans, created with assistance from the MPO Design Pilot Program, would provide a strong foundation to develop this greenway and ensure it becomes a well-integrated and accessible asset for generations. For these reasons, I believe that this initiative would greatly benefit the communities at large.

The vision for the project comprehensively includes several important areas of design, such as accessibility, safety, and sustainability, and seeks to provide a community-oriented space to a region that lacks recreational outdoor infrastructure.

By supporting this application, the Boston MPO Design Pilot Program has an opportunity to support an innovative model for suburban green infrastructure that promotes active lifestyles, ecological awareness, and community connectivity.

I encourage the Boston MPO Design Pilot Program to consider and endorse this application for the positive impact it can have in these communities. Please be in touch with any questions and thank you for your consideration.

Yours in service,

A handwritten signature in blue ink, appearing to read 'Rebecca L. Rausch', with a stylized, cursive script.

Senator Rebecca L. Rausch



Commonwealth of Massachusetts
Town of Wrentham
Recreation Department
79 South Street, Wrentham, MA 02093

Jeff Plympton, Director

December 4, 2023

TEL: (508) 384-5427

FAX: (508) 384-5403

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

RE: Wrentham Recreation Letter of Support for the Metacomet Greenway Design Plans Application

Dear Mr. Lapointe,

The Wrentham Recreation Commission and Department enthusiastically supports the joint application submitted by the Towns of Walpole, Norfolk, and Wrentham to the Boston Metropolitan Planning Organization (MPO) Design Pilot Program. This application seeks funding and assistance for the development of comprehensive design plans for the Metacomet Greenway from Lorusso Field in Walpole, to Depot Street in Wrentham and through the William Rice Recreation Complex. We firmly believe that this initiative holds tremendous promise for the Recreation community, Wrentham residents, and the broader region.

The Metacomet Greenway is a vital resource that connects our neighborhoods, enhances recreational opportunities, and fosters environmental sustainability. The creation of design plans through the MPO Design Pilot Program would significantly contribute to the overall vision and development of this greenway, and ensure it becomes a well-integrated and accessible asset for our community.

The proposed design plans aim to address key aspects such as:

1. **Accessibility:** Ensuring that the Metacomet Greenway is easily accessible to people of all ages and abilities, promoting inclusivity and community engagement.
2. **Safety:** Implementing measures to enhance the safety of users, including well-lit paths, clear wayfinding signage, and strategic landscaping to create open sightlines.
3. **Ecological Considerations:** Incorporating sustainable design practices that respect and enhance the natural environment, preserving the ecological integrity of the greenway.
4. **Community Engagement:** Involving community members in the planning process to ensure that the design reflects the diverse needs and preferences of our residents.
5. **Recreational Amenities:** Integrating features such as seating areas, bike racks, and interpretive signage to enhance the recreational experience along the Metacomet Greenway.

By supporting this application, the Boston MPO Design Pilot Program has an opportunity to help create a vibrant, sustainable, and community-centered space. The Metacomet Greenway has the potential to become a model for suburban green infrastructure, promoting active lifestyles, ecological awareness, and community connectivity.

We, the Wrentham Recreation community, encourage the Boston MPO Design Pilot Program to strongly consider and endorse this application while recognizing the positive impact the project can have in these communities. The Metacomet Greenway is a valuable asset, and with your support, we can transform it into a thriving and inclusive space for generations to come.

Sincerely,

Jeffrey Plympton, Director

Wrentham Recreation Department

cc: Kevin Sweet, Wrentham Town Administrator
Rachel Benson, Wrentham Director of Planning and Economic Development
Wrentham Recreation Commission Members



The Commonwealth of Massachusetts

State House, Boston, 02133-1053

MARCUS S. VAUGHN
State Representative
9th Norfolk

Committees:
Operations, Facilities and
Building Security
Community Development and
Small Business
Economic Development and
Emerging Technologies
Public Safety and Homeland
Security

Room 473B, State House
TEL. (617) 722-2263
Marcus.Vaughn@mahouse.gov

To Whom It May Concern,

I am writing to express my enthusiastic support for the joint application submitted by Walpole, Norfolk & Wrentham to the Boston Metropolitan Planning Organization (MPO) Design Pilot Program. As the State Representative for 9th Norfolk – representing Walpole, Norfolk, and Wrentham - I firmly believe that this initiative holds tremendous promise for the communities and the broader region.

The Metacomet Greenway, which spans from Lorusso Field in Walpole to Depot St in Wrentham, is a vital resource that connects our neighborhoods, enhances recreational opportunities, and fosters environmental sustainability. The creation of comprehensive design plans through the MPO Design Pilot Program would significantly contribute to the overall vision and development of this greenway, ensuring it becomes a well-integrated and accessible asset for our community.

The proposed design plans address key aspects such as accessibility, safety, ecological considerations, community engagement, and recreational amenities. These considerations are crucial in promoting inclusivity, ensuring user safety, respecting the natural environment, engaging the community in the planning process, and enhancing the overall recreational experience along the Metacomet Greenway. By supporting this application, the Boston MPO Design Pilot Program has an opportunity to contribute to the creation of a vibrant, sustainable, and community-centered space. The Metacomet Greenway has the potential to become a model for suburban green infrastructure, promoting active lifestyles, ecological awareness, and community connectivity.

In closing, I strongly encourage the Boston MPO Design Pilot Program to consider and endorse this application, recognizing the positive impact it can have in these communities. The Metacomet Greenway is a valuable asset, and with your support, we can transform it into a thriving and inclusive space for generations to come.

Thank you for your attention to this matter, and I look forward to the positive developments that this collaboration can bring to our community.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Marcus S. Vaughn', written in a cursive style.

Marcus S. Vaughn
State Representative
9th Norfolk District



Town of North Attleborough, Massachusetts

PLANNING BOARD

43 South Washington Street
North Attleborough, MA 02760-1689
Phone: (508) 699-0116
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Marie K. Clarner, Chair William Blais, Vice-chair Greg Walsh, Member
Gregory Lorincz, Member Jason Gittle, Clerk
Gil Hilario, Town Planner Lori Kaufman, Administrator

Date 12/14/2023

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

Re Metacomet Greenway Joint Grant Application

To Mr. Lapointe,

On behalf of the Planning Board, I submit this letter of support for the joint application of Walpole, Norfolk, and Wrentham for the Metacomet Greenway. This grant application is asking for funding to design a bicycle trail from Lorusso Field, Walpole, to Depot St, all the way to Wrentham. This project and the Metacomet Greenway are exciting projects with potential to be a regional attraction and a positive impact for their communities.

Sincerely,

Gil Hilario, CFM
Town Planner

cc: Zack McKeever
Metacomet Greenway

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

RE: Letter of Support for the Metacomet Greenway Design Plans Application

Dear Mr. Lapointe,

The Wrentham Open Space Committee supports multi-use recreation trails between towns. These trails raise awareness of, and increase use of, open spaces and promote climate-friendly exercise. Until details of the plans connecting Lorusso Field, Walpole to Depot Street, Wrentham, the Committee can only give a general level of support. At its meeting on December 4, the Committee approved this letter of support.

Sincerely,

A handwritten signature in cursive script, appearing to read "Alan Selling".

Alan Selling,
Chairman, Wrentham Open Space Committee

Metropolitan Area Planning Council
60 Temple Place
Boston, MA 02111

November 21, 2023

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

RE: Letter of Support for the Metacomet Greenway Design Plans Application

Dear Mr. Lapointe,

The Metropolitan Area Planning Council enthusiastically supports the joint application submitted by Walpole, Norfolk & Wrentham to the Boston Metropolitan Planning Organization (MPO) Design Pilot Program. This application seeks funding and assistance for the creation of comprehensive design plans for the Metacomet Greenway from Lorusso Field, Walpole, to Depot St, Wrentham. We firmly believe that this initiative holds tremendous promise for our community and the broader region.

The Metacomet Greenway is a vital resource that connects our neighborhoods, enhances recreational opportunities, and fosters environmental sustainability. The creation of design plans through the MPO Design Pilot Program would significantly contribute to the overall vision and development of this greenway, and ensure it becomes a well-integrated and accessible asset for our community.

The proposed design plans aim to address key aspects such as:

1. **Accessibility:** Ensuring that the Metacomet Greenway is easily accessible to people of all ages and abilities, promoting inclusivity and community engagement.
2. **Safety:** Implementing measures to enhance the safety of users, including well-lit paths, clear wayfinding signage, and strategic landscaping to create open sightlines.
3. **Ecological Considerations:** Incorporating sustainable design practices that respect and enhance the natural environment, preserving the ecological integrity of the greenway.
4. **Community Engagement:** Involving community members in the planning process to ensure that the design reflects the diverse needs and preferences of our residents.
5. **Recreational Amenities:** Integrating features such as seating areas, bike racks, and interpretive signage to enhance the recreational experience along the Metacomet Greenway.

By supporting this application, the Boston MPO Design Pilot Program has an opportunity to contribute to the creation of a vibrant, sustainable, and community-centered space. The Metacomet Greenway has the potential to become a model for suburban green infrastructure, promoting active lifestyles, ecological awareness, and community connectivity.

We, the MAPC encourage the Boston MPO Design Pilot Program to strongly consider and endorse this application, recognizing the positive impact it can have in these communities. The Metacomet

Greenway is a valuable asset, and with your support, we can transform it into a thriving and inclusive space for generations to come.

Sincerely,

David Loutzenheiser
Senior Transportation Planner



Town of North Attleborough, Massachusetts

PLANNING BOARD

43 South Washington Street
North Attleborough, MA 02760-1689

Phone: (508) 699-0116
www.nattleboro.com/planning-board

Marie K. Clarner, Chair

William Blais, Vice-chair

Greg Walsh, Member

Gregory Lorincz, Member

Jason Gittle, Clerk

Gil Hilario, Town Planner

Lori Kaufman, Administrator

Date 12/14/2023

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

Re Metacomet Greenway Joint Grant Application

To Mr. Lapointe,

On behalf of the Planning Board, I submit this letter of support for the joint application of Walpole, Norfolk, and Wrentham for the Metacomet Greenway. This grant application is asking for funding to design a bicycle trail from Lorusso Field, Walpole, to Depot St, all the way to Wrentham. The Town of North Attleborough intends to apply to this program in the future to join and expand this network. This project and the Metacomet Greenway are exciting projects with potential to be a regional attraction and a positive impact for their communities.

Sincerely,

Gil Hilario, CFM
Town Planner

cc: Zack McKeever
Metacomet Greenway



Town of Walpole
Commonwealth of Massachusetts

Walpole Town Hall
135 School Street
Walpole, Ma. 02081
Phone (508) 660-7300
Fax (508) 660-7303

Town Administrator
James A. Johnson

November 27, 2023

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

RE: MPO Project Design Pilot Program: Metacomet Greenway

Dear Mr. Lapointe,

On behalf of the Town of Walpole I wish to express our support of the proposed Design & Engineering initiative for the creation of the Metacomet Greenway. While Walpole may have the smallest portion of the proposed greenway, we are thrilled to offer Lorusso Athletic Complex as one of the end points. This greenway between Walpole, Norfolk, and Wrentham offers our residents a unique and beneficial asset for passive recreation as well as an alternate form of transportation. Providing multiple modes of transportation can go a long way for reducing wear and tear on local roads as well as lowering unnecessary carbon emissions. It is for these reasons that we offer our full support of this project application and our commitment as a partnering community.

Sincerely,



James A. Johnson
Town Administrator



TOWN OF NORFOLK CONSERVATION COMMISSION

ONE LIBERTY LANE
NORFOLK, MASSACHUSETTS 02056

TEL: (508) 541-8455

www.norfolk.ma.us

December 13, 2023

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

RE: Letter of Support for the Metacomet Greenway Design Plans Application

Dear Mr. Lapointe,

The Norfolk Conservation Commission enthusiastically supports the joint application submitted by Walpole, Norfolk & Wrentham to the Boston Metropolitan Planning Organization (MPO) Design Pilot Program. This application seeks funding and assistance for the creation of comprehensive design plans for the Metacomet Greenway from Lorusso Field, Walpole, to Depot St, Wrentham. We firmly believe that this initiative holds tremendous promise for our community and the broader region.

The Metacomet Greenway is a vital resource that connects our neighborhoods, enhances recreational opportunities, and fosters environmental sustainability. The creation of design plans through the MPO Design Pilot Program would significantly contribute to the overall vision and development of this greenway, and ensure it becomes a well-integrated and accessible asset for our community.

The proposed design plans aim to address key aspects such as:

1. **Accessibility:** Ensuring that the Metacomet Greenway is easily accessible to people of all ages and abilities, promoting inclusivity and community engagement.
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3. **Ecological Considerations:** Incorporating sustainable design practices that respect and enhance the natural environment, preserving the ecological integrity of the greenway.
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5. **Recreational Amenities:** Integrating features such as seating areas, bike racks, and interpretive signage to enhance the recreational experience along the Metacomet Greenway.

By supporting this application, the Boston MPO Design Pilot Program has an opportunity to contribute to the creation of a vibrant, sustainable, and community-centered space. The Metacomet Greenway has the potential to become a model for suburban green infrastructure, promoting active lifestyles, ecological awareness, and community connectivity.

We, the Norfolk Conservation Commission, encourage the Boston MPO Design Pilot Program to strongly consider and endorse this application, recognizing the positive impact it can have in these communities. The Metacomet Greenway is a valuable asset, and with your support, we can transform it into a thriving and inclusive space for generations to come.

Sincerely,

A handwritten signature in blue ink that reads "David Turi". The signature is written in a cursive, flowing style.

David Turi, Chair
Norfolk Conservation Commission



TOWN OF WRENTHAM
OFFICE OF THE TOWN ADMINISTRATOR
MUNICIPAL BUILDING
79 South Street
Wrentham, MA 02093
Tel: 508-384-5400
www.wrentham.gov

Kevin A. Sweet
Town Administrator

Gregory S. Enos
Assistant Town Administrator

November 28, 2023

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

RE: Statement of Match
MPO Pilot Grant for Design Engineering / Metacomet Greenway Design Plans
Application

Dear Mr. Lapointe,

The Town of Wrentham commits to providing the minimum required matching funds for the above-referenced project. The Town commits to match 25% of total project cost and acknowledges that a portion of funding under this grant will be provided on a reimbursement basis. All matching funds provided by the Applicant or direct project partners are in the process of being approved.

Sincerely,

Kevin A. Sweet, MS, MPA, ICMA-CM
Town Administrator

024041



**TOWN OF NORFOLK
COMMUNITY PRESERVATION
COMMITTEE**
ONE LIBERTY LANE
NORFOLK, MASSACHUSETTS 02056
www.norfolk.ma.us

December 14, 2023

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

RE: Letter of Support for the Metacomet Greenway Design Plans Application

Dear Mr. Lapointe,

The Norfolk Community Preservation Committee (CPC) enthusiastically supports the joint application submitted by Walpole, Norfolk, and Wrentham to the Boston Metropolitan Planning Organization (MPO) Design Pilot Program. This application seeks funding and assistance for the creation of comprehensive design plans for the Metacomet Greenway from Lorusso Field in Walpole to Depot Street in Wrentham. We firmly believe that this initiative holds tremendous promise for our community and the broader region.

The Metacomet Greenway is a vital resource that connects our neighborhoods, enhances recreational opportunities, and fosters environmental sustainability. The creation of design plans through the MPO Design Pilot Program would significantly contribute to the overall vision and development of this greenway, and ensure it becomes a well-integrated and accessible asset for our community.

The proposed design plans aim to address key aspects such as:

1. **Accessibility:** Ensuring that the Metacomet Greenway is easily accessible to people of all ages and abilities, promoting inclusivity and community engagement.
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5. **Recreational Amenities:** Integrating features such as seating areas, bike racks, and interpretive signage to enhance the recreational experience along the Metacomet Greenway.

By supporting this application, the Boston MPO Design Pilot Program has an opportunity to contribute to the creation of a vibrant, sustainable, and community-centered space. The Metacomet Greenway has the potential to become a model for suburban green infrastructure, promoting active lifestyles, ecological awareness, and community connectivity.

The Norfolk CPC has discussed the creation of the Metacomet Greenway for many years and is thrilled that the proposed project has made tremendous progress. The Committee voted unanimously to support a warrant article at the November 14, 2023 Special Town Meeting, allocating \$155,000 from CPC funds to provide Norfolk's match toward the design plan. The Metacomet Greenway has the potential to be a significant recreational opportunity for the town.

We, the Norfolk CPC, encourage the Boston MPO Design Pilot Program to strongly consider and endorse this application, recognizing the positive impact it can have in these communities. The Metacomet Greenway is a valuable asset, and with your support, we can transform it into a thriving and inclusive space for generations to come.

For the Committee,



Cynthia Andrade
Norfolk Community Preservation Committee chair

Complete Streets

Acton- Great Road, from Harris Street to Davis Road Intersections, Complete Streets Project [Design Only]



Project Number: TBD

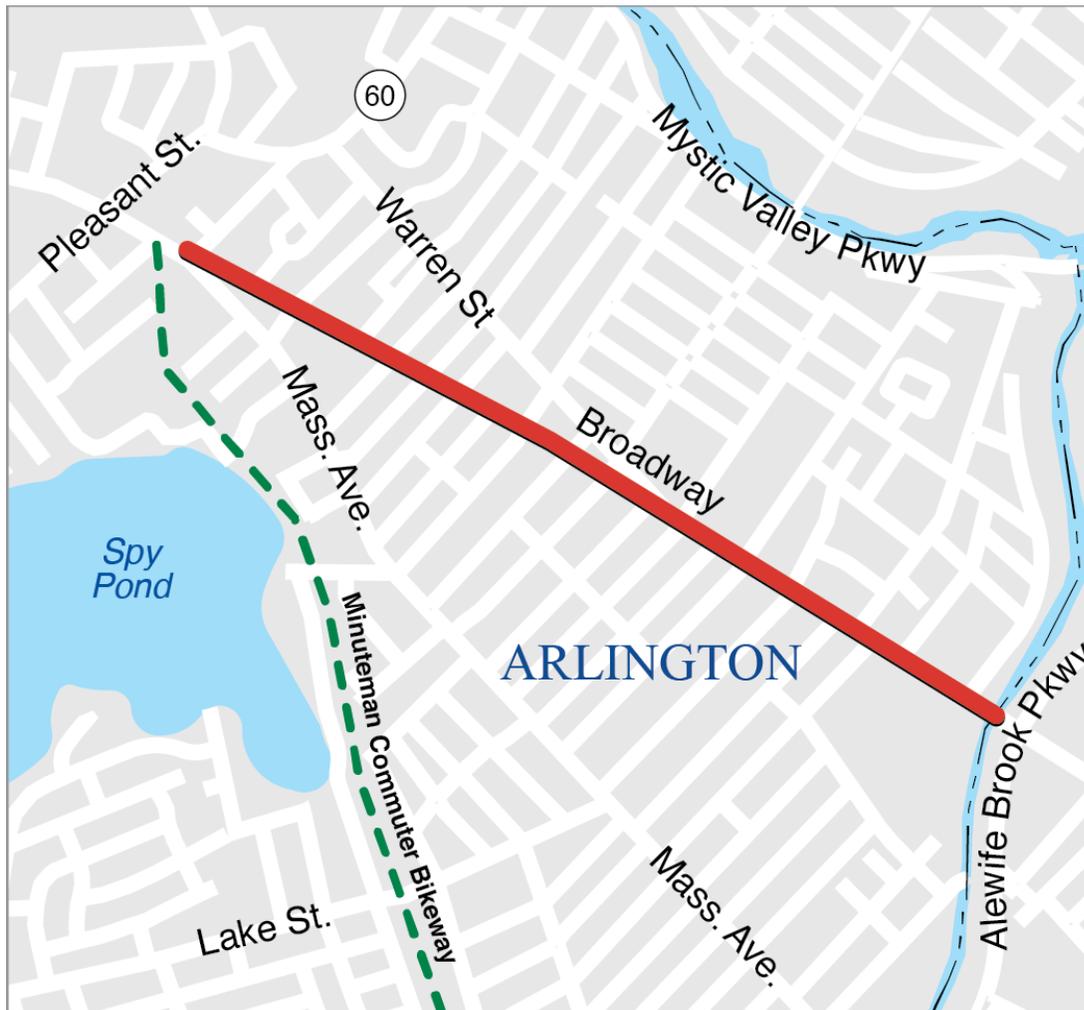
Project Cost: \$860,000

Score: 45.4

Project Description:

- This line item will support design for a project to resurface Great Road and implement a five-foot sidewalk and 10-foot shared-use path along the corridor. The project area features a large number of multifamily dwellings and currently lacks safe bicycle or pedestrian infrastructure. The project also would make significant improvements to safety for all roadway users at the intersections of Great Road and Harris Street, and Great Road and Davis Road near the Bruce Freeman Rail Trail.

Arlington- Broadway Complete Streets 100% Design



Project Number: TBD

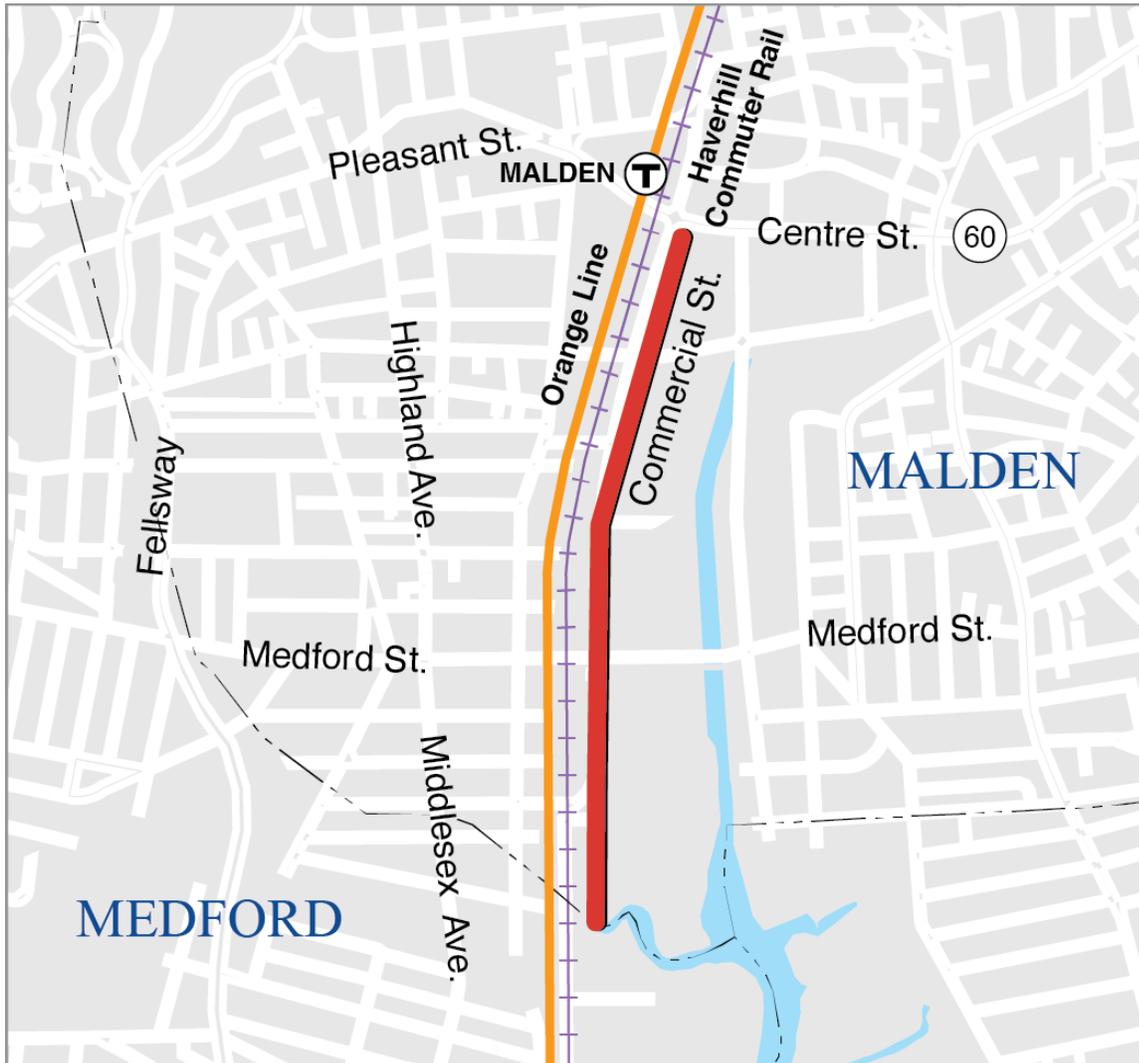
Project Cost: \$1,395,000

Score: 80.1

Project Description:

- This project will design Complete Streets improvements on Broadway in Arlington between Alewife Greenway Bike Path and Route 3 (Massachusetts Avenue) near the terminus of the Minuteman Commuter Bikeway. The conceptual plan of the project is to implement modernized, widened sidewalks, separated bicycle facilities, and new bus bulbs and covered shelters to improve transit accessibility. The Broadway corridor is contained within Arlington's Massachusetts Avenue/Broadway Subdistrict for MBTA Communities compliance.

Malden- Commercial Street Reconstruction [Design Only]



Project Number: TBD

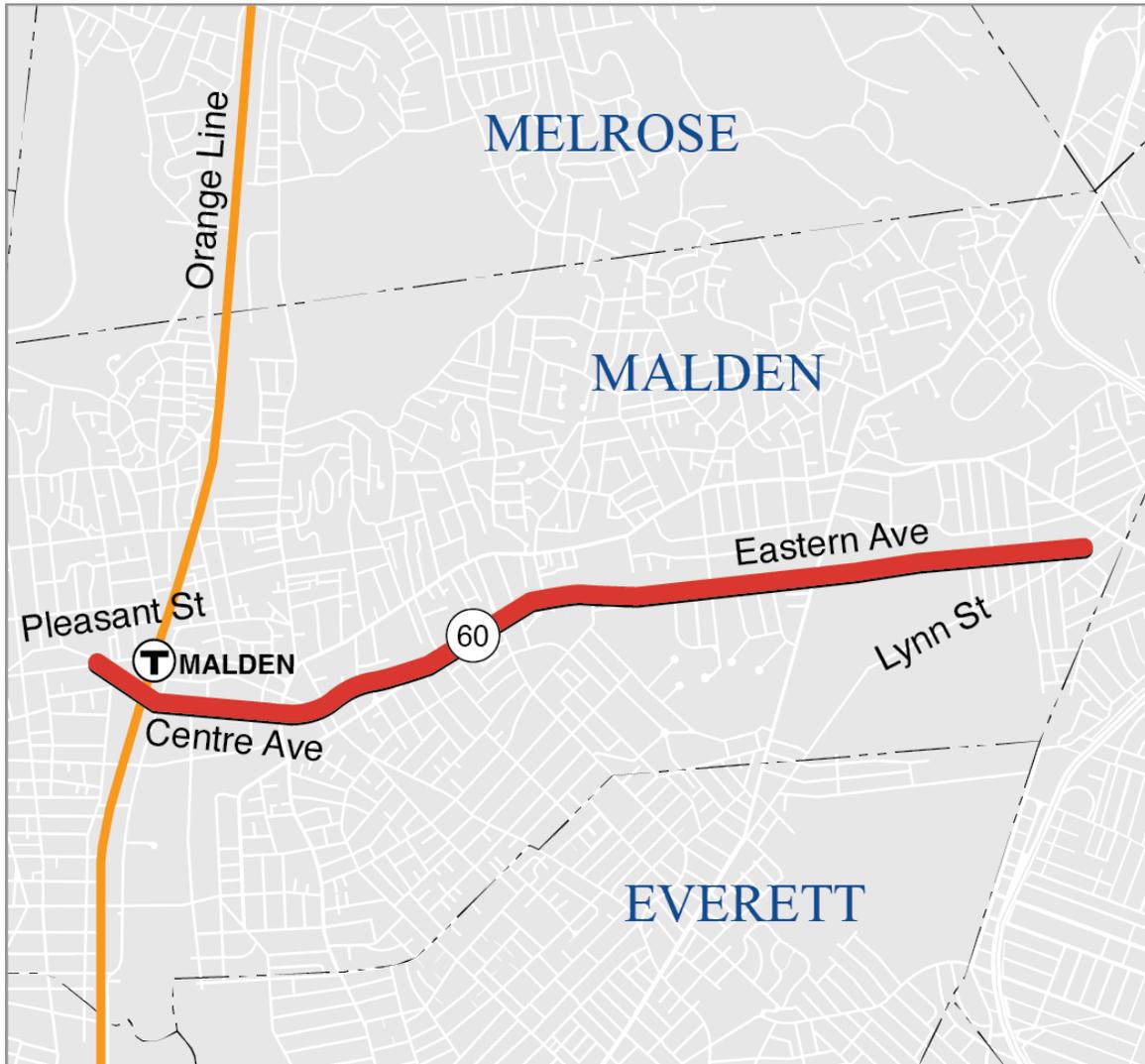
Project Cost: \$935,000

Score: 62.25

Project Description:

- This project will design improvements to resurface Commercial Street in Malden. Sidewalks may be widened, and 9,000 feet of linear buffered bicycle facilities may be added to connect to adjoining facilities on Route 60 and Rivers Edge Drive in Medford. The project also aims to improve transit user experience for riders of MBTA buses on Routes 97, 99, 105, and 106, with roadway geometry improved for safer bus and commercial vehicle navigation.

Malden- Route 60 Improvement Project [Design Only]



Project Number: TBD

Project Cost: \$2,600,000

Score: 71.15

Project Description:

- This project will design improvements for Route 60 in Malden from Pleasant Street to Lynn Street with a focus on improvements to user safety and transit signal priority for buses. The project area is near multiple existing and planned affordable housing developments as well as a regional path and MBTA Orange Line and commuter rail service. Given the large project limits, construction of this project would likely be performed in phases.

Marlborough- Reconstruction of Granger Boulevard [Design Only]



Project Number: 612285

Project Cost: \$1,215,000

Score: 61.9

Project Description:

- This project will design a Complete Streets reconstruction of Route 20 (Granger Boulevard) in Marlborough between Mechanic Street and East Main Street. The concept aims to “right size” the roadway by implementing road diets and other traffic safety measures to improve operational flow. The project will add a new shared-use path to provide connections to the Assabet River Rail Trail and Artemas Ward Park. Improvements for pedestrians include shorter crosswalk lengths and modernized sidewalks, alongside the possibility for improvements to MetroWest Regional Transit Authority bus stops in the area. The construction of this project will be administered under Project Number 612285.

Salem- Broad Street and Dalton Parkway Corridor Project [Design Only]



Project Number: TBD

Project Cost: \$1,068,780

Score: 60.1

Project Description:

- The proposed design for the project would right-size 2,065 linear feet of roadway to improve multimodal accommodations, including the addition of bicycle facilities where none currently exist. The intersections of Broad and Flint Streets and Broad and Jackson Streets will also be improved for better accessibility and safety for vulnerable users near Collins Middle School.



City of Salem, Massachusetts

Patricia Morsillo
Ward 3 City Councilor

December 15, 2023

Boston Region Metropolitan Planning Organization (MPO)
State Transportation Building 10 Park Plaza, Suite 2150
Boston, MA 02116-3968

RE: Transportation Improvement Program (TIP) Design Funding Pilot

To Whom It May Concern,

I write this in full support of the City of Salem's application for design funds for the Broad St/Dalton Parkway Corridor Project. Not only am I writing as one of two Ward Councilors who share this street, I am a long-time resident of Broad Street as well. This roadway connects the busy Route 107 corridor with the downtown, through a residential neighborhood which includes the Collins Middle School. Because of its proximity to our downtown and to nearby schools and playgrounds, the road sees high numbers of autos, cyclists, and pedestrians of all ages and abilities.

Salem's online reporting tool, SeeClickFix, shows a high volume of reported issues along this roadway, primarily related to pedestrian safety and speeding. This is due to many problems including a very wide roadway which encourages higher speeds, and non-ADA compliant crosswalks that are poorly lit and in locations that don't necessarily fit with pedestrian patterns. Add to this a non-functioning traffic signal at the intersection of Broad Street/Dalton Parkway, which changes from blinking yellow/red to a full red with a cross signal, but unfortunately and alarmingly is overlooked by drivers who don't notice the light change. The addition of a World War I memorial at this very intersection creates a safety issue for those who wish to visit it, which leaves the memorial overlooked and forgotten by many. Finally, the roadway goes through an historic district, which requires thoughtful, built-in traffic calming measures.

This roadway is desperate for a studied redesign, which values the safety of all who use it. With the improvements that MassDOT is currently planning on Route 107 from the Lynn city line to Dalton Parkway, this project presents an opportunity to continue those improvements along this corridor.

I urge you to support this funding request. Thank you for your consideration.

Sincerely,

Patricia Morsillo
Ward 3 City Councilor

Caroline Watson-Felt | Ward 2 City Councillor

15 December 2023

Boston Region Metropolitan Planning Organization (MPO)
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

RE: Transportation Improvement Program (TIP) Design Funding Pilot

To Whom It May Concern,

I write today to offer my support for the City of Salem's application for design funds for the Broad Street/Dalton Parkway Corridor Project. The corridor provides direct connection to and from Highland Avenue (Route 107) and downtown Salem, connecting residential neighborhoods, local retail, open space, the Broad Street playground, and the Collins Middle School.

Due to the significant width and thoroughfare nature of the roadway, high vehicle speeds are common and a serious concern. Moreover, there is a lack of ADA compliant sidewalks, pedestrian ramps, and crosswalks and there are currently no bicycle accommodations to support alternative modes of transportation. In addition, the signal serving the intersection of Broad/Dalton and Flint Street is obsolete. As noted, the corridor provides access to Collins Middle School and is frequently used by children traveling to and from the school and the adjacent Broad Street playground. There are residents of all ages and abilities living in this high-traffic area and their safety is of great concern.

This funding would allow Salem to begin reimagining the corridor with a Complete Streets approach that would benefit all roadway users. With the improvements that MassDOT is currently planning on Route 107 from the Lynn city line to Dalton Parkway, this project presents an opportunity to continue those improvements along this corridor.

I hope you will support this funding request. Thank you for your consideration.

Sincerely,



Caroline Watson-Felt
Ward 2 City Councillor
Salem, Massachusetts

Southborough- Reclamation of Marlborough Road (Route 85) and Framingham Road from Marlborough City Line to Route 30 [Design Only]



Project Number: 612962

Project Cost: \$1,315,000

Score: 52.5

Project Description:

- This project aims to improve roadway conditions in conjunction with the construction of a 10-foot shared-use path connecting to existing bicycle lanes, trails, and open space in the area. The project will also add new sidewalks to improve ADA accessibility in residential areas. The design will take measures to minimize pavement coverage, plant shade trees, and mitigate flood concerns at the nearby Sudbury Reservoir through evaluation of nature-based adaptation strategies. This project is for design only, and construction may be administered under Project Number 612962.

Intersection Improvements

Burlington- Intersection Improvements at Route 3A (Cambridge Street) and Winn Street



Project Number: 613641

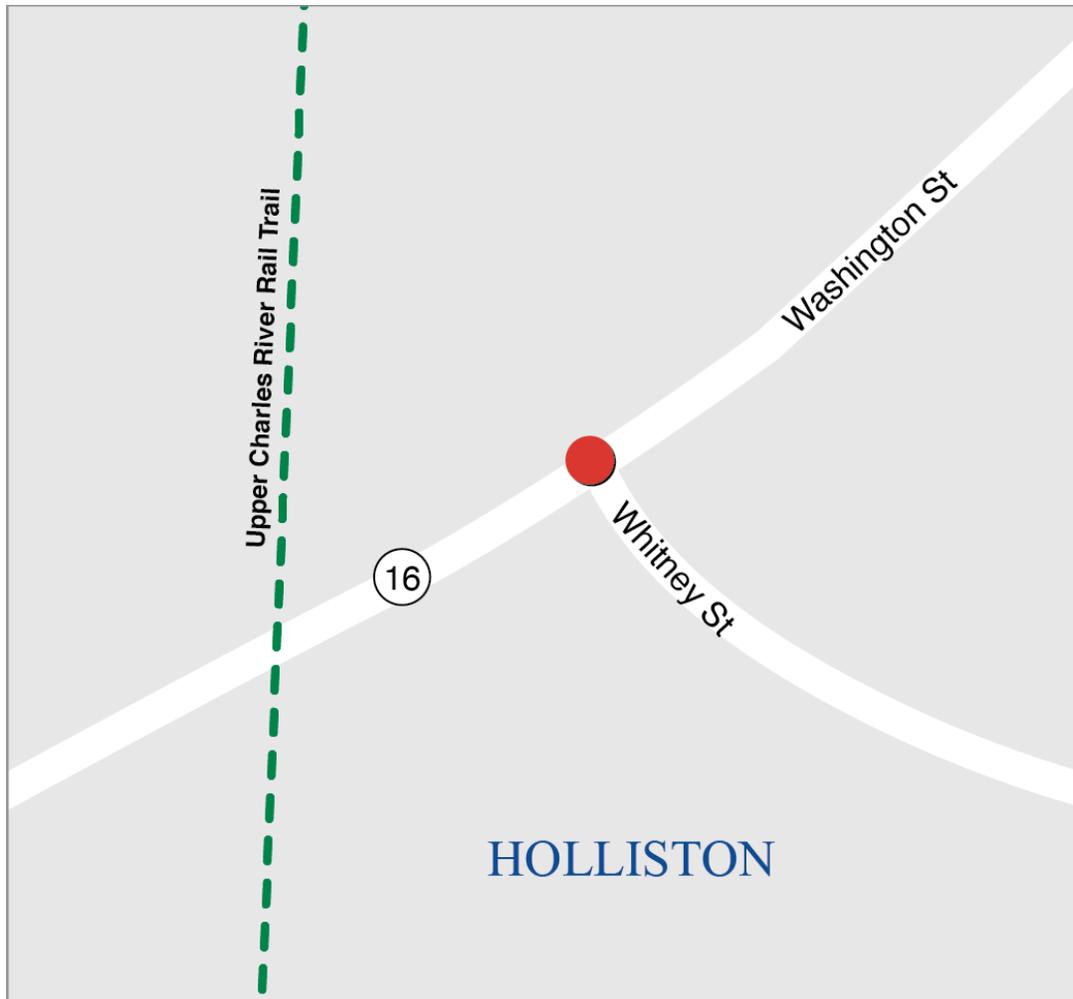
Project Cost: \$1,700,000

Score: 62.6

Project Description:

- This project will design corridor safety improvements for Route 3A in Burlington between Bedford Street and Pontos Avenue. The intersections of Pontos Avenue, Skilton Lane, and Winn Street are the primary focus of safety improvements, but elements such as a road diet, roundabouts, and other traffic-calming measures may be considered. The project area will also feature improved pedestrian and bicycle conditions for all users to improve connectivity to multifamily residences, commercial sites, and open space. The project is a continuation of the ongoing Project Number 610704, Burlington-Billerica—Resurfacing and Related Work on Route 3A, and would be administered for construction under Project Number 613641.

Holliston- Intersection Improvements at Route 16 and Whitney Street



Project Number: TBD

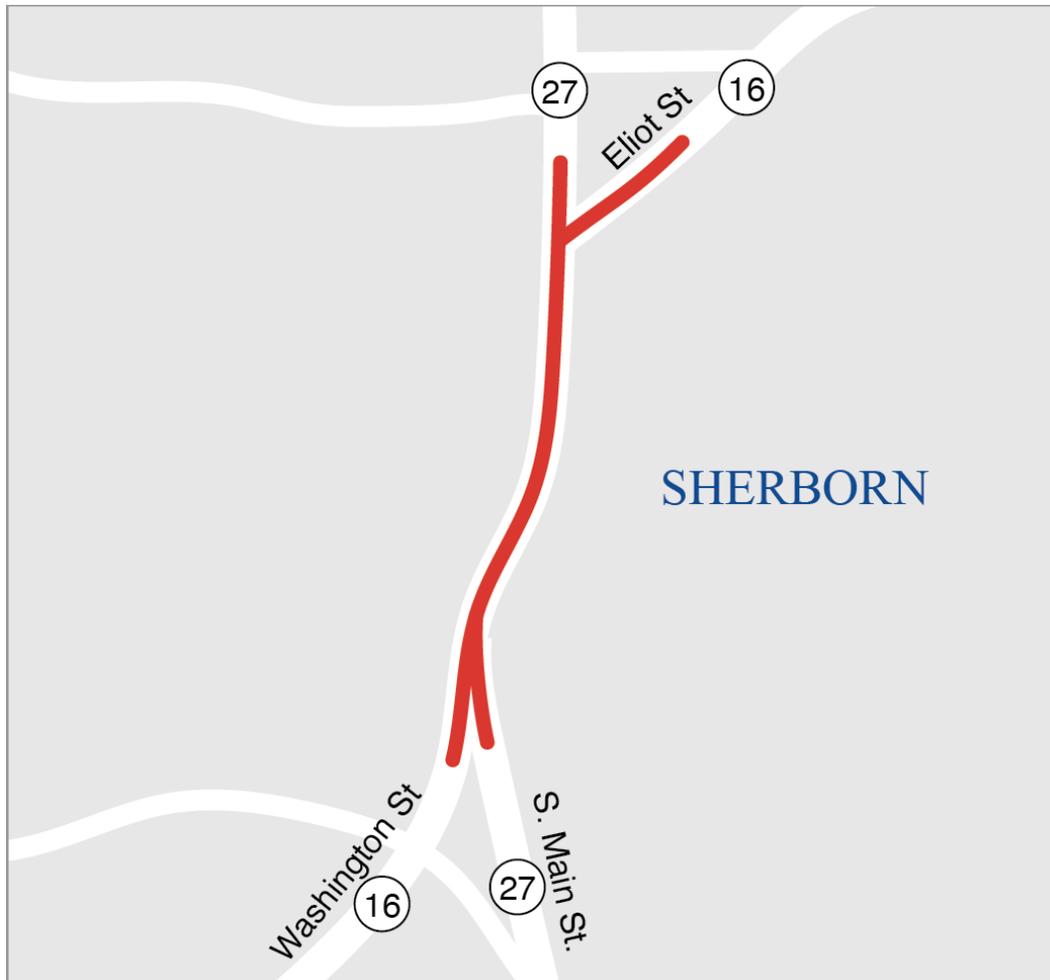
Project Cost: \$250,000

Score: 42.8

Project Description:

- This project will design an intersection safety improvement at the intersection of Whitney Street and Route 16 (Washington Street). The project will include a sidewalk extension from the intersection of Locust Street and Route 16 to this intersection to provide a safe pedestrian path to the Upper Charles River Rail Trail crossing. Safety improvements will also be made for the rail trail crossing. This project was submitted in partnership with the Town of Sherborn's Route 27 and Route 16 safety project.

Sherborn- Reconstruction of Route 27 and Route 16



Project Number: TBD

Project Cost: \$900,000

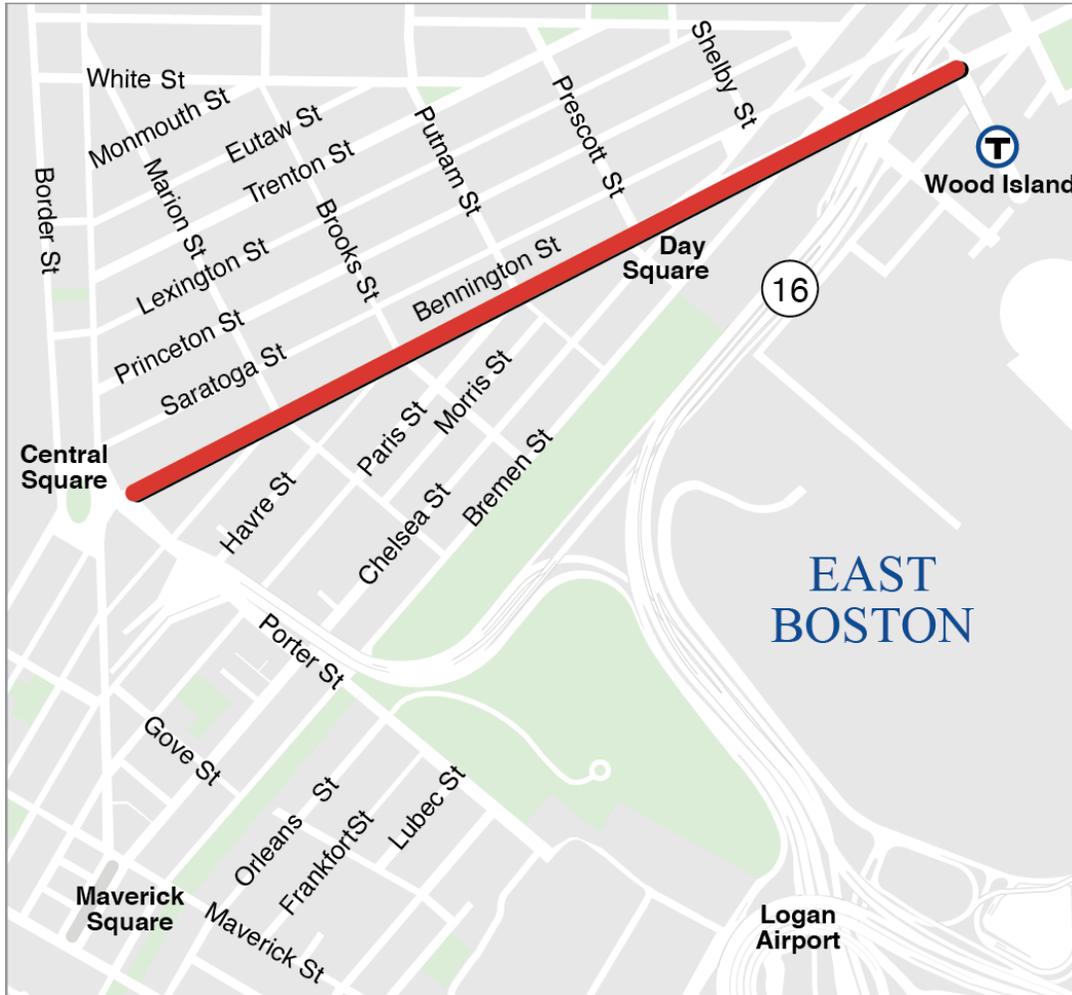
Score: 81.8

Project Description:

- This project will design safer intersections at key locations on Routes 16 and 27 in downtown Sherborn. Proposed work types include the addition and extension of both bicycle lanes and sidewalks with bus pullouts for transit users. The project also improves safety for a nearby rail grade crossing and traffic-calming measures, including curb extensions, splitter islands, driveway consolidation, and street lighting. This project was submitted in partnership with the Town of Holliston's Route 16 and Whitney Street safety project.

Transit Transformation

Boston- Reconstruction of Bennington Street, Porter Street to Wood Island Busway



Project Number: TBD

Project Cost: \$1,500,000

Score: 76.2

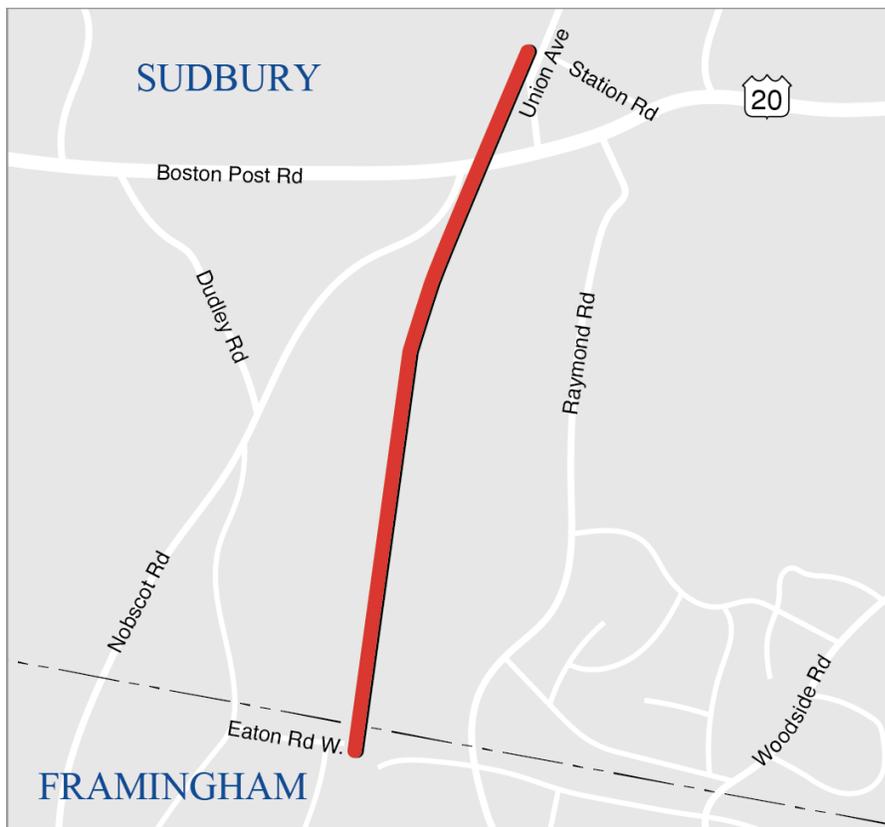
Project Description:

- This project will provide funding to the MBTA and the City of Boston to reconstruct Bennington Street from Central Square to Wood Island MBTA Station. The project focuses on reconfiguration of Day Square to reduce urban heat island effects, improve pedestrian connectivity, and evaluate transit improvements to Meridian Street. This project would complement other planned bus improvements on Chelsea Street by the City and MBTA.

Construction

Bicycle Network and Pedestrian Connections

Sudbury-Framingham- Bike Path Construction of Bruce Freeman Rail Trail, from the Sudbury Diamond Railroad Crossing to Eaton Road West



Project Number: 613319

Project Cost: \$8,820,000

Score: 47 (An equity score for this project has not yet been completed)

Project Description:

- This project will construct the final phase of the Bruce Freeman Rail Trail in Sudbury from the terminus of Phase 2 at Station Road to Eaton Road in Framingham. Phase 2 of the project is currently under construction through Project Number 608164, Sudbury-Concord—Bike Path Construction (Bruce Freeman Rail Trail). This project is expected to reach 25 percent design in summer 2024. The City of Framingham's first phase of the Bruce Freeman Trail, Project Number 613654, received approval from MassDOT's Project Review Committee in December 2023.



62 Chestnut Street
Florence, MA 01062
413.575.2277

COALITION

Building a Shared-Use Path | 104 Miles | Connecting 26 Communities | Boston to Northampton

BOSTON	Boston Region Metropolitan Planning Organization	2-16-24
SOMERVILLE	Central Transportation Planning Staff	
CAMBRIDGE	10 Park Plaza, #2150	
BELMONT	Boston, MA 02116	
WALTHAM	RE: Bruce Freeman Rail Trail, Sudbury and Framingham project	
WESTON	The Norwottuck Network strongly supports completion of the Bruce Freeman Rail Trail	
WAYLAND	through Sudbury and Framingham and encourages the MPO to give these projects a	
SUDBURY	high priority.	
STOW	The Network is a 501c3 organization that serves as the anchor for a coalition of com-	
HUDSON	munities and other groups seeking to complete the Mass Central Rail Trail from Bos-	
BERLIN	ton to Northampton—the longest rail trail in New England. Over 60% of the MCRT is	
CLINTON	already complete, and getting the remainder done is a priority for the Massachusetts	
STERLING	State Trails Team. Once complete, this trail will provide new opportunities for recrea-	
WEST BOYLSTON	tion, safe transportation and significant economic development across the state, with	
HOLDEN	an estimate of well over 4 million users a year.	
RUTLAND	A key feature of the MCRT is its linkage with 26 other major trails in the Common-	
OAKHAM	wealth. They provide more opportunities for travel, recreation, and expand the posi-	
BARRE	tive impact of both the MCRT and the connecting trails. Recognizing this potential,	
NEW BRAINTREE	developing a trail network has been a priority of the Mass Trails Team since 2019, and	
HARDWICK	completing both the Bruce Freeman and the Mass Central has become a priority as	
WARE	well. Surveys of those using the existing MCRT and Bruce Freeman trails near the lo-	
PALMER	cation where they will intersect show that community members greatly appreciate	
BELCHERTOWN	the value of these assets for recreation and transportation; the #1 complaint in one	
AMHERST	survey was that the trails are too short and don't connect. But within a year, the	
HADLEY	Bruce Freeman will reach the MCRT in Sudbury, and the MCRT may be finished in this	
NORTHAMPTON	area soon afterwards.	

Completing the BFRT to Framingham through this proposed project will enable the 75,000 residents of Framingham to access this entire trail network. It will open a safe way for those who live along the MCRT and Bruce Freeman to get to public transportation and other amenities. There will be new opportunities to visit the unique wildlife viewing and natural areas along the BFRT south of Rt 20, that are unlike any other area along the Bruce Freeman.

The Bruce Freeman and MCRT are two of the longest rail trails in the Commonwealth. Completing them will provide a linear park, a unique recreational asset that millions of Massachusetts residents who live within a few miles can enjoy. These projects lower pollution, increase safety and public health, and build community connections – we urge you to expeditiously move this forward.

Sincerely,

A handwritten signature in blue ink that reads "Craig Della Penna". The signature is written in a cursive style and is centered on the page.

Craig Della Penna, Board President, Norwottuck Network

LEONARD A. SIMON
40 MEADOWBROOK CIRCLE
SUDBURY, MA 01776

February 15, 2024

Boston Region Metropolitan Planning Organization
Central Transportation Planning Staff
10 Park Plaza, #2150
Boston, MA 02116

Re: Bruce Freeman Rail Trail, Sudbury
Station Road to Sudbury /Framingham line

Dear Members of the Boston Metropolitan Planning Organization and the Central Transportation Planning Staff:

Kindly accept this letter of support for construction of the next phase of the Bruce Freeman Rail Trail (BFRT), from Station Road, Sudbury, to the Sudbury/Framingham line. I support adding this multi-purpose transportation project to the Transportation Improvement Program (TIP) as soon as possible.

As a member of the Sudbury Board of Selectmen from 2013 to 2019, I was an early and strong proponent of Phase 2D of the Bruce Freeman Rail Trail, Sudbury, which runs 4.4 miles, from the Concord/Sudbury line to Station Road (the diamond). The Phase 2D project includes the 0.5 mile section of the BFRT from Powder Mill Road, Concord, to the Concord/Sudbury line.

May I pause here for a moment and express my appreciation for your support of Phase 2D. I have been a close observer of construction since it began in January 2023, and have maintained a visual history of the construction through a large collection of dated photographs. I would be happy to share those with the MPO/CTPS. Many can be accessed via Google photos albums.

While watching the construction of the rail trail has been interesting and exciting, knowing it will be a well-used corridor for recreation and transportation for many years is the real reward. It is a benefit that cannot be measured in dollars and cents, but can be inventoried in the smiles on the faces of the adults and children who have not been able to resist the urge to get out onto the trail, even though it is not yet officially open.

Traversing the corridor reveals a history and landscape not previously accessible, at least not since the railroad ceased operations decades ago. The natural beauty of the corridor is stunning. Strange though it may sound, traveling the corridor is relaxing and exhilarating at the same time.

Which brings me to the point of this letter. Extending the BFRT the remaining 1.4 miles in Sudbury, from the diamond to the Framingham line, will bring its length to over 21 miles. Plus, the intersection of two of the longest rail trails in Massachusetts, the BFRT and the Mass Central Rail Trail, (now under construction) at the diamond, will form the backbone of a regional trails network. When the two projects are completed, it will be the equivalent of adding an expansive state park with dozens of communities and hundreds of thousands of Bay State residents along the way. Rail trails have proven themselves to be well-used recreational and transportation locations.

I know of no other public works projects that pay such huge dividends, every day, to residents of all ages and abilities, with such a variety of activities.

The BFRT, as with all rail trails, is a gift to future generations. They may not know who paid for it, or how it got built, but it will be there for them. It is a legacy you can take pride in having created.

I respectfully ask for your support in providing construction funding for the next phases of the Bruce Freeman Rail Trail.

Sincerely yours,

Len Simon

Complete Streets

Bellingham- Roadway Rehabilitation of Route 126 (Hartford Road) from 800 Feet North of the Interstate 495 Northbound Off-Ramp to Medway Town Line, including B-06-017.



Project Number: 612963

Project Cost: \$13,900,000

Score:

Project Description:

- This project will improve road surface conditions along Route 126 (Hartford Road) in Bellingham between a local shopping center and multiple residential neighborhoods. The project will bring existing sidewalks to a state of good repair and extend sidewalks to be on both sides of the roadway where they are not currently. Safety improvements include upgrades to a signal at Maple Street and the installation of a new signal at Pearl Street. The proponents previously applied for this project under the FFYs 2024–28 TIP, and since that application the scope has expanded to include a shared-use path instead of the bike lanes previously under consideration, and replacement of a culvert transmitting Stall Brook under Route 126 with a wider bridge structure to mitigate flood risks along the corridor.

Ipswich- Argilla Road Ecological Tidal Restoration Project



Project Number: 612738

Project Cost: \$6,600,000

Score: 37.9

Project Description:

- This project will ensure continued access to key natural resources and open space in the Town of Ipswich by elevating Argilla Road to be nine feet above sea level. The road has a 6.5 foot elevation currently and experiences sunny-day flooding 6-12 times a year during non-storm events. The project includes replacement of the Castle Neck Creek culvert with a new asset to accommodate 2070 flood levels with a series of new high marsh culverts for additional tidal water conveyance. These culverts will extend the useful life of the roadway and prevent contamination of the marsh when water travels over the road. The project also would reconfigure driveways for the Crane Estate and Crane Beach for improved navigation and safety. Roadway shoulders will be stabilized to mitigate washout and scoring from tidal overwash, with markings and signage incorporated to warn motorists of the presence of vulnerable users. The constrained dimensions of the roadway (26 feet—22 feet for travel lanes and two-foot shoulders) and presence of sensitive environmental assets next to Argilla Road preclude widening for construction of sidewalks or a shared use path. The project was considered for funding in the FFYs 2024–28 TIP but was not selected due to permitting concerns at that time. The proponent has since worked with MassDOT and other permitting agencies to work towards 25 percent design.



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

February 28, 2023

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

RE: Trustees support for Argilla Road Resiliency Project

Dear Mr. Lapointe,

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

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

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

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

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

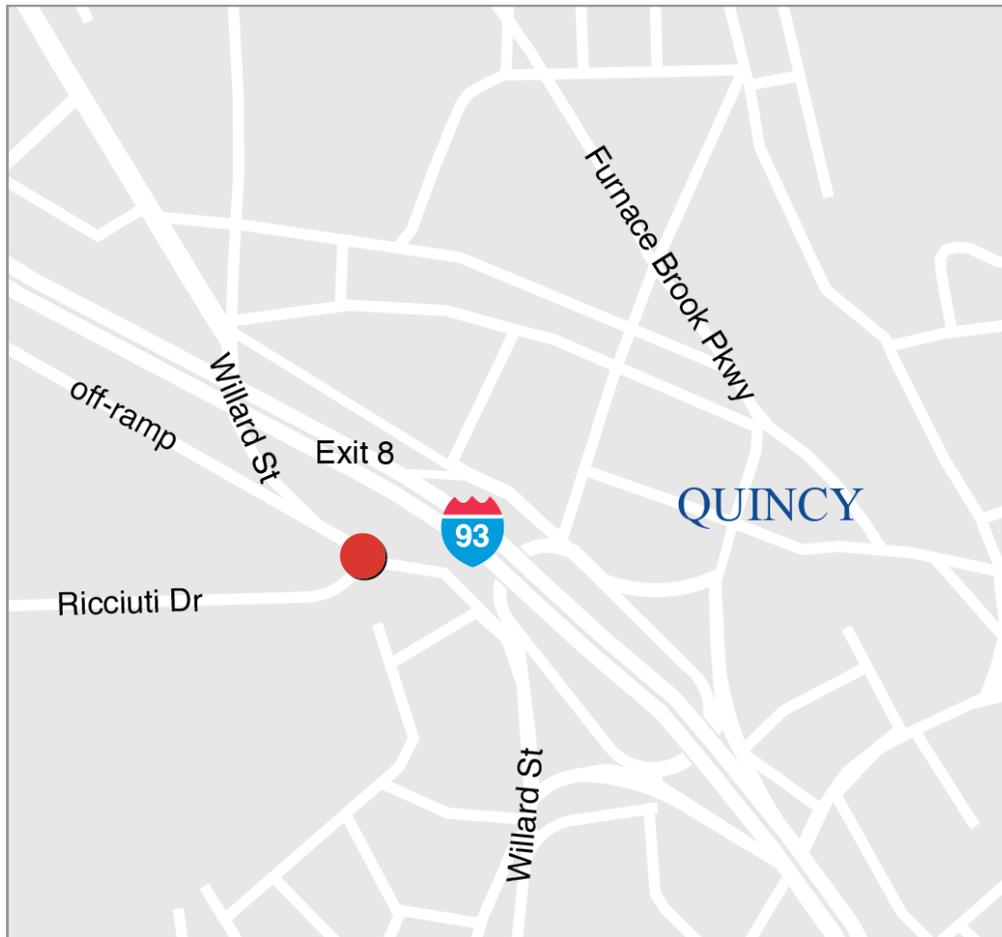
If you have questions, please contact me at toshea@thetrustees.org or 508-769-7827.

Sincerely,

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

Intersection Improvements

Quincy- Intersection Improvements at Willard Street and Ricciuti Drive



Project Number: 610823

Project Cost: \$1,812,839

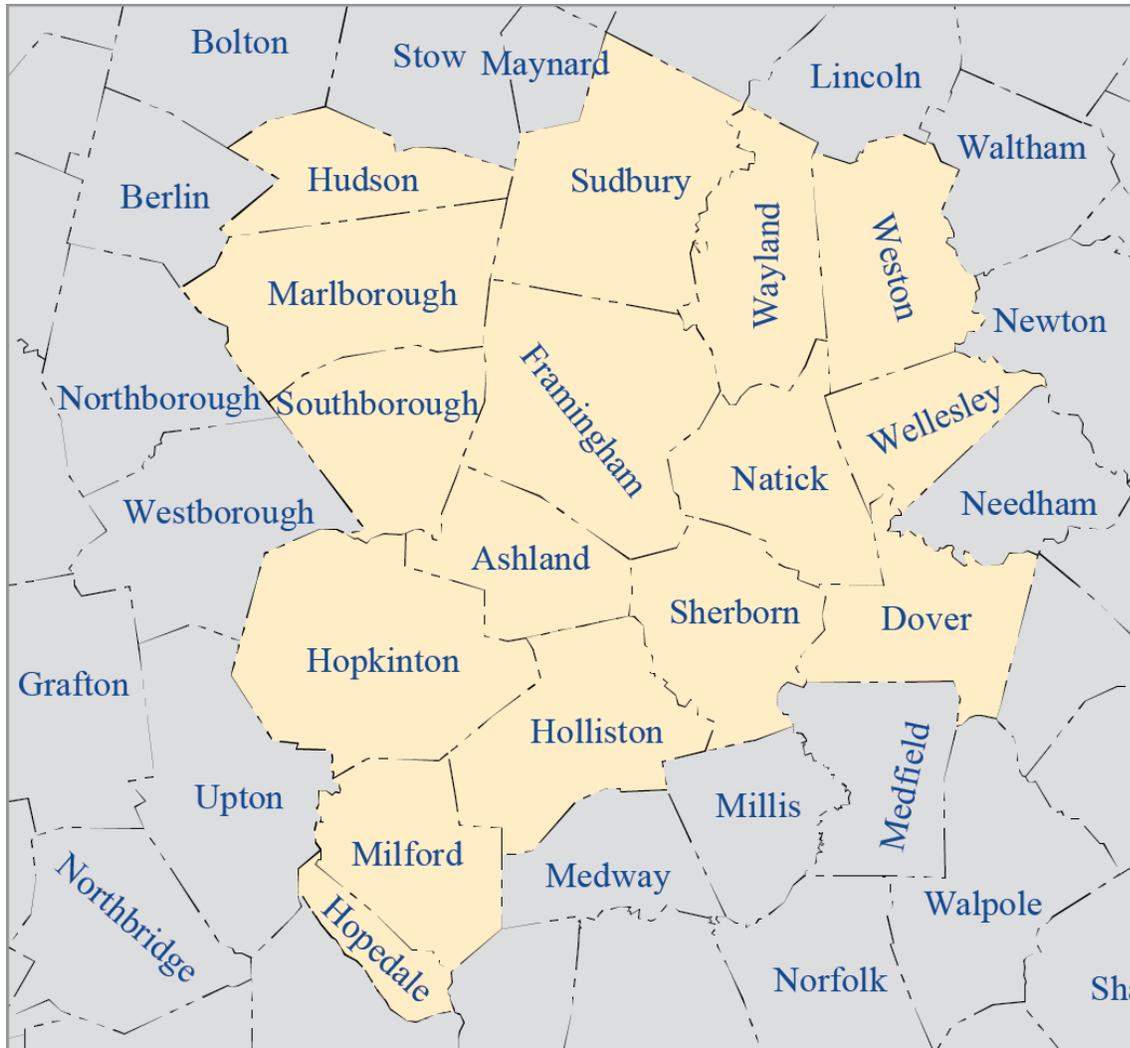
Score: 41.1

Project Description:

- This project will signalize the off-ramps for Interstate 93 at Willard Street and Ricciuti Drive to improve safety for all roadway users. The design of the project is currently at 75 percent, and proposes construction of a small shared-use path connection on Willard Street to connect to future bicycle accommodations planned by the City of Quincy along Ricciuti Drive to provide connections to Quincy Quarries and multifamily residential developments. In addition to the shared-use path, the project will also upgrade all sidewalks to meet current ADA standards and improve the safety of pedestrian crossings.

Transit Transformation Program

MWRTA- Procurement of Three 29-Foot Buses



Project Number: TBD

Project Cost: \$1,980,000

Score: 52.2

Project Description:

- The MWRTA is requesting \$1,980,000 from FFY 2025 of the Transit Transformation Program to purchase three 29-foot low-floor bus vehicles powered by compressed natural gas (CNG) for its Route 4N and Route 4S bus routes in Framingham. The MWRTA currently operates cutaway van vehicles on those routes, which at times have insufficient capacity for safe usage by riders during peak travel hours. These vehicles would be the first of their type for the MWRTA fleet, and would be a step towards later adoption of other low-emission vehicles to improve service.

Community Connections Program

Arlington- Installation of 123 Bicycle Racks and Related Materials



Project Number: TBD

Project Cost: \$90,878

Score: 67.5

Project Description:

- This project will install 123 bike racks (246 spaces total) at commercial centers, schools, parks, fields, and playgrounds around Arlington. Some planned locations include Arlington Center, Ed Burns Arena, Spy Pond Field, Arlington High School, and other parks, open space locations, and middle and primary schools throughout the town.

Boston- Bluebikes State-of-Good Repair, 12 Stations



Project Number: TBD

Project Cost: \$590,348

Score: 76.5

Project Description:

- This project will replace 10 aging bike-share stations, with two stations selected to pilot electrification to lower operational costs of battery swaps for newly adopted e-bikes. For the replacements, Boston selected five high-use stations (10,000 or more trips per year) and five stations that are in areas close to low-income housing and/or in census tracts with a high number of car-free households, and will identify two stations to pilot integration into the electrical grid.

Boston- Installation of 1,600 Bicycle Racks



Project Number: TBD

Project Cost: \$379,470

Score: 82

Project Description:

- The City of Boston proposes the installation of 1,600 bike racks (3,200 bike parking spaces). These racks are fabricated to slide over existing parking meter poles as part of an ongoing effort by the City to replace all 6,000 single-space parking meters in Boston with multi-space meter kiosks. This project would dramatically increase bicycle parking in Boston's busiest commercial and job centers.

Brookline- Bluebikes State-of-Good Repair, Three Stations and 62 Pedal Bicycles



Project Number: TBD

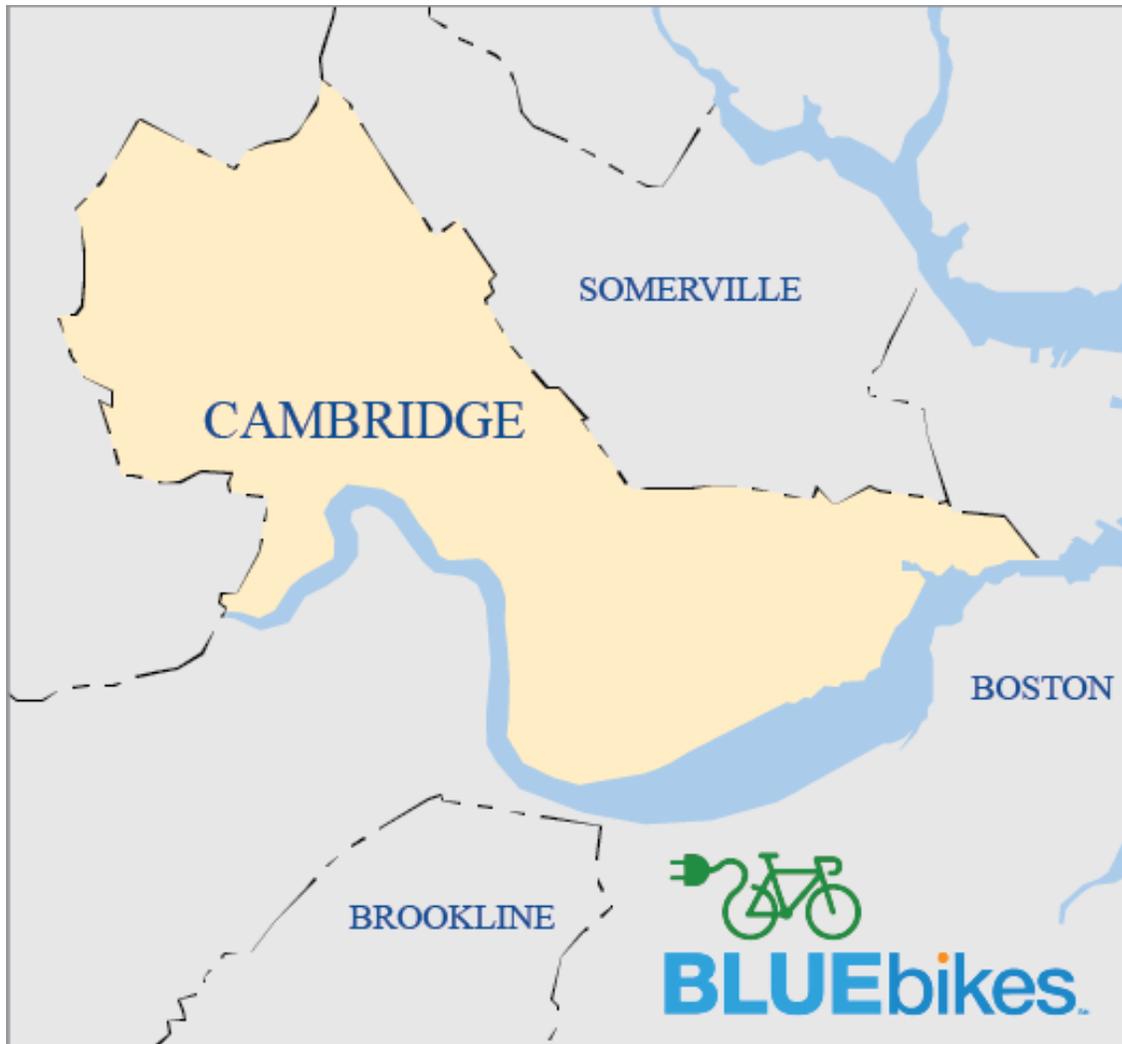
Project Cost: \$200,000

Score: 59

Project Description:

- The Town of Brookline proposes replacing three Bluebikes stations at Beacon and Centre Streets, Beacon at Tappan Street, and Brookline Village–Station Street, as the stations have reached the end of their useful life. The stations at Coolidge Corner and Brookline Village have the greatest ridership within Brookline’s network. These sites offer connections to multiple MBTA Green Line stations and bus routes, including the C and D Branches of the Green Line and the Route 66 and 65 high-frequency bus routes. The project will also replace 62 pedal bicycles that have reached the end of their useful life.

Cambridge- Bluebikes State-of-Good Repair, Eight Stations and 65 Pedal Bicycles



Project Number

Project Cost

Score: 68.5

Project Description:

- The City of Cambridge proposes replacing eight Bluebikes Stations that have reached the end of their useful life. These stations include Central Square at Massachusetts Avenue and Essex Street, Lafayette Square at Massachusetts Avenue and Main Street, Lower Cambridgeport at Magazine Street, One Broadway/Kendall Square at Main Street, Harvard University Housing at Peabody Terrace, Harvard University River Houses at DeWolfe Street, Linear Park at Massachusetts Avenue and Cameron Avenue, and Porter Square Station. The City further proposes the replacement of 65 pedal bicycles that have reached the end of their useful life.



December 12, 2023

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

To whom it may concern,

Thank you for the opportunity to share our support for the replacement of aging Bluebikes equipment through the Boston MPO Community Connections Grant. This issue matters to us. A recent Kendall Square Association survey found that roughly 18% of employees commute to Kendall Square via bicycle. In 2020, [six of the ten most popular Bluebikes stations were in or around Kendall Square.](#)

The Kendall Square Association (KSA) is committed to connecting, inspiring, amplifying, and supporting the purpose-driven global innovation ecosystem that is Kendall Square so that, together, we build a better future for all of us. The KSA's membership includes nearly 200 organizations from life sciences, technology, research, and academic institutions, to architecture, construction, and engineering firms, real estate developers, nonprofits, and restaurants.

Creating and maintaining efficient transportation methods is critical to the work being done in Kendall every day. Investing in new Bluebikes equipment would support the game-changing breakthroughs happening here.

Thank you for this opportunity to support innovative and sustainable transportation.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Beth O'Neill Maloney', is written over a faint, larger version of the same signature.

Beth O'Neill Maloney
Executive Director
Kendall Square Association



December 14, 2023

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

To the Boston MPO Board,

On behalf of the Massachusetts Bicycle Coalition, a statewide advocacy organization that has been working for better bicycling across the state since 1977, I would like to submit a letter of support for the City of Cambridge in their bid to receive funding for replacing aging Bluebikes bike share equipment.

We all agree that bike share has proven its role in our regional transportation system. After launching in 2011, residents and visitors to the area have used the Bluebikes (formerly Hubway) for over 21 million trips, and counting. Over the past decade, we have seen the system expand to become an integral part of our region's public transit option, spreading into surrounding municipalities and filling gaps in the MBTA map so that people can choose bicycling as a means of travel, 24 hours a day, 365 days a year.

However, after 21 million trips, we can expect the bicycles and station equipment to break down and require replacement, especially for municipalities that keep stations active during the harsher winter months. Additionally, as technology evolves so do the stations and bicycles, specifically to facilitate new integration with smartphones and other emerging technology, and especially the possibility of bringing electric-assist bicycles into the system.

But these upgrades can pose an undue burden, based on the procurement structure, since the costs of the bicycles and stations are placed almost solely on the municipalities. Cities and towns are on the hook to make investments in both the initial capital expenses and the ongoing maintenance and replacements. Unfortunately, these costs can be significant and in the end determine the cost per user/trip, which is a major factor in how much a municipality can offset costs for needs-based residents' memberships and trips.

If granted requested funding, the City of Cambridge will be able to replace their aging system while continuing to offer low-cost memberships to residents in need, to maintain the technological advances in the system, and to keep the bikes rolling so that people can depend on the system to meet their needs as a true transit option.

Thank you for the consideration of this request, and if you have any questions please do not hesitate to reach out. Happy riding,

A handwritten signature in black ink, appearing to read "Galen Mook".

Galen Mook
Executive Director
Massachusetts Bicycle Coalition

HARVARD

CAMPUS SERVICES



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

December 5th, 2023

Dear Mr. Lapointe;

I am writing this letter in support of the City of Cambridge's application for funds to replace the aging Bluebikes equipment.

Since the system launch in 2011 Harvard has been an eager supporter of the bike share network. The university was an early financial kickstart supporter of the system and continues to be a strong Bluebikes advocate.

Over time Hubway, now Bluebikes, has been transformed from a localized seasonal operation to a robust regional year-round transportation network. Bluebikes has uniquely transformed how our community travels to and around our three university campuses. With over one-thousand annual members and countless campus visitors utilizing the transportation system, Bluebikes provides a uniquely accessible, affordable, and sustainable transportation option for all our university and Cambridge residents.

Many Cambridge stations, including some of the most popular in and around the Harvard campus, are showing significant signs of wear and tear from a combination of age, heavy use, and salt corrosion. In order for the system to remain a vibrant transportation option for Cambridge and the larger metropolitan population, it is increasingly clear that infrastructure upgrades are needed, especially for some of the oldest stations in the network.

Sincerely,

A handwritten signature in black ink, appearing to read 'John W. Nolan'. The signature is written in a cursive style with a large initial 'J'.

John W. Nolan, MSM, CAPP

Managing Director of Transportation

Transportation Administration 28 Travis Street Allston, MA 02319

T 617.496.6065 W www.transportation.harvard.edu E john_nolan@harvard.edu

December 11, 2023

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

Re: City of Cambridge Community Connections Grant Application

Dear Mr. Lapointe:

MIT fully supports the City of Cambridge in their Community Connections Grant application to replace ageing Bluebikes equipment. MIT has partnered with the City of Cambridge since the bike-share program began in 2012 and currently hosts a total of six Bluebikes stations, including 183 docks, on its campus. The on-campus stations, along with the wider Cambridge and regional network of stations, are a great resource in our community. They provide a convenient form of public transportation for students, staff, and visitors to get around campus, commute, and access other areas of the city and the region. As a benefit to its community, MIT subsidizes Bluebikes usage and approximately 3,700 MIT students and employees utilize that benefit to maintain active Bluebikes memberships. Bluebikes are widely used by the MIT and Cambridge communities and we appreciate and support Cambridge's efforts to maintain the system.

Sincerely,

Melissa Stopa
Senior Campus Planner
MIT Office of Campus Planning

CC: Cara Seiderman, Transportation Program Manager, City of Cambridge





Phone 617.877.1580
Email seg@mit.edu
Website ogcr.mit.edu

December 6, 2023

Boston Region MPO Board
c/o Ethan Lapointe
Boston Region MPO TIP Manager
Central Transportation Planning Staff,
10 Park Plaza – Suite 2150
Boston, MA 02116

Dear Members of the Boston Region MPO Board,

I hope this letter finds you well. I am writing on behalf of the Massachusetts Institute of Technology (MIT) to express our strong support for the Cambridge Community Development Department's (CDD) grant request seeking funds for the replacement of aging Bluebike equipment within our community.

Biking plays a significant role in the commuting options for the MIT community and for the city at large. The accessibility and reliability of the Bluebikes system contribute significantly to the overall sustainability and efficiency of transportation solutions available to our campus. We believe that investing in updated Bluebikes equipment will not only enhance the safety and convenience of biking for our community members but will also contribute to the broader goals of promoting sustainable and environmentally friendly transportation options throughout our region. We have no doubt that CDD's using these funds to replace aging equipment will be a benefit to the residents of Cambridge.

Thank you for considering our perspective, and we appreciate your ongoing efforts to improve transportation options in our community.

Sincerely,

Sarah Gallop
Director, OGCR

Chelsea-Revere- Regional On-Demand Microtransit Pilot Project



Project Number: TBD

Project Cost: \$499,649 (Year 1)

Score: 53.75

Project Description:

- The Cities of Chelsea and Revere propose a microtransit service that will provide regional, low-cost, on-demand transportation across a 6.5 square mile zone in Chelsea and Revere. The service will offer convenient pick-up and drop-off services that align with riders' schedules, filling first- and last-mile gaps in the existing transit system and ensuring accessibility to critical destinations, such as grocery stores, healthcare facilities, places of employment, and educational institutions. The applicants estimate 58 passenger trips per day with electric vehicles. As a Microtransit Pilot Project, the project is proposed for funding across three years with \$499,649 in Year 1, \$450,278 in Year 2, and \$463,807 in Year 3.



CITY OF CHELSEA, MA
Executive Department

City Hall, 500 Broadway, Chelsea, MA 02150
Phone: 617.466.4100 · Fax: 617.466.4175



Fidel Maltez
City Manager
fmaltez@chelseama.gov

January 25, 2024

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

RE: *City of Revere - City of Chelsea Joint Community Connections Grant Application*

Dear Mr. Lapointe:

I write this letter in full support of the City of Revere's and the City of Chelsea's Joint Community Connections Grant Application to fund the launch of a micro transit shuttle service pilot within both communities. Micro transit services will provide regional, low-cost, on-demand transportation across a 6.5 square mile zone in Chelsea and Revere that residents from both communities need. The program will offer convenient pick-up and drop-off services that align with riders' schedules, filling first- and last-mile gaps in the existing transit system, and ensuring accessibility to critical destinations such as grocery stores, healthcare facilities, places of employment, and educational institutions.

The service will become a valuable resource for our Disproportionate Number of Disadvantaged Populations and people of color living and working in our communities who are overly reliant and underserved by the MBTA's public transportation offerings. Both communities suffer from transit droughts, particularly in areas where housing is dense, and the occupants lack a personal vehicle.

Recognizing these barriers and how they are impacting Revere and Chelsea residents' access to neighborhoods, education, employment, health, retail, social services, and key transit connections, the cities have prioritized the need to minimize this gap by offering residents a low-cost transit alternative. Recent census data and other studies related to transportation reveal that many residents are living below or at the area's medium income, are foreign born, are underemployed, and may not own a vehicle. The lack of a personal vehicle or the lack of affordable, convenient, and reliable transportation has been identified as a known barrier to access job opportunities and employment training that would make these residents more employable. Eliminating this barrier is critical with the automation, biotechnology, hospitality, and trade jobs that are emerging and or available within the region. Reliable and convenient transportation to and from all areas of the cities is a necessity for this population.

With assistance from the Boston Regional Metropolitan Planning Organization's Community Connections Program, the cities will launch a turnkey shuttle service pilot, to transport residents where they need to go on their schedule. This service would not replace existing private and public transit services but would complement them by offering service and last-mile connections when it is not available through other transportation outlets. The Cities will use federal and state funds to launch the pilot program. This pilot will provide us with the opportunity to collect usage data and better understand the service gaps and the needs within our communities.

Sincerely,

Fidel Maltez
City Manager





CITY OF REVERE

Patrick M. Keefe Jr.
Mayor

January 24, 2024

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

RE: City of Revere - City of Chelsea Joint Community Connections Grant Application

Dear Mr. Lapointe,

I write this letter in full support of the City of Revere's and the City of Chelsea's Joint Community Connections Grant Application to fund the launch of a micro transit shuttle service within both communities. Micro transit services will provide regional, low-cost, on-demand transportation for Chelsea and Revere residents. The program will offer convenient pick-up and drop-off services that align with riders' schedules, filling first- and last-mile gaps in the existing transit system, and ensuring accessibility to critical destinations such as grocery stores, healthcare facilities, places of employment, and educational institutions.

The service will become a valuable resource for our disproportionate number of disadvantaged populations and people of color living and working in our communities who are overly reliant and underserved by the MBTA's public transportation offerings. Both communities suffer from transit gaps, particularly in areas where housing is dense, occupants lack a personal vehicle, and in areas where high-speed roadways may pose accessibility challenges to walking or biking to transit options

Recognizing these barriers and how they are impacting Revere and Chelsea residents' access to neighborhoods, education, employment, health, retail, social services, and key transit connections, the cities have prioritized the need to minimize this gap by offering residents a low-cost transit alternative. Recent census data and other studies related to transportation reveal that many residents are living below or at the area's median income, are foreign born, are underemployed, and may not own a vehicle.

The lack of a personal vehicle or access to affordable, convenient, and reliable transportation has been identified as a known barrier to access job opportunities and employment training that would make these residents more employable. Eliminating this barrier is critical with the automation, biotechnology, hospitality, and trade jobs that are emerging and or available within the region. Reliable and convenient transportation to and from all areas of the cities is a necessity for this population.

With assistance from the Boston Regional Metropolitan Planning Organization's Community Connections Program, the cities will launch a turnkey shuttle service pilot which will transport residents where they need to go on their schedule. This service would not replace existing private and public transit services but would complement them by offering service and last-mile connections when it is not available through other transportation outlets.

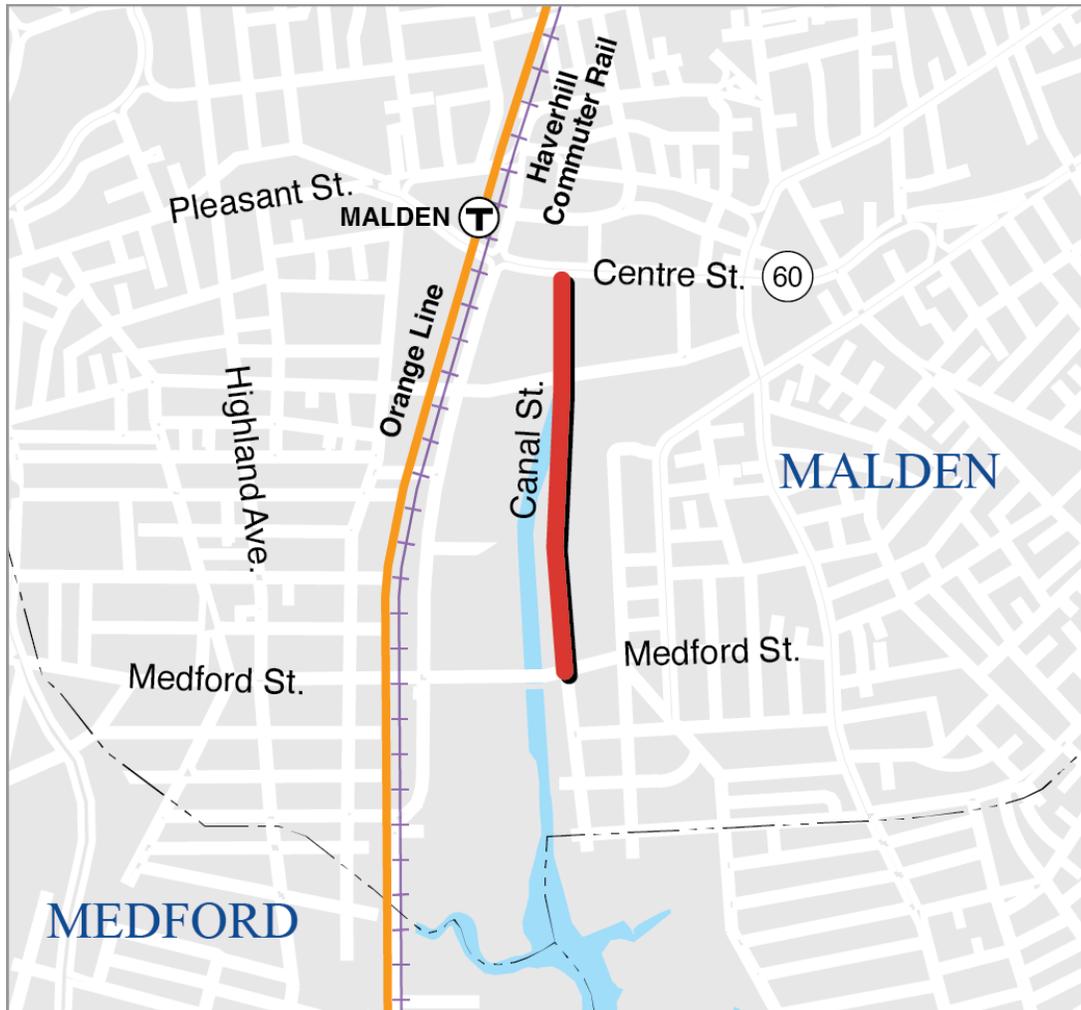
This pilot will provide us with the opportunity to collect usage data and better understand the service gaps and the needs within our communities, with the end goal being the development a permanent solution that will more effectively link residents to transit opportunities in the region.

Regards,

A handwritten signature in black ink, appearing to read "Patrick M. Keefe Jr.", written in a cursive style.

Patrick M. Keefe Jr.
Mayor
City of Revere

Malden- Canal Street Bicycle Lanes



Project Number: TBD

Project Cost: \$81,250

Score: 51.25

Project Description:

- This project will implement a new separated bicycle lane along Canal Street from Medford Street to Centre Street in Malden. The on-road bicycle lanes on this moderately trafficked street will connect users to commercial sites, recreational facilities, public assets, and transit facilities. The project further expands the developing Malden Bike Network.



Green Streets Initiative
Improving our health, communities, and environment, one commute at a time



December 20, 2023

Ethan LaPointe
Project Manager, TIP
Boston Region Metropolitan Transportation Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

Subject: City of Malden Canal Street Bike Lanes Project

Dear Mr. LaPointe,

Green Streets Initiative would like to express our support for Community Connections Program funding for Canal Street bike lanes in the City of Malden. We understand that this project will provide a linear half-mile of bike lanes – where none currently exist – on a Primary Collector street that will serve the Malden Bike Kitchen, as well as a major medical facility and a major commercial center. This project represents a new expansion of the City’s on-road bike lane network, connecting with existing bike lanes on Centre Street in downtown Malden and enhancing formal bike access to the Northern Strand Bike Trail.

We see this project as a manifestation of Malden’s Complete Streets Policy, which supports considering and including new active transportation infrastructure in planned and programmed roadway maintenance activities. Green Streets Initiative believes this project is consistent with Malden’s goals – which we share – to encourage shifts to more sustainable and healthier transportation. Better bike infrastructure and comprehensive bike networks invite more biking, making communities healthier, greener, and more livable.

We urge you to provide support and funding for this project. Please contact me with any questions or comments.

Sincerely,
Janie

Janie Katz-Christy, Executive Director

(Pronouns: she, her, hers)

[Green Streets Initiative](#)

jkatzchristy@gogreenstreets.org

617-299-1872 (office) 617-645-9678 (mobile)

Revere- Bluebikes Expansion, Four Stations and 40 Pedal Bicycles



Project Number: TBD

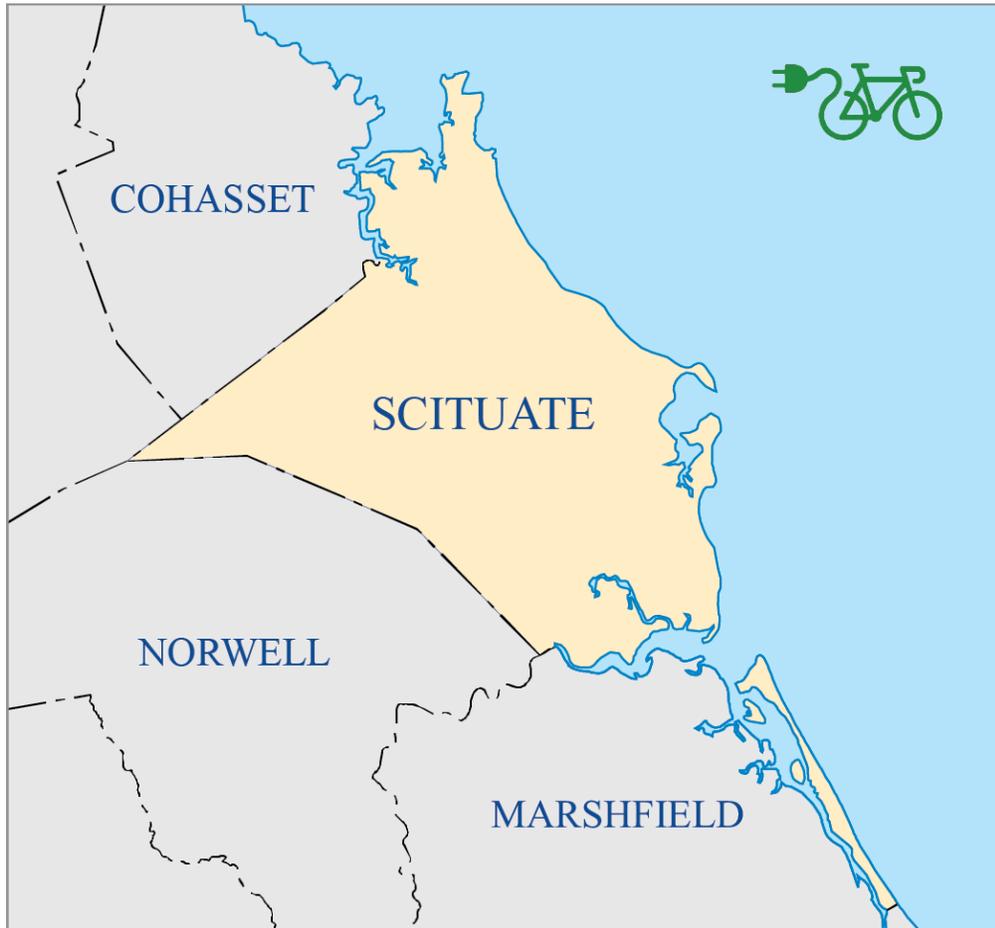
Project Cost: \$169,000

Score: 63.5

Project Description:

- The City of Revere proposes the addition of four Bluebikes stations, located at Griswold Fields at Washington and Malden, and at North Marshall and Salem Street. The project will also procure an additional 40 pedal bicycles for the Bluebikes network. The North Marshall and Salem Street site is adjacent to the Northern Strand Community Trail, which connects Everett to Lynn with 11 miles of continuous off-road paved surface. The City of Revere has two trailheads, and its main trail head is 1/10 of a mile from the city's second Amazon Distribution Center. This trailhead is also adjacent to the City of Malden's Linden Square, which will receive a Bluebikes station in 2024.

Scituate- Installation of 25 Bicycle Racks



Project Number: TBD

Project Cost: \$22,800

Score: 45.5

Project Description:

- The Town of Scituate seeks to procure 25 bicycle racks providing 50 spaces in North Scituate Village and Scituate Harbor, which are commercial hubs and public open-space facilities. The town centers are hubs for pedestrians and are linked by sidewalks to various areas of open space and recreation, along with shops, grocery stores, and co-working spaces.



**SCITUATE HARBOR
CULTURAL DISTRICT**

January 10, 2024

Nancy Werner
Chair, Scituate Bicycle Committee
c/o Town of Scituate
600 Chief Justice Cushing Highway
Scituate, MA 02066

Dear Nancy,

Members of the Scituate Harbor Cultural District (SHCD) wholeheartedly support the efforts of the Town of Scituate and its Bicycle Committee to increase bicycle ridership in the Harbor and elsewhere. An increase in bicycle racks will address some of the missing infrastructure to support more bicycle usage in the downtown areas and along the cultural district route to the Scituate Lighthouse. This route includes a number of historical sites and plaques as well as the proposed development of the Scituate Harbor Park which has already received Community Preservation funding for preconstruction activities. One of the members of SHCD accompanied the Chair of the Bicycle Committee on site visits to suggest locations for bike racks.

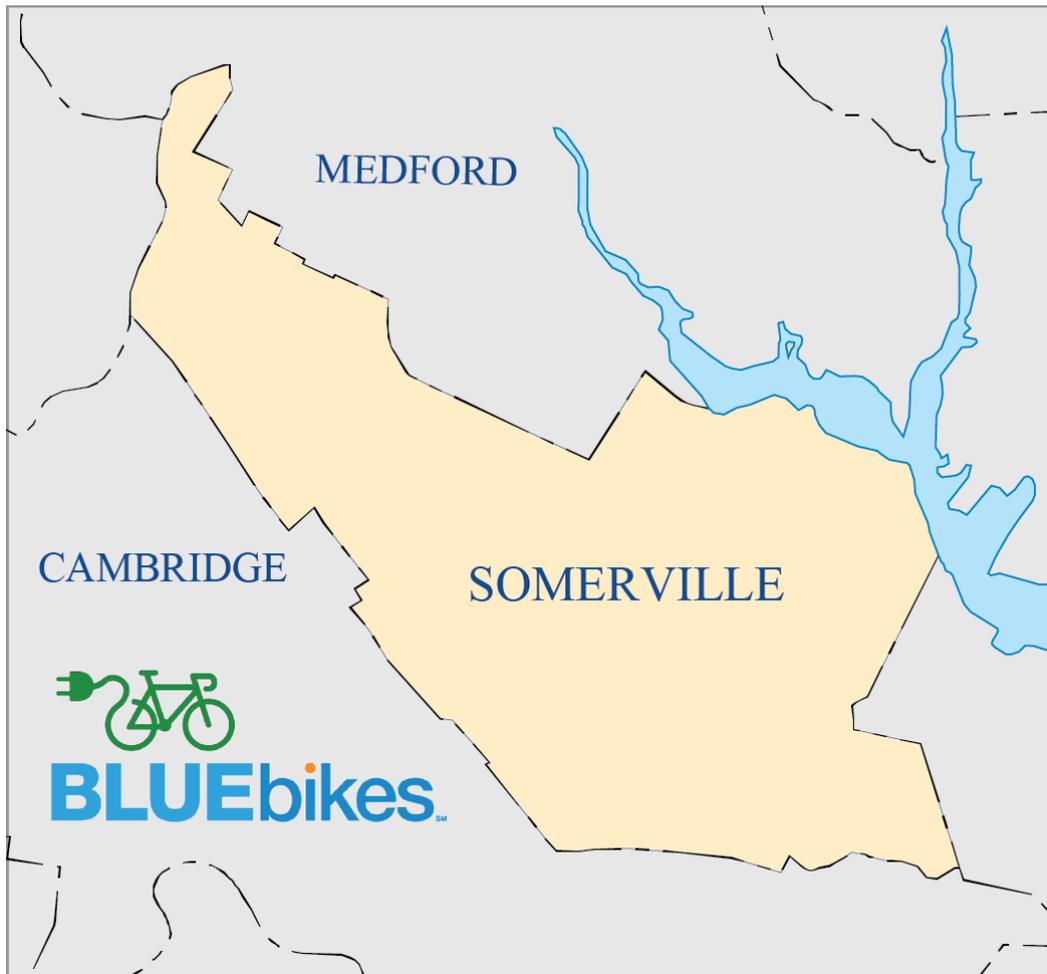
Scituate Harbor was designated by the State of Massachusetts as a Cultural District in 2015 to reflect its vital role as a center for cultural, artistic and economic activity for residents of and visitors to the Town. We recently worked with the town to install an information kiosk at the entrance to the primary harbor business area and see it as a priority that bike racks funded by this proposal will be installed next to the kiosk as well as in other strategic areas that connect the cultural district. Annually we have a number of events in different locations. The addition of bike racks will help to encourage bicycle ridership for participation by both residents and visitors.

We are excited by the proposed grant submission and welcome the opportunity to further enhance the Cultural District and the arts in Scituate.

Sincerely,

Patrice Maye
Chair, Scituate Harbor Cultural District

Somerville- Bluebikes State-of-Good Repair, 13 Stations



Project Number:

Project Cost:

Score: 67.5

Project Description:

- The City of Somerville proposes replacing 13 Bluebikes stations that have reached the end of their useful life. These stations include Somerville City Hall, Union Square Station, Beacon Street at Washington Street, Conway Park, Wilson Square, Davis Square, Ball Square, Powder House Circle/Nathan Tufts Park, Packard Avenue, Teele Square, 191 Beacon Street, Perry Park, and Broadway at Mount Pleasant Street.

LETTERS OF SUPPORT FOR OTHER PROJECTS



Town of Lexington

Town Manager's Office

James J. Malloy, Town Manager
Kelly E. Axtell, Deputy Town Manager

Tel: (781) 698-4540
Fax: (781) 861-2921

April 3, 2024

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

RE: *Request to fund the Rt.4/225-Rt.128/I-95 interchange design*

Dear Chairman Mohler and Members of the Boston MPO:

We are writing to request that a portion of the FY26 funding surplus be allocated to advancing the Rt 4/225 – Rt128/I-95 interchange design listed in the category of FFY26 LRTP Design Funding on the TIP. The interchange is integral to the success of the Rt.4/225 (Bedford Street) and Hartwell Avenue Complete Streets Reconstruction Project currently on the MPO's *Destination 2050* Long Range Transportation Plan slated for FYY 2029-2033.

The LRTP project originally included the south bound ramps of Rt 128/I-95. But during the 25% design future traffic analysis it became clear that we needed to study the full interchange to provide adequate traffic capacity to meet future demands. The success of the project depends on the interchange design. MassDOT agreed to include the full interchange and is funding a traffic analysis and alternative concepts study. Concept plans developed thus far conclude that a diverging diamond interchange (DDI) provides the needed traffic capacity, safety and multimodal mobility for Lexington's regionally significant Bedford/Hartwell area.

The Town is committed to attracting world-class businesses and this complete street reconstruction project is integral to the region's economic development efforts. Last year's Town Meeting appropriated \$1.75M in addition to the \$1.5M in 2019. We expect to ask for another \$1.75M to complete the project design and begin construction.

In addition, the Town has taken steps to reduce the district's traffic demands by:

- Zoning for multi-family residential as part of the MBTA Communities Act (in addition to the existing lab/office use).
- Strengthening the Transportation Demand Management requirements in Hartwell Area's Transportation Demand Management Overlay District.
- Reducing parking requirements

- Designing for multi-modal transportation such as a separated bike path and bus lanes.

The Town is requesting \$1.65M from the MPO to further the interchange design and fully investigate whether the DDI could be built using the existing infrastructure. The current LRTP request is \$57M which does include work on the interchange but not the full interchange.

A safer and more efficient interchange is vital for the Rt. 4/225 (Bedford Street) Hartwell Avenue Project already in the MPO's *Destination 2050*. This project reconstructs portions of Bedford Street (Rt 4/225) and Hartwell Avenue to accommodate pedestrians, bicycles and transit, provide a direct connection to the Minuteman Bikeway and facilitate traffic flow between I-95/Rt. 128 and employment centers along the corridor such as Lincoln Labs and Hanscom Airforce Base. Lexington is working to create a vibrant live-work-play district that attracts world-class laboratory businesses.

This corridor has many attractive features such as the Minuteman Bikeway, restaurants, residential zoning, a strong biolab presence and a soon to be complete streets corridor. We need the final piece: a safe and efficient interchange.

I appreciate your efforts to improve transportation for all in the Greater Boston area. Should you have any questions, need clarification or additional information, please do not hesitate to contact me.

Sincerely,



James J. Malloy
Town Manager



Michelle Ciccolo
Representative
15th Middlesex District



Kenneth I. Gordon
Representative
21st Middlesex District

cc: Sheila Page, Assistant Planning Director, Town of Lexington



City of Boston
Transportation

To: Boston Region MPO Community Connections Program Administrators

From: Kim Foltz
Boston Bikes Director
Boston Transportation Department
1 City Hall Plaza, Room 721
Boston, MA 02201

Date: December 31, 2023

Subject: Boston supports the participating Bluebikes municipalities' applications for the Boston Region MPO Funding

Dear Mr. Lapointe and Boston Region MPO Board,

I am writing to offer Boston's full support for the applications from participating Bluebikes municipalities, including Boston, Cambridge, Somerville, Brookline, Everett, Arlington, Chelsea, Newton, Revere, Watertown, Salem, Medford and Malden to the Boston Region MPO's Community Connections grant program for funding to replace aging equipment and/or to expand their current Bluebikes bikeshare system.

Bluebikes was introduced in the Boston region in 2011, and will soon begin its 14th year as an essential public transit service in the region. The system has experienced numerous ridership records year after year, and in 2023 has seen more than 3.5 million trips. As the system continues to grow in geography and ridership, public funding is needed to both replace aging equipment and purchase new equipment to expand access in underserved areas. Expanding and maintaining the growing system is key to meeting our regional goals related to climate, public health, mode shift, and more.

The Boston Transportation Department deeply values our collaboration with each of the participating Bluebikes municipalities, and we're looking forward to continuing to partner with them as joint owners and managers of Metro Boston's public bikeshare system. As partners we have overcome several challenges and achieved countless milestones in the growth and evolution of Bluebikes in large part due to our strong relationships. Boston is particularly proud of the established system of governance and norms of cooperation that facilitate our working together effectively.

We are grateful to have the MPO as our partner in growing regional transit by bike, and we look forward to seeing how it helps Bluebikes become stronger as a critical part of Metro Boston's transportation network.

Sincerely,

Kim Foltz
Boston Bikes Director



TOWN OF BROOKLINE

Massachusetts

DEPARTMENT OF PUBLIC WORKS

Engineering & Transportation Division

Sam Downes

Transportation Engineer

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

January 9, 2024

Subject: Brookline Supports the City of Boston's Application for the Boston Region MPO Funding for Bike Racks

Dear Mr. Lapointe and Boston Region MPO Board,

I am writing to offer Brookline's support for the application from the City of Boston to the Boston Region MPO's Community Connections grant program for funding to convert single-space parking meter poles to bike racks.

Many of the proposed locations for installing bike racks are on key bike network routes that connect Boston to Brookline; including Harvard Ave, Comm Ave, Beacon Street, and Brookline Ave. Secure and convenient bike parking helps provide transportation choice, support the economic vitality of local businesses, encourage active lifestyles, and reduce carbon emissions. Brookline has converted some parking meters into bike parking, and we are very happy to share our learnings with Boston as the City embarks on this project.

The Town of Brookline deeply values our collaboration with the City of Boston. As long-time partners in the regional bike share system, we have overcome many challenges and achieved countless milestones in the growth and evolution of Bluebikes as public transit, in large part due to our strong relationship.

We are grateful to have the MPO as our partner in growing regional transportation by bike. Thank you for your time.

Sincerely,

Sam Downes
Transportation Engineer

333 Washington Street ♦ Brookline, Massachusetts 02445-6863
Telephone: (617) 730-2139 Facsimile: (617) 264-6450
www.brooklinema.gov



CITY OF CAMBRIDGE

Community Development Department

IRAM FAROOQ
Assistant City Manager for
Community Development

SANDRA CLARKE
Deputy Director
Chief of Administration

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

December 12, 2023

Subject: Support for participating Bluebikes municipalities' applications for the Boston Region MPO Funding

Dear Mr. Lapointe and Boston Region MPO Board:

I am writing to offer our full support for the applications from participating Bluebikes municipalities to the Boston Region MPO's Community Connections grant program for funding to replace aging equipment in the Bluebikes bikeshare system.

Bluebikes is now an essential public transportation service for tens of thousands of people. The system has experienced numerous ridership records year after year, with a total of over 22 million lifetime trips. As the system continues to see increased use, public funding is needed to replace aging equipment. Maintaining the growing system is key to meeting our regional goals related to climate, public health, mode shift, and more.

Cambridge has valued collaboration with each of the participating Bluebikes municipalities and we are looking forward to continuing to partner with them as joint owners and managers of our public bike share system. Bluebikes is successful in large part due to our strong partnership and established system for working together effectively.

We would also like to take this opportunity to express our tremendous appreciation to the Boston Region MPO for its support for Bluebikes over the years, for Cambridge and for all the Bluebikes communities.

Thank you for your time.

Sincerely,

Cara Seiderman
Transportation Program Manager



CITY OF SOMERVILLE, MASSACHUSETTS
MAYOR'S OFFICE OF STRATEGIC PLANNING & COMMUNITY DEVELOPMENT
KATJANA BALLANTYNE
MAYOR

TOM GALLIGANI
EXECUTIVE DIRECTOR

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

December 14, 2023

Subject: Somerville supports the participating Bluebikes municipalities' applications for the Boston Region MPO Funding

Dear Mr. Lapointe and Boston Region MPO Board:

I am writing to offer our full support for the applications from participating Bluebikes municipalities to the Boston Region MPO's Community Connections grant program for funding to replace aging equipment and/or to expand their current Bluebikes bikeshare system.

Bluebikes is about to begin its 14th year as an essential public transportation service in the region, with over 22 million lifetime trips. As the system continues to grow in geography and ridership, public funding is needed to both replace aging equipment and purchase new equipment to expand access in underserved areas. Expanding and maintaining the growing system is key to meeting our regional goals related to climate, public health, mode shift, and more.

Somerville has valued our collaboration with each of the participating Bluebikes municipalities and we look forward to continuing our partnership as joint owners and managers of Bluebikes. We have achieved significant milestones in the growth and evolution of Bluebikes in large part due to this strong regional partnership and established systems for working together effectively.

We are grateful to have the Boston Region MPO as our partner in growing the regional public transportation network, and we look forward to seeing Bluebikes continue to grow as a critical part of that network.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Brad Rawson', written in a cursive style.

Brad Rawson
Director of Mobility
Mayor's Office of Strategic Planning & Community Development
City of Somerville, MA