

APPENDIX

A

PUBLIC COMMENTS

In developing JOURNEY TO 2030, the MPO conducted a variety of outreach activities, beginning in the fall of 2005, targeting audiences that included: area residents; municipal, state, and federal officials; businesses; and traditionally underrepresented persons, including people with disabilities, low-income and minority communities, and non-English speakers. Methods for eliciting public input included the following:

- *Open houses* that informed the public about the transportation-planning process and about studies and projects underway, and that offered a forum for discussion and an exchange of ideas. Open houses were held from 2005 through 2007 and focused on Plan topics such as policies, modeling, regional equity, projects, and land use scenarios.
- *Regional forums* held in February 2006 and February 2007 to hear the views of particular constituencies, such as local officials, and to provide information on the Plan and the Mobility Management System.
- *Regional equity and environmental justice forums* held in April 2006 and January 2007 for professionals working in the environmental justice neighborhoods and members of the public to discuss the transportation needs of low-income and minority neighborhoods.
- *"Invite Us Over" sessions*, where MPO staff visited municipal, community, and professional organizations, as requested, to present information and discuss ideas for the Plan.
- *Workshops* held in July 2006 and February and March 2007 to provide information about all of the certification documents and to give the public an opportunity to comment on the Plan and its projects and programs.
- *MAPC subregion meetings*, where MPO staff met periodically with MAPC subregional groups to gather information on projects that would be included in the Plan, update the subregional groups on the Plan process, and accept comments.

The comments received during the outreach activities conducted prior to the official public comment period are included in Table A-1. These comments were received

between November 2, 2005, and February 22, 2007, and were used in the development of the Draft Plan. Table A-2 includes all comments received during the official public comment period, which began on February 26, 2007, and ended on March 27, 2007. The MPO reviewed this set of comments and made changes where appropriate before adoption of the Final Plan. All comments in both tables have been summarized, except where indicated otherwise.

TABLE A-1
COMMENTS RECEIVED DURING THE DEVELOPMENT OF THE DRAFT PLAN
(NOVEMBER 2, 2005 – FEBRUARY 22, 2007)

NAME	AFFILIATION	COMMENT	MEDIUM	DATE RECEIVED
Arnold G. Pinsley	Natick Resident	Public transit is needed in the MetroWest Subregion. The existing service (LIFT) is not convenient. There is no constant source of funding for bus service in MetroWest. Regional planning is poorly conducted in the Boston area.	E-mail	11/2/05
Gino Carlucci	Town Planner, Sherborn	Expand transit availability and access. Promote projects that foster efficient use of land and conservation of resources. Identify and support funds for transit expansion. Provide links between modes. The MPO should document benefits of transportation investment in economic, environmental, social, and land use terms. Change the first policy to read "Promote transportation projects that support smart growth and efficient land use at state, regional, and local levels." New policy: "Prioritize modes that use resources most efficiently."	November TRANSREPORT Insert	11/15/05
Unidentified		Extend Green Line through Somerville to serve environmental justice communities.	November TRANSREPORT Insert	11/15/05
Frank S. DeMasi	Wellesley Planning Board	Improve ADA and pedestrian access to Wellesley commuter rail stations. Consider transit-oriented development at Wellesley Square station. Provide a transportation link between Riverside Station on the Green Line to commuter rail. Install a real-time traffic monitoring and control system on Route 9 in Wellesley. Create suburban transit service in Wellesley. Provide funding for improved bicycle/pedestrian infrastructure.	November Open House (printed comment)	11/15/05
Barry M. Steinberg	Association for Public Transportation	Provided a vision statement of the transportation system in 2020. Transit should be a desirable alternative to the automobile. Economic development should be served by an efficient transit system and pedestrian network. Innovative programs should be implemented to reduce traffic congestion.	November Open House (printed comment)	11/15/05
Frank S. DeMasi	Wellesley Planning Board	Freight should be a more prominent component in the Plan. Information on current rail lines used for freight and the amount of freight transported should be in the Plan. He is concerned that freight alternatives cannot be tested in the regional model.	November Open House (verbal comment)	11/15/05
Wig Zamore	MVTF, STEP	The health impacts of transportation systems should be included in Plan analysis. Information on VMT, VHT, and transit use can be used to do micro-level analysis	November Open House (verbal comment)	11/15/05
Elliott Laffer	NABB	The cost of transit capacity expansion projects should be compared with traditional transit expansion projects before determining Plan priorities.	November Open House (verbal comment)	11/15/05
Ryan Park	California Resident	Build North/South Rail Link. Provide more detail in the MPO principles and policies. Transportation providers, authorities, and city and state governments should adopt the same or similar policies. Encourage public participation through Internet slide shows or surveys.	November TRANSREPORT Insert	11/22/05
Meg Robertson	North Reading Resident	Improve public transportation to increase ridership and to get people out of their cars. Make more safe pedestrian access to transit. Build the Urban Ring. Connect walking/biking routes to public transportation.	November TRANSREPORT Insert	11/28/05

NAME	AFFILIATION	COMMENT	MEDIUM	DATE RECEIVED
Allen Bondeson	Chelmsford Resident	Identified sections of I-95/128 that are congested during peak periods. Suggests running express commuter rail trains and improvements to tracks entering North Station to reduce commute times. Route 2 should be a divided highway from Cambridge west. Reduce T pass price and increase downtown parking rates. Reduce parking fees at transit stations.	November TRANSREPORT Insert	11/28/05
Ed Bates	Ashland Resident	The supply of fuel in the future will dramatically affect auto travel and the location of population and employment. Develop transit so that the land use structure can change accordingly. MPO principles and policies should reflect that future transit expenditures should influence more concentrated smart growth. The MPO should study the impacts of major changes in the cost of fuel and should test new land use/transportation models	November TRANSREPORT Insert	11/28/05
Alice Boelter	Boelter & Associates	Water transportation should be considered a vital component of the MPO's transit system. MBTA should improve its service quality to increase ridership. MPO newsletters should be timely and candid.	November TRANSREPORT Insert	11/30/05
Ruth Bonsignore	Watertown Resident	The MPO should address a funding shortfall for delaying infrastructure.	November TRANSREPORT Insert	12/1/05
Marjorie Jeffries	Milton Resident	The MPO should consider bicycle access on all surface roads and public transit modes, and bicycle safety in its Universe of Projects. Cannot travel safely by bicycle.	December TRANSREPORT Insert	12/6/05
Andrew Lynch		Major Needs to Address: Gas prices will only rise in the future. To stay ahead, Mass. needs to start building smarter, more compact, walkable neighborhoods that rely on better public transportation. I feel that the MPO really needs to look at how to enable the growth of the state through public transportation. "I would like to recommend 5 projects out of the many on my web site (http://www.vanshnookenraggen.com/FutureT). 1) A subway or surface light rail (Green Line replacing Silver Line) through Dudley Sq into Dorchester to Mattapan. 2) A new light rail line from Newton Corner along the Mass Pike to South Station via Boylston Station and connecting to the Silver Line. 3) Though the Fairmount Improvements are good I think they should be taken a bit further and converted to Electrical Multiple Unit (EMU) cars and extended to Dedham and Route 128. 4) The idea for the Urban Ring needs to be expanded and not built for lowest price. It should serve the Airport, Harvard and Allston, the Longwood Medical Area, and Roxbury and Dorchester. 5) North South Rail Link, though it should be four tracks wide, not two. Overall it is much better than most other cities in America. I think Boston should work on expanding public transportation to some of its inner neighborhoods (Dorchester, Roxbury, etc). These areas hold the most potential for growth and renewal and are the most under-served."	E-mail	12/9/05
Gloria Ganno		Follow the original proposed plan (part of the Big Dig) to extend commuter rail service underground beneath downtown Boston to connect North and South Stations.	December TRANSREPORT Insert	12/19/05

NAME	AFFILIATION	COMMENT	MEDIUM	DATE RECEIVED
Theodore R. Ellis		Commuter rail service should be extended to Milford, southern New Hampshire, and Rhode Island. Conduct another feasibility study of a commuter rail extension to Springfield. Conduct surveys of the public through the mail, web, or newspapers.	November TRANSREPORT Insert	12/20/05
Unidentified	M&L Transit Systems, Inc.	The MPO should consider suburb-to-suburb transportation in its universe of projects, particularly in east-west routes. Mobility is great in the region if you live near public transit, but if you don't, it is difficult. Pedestrian issues are overlooked.	November TRANSREPORT Insert	12/23/05
Unidentified		The MPO should address a need for a circumferential light rail line at the Route 128 corridor, connecting bus and commuter rail lines (indicated route and potential station stops on a map). The radial system of transit is obsolete and the focus should be on suburban development. Getting where I need to go is difficult and time-consuming. Restructure all state transportation agencies to have a board of directors appointed by local representatives of the MPO. Convert transportation funds into block grants for cities and towns to determine how to spend the money. Decisions should be made locally. Meetings should be held on weekends and in the evenings to allow those who work to attend.	November and December TRANSREPORT Inserts	12/28/05
Russ Cohen	Arlington Resident	Suggested a new commuter rail station/parking facility on the Fitchburg Line at the "Mass. Broken Stone" property in Weston (an active quarry), near the intersection of Routes 20 and 128. The nearby defunct B&M Clinton Line could be developed as a bicycle trail to feed into the station. (Comment includes links to informational websites and a detailed description of the proposal.)	E-mail	12/29/05
Thomas Connors		Construct a new Green Line spur serving Needham Street in Newton and an office park in Needham along an existing right-of-way. This would serve new residential developments in Needham.	January TRANSREPORT Insert	12/30/05
Blossom Hoag		Supports expanded MBTA and commuter rail and better service. Supports North-South Rail Link.	January TRANSREPORT Insert	1/1/06
Charles E. Bohannon		The transportation system is "good enough." Announcements and system maps should be improved at Park Street Station. The availability of seating for the disabled should be improved. Access improvements should be made for the disabled throughout the transit system. "Keep up the good work."	January TRANSREPORT Insert	1/2/06
Ed Bates	Ashland Resident	Transportation agencies should address suburban sprawl. The MPO should develop a program to test travel demands, VMT growth, congestion, fuel consumption, etc. in the next 25 years and study new transit networks that might reverse automobile dependency.	E-mail	1/8/06

NAME	AFFILIATION	COMMENT	MEDIUM	DATE RECEIVED
Christi Apicella	Area Development, MASCO	Identified needs for full-time commuter rail service to Yawkey Station (including station improvements), full-time commuter rail service to Ruggles Station (including station improvements), operational improvements on the D and E Green Line branches (including increased AM service to better accommodate the 7:00 AM work shift, direct D Line service to North Station, improved schedule adherence, and 3-car trains to increase capacity), station improvements at Kenmore, Fenway, and Longwood stations on the Green Line, improvements to Green Line central subway operations, including crossover tracks at Park Street Station, transportation improvements in the Urban Ring corridor (specifically a transit tunnel connecting Ruggles and Yawkey stations, improvements to the Sears Rotary and other area roadways, signal improvements to roadways in the area, public bicycle parking, improved pedestrian connections, and CMAQ funding for Transportation Demand Management programs).	Invite Us Over	1/10/06
Unidentified		Something should be done to address the traffic problems at the four road-level railroad crossings in Framingham and Ashland, especially at Routes 126 and 135 in Framingham. Pedestrian access and amenities should be improved.	January TRANSREPORT	1/11/06
Unidentified		Set specific percentage targets to improve non-automobile mode shares	RTAC Meeting	1/11/06
Unidentified		Rail trail from Lower Falls to Riverside	RTAC Meeting	1/11/06
Unidentified		More park & ride in Peabody on the Danvers right-of-way	RTAC Meeting	1/11/06
Unidentified		Light rail on the Saugus Branch into Assembly Square using DMU or electric technology with a parallel bike trail (pilot project of rail with trail)	RTAC Meeting	1/11/06
Unidentified		Riverway bike trail from Back Bay to Ruggles	RTAC Meeting	1/11/06
Unidentified		Route 9 capacity improvements in Brookline and Newton	RTAC Meeting	1/11/06
Unidentified		North/South rail connection along Grand Junction	RTAC Meeting	1/11/06
Unidentified		Extend the Red Line north to Route 128. There should be more park-and-ride options in the Route 128 and I-495 corridors (underground parking facilities preferred). Build a monorail along Route 128 and I-495 with east-west connections. The current Plan policies are still relevant. The MPO should bring together state and transportation officials to accomplish the policies. JOURNEY TO 2030 outreach should include a regular newspaper column or newsletter to homes or on T vehicles.	November and December TRANSREPORT Inserts	1/12/06
Roger Thomas	Transportation Supervisor, Mass. Rehab. Commission	The MPO should support new suburban transit opportunities to employment centers that can be affordable and accessible for people with disabilities.	January TRANSREPORT	1/12/06

NAME	AFFILIATION	COMMENT	MEDIUM	DATE RECEIVED
Garrett Wollman	Unidentified	<p>Increasing suburban and exurban development is placing an increasing strain on transportation facilities in the MetroWest area. It is important that this development be channeled into existing transportation corridors, given the infeasibility of new facility construction anywhere in the region. It is equally important that capacity on existing facilities be increased to levels consonant with current and future traffic/pax volumes.</p> <p>Improve sight lines and ramp geometry on Route 9 at Route 27, Route 126, Cedar Street (Needham), Centre Street (Newton). Replace Route 9/Oak Street rotary with interchange. Improve Route 30 at Turnpike interchange for two through lanes in each direction. Improve capacity, reduce travel times on Framingham/Worcester commuter rail line. Replacement/rehabilitation of Cottage Farm Bridge (Boston/Cambridge). Improve Memorial Drive; River St., Western Ave. bridges; and Turnpike interchange to reduce congestion and travel times for vehicles and buses from Cambridge. There should be a study of widening the Turnpike to four full lanes plus shoulder from I-495 to Route 128. Can usually get to where he needs to go, provided he doesn't travel during peak periods. Peak periods should include peak shopping hours on Saturdays.</p>	E-mail	1/13/06
Fred Moore		Rails should take precedence over multi-use trails in rail rights-of-way. Build light rail to everywhere within Route 128. Transit expansion should be favored over highway expansion. Highway projects make sprawl worse. Current safety improvements do not improve safety for bicyclists or pedestrians. Also provided handouts regarding transportation issues on the North Shore.	January TRANSREPORT	1/17/06
Ellin Reisner	Somerville/STEP	Improve bicycle access to commuter rail stations	January Open House (verbal comment)	1/17/06
Unidentified		Encourage transit-oriented development at Route 128 station in Westwood	January Open House (verbal comment)	1/17/06
Unidentified		Reduce auto-commuter rail collisions in Beverly by examining options for rerouting trains to non-urban areas	January Open House (verbal comment)	1/17/06
Barry M. Steinberg	Association for Public Transportation	Connect the Fairmount commuter rail line with Allston, Cambridge, Chelsea, and Logan Airport	January Open House (verbal comment)	1/17/06
Unidentified		Install bicycle racks on buses on the North Shore	January Open House (verbal comment)	1/17/06
Unidentified		Divert highway funds to mass transit projects	January Open House (verbal comment)	1/17/06
Unidentified		Align feeder bus schedules with corresponding commuter rail schedules	January Open House (verbal comment)	1/17/06

NAME	AFFILIATION	COMMENT	MEDIUM	DATE RECEIVED
Unidentified		Address the problem of trip linking with suburban transit solutions	January Open House (verbal comment)	1/17/06
Unidentified		The MPO website should be the hub of all transportation information for the region	January Open House (verbal comment)	1/17/06
Unidentified		Communities that pay MBTA assessments should receive adequate benefits of the system	January Open House (verbal comment)	1/17/06
Unidentified		Commuter rail schedules should be revised to accommodate reverse commuters	January Open House (verbal comment)	1/17/06
Unidentified		Create reliable seasonal bus service from the Red Line to South Shore beaches and other tourist destinations	January Open House (verbal comment)	1/17/06
Unidentified		The MPO should coordinate with neighboring MPOs and MPOs in other states on projects that affect more than one MPO region	January Open House (verbal comment)	1/17/06
Unidentified		The MBTA should consider hybrid diesel-electric buses for its fleet	January Open House (verbal and written comment)	1/17/06
Unidentified		Transit expansion must drive transit-oriented development, not the other way around	January Open House (verbal and written comment)	1/17/06
Unidentified		Prudential and Symphony stations on the Green Line E Branch should be staffed and have fare collection equipment	January Open House (verbal comment)	1/17/06
Unidentified		Make improvements to the current transportation system	January Open House (verbal comment)	1/17/06
Unidentified		Increase Green Line capacity by establishing 3-car trains	January Open House (verbal comment)	1/17/06
Unidentified		Provide workable detours during the reconstruction of the Longfellow Bridge and work on Storrow Drive	January Open House (verbal comment)	1/17/06
Unidentified		Connect the Back Bay to the Waterfront	January Open House (verbal comment)	1/17/06
Unidentified		Make service improvements to the Green Line E Branch	January Open House (verbal comment)	1/17/06
Doug Prentiss	JNEI	Route 16 Bypass Project in Milford should be included in universe of projects list	January Open House	1/17/06
Kristen Decas	Governor's Seaport Advisory Council	The land/water interface in terms of regional transportation should be an MPO priority. Investments should be made in Massachusetts' seaports for the state to serve as a major hub for coastal shipping.	Letter	

NAME	AFFILIATION	COMMENT	MEDIUM	DATE RECEIVED
Jeff Grace	Cambridge Bicyclist	The MPO should address connections of regional bicycle corridors. Make bike path segments into a regional network. See existing bicycle plans for input into the MPO policies. There are many benefits to bicycle transportation.	E-mail	1/19/06
Chris Porter	Chair, Metro Boston Chapter, Massachusetts Bicycle Coalition	There should be a dedicated funding source for: cities and towns to undertake bike/ped improvements; DCR for maintaining its bike/ped infrastructure; municipalities for planning for and implementing bike/ped projects to support "smart growth." There should be a greater commitment to accommodating bicyclists in transportation planning. Incentives should be given for communities to make their streets bicycle-friendly. There should be a commitment to roadway maintenance to improve bicycling conditions. The MPO policies should accommodate bicyclists as legitimate road users on all roadways. Project selection criteria should be consistent with existing bike plans for the region. Roadway projects should be evaluated for their level of bicycle accommodation.	Letter	1/25/06
Unidentified		Extend the Green Line to West Medford	Inner Core Sub-region Outreach	2/1/06
Unidentified		Construct an Orange Line Station at Assembly Square in Somerville	Inner Core Sub-region Outreach	2/1/06
Unidentified		Construct a bike path to connect the Minuteman Commuter Bike Path (at Alewife) with the Somerville Community Path	Inner Core Sub-region Outreach	2/1/06
Unidentified		Roadway improvements on Route 139 west of Route 37 in Holbrook	Inner Core Sub-region Outreach	2/1/06
Unidentified		Improve freight access to Fore River Shipyard	Inner Core Sub-region Outreach	2/1/06
Unidentified		Extend the Blue Line to Salem	Inner Core Sub-region Outreach	2/1/06
Unidentified		Reconstruct the I-93/Route 3 interchange (Braintree Split)	Inner Core Sub-region Outreach	2/1/06
Unidentified		The Interstate 95/Interstate 93/Interchange study should consider broader impacts, especially to local roads. It should include almost all of Wakefield, the north half of Stoneham, eastern Woburn with Route 3 being the western border, eastern Burlington with Route 3A being the western border, southern Wilmington with Route 62 being the northern border, southwestern part of North Reading and all of Reading	North Suburban Subregion Outreach	2/8/06
Unidentified		Route 1/Route 128 Interchange area – include a wide area	North Suburban Subregion Outreach	2/8/06
Unidentified		Extend the Orange Line to Route 128	North Suburban Subregion Outreach	2/8/06

NAME	AFFILIATION	COMMENT	MEDIUM	DATE RECEIVED
Unidentified		Hanscom Field Expansion is being considered by FAA but the towns are not on board	North Suburban Subregion Outreach	2/8/06
Unidentified		A Foxborough connection should consider access to the Tweeter Center	North Suburban Subregion Outreach	2/8/06
	Association for Public Transportation	<p>Extend the Blue Line to Lynn (but not beyond), using the narrow gauge option. Extend the Blue Line to Charles Street Station to connect with the Red Line and potential for further westward expansion. Extend the Orange Line to Readville. Restore Green Line service on the Arborway to Forest Hills. Institute light rail on Washington Street to Dudley Square utilizing the Tremont Street Subway, continuing through downtown Boston to Somerville. Extend the Green Line to Medford Hillside with a spur to Union Square in Somerville. An additional spur to Assembly Square and beyond should be considered. Construct an Orange Line station at Assembly Square in Somerville. Rebuild Government Center Station to have two inbound tracks and two outbound tracks to avoid Green Line congestion.</p> <p>Extend the Red Line northwest to Hanscom Airport/Air Force Base. Extend commuter rail service from Needham Junction to Millis. Extend commuter rail service from Waltham to Hudson. Construct the North South Rail Link. Construct commuter rail spurs from Salem to Peabody Square, Route 128, the former Sylvania Plant, and Danvers Square. Construct a streetcar along the Rose Kennedy Greenway to connect North and South Stations. Add an extra track on the Haverhill commuter rail line between Boston and Reading. Add stations along the Fairmount commuter rail line, which should connect to South Station, Back Bay, Yawkey, Allston Landing, and further west. Construct the Urban Ring Phase 3. Extend the Somerville Community Bike Path to Lechmere Station. Decrease headways on commuter rail service to the North Shore. Extend the Stoughton commuter rail line to Easton. Institute trolley service between Saugus and Lynn and/or Salem and Saugus.</p> <p>Extend the destination envelope of the regional rail system to serve satellite urban areas (Lynn, Salem, Beverly, Malden, etc.). This should occur with or without the North South Rail Link. Commuter rail headways of 30 minutes or less encourage people to use the mode for trips other than for commuting to work, and therefore increase ridership. This has the potential of further changing land use patterns. Expanding the destination envelope for the commuter rail system should take priority over extending service to outlying areas. Light rail makes sense for some neighborhoods, as it is more flexible than heavy rail and is at a smaller scale, which fits better in some neighborhoods. Bus rapid transit (BRT) only works if the right-of-way is grade separated and riders prepay at stations. Flexibility, compatibility with the existing system, and expandability should be considered before transit projects are constructed. Create intermodal transit hubs to facilitate transferring between modes. Rail trails should be considered transportation facilities if they are plowed and are lit at night. Increase incentives for communities to build close to commuter rail stations. Increase opportunities for reverse-commuting on commuter rail lines. Institute a distance/time-based fare structure to increase equity in the transit system.</p>	Invite Us Over	2/8/06

NAME	AFFILIATION	COMMENT	MEDIUM	DATE RECEIVED
Unidentified		Increase parking availability at commuter rail stations, especially Salem and Beverly stations	North Shore Sub-region Outreach	2/9/06
Unidentified		Increase commuter rail capacity – reverse commute and increased frequencies	North Shore Sub-region Outreach	2/9/06
Unidentified		Extend Route 128 north corridor to Gloucester	North Shore Sub-region Outreach	2/9/06
Unidentified		Transit options for Route 1/114 area	North Shore Sub-region Outreach	2/9/06
Unidentified		Salem/Beverly/Peabody inter-suburban bus connection for off-peak (hospital)	North Shore Sub-region Outreach	2/9/06
Unidentified		Ferry service from Gloucester to Salem	North Shore Sub-region Outreach	2/9/06
Unidentified		Lynn to Rockport to Gloucester – State Scenic Byway – funding for planning study	North Shore Sub-region Outreach	2/9/06
Unidentified		State Scenic Byway from Gloucester north to Rowley (Route 133). Pedestrian bridge over Route 128 between Red Rocks and Cape Ann.	North Shore Sub-region Outreach	2/9/06
Unidentified		Pedestrian trails in Gloucester – connection into Bay Circuit Trail	North Shore Sub-region Outreach	2/9/06
Unidentified		Border to Boston bike trail	North Shore Sub-region Outreach	2/9/06
Unidentified		Upgrade security cameras in Gloucester	North Shore Sub-region Outreach	2/9/06

NAME	AFFILIATION	COMMENT	MEDIUM	DATE RECEIVED
Unidentified		Sidewalks along Essex Avenue in Gloucester	North Shore Sub-region Outreach	2/9/06
Unidentified		Pedestrian bridge over Route 128 between Red Rocks and Cape Ann	North Shore Sub-region Outreach	2/9/06
Unidentified		Construct HOV lanes on Route 128, I-495, and I-90 which are regulated electronically without physical barriers (but high fines)	MetroWest Sub-region Transportation Task Force Outreach	2/9/06
Unidentified		Transportation improvements on Route 20 between Watertown and Marlborough	MetroWest Sub-region Transportation Task Force Outreach	2/9/06
Unidentified		Transportation improvements along Route 85 between I-90 in Southborough and I-495 in Milford	MetroWest Sub-region Transportation Task Force Outreach	2/9/06
Unidentified		Transportation improvements on Route 126 between Route 9 in Natick and Route 16 in Holliston	MetroWest Sub-region Transportation Task Force Outreach	2/9/06
Unidentified		Transportation improvements on Speen Street between I-90 and Route 135 in Natick	MetroWest Sub-region Transportation Task Force Outreach	2/9/06
Unidentified		Transportation improvements on Route 135 between Route 126 and Speen Street in Natick	MetroWest Sub-region Transportation Task Force Outreach	2/9/06
Unidentified		Transportation improvements on Route 30 between Route 126 in Framingham and Speen Street in Natick	MetroWest Sub-region Transportation Task Force Outreach	2/9/06
Unidentified		Transportation improvements on Nobscot Road/Edgell Road between Route 20 in Sudbury and I-90 in Framingham	MetroWest Sub-region Transportation Task Force Outreach	2/9/06
Unidentified		Transportation improvements on Route 27 between I-90 and Route 135 in Natick	MetroWest Sub-region Transportation Task Force Outreach	2/9/06

NAME	AFFILIATION	COMMENT	MEDIUM	DATE RECEIVED
Unidentified	City of Somerville	Increase service on Crosstown bus routes, specifically to Union Square. Utilize the Grand Junction line right-of-way for the Urban Ring. This will serve underutilized land and spur economic development. Extend the Green Line through Somerville (no endpoint specified) with a spur to Union Square. Conduct corridor studies in conjunction with the Green Line extension to ensure safe and efficient access to and travel around the proposed stations. Transportation improvements in Magoun Square. Transportation improvements in the Route 28 corridor in Somerville. Transportation improvements at the I-93/Mystic Avenue interchange. Transportation improvements on Rutherford Avenue that follow the design guidelines in MassHighway's Project Design and Development Guidebook. Lower McGrath Highway to be at grade with surrounding neighborhood. Construct an Orange Line Station at Assembly Square to serve a planned high-density, mixed-use, transit-oriented neighborhood. Improve access to the inner belt from Washington Street in Somerville. Infrastructure and traffic design improvements at Union Square in Somerville. Streetscape improvements in the lower Broadway corridor in East Somerville. Conduct a multimodal access study for Assembly Square. Extend the Somerville Community Path from Cedar Street to Central Street and beyond. This extension should occur in conjunction with the Green Line extension. Improve bicycle access to and from the proposed Green Line. Construct a bicycle/pedestrian path over the Mystic River to Everett and to Charlestown, using a DCR Mystic River dam right-of-way.	Invite Us Over	2/13/06
Charles E. Bohannon		Parking issues at Riverside Station. Comments have been forwarded to the MBTA.	February TRANSPORT Insert	2/13/06
Unidentified		Improvements to Route 1/Everett Street/University Avenue in Norwood/Westwood (Analog Devices might do a "friendly taking" for a new turning lane)	TRIC Subregion Outreach	2/15/06
Unidentified		Improvements to the Morse Street Bridge and the Morse Street/Pleasant Street intersection in Norwood	TRIC Subregion Outreach	2/15/06
Unidentified		Route 1 signalization improvements from Westwood to Sharon	TRIC Subregion Outreach	2/15/06
Unidentified		Route 1A/Route 27 congestion mitigation in Walpole	TRIC Subregion Outreach	2/15/06
Unidentified		Reconstruct North Street in Foxborough between Route 1 and Route 140	TRIC Subregion Outreach	2/15/06
Unidentified		Construct a southbound slipramp on I-495 to provide better access to the Wrentham Village Outlets	TRIC Subregion Outreach	2/15/06
Unidentified		I-95 South corridor partnership (95 SCOPE) has six interchange improvements. Three congressmen are helping to secure funding. A scope of work is at FHWA.	TRIC Subregion Outreach	2/15/06
Unidentified		Improvements to Route 27 near Island Street in Stoughton	TRIC Subregion Outreach	2/15/06

NAME	AFFILIATION	COMMENT	MEDIUM	DATE RECEIVED
Unidentified		Improvements to Turnpike Street in Stoughton	TRIC Subregion Outreach	2/15/06
Unidentified		New interchange on Route 24 to service industrial park in Stoughton	TRIC Subregion Outreach	2/15/06
Syvalia Hyman III	UDC	Promote light rail to improve the region's air quality	February TRANSREPORT Insert	2/15/06
Unidentified		Increase commuter rail platform capacity at South Station	SWAP Subregion Outreach	2/16/06
Unidentified		Construct a circumferential commuter rail line along the Framingham-Lowell rail right-of-way from Foxborough to Lowell	SWAP Subregion Outreach	2/16/06
Unidentified		Logan Express bus service from SWAP subregion to Logan Airport	SWAP Subregion Outreach	2/16/06
Unidentified		Construct a commuter rail station near the I-495/I-90 interchange along the Worcester commuter rail line	SWAP Subregion Outreach	2/16/06
Unidentified		Construct park-and-ride facilities at major interchanges along Route 128	SWAP Subregion Outreach	2/16/06
Unidentified		Construct intermodal transportation facilities (park-and-ride, buses, etc.) at the endpoints of all transit lines, especially those near major highways	SWAP Subregion Outreach	2/16/06
Unidentified		Coordination of traffic signs and signals, parking restrictions, and passing zones along the Route 16 corridor between Holliston and Watertown to better accommodate commuters	SWAP Subregion Outreach	2/16/06
Unidentified		Reserve right-of-way along I-495 for potential future transit opportunities	SWAP Subregion Outreach	2/16/06
Unidentified		"Capacity improvements along Route 139 in Marshfield"	South Shore Subregion Outreach	2/16/06
Unidentified		Widen Route 53 between Route 123 and Route 3A in Hanover	South Shore Subregion Outreach	2/16/06
Unidentified		Conduct a study of Route 3A between Hingham and Marshfield	South Shore Subregion Outreach	2/16/06
Unidentified		Improve access from Weymouth Naval Air Station to Route 3	South Shore Subregion Outreach	2/16/06
John Hendrickson	Fay, Spofford, & Thorndike	Construct the Border to Boston Rail Trail to connect people and communities in the region	February TRANSREPORT Insert	2/17/06

NAME	AFFILIATION	COMMENT	MEDIUM	DATE RECEIVED
Ryan Park	California Resident	The MPO should measure the equity of potential transportation projects by a thorough cost-benefit analysis that includes persons traveling by all modes to determine the maximum benefit at the least cost. The MPO should promote congestion pricing, parking subsidies (removing subsidies for free parking and promoting market-based policies), and transit expansion (especially with bus rapid transit).	February TRANSREPORT Insert	2/21/06
Mary Grant	State Representative, Beverly	There is an immediate need for parking garages at the rail stations in Beverly and Salem. Increase commuter rail frequency to accommodate trips outside the typical commuting periods. Consider light rail vehicles for less heavy travel times. Lower fares near Lynn to lure travelers who would prefer the Blue Line extension to Lynn. The North-South rail link should be included in our region's planning.	E-mail	2/21/06
Unidentified		Construct an intermodal transportation center in the South Weymouth Naval Station area	South of Boston Forum	2/22/06
Unidentified		Route 126/Route 135 grade separation project needs to be done. It should also address the left turns from Route 135 to Route 126.	South of Boston Forum	2/22/06
Barry M. Steinberg	Association for Public Transportation	Extend the Blue Line from Charles/MGH Station west to serve neighborhoods and future development in Allston. Pursue alternative financing (Harvard University) to fund the expansion.	E-mail	2/22/06
Unidentified		Implement E Line service improvements on the Green Line	Inner Core Forum	2/23/06
Unidentified		Transit service is needed along the Route 128 and Interstate 495 corridors	Inner Core Forum	2/23/06
Unidentified		Institute full-time commuter rail service to Ruggles Station	Inner Core Forum	2/23/06
Ray Jordan	MassBike	Work with human services agencies to provide a bicycle, training, and riding gear to low-income workers through a Welfare to Work program in place of motorized transportation	Inner Core Forum	2/23/06
Unidentified		"Route 2 corridor should be extended to the MPO boundary through Acton and Littleton"	MAGIC Subregion Outreach	2/23/06
Unidentified		Need for regional transit center and parking at the Route 2/Interstate 495/Interchange	MAGIC Subregion Outreach	2/23/06
Unidentified		Shuttle service to commuter rail for Stowe, Maynard, and Acton	MAGIC Subregion Outreach	2/23/06
Unidentified		It is important to keep the Concord Rotary and Crosby's Corner in the Plan	MAGIC Subregion Outreach	2/23/06
Unidentified		Bruce Freeman and Assabet Rail Trails are a high priority	MAGIC Subregion Outreach	2/23/06
Unidentified		Double track on Fitchburg Line, especially through Waltham	MAGIC Subregion Outreach	2/23/06

NAME	AFFILIATION	COMMENT	MEDIUM	DATE RECEIVED
Unidentified		Improve bicycle mobility in all corridors	North of Boston Forum	2/27/06
Unidentified		Improve bicycle access to transit	North of Boston Forum	2/27/06
Unidentified		Institute ferry service from Salem to Boston	North of Boston Forum	2/27/06
Unidentified		Canal Street improvements in Salem	North of Boston Forum	2/27/06
Unidentified		Make a commuter rail connection to the Blue Line	North of Boston Forum	2/27/06
Unidentified		Implementation of Salem citywide bike path design	North of Boston Forum	2/27/06
Unidentified		Implement Scenic Byway along Routes 129, 1A, 127 and 127A	North of Boston Forum	2/27/06
Unidentified		Integrate the recommendations from the MPO's Downtown Salem Traffic study with the Bypass Road project	North of Boston Forum	2/27/06
Unidentified		Commuter rail station improvements in Rockport	North of Boston Forum	2/27/06
Unidentified		Need for a North Shore TMA	North of Boston Forum	2/27/06
Unidentified		Construct the Border to Boston Bikeway	North of Boston Forum	2/27/06
Unidentified		Construct a Salem commuter rail station parking garage along with improved pedestrian connections	North of Boston Forum	2/27/06
Unidentified		Boston Street capacity improvements needed	North of Boston Forum	2/27/06
Unidentified		Public transit needed along Route 114/Route 1 corridor	North of Boston Forum	2/27/06
Unidentified		Improvements at North Wilmington commuter rail station, including additional parking capacity	North of Boston Forum	2/27/06
Unidentified		Reconstruct the Lowell Junction highway interchange in Andover, Wilmington, and Tewksbury	North of Boston Forum	2/27/06
Unidentified		Improve connector roads to Interstate 93 in Wilmington (Route 129 and Route 62)	North of Boston Forum	2/27/06
Unidentified		Extend Phase II of the Silver Line from the airport to Chelsea commuter rail station	North of Boston Forum	2/27/06
Unidentified		Need to acquire right-of-way sooner rather than later before it becomes more expensive	North of Boston Forum	2/27/06
Unidentified		Extend THE RIDE to door-to-door service in Acton	West of Boston Forum	2/28/06
Unidentified		Sudbury would like THE RIDE service (they pay into the MBTA but do not receive RIDE service)	West of Boston Forum	2/28/06
Unidentified		Study should be done for additional park-and-ride lots and capacity along major corridors, especially Interstate 495, Route 128, Route 2, and Route 3	West of Boston Forum	2/28/06

NAME	AFFILIATION	COMMENT	MEDIUM	DATE RECEIVED
Unidentified		Park-and-ride should be added at the I-495/I-290/Route 85 interchange and the Route 110/119 interchange. Increase parking capacity at South Acton Station.	West of Boston Forum	2/28/06
Unidentified		Build a transportation hub in Littleton with park-and-ride using the Acton and Littleton stations	West of Boston Forum	2/28/06
Unidentified		Institute HOV lanes on major highways (especially Interstate 495) and arterials (especially Route 9)	West of Boston Forum	2/28/06
Unidentified		Need for a regional transit authority in MetroWest area	West of Boston Forum	2/28/06
Unidentified		The Bruce Freeman Rail Trail is important along the Framingham-Lowell right-of-way	West of Boston Forum	2/28/06
Unidentified		A grade-separated rail trail crossing needed on Route 2 at Crosby's Corner	West of Boston Forum	2/28/06
Unidentified		Build a rail trail connecting to the commuter rail station in West Concord	West of Boston Forum	2/28/06
Unidentified		Need bus and rail service to western Massachusetts	West of Boston Forum	2/28/06
Unidentified		Park-and-ride along with bus service from Acton and surrounding areas to Alewife along Route 2 corridor	West of Boston Forum	2/28/06
Unidentified		Need public transit to New Hampshire and Maine and the Cape from the western suburbs	West of Boston Forum	2/28/06
Unidentified		Use local daytime buses at night to bring partying teens around during all hours as well as disabled and elderly to meetings and fun	West of Boston Forum	2/28/06
Unidentified		Institute Logan Express service at I-495 to Logan and/or Manchester, NH	West of Boston Forum	2/28/06
Unidentified		Institute Logan Express service in Concord	West of Boston Forum	2/28/06
Unidentified		TDM needed in the Concord Rotary area	West of Boston Forum	2/28/06
Unidentified		Institute recreational shuttles in Concord to areas such as Walden Pond	West of Boston Forum	2/28/06
Unidentified		Routes 16 and 109 are congested during the AM peak period	West of Boston Forum	2/28/06
Unidentified		The MPO needs to address the aging of America and the transportation needs of the elderly.	West of Boston Forum	2/28/06
Kurt Marden		Institute commuter rail service along an existing right-of-way that connects outlying commuter rail stations (Newburyport, Lowell, Framingham, etc.)	West of Boston Forum	2/28/06
Beverly Strauss	Salem Resident	Decrease headways for Salem-to-Boston MBTA bus routes during the peak periods.	Phone	3/1/06
William Holland	Needham Resident	Complete the addition of a lane on Route 128 between Randolph and Wellesley immediately. The use of the breakdown lane as a travel lane is extremely dangerous.	E-mail	3/2/06

NAME	AFFILIATION	COMMENT	MEDIUM	DATE RECEIVED
Howard Stranger	President, Bike to the Sea Inc.	Construct the Bike to the Sea path (also known as the Northern Strand). It will extend from Everett to Lynn along the Saugus Branch rail corridor.	Letter	3/3/06
Robert Stevens	Senior Planner, City of Quincy	The MPO should consider two projects: improve access to the Fore River Shipyard in Quincy along Quincy Avenue (Route 53), East Howard Street, and Washington Street (Route 3A) in the Plan to accommodate mixed-use development; reconstruct the Squantum Bridge/Interchange in Quincy (at Quincy Shore Drive and Hancock Street [Route 3A]).	E-mail	3/8/06
Darren Shaffer		Investments should focus on improving the useability of the least expensive mode - bus service	January TRANSREPORT	3/9/06
Kurt Marden		My main concern is that abandoned rail corridors are being turned into trails with little in-depth study of the benefits they can provide for alternative commuting choices for workers and transportation choices for elderly or low-income individuals. It appears to me that MPO/CTPS is ignoring the fact that a large percentage of commuter traffic on secondary and tertiary roads does not originate in the towns in which it occurs. (Also included a newspaper article and map.)	e-mail	3/15/06
Paul Yorkis		Improve management of Route 16 capacity (particularly the use of parking spaces as lanes) between Milford and Wellesley	SWAP Subregion Outreach	3/16/06
Unidentified		Expand GATRA to include Franklin, Norfolk, and Wrentham	SWAP Subregion Outreach	3/16/06
Unidentified		Construct slip ramps at the I-495/Route 1A interchange in Wrentham	SWAP Subregion Outreach	3/16/06
Unidentified		Rename the "Route 16 Bypass" project in Milford as "Route 16 Alternate Route"	SWAP Subregion Outreach	3/16/06
Unidentified		Add intermodal centers at existing stations on rail lines	SWAP Subregion Outreach	3/16/06
Karen Wepsic	MBTA Rider Oversight Committee	Regarding the criteria used to determine whether a community is an environmental justice target community, communities that fall just short of one of the criteria should not be overlooked. Environmental justice communities do not receive amenity improvements at transit stations and stops as often as other communities. The MBTA should improve the on-time service for buses to meet the on-time record of its subway and commuter rail operations.	March Open House (verbal comment)	3/21/06
Unidentified		Gentrification is forcing low-income, transit-dependent residents from their neighborhoods. Remedying this should be addressed in the analysis for the Plan.	March Open House (verbal comment)	3/21/06
Wendy Landman	WalkBoston	The pedestrian network should be incorporated into the model in terms of safety and quality. It is often left out because it often does not involve large, expensive projects. Many transit stations and bus stops are not easily accessible to pedestrians.	March Open House (verbal comment)	3/21/06
Unidentified		Transit-oriented development (TOD) should be considered in planning efforts, especially due to the recently announced state funding for TOD projects	March Open House (verbal comment)	3/21/06

NAME	AFFILIATION	COMMENT	MEDIUM	DATE RECEIVED
Marilyn Wellons	Riverside Neighborhood Association	There is a need for north-south transit in the urban ring corridor	March Open House (verbal comment)	3/21/06
Michael Chong	FHWA	The MPO should tailor its certification documents to people with limited English proficiency	March Open House (verbal comment)	3/21/06
Wig Zamore	MVTF, STEP	MPO staff should plot changes anticipated in 2030 in absolute change in addition to percent change	March Open House (verbal comment)	3/21/06
Ellin Reisner	Somerville/STEP	The MPO should conduct analysis on particulate matter and fine particulates in addition to its current air quality analysis. The MPO needs to account for the aging of the population in its model and other planning efforts.	March Open House (verbal comment)	3/21/06
F. Dore Hunter	Selectman, Town of Acton	Capacity should be increased on the Fitchburg commuter rail line to reduce congestion on Route 2. Parking capacity should be increased or shuttle services should be established at the stations.	March Open House (written comment)	3/21/06
Richard Andre	MBRRE	Institute doublestack rail clearance extending to Conley containerport to start serious development of the Port of Boston	E-mail	4/23/06
Karen Wepsic	MBTA Rider Oversight Committee	Environmental justice communities are primarily served by buses and receive less frequent service and fewer service hours (span of service) than communities served by rail transit. The MPO and the MBTA should be proactive and determine the needs of environmental justice communities and identify projects to serve those needs.	April Environmental Justice Forum	4/27/06
Marilyn Wellons	Riverside Neighborhood Association	The focus on serving environmental justice communities with the Urban Ring seems to have disappeared. The MBTA should be planning for and construct Phase III with rail service to serve the environmental justice communities. There is less support for a bus version of the Urban Ring.	April Environmental Justice Forum	4/27/06
Unidentified		Environmental justice communities do not have advocates	April Environmental Justice Forum	4/27/06
Unidentified		Rail service reduces air pollution most effectively; the MBTA should look at the health effects of the Urban Ring	April Environmental Justice Forum	4/27/06
Ellin Reisner	Somerville/STEP	Given a financially constrained plan, environmental justice communities must compete against each other for limited funding, and this is not desirable. Communities should coordinate and support each other. There is no good funding mechanism to maintain and expand the transportation system.	April Environmental Justice Forum	4/27/06
Wig Zamore	MVTF, STEP	Most people do not know about the quality of the air in their communities and whether it contains pollutants. The MPO should inform them about the quality of their air.	April Environmental Justice Forum	4/27/06
John Mahoney	Southwest Boston CDC	There is full neighborhood support for the proposed improvements to the Fairmount Line. But the improvements will not be complete until 2011. The MBTA has to make a commitment to the project and complete it quickly.	April Environmental Justice Forum	4/27/06

NAME	AFFILIATION	COMMENT	MEDIUM	DATE RECEIVED
Barry Steinberg	Association for Public Transportation	The current stations along the Fairmount Line are "overbuilt." They should be smaller and provide more frequent service with smaller vehicles. Smaller stations may allow the stations to be closer to the neighborhood trip generators.	April Environmental Justice Forum	4/27/06
Unidentified		There is not equal transportation service/infrastructure among all communities in the region	April Environmental Justice Forum	4/27/06
Unidentified		There are very high asthma rates in the Egleston Square area. Rail should be a long-term solution to transit in urban neighborhoods.	April Environmental Justice Forum	4/27/06
Unidentified		Want to see results in terms of transportation improvements. The MPO should be clear about its investments in environmental justice communities.	April Environmental Justice Forum	4/27/06
Unidentified		Restore trolley service (Green Line E Branch) along the Arborway	April Environmental Justice Forum	4/27/06
Richard Andre	MBRRE	Freight improvements for increased capacity to and from Conley Terminal along existing rail lines	April Environmental Justice Forum	4/27/06
David Knudsen		All north side commuter trains spend between five and ten minutes both entering and leaving the North Station train yard (which covers at most 1.5 linear miles). There should be a study of operational and physical changes that could be made to achieve a significant reduction (50%?) in travel times through the yard. The number of minutes may seem small, but they would be multiplied by the total number of trips into and out of North Station. Furthermore, that excruciating, creeping portion of the rail trips has a disproportionate psychological effect on the impressions commuters form of the speed and efficiency of travel by public transit. Finally, if the throughput of the yard could be increased, it would ease service increases and adjustments.	E-mail	5/12/06
David Knudsen		Transit service planning and capital improvement projects in general should place greater emphasis on speed and travel time in an effort to attract increased ridership. Commuters weigh trip times more heavily than public transit officials believe in making their travel mode choices; they realize very quickly (and with dismay) that there are very few transit-based trips that can be made in the region in less than twice the amount of time of an auto-based trip.	E-mail	5/12/06
Wig Zamore	MVTF, STEP	MPO should conduct a study to determine carbon monoxide burdens on populations within the region and look at variations among TAZs	January Open House	1/11/07
Wig Zamore	MVTF, STEP	Regarding the Assembly Square project, vehicle trips per day are higher than 156,000. When conducting analyses in the future, staff should identify shopping trips from the model since these trips constitute a large portion of travel trips and warrant a closer look.	January Open House	1/11/07

NAME	AFFILIATION	COMMENT	MEDIUM	DATE RECEIVED
Elliott Laffer	Neighborhood Association of Back Bay	DCR needs to rebuild most of the roadway capacity in Boston along and over the Charles River including the Storrow Drive underpass, BU and Longfellow Bridges and Craigie Dam and Bridge. This will substantially impact vehicle capacity, especially between I-93 and Route 1 from the north and Back Bay and Longwood. This is the time for a better connection. One possibility is to add Turnpike westbound off and east-bound on ramps in the Kenmore area. This is difficult because of the adjacent rail line. One possibility would be an off ramp to Brookline Ave. and an on ramp from [Bowker?] overpass, which might need a shift of the Pike slightly north.	January Open House	1/11/07
Kristina Johnson	City of Quincy	MPO should address language barriers in Quincy, which has a large Asian population. Quincy also has an isolated environmental justice area with few transit connections. Would like to have more buses to downtown.	January Open House	1/11/07
Diane Brown	Mission Hill	There are problems for pedestrians along Huntington Avenue, and public transportation is not adequate for the area. Exhaust fumes affect pedestrians, and the roadway is congested. The congestion causes problems for ambulances traveling on the roadway, as there is not enough space for cars to pull over to let ambulances pass. The MBTA's double-length buses cause backups and block intersections. She would like the MPO to consider her comments when selecting projects in that area. She also remarked that the institutions in the Fenway area are expanding and contributing to air pollution with their own private buses.	January Open House	1/11/07
Ellin Reisner	Somerville/STEP	Keep in mind that emissions from the transportation system affect the health of both environmental justice and non-environmental justice populations	January Open House	1/11/07
Ted Funst	Beacon Hill Civic Association	Consider extending rapid transit to include the Route 128 belt; for example, running in a loop (both directions) up Route 93 North to Woburn, and Route 128 South to 93 North in Quincy with a spur down MassPike to downtown. Possibly similar to Chicago's L from downtown to O'Hare, where the train runs between traffic lanes where possible and underground in other areas. This project would allow people to get to businesses without using the highways.	January Open House	1/11/07
Wig Zamore	MVTF, STEP	The MPO should conduct an analysis that looks at emission levels in environmental justice areas. Areas such as North Station and Sullivan Square have high levels of emissions from the transportation system. This is a concern for residents and a factor that should be considered when planning to build housing in these areas.	Environmental Justice Forum	1/16/07
Wig Zamore	MVTF, STEP	Supports Green Line Extension	January Open House	1/11/07
Wig Zamore	MVTF, STEP	Land use corridor planning should be done in Somerville	Environmental Justice Forum	1/16/07
Wig Zamore	MVTF, STEP	There are concerns about the future Green Line route to Union Square, especially depending on how Lechmere Station is moved. Potential routes should be carefully studied. The community is not in favor of moving Lechmere Station a further distance from development in the area, and residents would not want to have the Green Line run on elevated tracks.	Environmental Justice Forum	1/16/07

NAME	AFFILIATION	COMMENT	MEDIUM	DATE RECEIVED
Wig Zamore	MVTF, STEP	Some agencies like DCR have transportation infrastructure needs that are not being addressed	Environmental Justice Forum	1/16/07
Wig Zamore	MVTF, STEP	When planning projects in environmental justice areas, the MPO should pay attention to pedestrian service and emphasize outreach	Environmental Justice Forum	1/16/07
Wig Zamore	MVTF, STEP	When conducting analyses in the future, consider using car-pooling data as an indicator of where transportation needs are not being met	Environmental Justice Forum	1/16/07
Rep. Denise Provost	MA House of Representatives	Land use corridor planning is needed in Somerville. Twenty-nine percent of Somerville residents are immigrants and more than 60% of public school children speak a language other than English at home. The city could use help from the MPO to engage these populations and build a better community process around planning.	Environmental Justice Forum	1/16/07
Ellin Reisner	Somerville/STEP	The Green Line Extension should not be delayed. Many people are not using the buses in Somerville due to infrequent and unreliable service. The bus service needs to be improved.	Environmental Justice Forum	1/16/07
Karen Wepsic	MBTA Rider Oversight Committee	Expressed concern that areas such as Roxbury, Dorchester, and Jamaica Plain may not receive bus service improvements even as progress is made in some other environmental justice areas. Concerned that the Fairmount Line and Silver Line will not help the broader Roxbury and Dorchester areas. Improving bus service and reducing headways should be a priority. Supports purchasing more buses and 100 Additional Buses project. Concerned about Lovejoy Wharf. Concerned that non-environmental justice areas seem to still be getting better service and that while transportation projects may not burden environmental justice communities, they may not benefit them either. Also voiced concern about the MBTA's finances.	Environmental Justice Forum	1/16/07
Janet Curtis	Executive Office of Environmental Affairs	The MPO should consider ways to provide pedestrian access to connect the North Point area to Cambridge	Environmental Justice Forum	1/16/07
Jeff Rosenblum	Livable Streets Alliance	The MPO should engage more civic leaders and the grassroots in the public process around environmental justice issues. He also suggested the MPO conduct a study to see if past modeling predictions were on target.	Environmental Justice Forum	1/16/07
Meredith Levy	Somerville Community Corp.	The Plan or an executive summary of the Plan should be available in other languages. The MPO should consider expanding the scope of the I-93/Mystic Avenue project to address problems for pedestrians; Route 28 in East Somerville is a pedestrian barrier.	Environmental Justice Forum	1/16/07
Unidentified		The MPO should serve as the clearinghouse for public/agency interactions; the public can be confused about which agencies are accountable for projects and planning	Environmental Justice Forum	1/16/07
Unidentified		Projects should be prioritized in a way that allows environmental justice areas to catch up to non-environmental justice areas and reach a better balance of service	Environmental Justice Forum	1/16/07

NAME	AFFILIATION	COMMENT	MEDIUM	DATE RECEIVED
Unidentified		By substituting projects for the SIP commitments, the MPO appears to be trying to get out of the current SIP commitments. Support for Arborway project expressed. Concern expressed that Arborway will not get done and suburban parking projects will be funded instead.	Environmental Justice Forum	1/16/07
Unidentified		MBTA must have resources for maintaining its equipment and rights-of-ways. Broken buses on the streets impair traffic. MBTA must know where its vehicles are and whether they are moving. The biggest complaints in the intensively used neighborhoods relate to defective headway management.	Environmental Justice Forum	1/16/07
Unidentified		Supports additional stop on Fairmount Line at Columbia/Quincy Street	Environmental Justice Forum	1/16/07
Karen Wepsic	MBTA Rider Oversight Committee	Span of bus service should be included in the Plan. The MPO should consider holding meetings in the evening to engage residents of environmental justice areas who may not be able to attend meetings during the day.	MPO Open House	2/22/07
Karen Wepsic	MBTA Rider Oversight Committee	Concerned that location for 1,000 new parking spaces has not been identified and that new spaces in urban areas would be used by those traveling from the suburbs	MPO Open House	2/22/07
Karen Wepsic	MBTA Rider Oversight Committee	Opposed to Urban Ring. Concerned that the Commonwealth will not be willing to fund operating costs in long run. Believes Urban Ring should not be an environmental justice project as most of the benefits will go to residents of non-environmental justice areas and mostly serve commuter rail users.	MPO Open House	2/22/07
Ellin Reisner	Somerville Transportation Equity Partnership	Raised concern about limited bus service in off-peak hours and on weekends. Noted that 30% of Somerville households do not have cars. Somerville residents can not access jobs in areas such as Logan Airport early in the early hours since there are no buses running then.	MPO Open House	2/22/07
Robert Haas	Dudley Street Neighborhood Initiative	Concerned that the MPO did not factor into the Plan the growth and development happening around the Dudley Street area. Currently there are long waits for buses and he anticipates future gridlock in area as population increases following building boom. Believes that there should be better transit service to this environmental justice area. Residents of this area are unable to access jobs in the Longwood Medical Area.	MPO Open House	2/22/07
Jeff Ferris	Ferris Wheels Bike Shop	Suggests turning Arborway E Line into a Silver Line-like route, possibly with a tie-in to the Silver Line. Suggests considering other bus routes from Forest Hills Station and researching where users would like to travel.	MPO Open House	2/22/07

NAME	AFFILIATION	COMMENT	MEDIUM	DATE RECEIVED
Steve Olanoff	Chairman, Regional Transportation Advisory Council	RTAC offered the following recommendations/questions: 1) eliminate the Weymouth to Duxbury – Route 3 project; 2) eliminate the \$150 million Lynnfield to Woburn – Route 128 project; 3) the Beverly to Peabody – Route 128 project’s capacity-adding component should be scaled down by adding lanes only as far as Route 114 or Endicott Street; 4) safety improvements of the Malden and Revere – Route 1 project should be implemented before capacity adding is considered; 5) should the Canton – I-95N/Dedham Street Ramp be moved forward to the 2010 time period since a local developer will be paying for the ramp construction?; 6) requested an itemized list of improvements planned for the Braintree Split project; 7) for Silver Line Phase III, RTAC recommends a \$100 million proposal for a surface route and entrance adjacent to South Station rather than the \$1 billion project; cost savings would be enough to pay for Red/Blue Line Connector; and 8) recommends that the Blue Line Extension to Lynn be built in the 2015 time frame and that the Red/Blue Line Connector be built at the same time.	E-mail	1/14/2007
Frank S. DeMasi	Vice Chairman, Regional Transportation Advisory Council	The MPO should illuminate the need for public policy to provide incentives for a more balanced intermodal freight system. Rail and coastal shipping components of the transportation system have open capacity for bulk commodities and intermodal freight. The continual erosion of existing trans-load facilities and port lands in urban centers exacerbates a dependence on overly congested roadways to carry freight; demand is projected to increase over the next 10 years. Status quo will constrain the state’s future growth and competitive advantage. Suggests that the Regional Freight Study be completed and released for public comment. Believes the draft study is needed to publicly raise the issues of the importance of freight planning and the needs of the Intermodal Transportation System, and to show freight mobility as a significant component of Massachusetts’ transportation system.	E-mail	1/26/2007

TABLE A-2
COMMENTS RECEIVED DURING OFFICIAL PUBLIC COMMENT PERIOD
(FEBRUARY 26, 2007 – MARCH 27, 2007)

NAME	AFFILIATION	COMMENT	MPO ACTION
Donald K. Milton, M.D., DrPH	Professor, University of Massachusetts at Lowell / Lexington resident	<p>In this era of global warming, promotion of the maximum possible use of bicycles and mass transportation should be a top priority. However, the Plan does not show specific commitments to the development of a network of bicycle paths and routes. He noted that the Plan only includes two bicycle-related projects and vague statements about plans to build bicycle paths, and that it shows no funding committed to bicycle projects. The term “bicycle” is rarely mentioned in Chapter 13, although bicycle/pedestrian facilities are cited among eligibility categories for transportation funding. Chapter 5 states that “improvements for bicyclists and pedestrians are a routine aspect of roadway reconstruction projects and are usually funded under roadway maintenance,” but there is little mention of bicycles or bikeways among the infrastructure expansion projects. Chapter 6 fails to discuss a key aspect of bicycle parking at MBTA stations: security. Many cyclists are reluctant to leave a bicycle in an unsecured location for the duration of a workday.</p> <p>Two major components should be added to the Plan: 1) There should be specific requirements that roadway expansions include bicycle accommodations. The Plan should require that all road-widening projects (such as the plan to widen the Middlesex Turnpike to four lanes) specifically state that the project will include the addition of bicycle paths separated from motor vehicular and pedestrian traffic by curbs and concrete barriers. 2) The Plan should include specific plans to build a network of bicycle trails that are included as line items in the “Universe of Projects” and in Chapter 13 with estimates of costs as a commitment of funds.</p>	Only regionally significant projects (projects that add capacity to the system) and major investment projects (projects that cost over \$25 million) are specifically listed in the Plan. Therefore new bicycle projects are not specifically listed for funding in the Plan. Different aspects of the MPO’s bicycle-planning activities are discussed in Chapters 2, 4, 5, 6, and 7. The MPO funded a Regional Bicycle Plan recently completed by the Metropolitan Area Planning Council. This will be used by the MPO in its bicycle-planning work in the future. Bicycle projects can continue to be funded by the MPO in its Transportation Improvement Program in the future without specifically being listed in the MPO’s long-range transportation plan. The Transportation Plan references the MPO’s continuing commitment to bicyclist and pedestrian programs.
Unidentified		The Plan does not include enough transit projects. Only two projects (#34 and #35) are actually rapid transit projects. The Silver Line is a bus. The North-South Station Rail Link is needed. The MPO should follow the recommendation of the Citizens’ Advisory Committee on the North-South Station Rail Link.	The transit projects included in the Plan are those currently in the design or study phase by the MBTA and/or the Executive Office of Transportation. The North-South Rail Link is included in the MPO’s Universe of Projects list but not included in the recommended Plan.
Unidentified		The Silver Line III should not be pursued because Silver Line I and II are so inadequate. Instead, the MPO should work toward a real replacement of the EI and quality transport along the much used Washington Street route.	The Silver Line III project currently has a recommended rating in Federal Transit’s New Starts Program. With current daily ridership numbers of 14,700 for Silver Line I and 11,000 for Silver Line II, the MPO thinks that the Silver Line III project should be included in the Plan.

NAME	AFFILIATION	COMMENT	MPO ACTION
Stephen H. Kaiser		Does not approve of the proposed set of projects in the Plan. He believes there is too much waste in transportation projects, especially highway reconstruction, and estimates that 50% or more of highway funds are wasted on projects that are bigger than they need to be. The MPO should consider efficiency of the program. During public outreach, the MPO should ask for suggestions for money-saving, efficient projects. Supports including the Green Line Extension to Medford as a transit project.	Plan-process comments will be considered in the development of the next Plan and its revisions to the public involvement program. The Extension of the Green Line to Ball Square is included in the Plan. When the SIP commitments are finalized by EPA and DEP, the MPO will amend the Plan to include any changes to the commitments.
Paul J. Leary	Weymouth resident	Would like an explanation of how the proposed East-West Parkway at the former South Weymouth Naval Air Station will address or improve the long-range transportation needs of the Boston region, or any other region.	The Plan addresses mobility issues over a 23-year period. The proposed land use in 2030 in the South Weymouth area is expected to increase vehicle miles of travel along highways in the area (Route 18, 53, 139, and 228). This project will help to alleviate congestion and improve mobility along those roadways.
Domenic E. D'Eramo	Millis resident	Approves of the projects identified for highways and transit in the Plan. Would like to see a list of freight-related projects. Other MPOs in Massachusetts have lists of freight projects. Should stop treating freight as the forgotten transportation element in the Boston Region MPO.	The MPO is in the process of completing a freight study for the region. This study will inform the MPO on its next steps to address future freight needs (projects or future studies required). This information can then be incorporated in the development of the next Plan and other studies conducted by the MPO. As discussed in Chapter 13, the MPO is committed to the funding of freight projects in the region.
Unidentified	Winthrop resident	Requests consideration of an additional (Paul Revere—contracted) bus route out of Winthrop via the Revere Street exit to Beachmont MBTA station. (Currently there is only one route out of Winthrop to the Orient Heights Blue Line station.) A new route would shorten commutes for Winthrop residents who take the bus to work and alleviate rush-hour congestion in East Boston.	This comment will be forwarded to the MBTA Service Planning Department which continuously reviews bus routings and determines changes based on needs and ridership data.
Unidentified		Somerville needs the Green Line. Please seriously consider having stops in East Somerville for better access to Boston. We have so many rails crossing one part of the city but none of the benefit.	The Extension of the Green Line to Ball Square is included in the Plan. When the SIP commitments are finalized by EPA and DEP, the MPO will amend the Plan to include any changes to the commitments. This comment will be forwarded to the MBTA and the Executive Office of Transportation which are currently developing an environmental impact report that will consider station locations.

NAME	AFFILIATION	COMMENT	MPO ACTION
Robert D'Amico	East Boston resident	Completely agrees with the MPO's set of projects. Suggests that light rail would work well in the Revere/Malden/Saugus area where there is an abandoned railroad right-of-way. Suggests that the MPO extend its public outreach.	Plan-process comments will be considered in the development of the next Plan and its revisions to the public involvement program. The light rail comment will be forwarded to the MBTA which is in the process of updating its Program for Mass Transportation.
Deborah Lockett	Belmont resident	Transportation is the largest contributor of greenhouse gas emissions, and significant reductions in GHG emissions can be made if ways are found to reduce single-trip driving. She wants to better understand why people cut through Belmont. She made several suggestions and posed several questions: 1) Extend transportation services from Arlington/Lexington to Waltham/Watertown or other towns that border Belmont. How might this be easily accomplished? How might our local businesses benefit from this traffic? 2) The hours that commuter rail serves Belmont must be extended. 3) The existing bus routes connecting Belmont to Cambridge do not provide riders a way to get around Belmont. Can a shuttle be started to provide regular service within Belmont?	This comment will be considered as part of the Unified Planning Work Program process and forwarded to the MBTA's Service Planning Department, which continuously reviews bus routings and determines changes based on needs and ridership data. It will also be forwarded to the MBTA for its development of the Program for Mass Transportation.
Katharine Dreier	Belmont resident	Belmont needs a bus service that connects the three town centers. It also needs a branch going to the Alewife MBTA station.	This idea will be forwarded to the MBTA Service Planning Department, which continuously reviews bus routings and determines changes based on needs and ridership data.
Michelle Ciccolo	Assistant Administrator, Town of Hudson	Pleased that Route 85/Washington Street project is listed as stand-alone project in the draft Plan. Due to complexity and costs associated with the interchange project, Route 85 project should be done separately. To expedite the project, the Town of Hudson has committed to accepting the roadway back from the State and maintaining it in perpetuity after construction, eliminating maintenance cost to MassHighway. The project should be listed in the 2007-2010 time frame in the Plan. The 25% design is expected to be complete by June 2007 and 100% design during FY 2008. The Town received \$40K in Supplemental Budget funding for design, and a local developer will provide preliminary design funds. The project is needed to address safety and congestion issues. Safety problems are evidenced by recent pedestrian fatality at crossing of Route 85 and Assabet River Rail Trail (project would include traffic light at this crossing). Area is hazardous; it has limited sidewalks, excessively wide retail drive openings, insufficient roadway capacity. Town is experiencing commercial and residential growth in this area.	The Route 85 project is included in the Plan in the 2011 to 2020 time frame. Projects that are included in the 2007-2010 time frame are those that are programmed for construction in the current Transportation Improvement Program. The project rating was reviewed and revised based on updated information.

NAME	AFFILIATION	COMMENT	MPO ACTION
		<p>Project rating should be updated to reflect that the project area is bordered by an environmental justice area. TAZ data shows that many of these EJ households have one or no vehicles; addition of sidewalks will improve mobility for these residents. Rating should also be adjusted to reflect that the roadway is the only north-south route connecting areas of Hudson, Bolton, Berlin and other points north to Marlborough, and that roadway is used by town's senior transportation shuttle bus and other shuttles. Eliminating congestion will improve air quality. Also, project will improve drainage and have water quality benefits to streams that feed into the Assabet River.</p>	
Donna Jacobs	Director, MetroWest Growth Management Committee	<p>MWGMC is disappointed at the lack of mention of MetroWest in the draft Plan given that the area has major interchanges in need of improvement and local roads and bridges that are almost at failure. Collector roads are experiencing significant congestion all week. Interchanges of major arterials and I-495 are failing to support traffic, and this results in both safety and air quality issues. MWGMC's priorities are to improve three major interchanges: I-90/I-495, I-495/9, and I-290/I-495. The I-495 flyover for EMC should be included in the Plan. Reference to the Worcester commuter rail expansion is missing as is a reference to the fact that the Routes 135/126 grade separation project is mitigation tied to the rail improvements.</p> <p>MWGMC is pleased that the MPO is committed to future funding for the Suburban Mobility/TDM, Bicycle, Pedestrian, and Freight Programs, but concerned that there is no commitment to a minimum level of funding. The MPO should commit a minimum level of funding for each program. MWGMC is concerned that the Suburban Mobility Program is limited by CMAQ funding and urges the MPO to find a way to separate the program from CMAQ and establish a consistent funding level. MWGMC urges the MPO to recognize the newly established MetroWest RTA as contributing to solving congestion. It would like to see more opportunities for transit and commuter rail parking, commuter rail frequency improvements, park & ride or park & drive, shuttles, and expanded bicycling and walking facilities.</p>	<p>I-90/I-495 and the I-495/Route 9 projects are included and funded in the Central Massachusetts MPO long-range plan. The I-290/I-495 interchange is included in JOURNEY to 2030 and has been moved into the 2011 to 2020 time frame. The Worcester rail expansion is included in the Universe of Projects list but not in the recommended plan at this time.</p> <p>The MPO discussed a minimum level of funding for the programs but decided not to include it at this time. CMAQ is the only federal funding category that allows operational funding. The MetroWest RTA will be considered as part of the next Plan. The transit projects included in the Plan are those currently in the design or study phase by the MBTA and/or the Executive Office of Transportation.</p>

NAME	AFFILIATION	COMMENT	MPO ACTION
		<p>It is imperative that the MPO begin planning for and identifying funding mechanisms for new transit expansion projects in the 2021-2030 time frame. The Plan must include comprehensive regional freight planning, including: 1) a complete and timely descriptive narrative of the current rail freight delivery system beyond the regional Pan Am and Class I CSX main lines; 2) recommendations for all modes of freight specific and prioritized capital projects, policies, and programs; 3) suggestions for further freight transportation planning; and 4) a catalogue of freight transportation characteristics and issues from the point of view of shippers, carriers, and other affected stakeholders.</p>	<p>The MPO is in the process of completing a freight study for the region. This study will inform the MPO on its next steps to address future freight needs (projects or future studies required). This information can then be incorporated in the development of the next Plan. As discussed in Chapter 13, the MPO is committed to the funding of freight projects in the region. The MPO received a number of comments regarding the socioeconomic forecasts used in the development of the Plan. The MPO will review these forecasts and will make appropriate changes during the next amendment of the Plan, anticipated to begin within the current federal fiscal year.</p>
		<p>MWGMC commends the MPO for including the “Smart Growth Plus” in its model runs and draft Plan. An additional model run on the preferred MetroFuture scenario would be helpful to inform the MetroWest subregion, MAPC, and the MPO; MWGMC hopes the MPO will run this in the near future. MWGMC strongly believes that the proposed allocation of funds in the draft Plan is insufficient to meet the region’s transportation maintenance and operations needs, and suggests the MPO have a Plan more solidly based in the reality of an aging and inadequate transportation infrastructure. It urges the MPO to place more emphasis on transit and on suburban, bicycle, and pedestrian mobility.</p>	<p>The funding for this Plan includes a projection of revenues through 2030 based on current allocations and trends and an allocation of how those funds will be spent over the next 23 years. In March, the Massachusetts Transportation Finance Commission issued a report, Transportation Finances in Massachusetts, that estimates a transportation-needs gap of \$15 billion to \$19 billion over the next 20 years. The Patrick-Murray administration has committed to work with the Legislature, the Transportation Finance Commission, and other stakeholders to develop a proposal to address these findings through comprehensive reform of the state’s transportation-financing system. The MPO will participate in this process.</p>
Peter G. Furth	Professor and Chair, Department of Civil and Environmental Engineering, Northeastern University	<p>In the past 30 years, the U.S. has been trying to promote bicycling and bicycle safety, but we are losing ground, and bicycling for transportation has become a niche activity unappealing to many due to safety concerns associated with driving in traffic. Increases in traffic and roadway widenings make streets even more inhospitable to cyclists. State and regional bicycle policies have two fundamental shortcomings: 1) design standards for bicycle facilities are based on guiding cyclists through traffic, rather than separating cyclists from traffic; and 2) lack of attention to city- and town-owned streets, where most bicycling takes place. The majority of the population considers cycling safe if the rider is separated from traffic. Examples of facilities that poorly serve this mainstream population are roads with wide outside lanes (which promote faster car speeds), bicycle lanes that merge into traffic at intersections, and bicycle lanes positioned between lanes of moving traffic.</p>	<p>MassHighway’s Project Development and Design Guidebook places emphasis on bicyclists and pedestrians as equal users of the road with needs that must be considered in every project. The MPO funded a Regional Bicycle Plan, recently completed by the Metropolitan Area Planning Council. This will be used by the MPO in its bicycle-planning work in the future. Bicycle projects can continue to be funded by the MPO in its Transportation Improvement Program in the future without specifically being listed in the MPO’s long-range transportation plan, JOURNEY TO 2030.</p>

NAME	AFFILIATION	COMMENT	MPO ACTION
		<p>The state should look to the example of several northern European nations that have bicycle facilities that separate cyclists from traffic and where bicycle use is 20 to 60 times greater than in the U.S. These nations invest in bicycle tunnels, overpasses, off-road shortcuts, and roadside cycle tracks (separated from traffic), and they slow traffic on important bicycling routes. The Commonwealth's requirements for bicycle accommodation need to be changed to extend to state-funded improvements of local streets, not just to highways. The state has to take the lead in funding bicycling improvements, as municipalities do not have the funding to realize the vision of a bicycle-friendly infrastructure. Road-user fees, such as fuel taxes, should fund bicycle infrastructure improvements.</p>	<p>The Plan does reference the MPO's continuing commitment to bicyclist and pedestrian programs. Your design and funding comments will be considered in the development of the next Plan and other studies conducted by the MPO as well as forwarded to the Executive Office of Transportation.</p>
Deborah Lockett and Ian Todreas	Belmont residents	<p>Belmont must establish a formal network of bicycle lanes that can connect with existing networks. The town needs a dedicated Bike Walk resource (or similar entity) to work with the town to ensure that bicycle paths are considered in planning for the construction of new streets. Belmont would like the MPO's help to understand the flow, direction, and motives of pass-through commuters. This would help the town determine which towns and employers it must contact to reach these commuters and solve pass-through traffic issues.</p>	<p>This comment will be considered as part of the Unified Planning Work Program process, which considers studies to be done by the MPO. MassHighway's Project Development and Design Guidebook places emphasis on bicyclists and pedestrians as equal users of the road with needs that must be considered in every project.</p>
Sharon Santillo	Malden resident	<p>In every one of your projects, please think about cyclists and pedestrians.</p>	<p>MassHighway's Project Development and Design Guidebook places emphasis on bicyclists and pedestrians as equal users of the road with needs that must be considered in every project. The MPO considers bicycle and pedestrian improvements as one of the evaluation criteria in its selection of projects for the Transportation Improvement Program.</p>
Jack Heinzmann	Rockport resident	<p>Three dollar/gallon gasoline started the U.S. thinking about energy, but \$2/gallon made us forget. Any attempt to reduce highway congestion will only postpone the inevitable gridlock. Any money spent on new or expanded highway construction is wasted money. Highway dollars should only go to increasing safety. Improved transit is the only hope for reducing congestion.</p>	<p>Seventy percent of the funding in this Plan is spent on maintenance and safety projects. Many of the expansion and major infrastructure projects listed in the Plan include safety improvements. Many of the projects listed in the Plan are at sites included in the top-1000 crash locations in Massachusetts.</p>
Joe Bausk	Sudbury resident	<p>Supports the widening of Route 85 in Hudson. This is a much needed project. Public transportation in the suburbs needs to be updated – trains, buses, and rail trails.</p>	<p>The Route 85 project is included in the Plan. The MPO provides funding for a suburban mobility program to address transportation needs in areas that are currently not served or underserved by transit. As discussed in Chapter 13, the MPO is committed to the continued funding of this program in the region.</p>

NAME	AFFILIATION	COMMENT	MPO ACTION
Kathleen B. Bartolini	Director, Planning and Economic Development, Town of Framingham	<p>The Framingham – Route 126/135 Grade Separation project should be moved from the outer years of the Plan to the 2011-2020 time frame due to recent developments that make the earlier time frame more appropriate. The project is regionally significant as Route 126 includes the Framingham Central Business District and provides the most direct access to Route 9 and the MassPike for commuters to the south of Framingham. As much as 50% of traffic entering downtown Framingham from the east, west, and south heads towards Route 9 or the MassPike. Congestion in the corridor keeps public buses chronically off schedule. Lengthy gate closings at the rail crossing at the intersection of Routes 126 and 135 disrupt traffic flow. In keeping with the inter-municipal agreement between Worcester, Framingham, and Ashland, commuter rail expansion to Worcester can not move forward without mitigating impacts at at-grade crossings.</p> <p>A Framingham task force and its consultants have been developing mitigation plans for reducing congestion when train service increases. Further delays to the project will require redoing planning work and data collection.</p>	The MPO discussed moving this project into an earlier time frame but due to project design issues decided to keep it in the 2021-2030 time frame.
Terry Fancher	Executive Director, South Shore Tri-Town Development Corporation	<p>SSTTDC believes the redevelopment of the South Weymouth Naval Air Station should be a high priority. The project is an important economic and environmental priority for the South Shore. The Commonwealth awarded a 2006 Smart Growth Award for the planning of SouthField, an environmentally sensitive mixed-use community zoned for 2,855 residential units and 2 million square feet of commercial space. The redevelopment is projected to create 3,000 new permanent jobs at the former base and 2,000 new jobs in the region.</p> <p>The widening of Route 18 and the East-West Parkway connector (connecting Route 3 to Route 18 and the South Weymouth commuter rail station) are necessary for the successful redevelopment of the base. Redevelopment cannot legally proceed beyond the initial partial-development phase (500 residential units and 150,000 square feet of commercial space) without these two projects. The project's DEIR certificate and community agreements make construction of the Parkway a requirement to go beyond the first full phase of development (1,000 residential units). A commitment of funding from the Commonwealth is necessary to keep the redevelopment from stalling.</p>	<p>The South Weymouth Naval Air Station Access Improvements and the Route 18 Capacity Improvements are included in the Plan. The funding in the Plan for Route 18 has been increased to \$24,000,000.</p> <p>The MPO has committed to include only the federal and state funds earmarked for the South Weymouth Naval Air Station Access Improvements in the recommended Plan. A total of \$45,000,000 for the project has been indicated in the footnote in Table 13-3, with the remaining funds to be provided by non-MPO revenues, including funds from the state, local entities, and the developer.</p>

NAME	AFFILIATION	COMMENT	MPO ACTION
		<p>SSTTRDC is concerned that both project's costs are under-estimated in the draft Plan. The South Weymouth Naval Air Station Access Improvements project is programmed too late in the Plan to enable the redevelopment. The footnote to this project, on Table 13-3, is incorrect, as the SSTTRDC and developer, though committed to the cost of the Parkway, have not agreed on specific financial arrangements.</p> <p>SSTTRDC requests that Table 13-3 be amended as follows: 1) increase the current cost of the South Weymouth Naval Air Station Access Improvements from \$23 million to \$45 million and move the project from the 2011-2020 time frame into the 2007-2010 time frame; 2) increase the current cost of the Route 18 Capacity Improvements from \$14 million to \$24 million and keep the project in the 2007-2010 time frame; and 3) remove footnote #3 or amend it to read: "The total project cost of \$45 million will be funded through a combination of federal and state funds currently earmarked for the project and other funds to be secured by local and developer contributions."</p>	
Thomas J. Kinton, Jr.	CEO and Executive Director, Massport	<p>Massport requests that the grade separation of the Silver Line under D Street in South Boston (T Under D project) be added to the 2011-2020 time frame of the Plan. The burgeoning development in the Waterfront District and the potential addition of millions of square feet of new residential and commercial development over the next decade will bring additional traffic to the district. All four lines of Silver Line traverse D Street – the only north-south connector in the district – and there is limited queuing space between the seven intersections between Northern Avenue and Fargo Street. Increased traffic could produce congestion on surface streets and the transit and highway systems. Gridlock on surface streets could close down the Silver Line, block access to I-90, and affect the I-90 mainline.</p> <p>The South Boston Transportation Summit, sponsored by EOEA in 2000, recommended the grade separation of the Silver Line under D Street. Massport performed a preliminary assessment of the project (project summary and map enclosed). There is interest among Massport, City of Boston, BCEC, A Better City, and MBTA in pursuing an earmark or SEMAC funding for the project.</p>	The MPO discussed including this project in the recommended Plan but decided against it at this time. It will be considered during the next amendment of the Plan, anticipated to begin within the current federal fiscal year.
Michelle Ciccolo	Assistant Administrator, Town of Hudson	Requests that the MPO use the state's designated environmental justice neighborhoods for its EJ zones to promote consistency and fairness across the board. Hudson has an EJ neighborhood, and several TIP projects are either in this zone or adjacent to it. The rating for the Route 85/Washington Street project should be updated to reflect that the project area is in an environmental justice zone.	This comment will be considered as part of the MPO's Regional Equity Program and in the development of the next Plan.

NAME	AFFILIATION	COMMENT	MPO ACTION
Ed Bates		<p>The draft Plan explains well the work that will be done or is planned for 2030, but is lacking in addressing the overall needs and deficiencies that will exist in 2030. The Plan should estimate the shortfall in funding and discuss options for solving the shortfall. There is no discussion of increasing Chapter 90 funds. The Plan does not address the need for expanded parking at transit stops. The Urban Ring will generate a number of new intermodal transit projects that will dramatically increase transit ridership. Regarding the MPO structure, he states that the MPO is non-representative of local elected officials and implies that the state's votes should not so greatly outweigh MAPC's vote.</p>	<p>The funding for this Plan includes a projection of revenues through 2030 based on current allocations and trends and an allocation of how those funds will be spent over the next 23 years. In March, the Massachusetts Transportation Finance Commission issued a report, Transportation Finances in Massachusetts, that estimates a transportation-needs gap of \$15 billion to \$19 billion over the next 20 years. The Patrick-Murray administration has committed to work with the Legislature, the Transportation Finance Commission, and other stakeholders to develop a proposal to address these findings through comprehensive reform of the state's transportation-financing system. The MPO will participate in this process. As noted in Chapter 6, the MPO is committed to increasing park-and-ride at locations throughout the region in conjunction with the MBTA's Program for Mass Transportation. The MPO's structure was developed through a Memorandum of Understanding developed by the MPO in 2001.</p>
Mary E. Grant	State Representative, Sixth Essex District, Beverly	<p>Providing adequate parking for the Beverly Depot commuter rail station is of primary importance. The station is highly used, including by riders from other communities, and a garage is needed. Fares are a concern. The threshold is being reached where driving makes more economic sense than taking the train. To encourage more ridership, off-peak services must be increased. Light rail vehicles should be considered. Preserving a right-of-way for a North-South rail link is a priority. This project would enhance transportation options in the Northeast, allow for convenient and efficient service along the entire East Coast, and resolve the growing constraints at North and South stations.</p>	<p>As noted in Chapter 6, the MPO is committed to increasing park-and-ride at locations throughout the region in conjunction with the MBTA's Program for Mass Transportation. The North-South Rail Link is included in the MPO's Universe of Projects list but not in the recommended Plan. Service improvement comments will be forwarded to the MBTA's Service Planning Department. They will also be forwarded to the MBTA for consideration in the Program for Mass Transportation.</p>

NAME	AFFILIATION	COMMENT	MPO ACTION
Virginia McIntyre	Chair, Board of Selectmen, Town of Concord	<p>The Town of Concord urges the MPO to maintain the funding and construction schedule for the Route 2 Crosby's Corner project and program the project for 2009-2011, rather than, as it is listed in the Plan, in the 2011-2020 time frame. Route 2 is a major regional transportation corridor. Recent serious accidents and a fatality on Route 2 in Concord highlight the need for long-term solutions in the corridor. Traffic is projected to increase in the area, and projects along Route 128 will make the area more congested and dangerous. Funding for Crosby's Corner has been shifted from 2004 to 2009 and should not be further delayed. Due to escalating construction costs, any further delay will put this project in jeopardy. The project has been a top priority of the Route 2 Corridor Advisory Committee. The 25% design was complete in 2003, and the 75% design will be complete in early 2007. MassHighway has the project scheduled for bidding in 2008.</p>	<p>The Plan includes \$12.45 million of funding for the Route 2 Crosby's Corner project in the 2007-2010 time frame, corresponding to the amount currently programmed in the 2007-2010 Transportation Improvement Program. The remaining funding is programmed in the 2011-2020 time frame, indicating completion of the project in that time frame.</p>
Sarah Cannon-Holden	Chair, Board of Selectmen, Town of Lincoln	<p>The Town of Lincoln urges the MPO to maintain the funding and construction schedule for the Route 2 Crosby's Corner project and program the project for 2009-2011, rather than, as it is listed in the Plan, in the 2011-2020 time frame. Each year the number and intensity of accidents increase in the area. A recent fatality on Route 2 in Concord and two recent high-profile accidents at Crosby's Corner have raised the stakes for long-term solutions in the corridor. Traffic is projected to increase in the area, and projects along Route 128 will make the area more congested and dangerous. Funding for Crosby's Corner has been shifted from 2004 to 2009 and should not be further delayed. Due to escalating construction costs, any further delay will put this project in jeopardy. The project has been a top priority of the Route 2 Corridor Advisory Committee. The 25% design was complete in 2003, and the 75% design will be complete in early 2007. MassHighway has the project scheduled for bidding in 2008.</p> <p>In addition to traffic and safety concerns, many Lincoln and Concord residents are held in limbo regarding the impact on their homes and property as right-of-way issues are debated. Further delays will adversely impact their lives. Delays will also have a significant impact on the recent approval of the New England Deaconess project at Crosby's Corner. (Service roads are part of the proposal for this 197-unit senior living project.) Safety will be an issue with the prolonged use of the existing roadway as a temporary entrance. Further delay will also impact Battle Road, a Scenic Byway which is already experiencing increasing pressure from Crosby's Corner traffic.</p>	<p>The Plan includes \$12.45 million of funding for the Route 2 Crosby's Corner project in the 2007-2010 time frame, corresponding to the amount currently programmed in the 2007-2010 Transportation Improvement Program. The remaining funding is programmed in the 2011-2020 time frame, indicating completion of the project in that time frame.</p>

NAME	AFFILIATION	COMMENT	MPO ACTION
Richard Canale	Chair, Minuteman Advisory Group on Interlocal Coordination	<p>It is important to provide public transportation and supportive feeder service from the densely populated urban core to suburban jobs given the increase in job opportunities in the MAGIC subregion. Reducing congestion by offering more commuter rail parking contributes to the region's attractiveness as a locus for economic development and enables Boston-bound commuters increased access to shared transportation opportunities. This perspective should be included in the environmental justice discussion and analysis. MAGIC wishes to see increasing opportunities for transit, paratransit, and other alternatives to single-occupant-vehicle travel, including transit and commuter rail parking, commuter rail frequency improvements, park & ride or park & drive, shuttles, and expanded bicycle and pedestrian facilities.</p> <p>MAGIC supports the four major projects listed in the draft Plan for this subregion. It supports the decision to separate the Route 85 improvements from the I-495 Connector/Interchange project. Safety, bicycle and pedestrian mobility, and congestion issues on Route 85 warrant immediate attention, especially in light of private funding opportunities. The Concord Rotary and Route 2/Crosby's Corner projects are the most significant of safety and mobility projects. Crosby's Corner should be moved forward to the 2009-2011 time frame. Supports Middlesex Turnpike project as it is part of a plan that will facilitate economic development and incorporates mixed-use. Supports adding the Red Line extension to Route 128/I-95. The Fitchburg commuter rail project would include improvements in MAGIC communities. The improvements, new MBTA parking in the Route 2/I-495 area, and a Red Line extension would ease traffic congestion along Route 2 and into Boston.</p> <p>Commends MPO for using "Smart Growth Plus" in its model runs and in the Plan. An additional model run, in the near future, using the MetroFuture scenario would be informative. The projected future State transportation funding is insufficient to meet maintenance and operation needs of the current infrastructure. The proposed allocation for increasing highway capacity is too much. More emphasis should be placed on transit and on suburban, bicycle, and pedestrian mobility.</p>	<p>As noted in Chapter 6, the MPO is committed to increasing park-and-ride at locations throughout the region in conjunction with the MBTA's Program for Mass Transportation. The MPO provides funding for a suburban mobility program to address transportation needs in areas that are currently not served or underserved by transit. As discussed in Chapter 13, the MPO is committed to the continued funding of this program in the region.</p> <p>The four projects are included in the Plan. The Red Line Extension to Route 128 and a new station in the Route 2/I-495 area are in the Universe of Projects but not included as a recommended project in the Plan. The MPO received a number of comments regarding the socioeconomic forecasts used in the development of the Plan. The MPO will review these forecasts and will make appropriate changes during the next amendment of the Plan, anticipated to begin within the current federal fiscal year.</p> <p>The funding for this Plan includes a projection of revenues through 2030 based on current allocations and trends and an allocation of how those funds will be spent over the next 23 years. In March, the Massachusetts Transportation Finance Commission issued a report, Transportation Finances in Massachusetts, that estimates a transportation-needs gap of \$15 billion to \$19 billion over the next 20 years. The Patrick-Murray administration has committed to work with the Legislature, the Transportation Finance Commission, and other stakeholders to develop a proposal to address these findings through comprehensive reform of the state's transportation-financing system. The MPO will participate in this process. 70% of the funding in this Plan is spent on maintenance and safety projects. Many of the expansion and major infrastructure projects listed in the Plan include maintenance and safety improvements.</p>

NAME	AFFILIATION	COMMENT	MPO ACTION
Karen Wepsic	Jamaica Plain resident	<p>Suggests an origin to destination study that looks at whether people are making longer commutes to the inner core or driving more, whether the number of cars per household is increasing, whether there are increases in the amount of land being paved, and what can be done to slow these trends. The study should go beyond 2030. Objects to the use of the word “need” in the Plan as she believes that transportation is not a basic need for most people (only disabled and elderly), and that people make choices about whether to live close to or far away from their work and activities. It is not the responsibility of the government to support long-distance travel choices.</p> <p>Recommends the following changes/clarifications to the Plan: Page 2-9: Table 2-4 should include weekend boardings by mode. Page 3-2: MPO should have an environmental justice committee. Page 3-8: Questioned whether private shuttles are included in the term “private express-bus carriers.” Page 3-9: Weekend travel should be included in 2030 forecasts. Page 4-2: MPO should focus on improving current transportation system and suggest projects, not wait for a proponent. Page 4-4: Quality of transportation, not just mobility, should be included in judging equity. Benefits and burdens to environmental justice areas should be examined. Burdens should be catalogued and if unequally shared, the burdens should be addressed with mitigation or new project’s burdens should go to neighborhoods not previously impacted. Page 4-11: Objects to use of the word “need.” (See above.)</p> <p>Page 5-2: Text regarding the MPO’s goal to meet customer expectations is a poor choice of words. MPO should not be in business of meeting customer expectations. Page 5-8: The term “bus transfer station” makes bus stations appear to have no significant importance in their own right. Bus stations should have amenities. Page 6-1: The primary goal should be to make public transportation reliable, not only more reliable. Examples should be given to support the text that reads, “consider how an improvement in a single mode can make the entire system work better.” It should also be considered that improvement in a single mode could make the system work more poorly. Page 6-3: The MPO states it supports alternatives to single-occupant vehicles, but it is not willing to flex highway funds to transit. Page 6-5: Quoting the percentage of job increase is misleading. Should look at jobs per unit area and define suburbs. Little in this document will counter the trend to have continual increase in VMT.</p>	<p>This comment will be considered as part of the Unified Planning Work Program process and forwarded to the MBTA’s Service Planning Department, which continuously reviews bus routings and determines changes based on demands and ridership data. It will also be forwarded to the MBTA for development of the Program for Mass Transportation.</p> <p>The use of the word “need” will be considered in the development of the next Plan. The MPO will take your suggestion of weekend boardings under consideration in the development of the next Plan since automated fare collection will make this data more readily available. The EJ committee, EJ outreach, and quality-of-transportation comments and changes to the EJ analysis will be considered as part of the MPO’s Regional Equity Program and in the development of the next Plan. The MPO’s travel demand model is representative of an average spring weekday and does not include weekend travel.</p> <p>All comments on text changes will be considered in the development of the next Plan. This comment will also be forwarded to the MBTA for use in the development of the Program for Mass Transportation. During the development of this Plan, there was no flexing of funds from one mode to another. The MPO is not opposed to the policy of flexing funds. However, given the funding levels for this Plan, the present allocation of funding is appropriate given the current financial conditions. Flexing of funds will be considered in the future.</p>

NAME	AFFILIATION	COMMENT	MPO ACTION
		<p>Page 6-7: Need more detailed information on how the MBTA will monitor bus operations using GPS. Contrary to the text, kiosks on Washington Street offer no information about Silver Line arrivals. Page 6-14: Should have a more detailed listing of parking facilities, including analysis of lots that fill up early and at the end of peak, and lots that do not fill. Page 6-17: Include figures for people age 65+. Page 7-4: Incidences of pedestrian injury should be studied to correct unsafe intersections and conditions. Page 8-2: Should read auto, bus, and bus rapid transit. The importance of BRT is overemphasized in the text. Page 9-1: The MPO should establish an environmental justice committee to identify transportation priorities for communities of concern. Page 9-7: Environmental justice outreach went primarily to organizations. An EJ committee would identify more inclusive ways to seek input. Chapter 10: The MPO should develop a graph showing annual increases/decreases in road surface and parking areas in the region. This could be used to project future amount of paved space.</p> <p>Page 10-6: The MPO should require that carbon dioxide emission levels be calculated for each project. Page 13-3: Text states that one basis of selection for projects is "MPO member's personal knowledge of proposed projects." Unless the MPO can show a broad representation (including environmental justice advocates) and a professional view, this basis for selection appears political. Page 13-5: The MPO emphasizes decreasing single-occupant-vehicle travel, but does not flex highway funds to transit. Page 13-7: The rationale for the Russia Wharf project should be included. Regarding SIP projects: the Route 39 bus on the Arborway has resulted in a serious decline in ridership with no increase in ridership on the Orange Line, and the substitution of 1,000 new parking spaces project has no environmental justice component and does not identify the location of the new spaces. The environmental justice analysis is unclear.</p>	<p>The inclusion of more detailed information and additional figures and graphs will be considered in the development of the next Plan. The MPO will be conducting a study on the top-35 bicycle/pedestrian crash locations.</p> <p>The calculation of carbon dioxide emissions will be considered in the development of the next Plan. The text on page 13-3 has been revised. Russia Wharf is a SIP commitment of the Central Artery project and must be included in the Plan. The current SIP commitments are included in this Plan. When revisions to these SIP commitments are finalized by EPA and DEP, the MPO will amend the Plan to include any changes to the commitments. See the description of SIP projects in Chapter 13.</p>

NAME	AFFILIATION	COMMENT	MPO ACTION
		<p>Page 14-8: Environmental justice benefits of the Silver Line Phase III are over-emphasized. Adding another route from Dudley to downtown creates a dilemma for riders trying to determine how best to get downtown. The amount of investment required for the Urban Ring 2 project is not justified when other maintenance projects would better serve the transit infrastructure.</p> <p>Page C-15: Questions the air quality rating given the decrease in ridership on the Route #39 bus route. The rating given to the Urban Ring 2 project is questionable given that a full analysis of cost-effectiveness and service quality has not been done. Does not believe this will be an environmental justice project.</p> <p>Page D-4: It should be pointed out that the current Urban Ring buses, CT1, CT2, and CT3, do not run early in the morning, late at night, or on weekends.</p> <p>Page D-8: There is no longer Inner Harbor commuter boat service from Lovejoy Wharf.</p>	<p>The EJ results indicate that these projects will improve accessibility and mobility for environmental justice areas. The MBTA is in the process of updating its Program for Mass Transportation. The AQ ratings can be reviewed as part of that process. The Inner Harbor service from Lovejoy Wharf has been corrected.</p>
Sherry Alpert	Canton resident	<p>The I-95/I-93/Route 128 interchange project must be a high priority. Regarding the Route 95 Westwood-Attleboro Corridor Study, adding a diamond interchange at Exit 10-Coney Street is critical to keep traffic from jamming Exit 11A-Norwood to access Route 1.</p>	<p>The I-95/I-93/128 project is included in the Plan. The second comment will be forwarded to the Study Advisory Group.</p>
Unidentified		<p>Supports development of bicycle trails in any part of the state.</p>	<p>The Plan references the MPO's continuing commitment to bicyclist and pedestrian programs.</p>
Rhoda B. Kanet	Hull resident	<p>Two extremely dangerous intersections need to be addressed: Route 3 South/Route 30 and Route 128 North/Route 30. Vehicles on Route 3 heading toward the Washington Street exit in Braintree must cross two lanes of traffic and then cross a major line of incoming traffic from Route 128 South. Vehicles exiting Route 128 North onto Route 30 must cross high-speed traffic exiting Route 90 onto 95. There is about one block for traffic exiting 128 to cross traffic exiting 90.</p> <p>Increased water transportation is needed to and from Hull DCR Beach on weekends, daytime and evening. Now there is no water transportation on weekends and limited bus service. Tourists can only reach Hull beaches by car, which is highly polluting. Trolley service is needed between the new train and boat for commuters to minimize the use of vehicles. There needs to be one bus trip between Hull and Quincy.</p>	<p>The MPO conducted a study at the I-93/Route 3 interchange (Braintree Split) and in the surrounding area. The recommendations from this study are included in the recommended Plan to improve traffic operations in this area.</p> <p>The MBTA is in the process of updating its Program for Mass Transportation; this comment will be forwarded for PMT consideration as well as to the the MBTA Service Planning Department, which continuously reviews routings and determines changes based on needs and ridership data. The MPO also provides funding for a suburban mobility program to address transportation needs in areas that are currently not served or underserved by transit. The Town of Hull can apply for funding under this program for trolley service in this area.</p>

NAME	AFFILIATION	COMMENT	MPO ACTION
Alex Pirie	Somerville resident	Supports Green Line extension to Medford Hillside and spur to Union Square, Orange Line station at Assembly Square, and redesign of the I-93/Route 28 interchange. Urges the MPO to encourage the passage of a state bond bill with transit project funding as soon as possible. The MPO should use its data on population, travel intensity, and air pollution to reveal and more aggressively suggest mitigation for local disparities in environmental exposures that cause serious health effects. He notes that Somerville bears the burden of several heavily used rail and transit lines, bus routes, and MBTA storage/repair facilities that contribute to air pollution in East Somerville. Also concerned that the MBTA uses toxic herbicides on rail lines. Somerville bears these environmental burdens so the MBTA can provide transit services to other communities.	The Green Line extension to Ball Square and the Orange Line station at Assembly Square are included in the Plan. This comment will be considered as part of the Unified Planning Work Program process, which considers studies to be done by the MPO. The MPO is currently developing a work scope to study population densities in relation to carbon monoxide emissions.
Erika Tarlin	Somerville resident	Supports the Green Line extension to Union Square and Medford, Orange Line station at Assembly Square, and improvements to the Orange Line Sullivan Square station. The Winter Hill area of Somerville is under-served by public transportation. There is no north-south transportation in Somerville, and east-west buses have limited service in the evening. Better transit in this area would alleviate road congestion and bring economic growth to neighborhoods. Supports adding a bicycle path to downtown.	The extension of the Green Line to Ball Square is included in the Plan. When the SIP commitments are finalized by EPA and DEP, the MPO will amend the Plan to include any changes to the commitments. The Orange Line station at Assembly Square is included in the Plan. Funding for the Somerville Community Bike Path is included in the MPO's 2007 Transportation Improvement Program. This comment will also be forwarded to the MBTA Service Planning Department.
Gino Carlucci	Chair, SouthWest Advisory Planning Committee	SWAP communities are concerned about the financing of transportation projects and that the Plan may include unrealistic assumptions. The proportion of total transportation funds available for expansion or major infrastructure projects may be lower than stated in the Plan due to maintenance needs of existing roadways. SWAP is concerned about the inequitable allocations of funds, as none of the expansion or major infrastructure projects are located within SWAP communities. Also concerned that TIP projects might not be funded due to constraints posed by funding expansion or major infrastructure projects.	The funding for this Plan includes a projection of revenues through 2030 based on current allocations and trends and an allocation of how those funds will be spent over the next 23 years. In March, the Massachusetts Transportation Finance Commission issued a report, Transportation Finances in Massachusetts, that estimates a transportation-needs gap of \$15 billion to \$19 billion over the next 20 years. The Patrick-Murray administration has committed to work with the Legislature, the Transportation Finance Commission, and other stakeholders to develop a proposal to address these findings through comprehensive reform of the state's transportation-financing system. The MPO will participate in this process. In addition to projects that add capacity to the system, the Plan lists projects that cost over \$25 million. Many of these projects address the existing maintenance needs and safety issues of the transportation system.

NAME	AFFILIATION	COMMENT	MPO ACTION
		<p>SWAP would like its priority projects to move ahead in the TIP: Bellingham—Pulaski Blvd.; Foxborough, Norfolk, Wrentham—Route 115, Pond/Pine Street; Holliston—Norfolk Street; Medway—Route 109; Milford—Upper Charles Trail, Phase 2; Franklin—Lincoln and Main Street; Milford—Veterans Memorial Drive/Alternate Route; Wrentham—Route 1A/I-495 Slip Ramps; and Holliston—Upper Charles Trail. Most of these projects do not fit the expansion or major infrastructure definitions, but SWAP would like clarification regarding the Wrentham—Route 1A/I-495 Slip Ramps and the Milford—Veterans Memorial Drive/Alternate Route projects.</p>	<p>The MPO is in the process of developing its 2008-2011 TIP. All of the listed projects will be included in the Universe of Projects list for consideration in the TIP. The Route 1A/I-495 slip ramp will only have to be included in the Plan if it adds capacity. It does not have to be included if it is only an interchange reconfiguration. The Milford Alternate Route project would have to be included because it adds a new road connection.</p>
		<p>The MPO should commit to providing significant funding for programs such as suburban mobility, bicycle and pedestrian efforts, and an expansion of its commitment to ride-share/park-and-ride. To fund these projects, the MPO should consider removing or delaying some projects currently in the Plan. Route 3 Add-a-Lane project, for instance, should be put on hold until impacts of Greenbush commuter rail line can be determined. Use of private buses, TMA shuttles, and carpooling, supported by park-and-ride/rideshare facilities, should be supported. Safety issues should be addressed in the short term by establishing breakdown pull-offs and by reconstruction of some off- and on-ramps.</p>	<p>The MPO discussed a minimum level of funding for the programs you listed but decided not to include it at this time. As stated in Chapter 13, the MPO is committed to continued funding of these programs. The MPO discussed the Route 3 project and thinks it should be included in the Plan because analysis shows that congestion on the road is severe now and will increase significantly in the future.</p>
		<p>The Plan should include a system-wide commitment to park-and-ride and ride-share lots as an inexpensive means of promoting alternatives to single-occupant-vehicle use. Collectively, these facility projects could be a major infrastructure project. A park-and-ride/ride-share facility should be included in the design of the I-290/Route 85/I-495 interchange project.</p>	<p>As noted in Chapter 6, the MPO is committed to increasing park-and-ride at locations throughout the region in conjunction with the MBTA's Program for Mass Transportation.</p>
		<p>Additional transit should be planned for the region, particularly for those areas not currently served. The communities of SWAP have no bus service. If transit is not improved, additional communities are likely to join other RTAs to obtain bus service, further increasing costs for other MBTA communities.</p>	<p>The MPO provides funding for a suburban mobility program to address transportation needs in areas that are currently not served or underserved by transit. As discussed in Chapter 13, the MPO is committed to the continued funding of this program in the region.</p>

NAME	AFFILIATION	COMMENT	MPO ACTION
Brian Watson	Chair, North Shore Task Force	<p>NSTF registered its disappointment with the title of the Plan, stating that “JOURNEY TO 2030” suggests an ambitious, long-range vision but the title is not supported by the projects included. NSTF would like a greater emphasis on non-automotive approaches to transportation problems. It is disappointed that flex funding across transit and highway projects is not being considered to support North Shore projects. Given funding constraints, the MPO should plan more comprehensively and should forcefully discuss and identify need for additional funding and possible sources. NSTF agrees with the Fix-It-First policy and feels it is time to focus on maintaining and improving existing transit and highway systems. It supports the fulfillment of all SIP commitments.</p> <p>NSTF is pleased that the MPO has incorporated Smart Growth land use practices in planning efforts. It recognizes the MPO’s adoption of the MetroFuture Smart Growth Plus land use scenario and states that consistency with MetroFuture can help the region incorporate development practices that will translate into better use of limited infrastructure dollars, higher quality of life, and economic competitiveness.</p> <p>Supports the following transit projects: Blue Line to Lynn; Urban Ring, Phase 2 (connecting the project to existing North Shore bus routes or creating routes where they do not exist); adding 100 new buses to existing routes; adding 1,000 new park & ride spaces; and ferry expansion to Russia Wharf/South Station (several North Shore communities have explored ferry service to Boston).</p> <p>Supports the following highway projects: Route 128 safety improvements and addition of travel lanes between Beverly and Peabody; Route 1/Route 114 Corridor Improvements; Salem – Bridge Street (widening Washington Street from Flint Street to the Washington Street Rotary); and Salem – Boston Street (widening to three lanes between Route 107 and Peabody line). Regarding the Boston Street project, the city is working with a consultant to explore how road/lane changes on Main Street could improve pedestrian experience and economic success of downtown Peabody. Initial recommendations have been developed.</p>	<p>The transit projects included in the Plan are those currently in the design or study phase by the MBTA and/or the Executive Office of Transportation.</p> <p>During the development of this Plan, there was no flexing of funds from one mode to another. The MPO is not opposed to the policy of flexing funds. However, given the funding levels for this Plan, the present allocation of funding is appropriate given the current financial conditions. Flexing of funds will be considered in the future.</p> <p>The SIP commitments are included in the Plan. The Smart Growth land use will continued to be used until the MPO adopts a new land use.</p> <p>The MPO received a number of comments regarding the socioeconomic forecasts used in the development of the Plan. The MPO will review these forecasts and will make appropriate changes during the next amendment of the Plan, anticipated to begin within the current federal fiscal year. All of the listed projects are included in the Plan.</p>

NAME	AFFILIATION	COMMENT	MPO ACTION
John D. Keenan	State Representative, 7th Essex District, Salem	Supports new MBTA commuter rail parking garage and platform in Salem. Commuter rail is critical to Salem, which lacks direct highway access, and a key commuting option for thousands of residents. Existing parking facilities are insufficient to meet demand. The station lot fills by 7:30 AM, and overflow parking on city streets creates safety and traffic hazards. Revival of downtown is occurring with completion of major bypass road project, a redesigned intersection at the heart of downtown, and a new courthouse complex forthcoming. Safe and accessible public transit is required.	This project is included in the universe list of parking projects. There is some design work completed with a federal earmark associated with this project. It will be considered as one of the locations for the 1000-space park-and-ride SIP commitment projects.
John K. Hendrickson, P.E.	Vice President, Fay, Spofford & Thorndike, LLC, and North Shore Representative, East Coast Greenway	The North Suburban Bike Paths in Wakefield and Lynnfield will eventually connect to the Border to Boston Trail via Peabody. This connection should be shown in the Plan to emphasize that this is a regional trail system, not an isolated trail. The East Coast Greenway is the most important regional trail in Massachusetts and should be included in the Plan with a map of the 3,000-mile route from Maine to Florida and the routes used by the East Coast Greenway outlined.	The MPO funded a Regional Bicycle Plan, recently completed by the Metropolitan Area Planning Council. As part of that plan, this bike project has been listed as a long-term priority. The communities have obtained funding to conduct a recreational trail feasibility study. Once more information is available, this project can be included in the Universe of Projects list for the TIP. It does not specifically have to be included in the Plan before it is eligible for funding.
Edward Starr	Chair, Arlington Transportation Advisory Committee	The Transportation Advisory Committee is interested in seeing a reduction in the number of people who drive to work (67% of Arlington's workforce). It supports the Green Line extension from Lechmere to Medford. In order for Arlington residents to use this line, the terminus must be extended to the Mystic Valley Parkway (Route 16) and Boston Avenue. This location is preferable to the Medford Hillside terminus as it can be accessed by bus, walking, and bicycling, which is important because there is no parking at either location. Supports the suggestion of the Medford Green Line Neighborhood Alliance to put a station near the Mystic Valley Parkway (Route 16) between Boston Avenue and the Wild Oats grocery store.	The extension of the Green Line to Ball Square is included in the Plan. When the SIP commitments are finalized by EPA and DEP, the MPO will amend the Plan to include any changes to the commitments. This comment will be forwarded to the MBTA and the Executive Office of Transportation, which are currently developing an environmental impact report for the Green Line extension that will consider station locations.
Lisa E. Lepore, P.E.	Chair, Inner Core Committee	The ICC is concerned about the financial feasibility of the draft Plan and questions whether the funding split between maintenance and new projects is realistic. It suggests an elaboration on the Plan's assumption that past funding trends will not hold true in the future. The Transportation Finance Commission report should inform the Plan. The MPO should commit to funding alternative transportation, including bicycle and pedestrian programs and TDM. ICC is concerned that there are no transit projects after 2020. ICC is pleased to see a reference to the connection between land use and transportation, and the impact of land use on congestion, but it is concerned that projects are the same as in last Plan. The Plan is unclear about how land use and economic development visions and policies have influenced projects listed in Plan.	The funding for this Plan includes a projection of revenues through 2030 based on current allocations and trends and an allocation of how those funds will be spent over the next 23 years. In March, the Massachusetts Transportation Finance Commission issued a report, Transportation Finances in Massachusetts, that estimates a transportation-needs gap of \$15 billion to \$19 billion over the next 20 years. The Patrick-Murray administration has committed to work with the Legislature, the Transportation Finance Commission, and other stakeholders to develop a proposal to address these findings through comprehensive reform of the state's transportation-financing system. The MPO will participate in this process.

NAME	AFFILIATION	COMMENT	MPO ACTION
		<p>A plan to move freight more efficiently is lacking. Two key issues should be addressed: 1) the region is likely to lose existing capacity to move freight by rail, and 2) the Plan precludes the expansion of capacity to move freight by rail. It is likely the Harvard University-owned rail terminus in Allston will be converted to “higher use” and freight will have to be trucked into region from west. The vulnerability of this piece of rail system should be addressed in Plan. The Plan should have a policy of preserving existing rail capacity and should discuss EOT’s proposed Harvard-funded study of this area. The Plan does not discuss importance of double-stacking and need to ensure bridges meet minimum vertical clearances for double-stacking. Air rights projects along Mass. Turnpike could preclude double-stacking. State policy should state that any development over freight lines must meet elevation requirements for double-stacking, and this policy should be reflected in the Plan.</p> <p>Plan should include an explanation of rating factors in Appendix C and a summary of what ratings mean for each project. The 2004 Plan projects table should indicate which ones are not recommended in this Plan and include an explanation of changes. MPO should continue to expand its environmental justice indicators, such as transportation spending in EJ communities and evaluation of impact. MPO and communities should work together to ensure beneficial projects move forward while minimizing displacement. The land use and regional equity policies should reflect this. Revise the first sentence of land use vision to read, “Multi-modal transportation will serve business, civic and residential centers.” Under Environment Policies, first bullet should refer to walking and bicycle infrastructure as means to reduce auto reliance.</p>	<p>In addition to projects that add capacity to the system, the Plan lists projects that cost over \$25 million. Many of these projects address the existing maintenance needs and safety issues of the transportation system. The transit projects included in the Plan are those currently in the design or study phase by the MBTA and/or the Executive Office of Transportation.</p> <p>As stated in Chapter 13, the MPO is committed to continued funding of bicycle and pedestrian projects. The MPO is in the process of completing a freight study for the region. This study will inform the MPO on its next steps to address future freight needs (projects or future studies required). This information can then be incorporated in the development of the next Plan and other studies conducted by the MPO. As discussed in Chapter 13, the MPO is committed to the funding of freight projects in the region.</p> <p>As discussed in Chapter 6, it is the state’s policy that new bridges over rail lines, and those scheduled for reconstruction, are built with a vertical clearance to accommodate double-stack rail cars. The EJ comment will be considered as part of the MPO’s Regional Equity Program and in the development of the next Plan. The policies and visions comments will be considered in the development of the next Plan.</p>

NAME	AFFILIATION	COMMENT	MPO ACTION
Chris Porter	Chair, MassBike, Metro Boston Chapter	<p>MassBike supports the continuation of the Bicycle and Pedestrian Programs, Regional Bike Parking Program, expansion of bicycle access on MBTA buses and additional bicycle parking at T stations, the Regional and Statewide Bicycle Plans, Walkable Community Workshops, and the Safe Routes to School Program. Suggests including in Chapter 5, page 11, a statement to the effect, "Consider maintenance commitments as a criterion for funding new bicycle and pedestrian trail projects." MassBike supports constructing new bicycle and pedestrian projects, but believes it is important to have a mechanism for funding ongoing maintenance of projects. Suggests adding the italicized text to Chapter 6, page 15: "The MPO is committed to increasing the available parking capacity, including bicycle parking, at various commuter rail and transit stations throughout the region."</p> <p>Recommends eliminating the Weymouth to Duxbury—Route 3 South Additional Lanes project and instead funding transit, bicycle, and pedestrian improvements. The project would support urban sprawl and decrease ridership and fare revenue on the Greenbush commuter rail line. Projects that add significant highway capacity should be contingent on improved land use regulation to prevent sprawl. Beverly to Peabody—Route 128 Capacity Improvements will promote sprawl. Asks whether safety problems could be addressed without adding lane. Recommends that the Bedford, Burlington, Billerica—Middlesex Turnpike Improvements project not be funded unless it includes adequate bicycle accommodation (12-foot-wide or less travel lanes and 4-foot bike lane), at minimum complying with requirements in MassHighway's Design Manual. Recommends giving a higher priority to the Woburn—New Boston Street Bridge project as it will provide a north-south bicycle route linkage.</p>	<p>The listed programs are all included in the Plan. Comments on text changes will be considered in the development of the next Plan. The MPO is in the process of finalizing a bike parking inventory at all commuter rail, rapid transit, and ferry lots and some express bus lots as part of its Mobility Management System. The Transportation Plan references the MPO's continuing commitment to bicyclist and pedestrian programs.</p> <p>The MPO discussed the Route 3 Additional Lanes project, the Route 128 Beverly to Peabody project, and the Middlesex Turnpike project and decided they should be included in the Plan. The MPO discussed moving the New Boston Street Bridge project into an earlier time frame and decided to keep it in the 2021-2030 time frame.</p>
Edward King	Vice President of Government and Community Affairs, Boston University	<p>BU is concerned with the area at the nexus of the BU Bridge, Commonwealth Avenue, Carleton Street, and Mountfort Street in Boston and Brookline, and requests that the MPO acknowledge in the Plan the need to identify a multi-modal transportation strategy to improve mobility and safety for pedestrians and vehicles. The area has significant traffic congestion and safety problems, and it is the only area along the Charles River without public access. It is also relevant to Urban Ring planning.</p>	<p>This comment will be considered as part of the Unified Planning Work Program process, which considers studies to be done by the MPO.</p>

NAME	AFFILIATION	COMMENT	MPO ACTION
		<p>Along with its comment, BU submitted its proposed “River Station concept” and requested a meeting with CTPS to discuss the proposal. BU’s vision includes: the creation of a new multi-modal transportation hub (linking to Urban Ring BRTs, Green Line, and commuter rail); redesign of roadways; a new center for commercial, retail, academic, and research activity; development of air parcels to prevent University intrusion into nearby neighborhoods; restoration of a recreational connection to the Charles River; and aesthetic improvements to Commonwealth Avenue.</p>	
Joe Beckmann	Somerville Transportation Equity Partnership/ Progressive Democrats of Somerville/Mystic View Task Force	<p>Advises that, in the transition between administrations, agency managers know and fulfill their responsibilities to meet federal guidelines and requirements regarding funding and planning documentation for projects such as the Green Line Extension. The current bond bill funds the feasibility study, but this does not meet the federal requirement and exposes the state and EOT to judicial and political liabilities involving the health and welfare of thousands of citizens. Failure to meet specific terms endangers the larger project and jeopardizes the state’s liability and citizens’ health. Timely and adequate funding should be committed to meet federal requirements.</p>	<p>The extension of the Green Line to Ball Square is included in the Plan. When the SIP commitments are finalized by EPA and DEP, the MPO will amend the Plan to include any changes to the commitments.</p>
Robert W. Healy	City Manager, City of Cambridge	<p>Congratulates the MPO’s commitment to build general-purpose lanes only when no other options exist. Will this requirement be retroactive for projects already permitted and not yet funded by the MPO? What policies will the MPO use to judge whether the transportation demand measures in the project are adequate? Please clarify that the policy on page 4-3 is about managing vehicle demand. The MPO should give details about how it will work with agencies and communities to develop a greater number of, and more effective, TDM programs. The MPO should set goals or specific measure for reducing transportation-related carbon dioxide, which is a major contributor to climate change.</p> <p>The description of Transportation Enhancements (TE) does not acknowledge that many of these projects form a vital part of the transportation system by providing needed connections to transit and employment centers and help reduce demand for vehicle miles traveled. It also does not address that TE spending in the state still lags behind many others and that additional resources should be allocated toward encouraging and developing these projects.</p>	<p>The policy comments will be considered in the development of the next Plan. TDM projects do not have to be listed in the Plan before being funded in the TIP. The MPO has a process for evaluating projects using the MPO policies for the selection of projects, including TDM projects, to be funded in the TIP.</p> <p>Comments on text changes will be considered in the development of the next Plan. The MPO is in the process of finalizing a bike parking inventory at all commuter rail, rapid transit, and ferry lots and some express bus lots as part of its Mobility Management System.</p>

NAME	AFFILIATION	COMMENT	MPO ACTION
		<p>The newly implemented Regional Bicycle Parking program is a good example of a creative way to promote bicycle mobility. The MBTA should have programs to provide bicycle parking at all facilities. Is the Regional Bicycle Plan being implemented through JOURNEY TO 2030? If so, please provide details. The plan does not mention that state law requires all projects to accommodate bicyclists and pedestrians. Projects that do not have such facilities and do not specifically have a waiver should not be programmed by the MPO. The plan does not give any statistics on bicycle/pedestrian safety, nor does it discuss any efforts to improve safety for these modes with specific programs, trials, or research by the MPO or agencies in these areas.</p> <p>Is concerned that the costs of maintaining the existing transportation system will actually be higher than anticipated in the draft plan and that the split between maintenance and new projects should be re-considered. The Transportation Finance Commission's study on the gap between the needs for maintenance and operation compared to funding should inform the plan. Would like to see a commitment to funding more fuel-efficient and non-motorized transportation programs. Is concerned that there are no transit projects discussed after 2020. Pleased to see the continual reference to the connection between land use and transportation. Concerned that there is not a clear connection between policies in the Plan and projects in the Plan, which are largely the same as in the last Plan. It is unclear how the land use and economic development visions and policies have influenced the projects listed in the Plan.</p>	<p>The Regional Bicycle Plan, recently completed will be used by the MPO in its bicycle-planning work in the future. Bicycle projects can continue to be funded by the MPO in its Transportation Improvement Program in the future without specifically being listed in the MPO's long-range transportation plan. The Transportation Plan references the MPO's continuing commitment to bicyclist and pedestrian programs. Chapter 7 discusses the Massachusetts Highway Department's Design Guide, which states that the roadway system should safely accommodate all users. The inclusion of statistics on bike/ped safety will be considered in the development of the next Plan. The MPO will be conducting a study on the top-35 bicycle/pedestrian crash locations.</p> <p>The funding for this Plan includes a projection of revenues through 2030 based on current allocations and trends and an allocation of how those funds will be spent over the next 23 years. In March, the Massachusetts Transportation Finance Commission issued a report, Transportation Finances in Massachusetts, that estimates a transportation-needs gap of \$15 billion to \$19 billion over the next 20 years. The Patrick-Murray administration has committed to work with the Legislature, the Transportation Finance Commission, and other stakeholders to develop a proposal to address these findings through comprehensive reform of the state's transportation-financing system. The MPO will participate in this process. In addition to projects that add capacity to the system, the Plan lists projects that cost over \$25 million. Many of these projects address the existing maintenance needs and safety issues of the transportation system. The transit projects included in the Plan are those currently in the design or study phase by the MBTA and/or the Executive Office of</p>

NAME	AFFILIATION	COMMENT	MPO ACTION
		<p>Would like to see detail on how the overall scores of projects were used to decide whether to include a project or not. Concerned that the Route 3 South project is included prior to the Greenbush commuter rail line opening when the effects of the new line on vehicle travel are unknown. Happy to see the inclusion of Urban Ring 2 and Central Artery transit commitments but is concerned that no firm financing sources have been identified by the state for these projects.</p>	<p>Transportation. The land use policies were one of the six policy topics that were used in reviewing and rating the projects. The ratings are shown in Appendix C. As discussed in Chapter 13, the ratings were one of a number of inputs used in the selection of projects, including travel model results, information from studies, and feedback from outreach. The MPO discussed the Route 3 Additional Lanes project and decided it should be included in the Plan because analysis shows the congestion on the road is severe now and will increase significantly in the future. The Urban Ring and SIP projects are included in the Plan with a commitment for funding from the Commonwealth.</p>
<p>Roland J. Herbert</p>	<p>Deputy Director, Southeastern Regional Planning & Economic Development District</p>	<p>(Comment addressed to Barbara G. Lucas, MAPC) Route 24 should be designated an interstate highway. The Boston MPO Regional Transportation Plan should recommend that MassHighway conduct engineering, traffic, and environmental studies for the roadway to meet modern federal design standards. SRPEDD has endorsed making it an Interstate Highway since 1993. The road serves as an interstate facility, connecting Rhode Island to I-195, I-495, and I-93 (Route 128). It is not as safe as it should be because it does not meet modern standards, and as an interstate it would have to be brought up to modern standards. There are inadequate acceleration/deceleration lanes, road and shoulder widths, and vertical clearance. There is sufficient justification for MassHighway to begin these studies. The cost of implementing the improvements (involving interchange upgrades, bridge reconstructions, drainage, signage, and right-of-way) was formerly estimated at \$20,681,000 in the MAPC region and could be spread out over 12 years.</p>	<p>The MPO discussed the process of designating Route 24 as an interstate highway. The MPO supports the request for MassHighway to conduct a study; however, it is not included in the Plan.</p>

NAME	AFFILIATION	COMMENT	MPO ACTION
Ann Burbine	Chair, South Shore Coalition	<p>Inclusion of the Braintree Split project in the Plan is an important step in resolving this regional bottleneck, though it is not clear that the improvements will completely solve the problem or that the proposed funding is adequate.</p> <p>The South Shore Coalition does not at this time support the Route 3 Widening, Weymouth to Duxbury, project and recommends it be replaced with other mobility and congestion-reduction programs in the area. It is extremely expensive, yet has the lowest overall ranking for Land Use and Economic Development impacts of any project in the Plan. It will create environmental impacts (wetlands and watershed resources) and not generate air quality or congestion (no change indicated between build and no-build) improvements. Has the Route 3 North project resulted in improved safety, better levels of service, or reduced delays; or has the widening simply attracted more traffic? Other strategies (cited) to improve mobility and reduce congestion should be evaluated and implemented before committing to a widening, which would be consistent with the MPO's policies.</p> <p>The fiscal constraints in the Plan may be unrealistic, considering recent spending and assumptions about future funding. The Coalition understands that the proportion of spending on new projects versus maintenance and operations projects is double, and this may be too optimistic. It is also concerned that the expansion and major infrastructure program in the Plan may be funded at the expense of numerous smaller projects normally funded through the TIP. Would also like to see more emphasis (perhaps using the \$210 million not allocated to Route 3 South) on suburban mobility/transit, bicycle/pedestrian, and TDM programs; this would result in more mobility and less environmental impact. The Plan should commit to innovative suburban transit programs.</p> <p>The project rankings do not explain project selection; policies are not tied closely enough to criteria. The metrics and scoring are unclear and inconsistent.</p>	<p>The Braintree Split project is included in the Plan. The MPO discussed the Route 3 Additional Lanes project and decided it should be included in the Plan because analysis shows that congestion on the road is severe now and will increase significantly in the future. The funding for this Plan includes a projection of revenues through 2030 based on current allocations and trends and an allocation of how those funds will be spent over the next 23 years. In March, the Massachusetts Transportation Finance Commission issued a report, Transportation Finances in Massachusetts, that estimates a transportation-needs gap of \$15 billion to \$19 billion over the next 20 years.</p> <p>The Patrick-Murray administration has committed to work with the Legislature, the Transportation Finance Commission, and other stakeholders to develop a proposal to address these findings through comprehensive reform of the state's transportation-financing system. The MPO will participate in this process. In addition to projects that add capacity to the system, the Plan lists projects that cost over \$25 million. Many of these projects address the existing maintenance needs and safety issues of the transportation system. The MPO discussed a minimum level of funding for the programs but decided not to include it at this time. As discussed in Chapter 13, the ratings were one of a number of inputs used in the selection of projects, including travel model results, information from studies, and feedback from outreach.</p>

NAME	AFFILIATION	COMMENT	MPO ACTION
Deborah Kuhn	Director, Allston Special Projects, Harvard University	<p>Harvard urges EOT to post an addendum with the 2030 Plan when adopted that acknowledges the MPO's awareness of the following issues and commits the MPO to publish an updated demographic and economic trends analysis after public review and comment within the next six months: Certain population and employment centers assumed for various TAZs utilized in the development of the Plan are underestimated; the model does not adequately represent "non-home-based" trips. Wants to ensure that the model accounts for the numerous transit trips taken on shuttles currently funded by various educational institutions within the study corridor.</p> <p>Requests that at least with regard to the Urban Ring project, EOT perform a sensitivity analysis of the effects on travel demand of a range of employment and population growth projections including those submitted by MASCO, Harvard, BU, and MAPC.</p> <p>Is concerned that the Plan understates the transportation infrastructure needs of the region; specifically: turnpike repairs and/or relocation, and critical repairs to DCR infrastructure are not included in the Plan; the adequacy of funding for MBTA capital and operating requirements is not critically examined; and Phase 3 of the Urban Ring has been eliminated from the 23-year time frame covered by the Plan.</p> <p>Requests that the Plan be re-examined upon the conclusion of the MAPC MetroFuture effort to ensure that the plan for making transportation infrastructure improvements is in sync with the needs to achieve that vision.</p>	<p>The MPO received a number of comments regarding the socioeconomic forecasts used in the development of the Plan. The MPO will review these forecasts and will make appropriate changes during the next amendment of the Plan, anticipated to begin within the current federal fiscal year. The funding for this Plan includes a projection of revenues through 2030 based on current allocations and trends and an allocation of how those funds will be spent over the next 23 years. In March, the Massachusetts Transportation Finance Commission issued a report, Transportation Finances in Massachusetts, that estimates a transportation-needs gap of \$15 billion to \$19 billion over the next 20 years.</p> <p>The Patrick-Murray administration has committed to work with the Legislature, the Transportation Finance Commission, and other stakeholders to develop a proposal to address these findings through comprehensive reform of the state's transportation-financing system. The MPO will participate in this process. The transit projects included in the Plan are those currently in the design or study phase by the MBTA and/or the Executive Office of Transportation.</p>
Lawrence Paoella and Margaret A. Ryan	Somerville residents	<p>Strongly recommends the incorporation of the Green Line extensions recommended in the substitution upon approval by EPA. Would like the MPO to urge that Massachusetts pass a bond bill with real transit project funding as soon as possible. The Orange Line station at Assembly Square deserves the MPO's support. Would like the Community Path to be included with the Green Line extensions in the RTP as it will improve access for pedestrians and bicyclists to the Green Line stations.</p>	<p>The extension of the Green Line to Ball Square is included in the Plan. When the SIP commitments are finalized by EPA and DEP, the MPO will amend the Plan to include any changes to the commitments. The Orange Line station at Assembly Square is included in the Plan. Funding for the Somerville Community Bike Path is included in the MPO's 2007 Transportation Improvement Program.</p>

NAME	AFFILIATION	COMMENT	MPO ACTION
Stephen Winslow	President, Bike to the Sea/Member, East Coast Greenway	Believes that the development of the plan is skewed away from walking and bicycling. There are regionally significant bicycle projects that should be discussed in this plan, including the MA Central Rail Trail, the Northern Strand Trail (aka Bike to the Sea), and the Border-to-Boston Trail.	The listed bike projects are included in Chapter 2 of the Plan. Only regionally significant projects (projects that add capacity to the system) and major investment projects (projects that cost over \$25 million) are specifically listed for funding in the Plan. Therefore new bicycle projects are not specifically listed for funding in the Plan. Bicycle projects can continue to be funded by the MPO in its Transportation Improvement Program in the future without specifically being listed in the MPO's long-range transportation plan. The Transportation Plan references the MPO's continuing commitment to bicyclist and pedestrian programs.
Kelly Brilliant	Executive Director, The Fenway Alliance, Inc.	Urges the MPO to consider amending the Plan within one year (by July 1, 2008) with incorporation of the following concepts: make proper reference to the Urban Ring in general; identify the Longwood transit tunnel as an important element of the Urban Ring project – the Plan should specifically identify the Longwood tunnel as an early action item to provide bus service; incorporate key upgrades for all E Line service to accommodate full-time commuter rail service and facilitate Green Line improvements in order to improve access to the Fenway and LMA areas within the MPO region – full-time commuter rail service is needed at both Ruggles and Yawkey stations; and include the area known as the “Sears Rotary” for study and transportation overhaul.	Only regionally significant projects (projects that add capacity to the system) and major investment projects (projects that cost over \$25 million) are specifically listed in the Plan. The description of the Urban Ring has been revised to include the Longwood Tunnel as one of the alternatives that is being reviewed. The other improvements are listed as part of the Economic Stimulus Plan in Chapter 123 of the Acts of 2006 describing economic investments in the Commonwealth to promote job creation, economic stability, and competitiveness in the Massachusetts economy. These projects do not have to be listed in the Plan to be funded in the TIP.
Sen. Pamela P. Resor	State Senator, Middlesex and Worcester District	Stresses the urgent and dramatic need for additional funds for transportation infrastructure in Massachusetts. Crosby's Corner and the realignment of Route 2 are an urgent priority and should be moved into the 2007-2010 list. Concord Rotary on Route 2 should be expedited as quickly as possible and moved up from the 2021-2030 list. Route 85 widening in Hudson should be moved into the 2007-2010 time period. The I-495/I-290/Route 85 Connector Interchange should be moved into the early part of the 2011-2020 list. Supports the Fitchburg Commuter Rail project and believes it should proceed as soon as possible.	The funding for this Plan includes a projection of revenues through 2030 based on current allocations and trends and an allocation of how those funds will be spent over the next 23 years. In March, the Massachusetts Transportation Finance Commission issued a report, Transportation Finances in Massachusetts, that estimates a transportation-needs gap of \$15 billion to \$19 billion over the next 20 years. The Patrick-Murray administration has committed to work with the Legislature, the Transportation Finance Commission, and other stakeholders to develop a proposal to address these findings through comprehensive reform of the state's transportation-financing system. The MPO will participate in this process. Crosby's Corner, Concord Rotary, and Route 85 are all included in the Plan. The I-495/I-290 interchange has been moved into the 2011-2020 time frame. The Fitchburg Commuter Rail project is specifically funded in the Montachusett MPO Transportation Plan, but the Boston Region MPO has endorsed that project.

NAME	AFFILIATION	COMMENT	MPO ACTION
Mimi Graney	Executive Director, Union Square Main Streets	<p>Union Square Main Streets strongly supports the Green Line Extension project. They urge the incorporation of the Green Line extension to Union Square and through Somerville to Tufts University in the Plan as substituted SIP commitments. They ask for help in passing a bond bill with transit project funding to enable the construction of the Green Line and to effectively study and plan the entire Green Line extension corridor.</p> <p>Additionally, McGrath Highway between the Fitchburg line and Washington St. should be evaluated since the elevated section of this highway is deteriorated. Green Line Extension planning should be coordinated with this project. With regard to the redesign of Lechmere Station, they are concerned that there has not been adequate consideration of the coordinated alignment and integration with Route 28/McGrath Highway. They would like the Green Line extension to be integrated with the Community Path.</p>	<p>The extension of the Green Line to Ball Square is included in the Plan. When the SIP commitments are finalized by EPA and DEP, the MPO will amend the Plan to include any changes to the commitments. The elevated section of McGrath Highway is included in the Universe of Projects list but not included in the recommended list of projects in the Plan. Funding for the Somerville Community Bike Path is included in the MPO's 2007 Transportation Improvement Program.</p>
Richard R. MacDonald	Town Manager, Town of Duxbury	<p>Regional equity does not seem to apply since only a few projects are located south of Boston. Data collection on transit riders' origination and destination is lacking for South Shore communities. Duxbury would like to see the MBTA provide more data as to the service evaluation process to help communities identify ridership and transit needs in reaching commuter rail stations, through town-wide surveys and/or station surveys of current riders. Additional parking and/or local transportation to commuter rail stations is needed to better serve communities such as Duxbury, to help persuade the average driver to leave his or her vehicle.</p> <p>The widening of Route 3 South will be deemed necessary given the projected regional growth in the Plymouth and Cape Cod areas. Duxbury would like to be an active participant in any initial design plans for improvements to the Exit 11/Route 14 interchange ramps. Consideration needs to be given to the influx of summer residents that seasonally increases the population of many coastal communities along the South Shore. Accessibility to regional commuter rail service is a consideration of many summer visitors and/or residents in locating a summer destination.</p>	<p>Regional equity is a term used in the Plan to refer to providing equal benefits to low-income and minority populations. The MPO has included seven projects in the Plan to the south of Boston. The comment on data will be forwarded to the MBTA Service Planning Department, which continuously reviews bus routings and determines changes based on needs and ridership data. The MPO is committed to increasing park-and-ride at locations throughout the region in conjunction with the MBTA's Program for Mass Transportation.</p> <p>The MPO discussed the Route 3 project and decided it should be included in the Plan because analysis shows that congestion on the road is severe now and will increase significantly in the future. The MPO also provides funding for a suburban mobility program to address transportation needs in areas that are currently not served or underserved by transit. The Town of Duxbury can apply for funding under this program to address the seasonal influx needs.</p>

NAME	AFFILIATION	COMMENT	MPO ACTION
Kevin Lee Hepner	Vice President of Administration and Finance, Judge Baker Children's Center	<p>Urges that the Plan be amended within one year (by July 1, 2008) to account for up-to-date land use data that is more consistent with actual demand for improved transit service. This data should be based on realistic housing and job growth projections, particularly within the Longwood Medical and Academic Area (LMA). Reference the Urban Ring in general in order to allow for the advancement of critical minimum operating segments, such as an LMA transit tunnel, which is currently under study. The Plan should specifically identify the Longwood tunnel as an early action item to provide BRT service, and as an important element of the conversion of the Urban Ring from bus to light rail service within the time frame covered by the Plan. They request that the Plan specifically incorporate key upgrades at Ruggles and Yawkey Stations to accommodate full-time commuter rail service and facilitate Green Line improvements in order to improve access to the LMA from areas within the MPO region. They request that the area known as the "Sears Rotary" in Boston be included in the Plan.</p>	<p>The MPO received a number of comments regarding the socioeconomic forecasts used in the development of the Plan. The MPO will review these forecasts and will make appropriate changes during the next amendment of the Plan, anticipated to begin within the current federal fiscal year.</p>
Peter Forman	President and CEO, South Shore Chamber of Commerce	<p>The South Weymouth Naval Air Station Access Improvement project should be viewed as a priority project for the South Shore region; the redevelopment at SouthField is a very important economic project for the entire South Shore region. A new East-West roadway must be identified, designed, and constructed in a time frame that is reasonable for the project. This "direct connect" from Route 3 will allow for greater accessibility and take pressure off other roadways; the project cost will need to be reexamined. A full transportation program including road, rail, water, and air modes is the cornerstone of economic growth that can provide improved quality of life for residents and businesses and will be a positive factor in the redevelopment at SouthField. The Chamber has advocated for transportation improvements in the region such as the Old Colony Railroad restoration and still has as a primary focus the Greenbush Line, the Quincy Center Concourse, and the Route 18 Corridor road improvements.</p>	<p>The South Weymouth Naval Air Station Access Improvement project is included in the Plan. The Old Colony Railroad Greenbush Line, the Quincy Center Concourse, and the Route 18 Corridor road improvements are also included in the Plan.</p>
Joseph A. Curtatone	Mayor, City of Somerville	<p>In order to be redeveloped, the Brick Bottom and Innerbelt areas of Somerville need improved public access and new infrastructure as well. Recommends that the RTP better address and/or propose plans to better serve environmental justice areas. East Somerville is an EJ area which needs improved bus service.</p>	<p>The first comment will be considered as part of the Unified Planning Work Program process, which considers studies to be done by the MPO. The second comment will be considered as part of the MPO's Regional Equity Program, and the third will be forwarded to the MBTA's Service Planning Department.</p>

NAME	AFFILIATION	COMMENT	MPO ACTION
Sen. Karen E. Spilka	State Senator, 2nd Middlesex and Norfolk District	<p>The Plan overlooks the needs of MetroWest. Is very apprehensive that MetroWest is responsible for 9% of the state's payroll, but is receiving only 6% of projected investment spending in the Plan. If existing businesses are to be retained or grown, and new businesses are to be established, additional resources must be made available to provide for increased public transit and the remediation of critical interchanges. Transportation planning for the near future must address both existing congestion and the congestion that is to come at key interchanges in MetroWest. The at-grade separation at the Route 135/Route 126 intersection should be moved up from the 2021-2030 time frame. The I-495/I-290 interchange should be moved up, and efforts should be coordinated with adjoining MPOs. The following projects were included in previous plans and should be included in this Plan: the I-495/I-90/Route 9 area, the at-grade separation in downtown Ashland at Route 135, improvements at the Framingham intersection of Routes 126 and 9, the Hopkinton intersection at I-495 and South St., and the Sherborn intersection of Routes 16 and 27.</p> <p>The following projects should be contemplated: the Route 119 exit of I-495 in Littleton, widening of Route 20, portions of Route 9, and maintenance of the I-495 corridor. Given recent developments in the region's potential to establish a public transit system, it is disheartening that the Plan provides for North Shore transit improvements and 100 additional buses for existing MBTA routes but makes no provision for the public transit needs in MetroWest. While the Plan places great emphasis on the MPO's need for increased mobility, regional equity, land use and economic development, and smart growth development, it overlooks these policy objectives in MetroWest. In particular, the Plan fails to fund the Suburban Mobility/Transportation Demand Management program that has been so important to the region in recent years.</p>	<p>The MPO discussed moving the Route 135/Route 126 project into an earlier time frame but due to project design issues decided to keep it in the 2021-2030 time frame. The I-495/I-290 project was moved into the 2011-2020 time frame. The I-495/I-90/Route 9 area, the at-grade separation in downtown Ashland at Route 135, the Hopkinton intersection at I-495 and South St., and the Sherborn intersection of Routes 16 and 27 are included in the Universe of Projects list but not included in the recommended list of projects in this Plan. Improvements at the Framingham intersection of Routes 126 and 9 were included in the last Plan but were taken out of this Plan because work has already been done at that location.</p> <p>The listed projects are included in the Universe of Projects list but not included in the recommended projects in this Plan. The transit projects included in the Plan are those currently in the design or study phase by the MBTA and/or the Executive Office of Transportation. The MPO continues to provide funding in its Transportation Improvement Program for a suburban mobility program to address transportation needs in areas that are currently not served or underserved by transit. The program is discussed in the Plan. The MPO discussed a minimum level of funding for the suburban mobility program but decided not to include it at this time.</p>
Carrie Russell	Conservation Law Foundation	<p>The MPO should modify the Plan: 1) Highway dollars should be flexed for transit projects to promote environmental and smart growth goals; funds should be available to meet mobility needs. 2) The Red/Blue Connector and Urban Ring Phase 3 projects should be included; the Red/Blue Connector will greatly increase the attractiveness, utility, and capacity of the MBTA system, and the MPO should commit to construction even after the SIP amendment; Urban Ring Phase 3 will have the most positive impact on transit ridership; it has enormous benefits.</p>	<p>The transit projects included in the Plan are those currently in the design or study phase by the MBTA and/or the Executive Office of Transportation. During the development of this Plan, there was no flexing of funds from one mode to another. The MPO is not opposed to the policy of flexing funds. However, given the funding levels for this Plan, the present allocation of funding is appropriate given the current financial conditions. Flexing of funds will be considered in the future.</p>

NAME	AFFILIATION	COMMENT	MPO ACTION
		<p>3) All of the Central Artery transit commitments should be included; these are the other commitments listed in the Tunnel Ventilation Certification documents and in the Administrative Consent Order and amendments; CLF is concerned that identifying a transit project for the Arborway corridor in 2007 and implementing it in the Plan is not reflected. 4) The Plan should be amended with updated population and employment projections when MAPC's ongoing work is completed, to better reflect growth in urban areas; the Plan may underestimate jobs and housing in the urban core (MAPC and the MPO are commended for work in this area); accurate information is needed to support economic development, environmental justice, and smart growth as well as to improve the federal funding competitiveness of key transit projects.</p>	<p>The MPO discussed the Urban Ring 3 and decided that it should not be included in the Plan at this time. The current SIP commitments are included in the Plan, including the Red Line/Blue Line Connector and the Green Line Arborway Restoration. They are currently being reevaluated by the environmental agencies. When the SIP commitments are finalized by EPA and DEP, the MPO will amend the Plan to include any changes to the commitments. The MPO received a number of comments regarding the socioeconomic forecasts used in the development of the Plan. The MPO will review these forecasts and will make appropriate changes during the next amendment of the Plan, anticipated to begin within the current federal fiscal year.</p> <p>The Arborway transit project is an agreement between CLF and the EOT as part of negotiations between the two agencies. The MPO is working on a study in the Arborway corridor which can be used as input into this process. Other projects are included in Appendix D's listing of MBTA capital investments in the system. EOT is working with Rhode Island officials regarding rail to T.F. Green. An agreement has not been finalized on this project. The MPO will monitor these projects and include all updated information in the next amendment to the Plan, anticipated to begin within the current federal fiscal year.</p>
Ellin Reisner	President, Somerville Transportation Equity Partnership	<p>There is a critical need to fund coordinated corridor planning for the Northwest Corridor. An example of why this corridor planning is critical is that the reconstruction/redesign of McGrath-O'Brien (Route 28) currently under study by the MPO should be tied into the design and planning for the Green Line extensions from Lechmere, Rutherford Avenue (Route 99) in Charlestown, and the redesign of the I-93/Route 28 interchange. Is fully supportive of the Green Line extension substitutions. Strongly urges the MPO to commit to the statement in Chapter 13 of the RTP that notes that the MPO will revise the plan to include the Green Line extensions recommended in the substitution upon approval by EPA. Lechmere Station design should NOT proceed until the Green Line routes and a Route 28 re-design have been fully considered.</p>	<p>The corridor planning comment and the use of data for EJ mitigation comment will be considered as part of the Unified Planning Work Program process and forwarded to the MBTA's Service Planning Department who continuously reviews bus routings and determines changes based on needs and ridership data. They will also be forwarded to the MBTA for consideration in the development of the Program for Mass Transportation. The Green Line extension is included in the Plan. When the SIP commitments are finalized by EPA and DEP, the MPO will amend the Plan to include any changes to the commitments.</p>

NAME	AFFILIATION	COMMENT	MPO ACTION
		<p>Strongly recommends that the Community Path extension which is in the scope of the MEPA environmental review be included as part of the Green Line project in the RTP. The state must demonstrate that there is real project funding for the Green Line extensions in the RTP, so strongly urges the MPO to ensure that a bond bill with real transit project funding is carried out as soon as possible. Strongly supports inclusion of the new Orange Line station at Assembly Square in the RTP. Recommends that the MPO broaden its outreach in the EJ community to educate people about what the MPO does, how transportation decisions are made, how to request that studies be initiated, and how the public can be involved in the MPO planning process.</p> <p>The current methodology of averaging air quality effects for EJ areas across the region misses the unequal distribution of pollution and enables decision-making that does not meet the need for air quality improvements in EJ communities. Somerville is a burdened community. As such, the MPO can and should use its data on population, transportation volume and air pollution to fully reveal and more aggressively address mitigation for the local disparities in environmental exposures causing serious health effects to Somerville residents and residents of other burdened communities.</p>	<p>The MBTA and the Executive Office of Transportation are currently developing an environmental impact report for the Green Line extension, which will consider station locations and schedules. Funding for the Somerville Community Bike Path is included in the MPO's 2007 Transportation Improvement Program. The Orange Line station at Assembly Square is included in the Plan. The EJ comments will be considered as part of the MPO's Regional Equity Program and in the development of the next Plan and revisions to the public involvement program.</p> <p>The MPO is currently developing a work scope to study population densities in relation to carbon monoxide emissions.</p>
Tony Fields	Chairman, North Suburban Planning Council	<p>Would like to see better integration of the PMT and JOURNEY TO 2030 so that the regional transportation plan has more transit-oriented content as opposed to references to the PMT. The trails and routes section (on page 2-17) does not include a definition of a regional trail. From the list of trails that are included, it appears that trails within one community qualify as regional trails. The Burlington Multi-Community Bicycle/Pedestrian/Greenway Development Initiative should therefore be included. Another project in Wakefield and Lynnfield should be added to the list. The inventory of bicycle parking should be included in the plan. The vision for Land Use and Economic Development should explicitly state that public benefits of transportation rights-of-way include the use of surplus or abandoned rights-of-way for multi-use paths.</p>	<p>This Plan is thoroughly integrated with the PMT. The MPO funded a Regional Bicycle Plan, recently completed by the Metropolitan Area Planning Council. As part of that plan the Wakefield and Lynnfield bike project has been listed as a long-term priority. The communities have obtained funding to conduct a recreational trail feasibility study. The Burlington Multi-Community project is listed as in the conceptual phase. Once more information is available, the projects can be included in the Universe of Projects list for the TIP. They do not specifically have to be included in the Plan before they are eligible for funding. The Bike Plan also discusses bicycle parking. The MPO is in the process of finalizing a bike parking inventory at all commuter rail, rapid transit, and ferry lots and some express bus lots as part of its Mobility Management System.</p>

NAME	AFFILIATION	COMMENT	MPO ACTION
		<p>NSPC believes the plan understates the impact that one spill resulting in contamination of a water source can have on a community. The plan must address the potential impacts of transportation projects and facilities on water quality. Two critical issues have been identified for the subregion and should be reflected in the plan: 1) The need to examine and revise the policies and procedures for using salt on highways within sensitive watershed areas. 2) The need to construct drainage systems with impoundment areas to contain spills of hazardous materials, to prevent them from polluting water supplies.</p> <p>NSPC supports the inclusion of the sub-region's roadway projects in the plan. It would be helpful to add information to all project descriptions concerning the status of the project, including next steps and a proposed timeline for completion. Route 1/Route 129/Route 95 (Lynnfield Square Project) should be included in the plan. NSPC would like to see a feasibility study done for the Route 128 Circumferential Bus Service.</p>	<p>Revisions of policies will be considered in the development of the next Plan. Environmental issues are identified in Chapter 10 as well as a discussion of the environmental process used during project development. Specific mitigation for projects and operations is provided in environmental and permitting documentation for a project. Information on the time frame for funding the project is included in the Plan. Next-step information in the descriptions will be considered in the development of the next Plan. The Route 1/129/1-95 project is part of the Route 128 Capacity Improvements from Lynnfield to Reading project and is in the Universe of Projects list but not included in the recommended Plan at this time. The feasibility comment will be considered as part of the Unified Planning Work Program process.</p>
Srdjan S. Nedeljkovic, M.D.	Newton resident	<p>Comments are directed to Chapter 13 of the Plan. The MPO should consider reallocating funding from the Urban Ring 2 and the Silver Line III projects to a more diverse set of less expensive projects that serve a larger section of the MPO region. These two projects will not provide benefits commensurate with their cost. The Silver Line III project should be converted to a light rail that extends the Washington Street line from Dudley to Park Street via Boylston Station. Funds diverted from the currently proposed Silver Line III project could fund the following projects: restoring rail in the Arborway corridor, extending light rail between Newton and Needham using an existing unused rail corridor, building an Allston-Brighton station on the Worcester commuter rail line, and making Riverside an intermodal station with more frequent service to South Station.</p> <p>Other suggestions include extending Silver Line light rail from Dudley to Mattapan and Dorchester; more frequent service on the Fairmount Line; extending route 71 trackless trolley to Newton Corner with a station at Newton Corner. The Blue Line should be extended to Lynn and an Orange Line station at Assembly Square should be constructed. These projects would have a greater benefit on transit accessibility. The Plan should provide new transit in densely populated areas where high ridership will offset reliance on automobiles. The needs of the inner communities should be met before commuter rail is expanded.</p>	<p>The Silver Line III project currently has a recommended rating in Federal Transit's New Starts Program. With current daily ridership numbers of 14,700 for Silver Line I and 11,000 for Silver Line II, the MPO thinks that the Silver Line III project should be included in the Plan. The MPO also thinks that the Urban Ring 2 should be included in the Plan. The other projects are included in the Universe of Projects list but not included in the recommended Plan at this time.</p> <p>The Blue Line to Lynn and the Orange Line station at Assembly Square are included in the Plan. All of the transit projects in the recommended Plan are located in densely populated regions of the MPO. The only commuter rail extension is the Greenbush Line, which is already under construction.</p>

NAME	AFFILIATION	COMMENT	MPO ACTION
Avi Green	Cambridge resident	Please add the following in the short to medium time frames: 1) link planning for Lechmere MBTA station with the Green Line Extension and Route 28 reconstruction; 2) construct the Lechmere station underground in the center of the street equidistant from East Cambridge neighborhood and the planned neighborhood; 3) extend the Green Line towards Union Square (straight up McGrath, then Somerville Ave.) and Medford; 4) Green Line should be below ground and constructed with cut-and-cover method; 5) Route 28 should be an urban boulevard for all modes; 6) construct the Orange Line station at Assembly Square; 7) include the Community Path in the descriptions of the Green Line extensions (provides a direct and safe off-street route to Boston). Consider adding the following to long-term time frames: 1) Red/Blue Connector; 2) Urban Ring with rail; 3) Silver Line with light rail; 4) Red Line from Porter to Lexington Center via Mass. Ave. and Arlington; 5) extend the Union Square Green Line branch in a circle.	The MBTA and the Executive Office of Transportation are currently developing an environmental impact report for the Green Line Extension, which will consider station locations and schedules. The MPO is finalizing a study of the Route 28 corridor in Somerville. Funding for the Somerville Community Bike Path is included in the MPO's 2007 Transportation Improvement Program. The Orange Line station at Assembly Square is included in the Plan. The Red Line/Blue Line Connector is in the Plan. It is currently being reevaluated by the environmental agencies. When the SIP commitments are finalized by EPA and DEP, the MPO will amend the Plan to include any changes to the commitments. The remaining projects are included in the Universe of Projects list but not in the recommended Plan.
Rep. Denise Provost	State Representative, 27th Middlesex District	Funding for the Green Line extension and Union Square spur should be in the next Transportation Bond Bill. There also should be speedy implementation of the Orange Line station at Assembly Square (there are \$15M in developers' funds and a \$25M earmark). The siting of the Lechmere station should not be finalized until the Union Square alignment has been set. Bicyclists and pedestrian services should be included in environmental justice evaluations. Thank you for reaching out to Spanish-language populations; in Somerville, the largest linguistic minority speaks Portuguese. Please conduct more analysis of different levels of exposure to transportation-related air pollution and related health effects. This information will help develop an understanding of the transportation burdens borne by Somerville.	The Green Line Extension and the Orange Line station at Assembly Square are included in the recommended Plan. The MBTA and the Executive Office of Transportation are currently developing an environmental impact report for the Green Line Extension, which will consider station locations and schedules. The EJ comments will be considered as part of the MPO's Regional Equity Program and in the development of the next Plan.
Glenn R. Clancy, P.E. and Jay Szklut	Director and Planning and Economic Development Manager, Town of Belmont	Pleased to know that the Boston MPO will remain committed to projects such as the Trapelo Road/Belmont Street corridor project under the maintenance program. This project is part of an urban principal arterial from Route 128/I-95 in Waltham to Harvard Square in Cambridge and provides vehicle, bus, and bicycle access the Boston core from the western suburbs. There are many benefits that would result from the project, including improvements to three intersections that are in the Top 1000 High-Crash Locations Report, promoting alternative modes, and improving safety, mobility, and accessibility in the corridor for motorists, pedestrians, and bicyclists, including persons who are transit-dependent and/or elderly. There is an Economic Development Plan for the corridor consistent with EO 418 and smart growth principles.	The MPO is committed to the maintenance of the existing transportation system. This comment will be considered as part of the Unified Planning Work Program, which considers studies to be done by the MPO, and forwarded to the MBTA's Service Planning Department, which continuously reviews bus routings and determines changes based on needs and ridership data. It will also be forwarded to the MBTA for consideration in development of the Program for Mass Transportation.

NAME	AFFILIATION	COMMENT	MPO ACTION
		<p>Land use decisions and community redevelopment are often constrained by commuter rail station locations, and the MBTA should examine and consider relocating some stations in older suburbs such as Belmont. Few resources are targeted to implementing suburban mobility plans; addressing suburb-to-suburb public transit needs should be undertaken on a region-wide basis. Expansion projects should include suburb-to-suburb connections on existing roadways and studies of possible light rail connections. The criteria for projects to be included in the Plan should be expanded: the definition for major projects should include impact/level of benefit (smaller investments in inner core suburbs could have a much larger beneficial impact on the regional system).</p>	<p>The criteria for project selection will be considered in the development of the next Plan.</p>
Richard A. Dimino	President and CEO, A Better City	<p>Urges the Boston Region MPO to consider amending this plan within the next year to incorporate the analysis and findings of the following related plans:</p> <ol style="list-style-type: none"> 1. The chosen scenario from MAPC's MetroFuture planning process 2. The MBTA's new Program for Mass Transportation 3. The impending changes to the State Implementation Plan 4. The Patrick administration's five-year capital plan due in July <p>Using already disputed and arguably obsolete data as the basis for analysis of projects seeking federal New Starts and Small Starts funding is not advisable when other regions across the country are seeking to make the most convincing case for their projects with current and accurate data.</p> <p>Additionally, if policy and resource allocation decisions are made, then the plan should be modified in a manner that may lead to a revised selection of expansion projects or a revised timetable for implementation of projects. The MPO should consider flexing funds when priorities are reassessed in the future amendment to this Plan. It would be beneficial to reallocate funds to transit if these projects demonstrate a greater financial requirement.</p>	<p>The MPO received a number of comments regarding the socioeconomic forecasts used in the development of the Plan. The MPO will review these forecasts and will make appropriate changes during the next amendment of the Plan, anticipated to begin within the current federal fiscal year. When the SIP commitments are finalized by EPA and DEP, the MPO will amend the Plan to include any changes to those commitments. The funding for this Plan includes a projection of revenues through 2030 based on current allocations and trends and an allocation of how those funds will be spent over the next 23 years. In March, the Massachusetts Transportation Finance Commission issued a report, Transportation Finances in Massachusetts, that estimates a transportation-needs gap of \$15 billion to \$19 billion over the next 20 years. The Patrick-Murray administration has committed to work with the Legislature, the Transportation Finance Commission, and other stakeholders to develop a proposal to address these findings through comprehensive reform of the state's transportation-financing system. The MPO will participate in this process. The transit projects included in the Plan are those currently in the design or study phase by the MBTA and/or the Executive Office of Transportation. During the development of this Plan, there was no flexing of funds from one mode to another. The MPO is not opposed to the policy of flexing funds. However, given the funding levels for this Plan, the present allocation of funding is appropriate given the current financial conditions. Flexing of funds will be considered in the future.</p>

NAME	AFFILIATION	COMMENT	MPO ACTION
		<p>The “high priority” ratings for the Urban Ring Phase 2 and 3 strongly suggest that implementation of the Urban Ring projects should advance to the head of the queue for future funding, support, and implementation. They suggest that since both phases score at the same level of priority, they should be considered under the combined title of Circumferential Transit Improvements in the Urban Ring Corridor. Because they can be designed to accommodate dedicated bus lanes for the bus rapid transit service contemplated for Phase 2, the following project descriptions should include reference to the Urban Ring service, as it is already in the Rutherford Avenue and East Boston Haul Road projects, and the descriptions should cite the need for coordination with emerging plans for the Urban Ring: Telecom City Boulevard; Route 16, Revere Beach Parkway; and I-93/Mystic Ave. Interchange. Ridership increase on the following should be anticipated with the Urban Ring in operation: Fairmount Line, Green Line extension, North Shore Transit Improvements Blue Line project, and the Orange Line station at Assembly Square.</p> <p>The transportation plan should also include, as an enhancement to the Silver Line project, the proposed “T under D” underpass.</p>	<p>The Urban Ring 2 project is in the Plan. The MPO discussed the Urban Ring 3 and decided that it should not be included in the Plan at this time. The project description changes will be considered in the development of the next Plan.</p> <p>The MPO discussed including the “T Under D” project in the recommended Plan but decided against it at this time. It will be considered during the next amendment of the Plan, anticipated to begin within the current federal fiscal year.</p>
Marilyn Swartz-Lloyd	President and CEO, Medical Academic and Scientific Community Organization, Inc.	<p>Urges the Plan be amended during the next year (by July 1, 2008) as follows: 1) The Plan did not evaluate the most current land use and employment data during the modeling phase. Requests that the MPO recalibrate the model to account for the significantly greater projections for growth in the Longwood Medical Area (LMA). 2) Reference the Urban Ring in general in order to allow for the advancement of critical minimum operating segments, such as an LMA transit tunnel, which is currently under study. The Plan should specifically identify the Longwood tunnel as an early-action item to provide BRT service, and as an important element of the conversion of the Urban Ring from bus to light rail service within the time frame covered by the Plan.</p>	<p>The MPO received a number of comments regarding the socioeconomic forecasts used in the development of the Plan. The MPO will review these forecasts and will make appropriate changes during the next amendment of the Plan, anticipated to begin within the current federal fiscal year. Only regionally significant projects (projects that add capacity to the system) and major investment projects (projects that cost over \$25 million) are specifically listed in the Plan.</p>

NAME	AFFILIATION	COMMENT	MPO ACTION
		<p>3) Approximately 65% of the LMA employees commute to the area from outside the City of Boston; however, the LMA is underserved by commuter rail service and Green Line service. Requests that the Plan specifically incorporate key upgrades at Ruggles and Yawkey Stations to accommodate full-time commuter rail service and facilitate Green Line improvements in order to improve access to the LMA from areas within the MPO region. 4) Requests that the area known as the "Sears Rotary" in Boston (intersection of Park Dr., the Fenway, Boylston St., Brookline Ave., and the Riverway) be included in the Plan. The project was recognized as regionally significant by the Legislature through the inclusion of funds in the June 2006 Economic Stimulus Bill, and is currently under study by the City of Boston.</p>	<p>The description of the Urban Ring has been revised to include the Longwood Tunnel as one of the alternatives that is being reviewed. The other improvements, including Ruggles and Yawkey Stations and the Sears Rotary, do not have to be listed in the Plan to be funded in the TIP.</p>
Jeffrey R. Levine	Director, Department of Planning and Community Development, Town of Brookline	<p>Brookline is very concerned about the level of service on the Green Line and bus lines. Any future investment in the Green Line should be seen as an opportunity to address existing service deficiencies across the entire Green Line. Transit has benefits other than mobility for the transit dependent; there are air quality and land use benefits, as well. The MPO should adopt this belief and work to keep MBTA fares low and competitive with driving. The MPO should examine providing three-car trains on the Green Line C branch as well as comfort and reliability of the 66 bus. The town supports the concept of the Urban Ring and the alternatives (i.e., the tunnel elements) that move the project towards true "rapid transit" as quickly as possible; it is concerned about the impacts of bus rapid transit in mixed traffic. The Regional Transportation Plan should outline the future repair and maintenance strategy for the MDC roadways, including future funding.</p>	<p>This comment will be forwarded to the MBTA Service Planning Department, which continuously reviews level-of-service data and bus routings and determines changes based on needs and ridership data. It will also be forwarded to the MBTA for consideration in development of the Program for Mass Transportation. The funding for this Plan includes a projection of revenues through 2030 based on current allocations and trends and an allocation of how those funds will be spent over the next 23 years. In March, the Massachusetts Transportation Finance Commission issued a report, Transportation Finances in Massachusetts, that estimates a transportation-needs gap of \$15 billion to \$19 billion over the next 20 years. The Patrick-Murray administration has committed to work with the Legislature, the Transportation Finance Commission, and other stakeholders to develop a proposal to address these findings through comprehensive reform of the state's transportation-financing system. The MPO will participate in this process.</p>
Denise Begley	Director, Neponset Valley Transportation Management Association	<p>(Comment addressed to Barbara G. Lucas, MAPC) The TMA appreciates the work to develop the Plan; it includes many needed highway and transit projects. However, money is needed to support transportation-demand-management (TDM) efforts; funding to support TDM and suburban mobility should be specified. They are a vital way to address congestion and air quality. The TMA's service connects Royall Street in Canton to the Route 128 commuter rail station and the Quincy Center and Ashmont Red Line stations. It is important that funding be available for these suburban projects; they allow more people to use transit.</p>	<p>The MPO continues to provide funding in its Transportation Improvement Program for a suburban mobility program to address transportation needs in areas that are currently not served or underserved by transit. The program is discussed in the Plan. The MPO discussed a minimum level of funding for the suburban mobility program but decided not to include it at this time; however it is committed to continuing funding for this program in the future.</p>

NAME	AFFILIATION	COMMENT	MPO ACTION
Dennis E. Harrington	Planning Director, City of Quincy	<p>The City appreciates the MPO's recognition of the transportation issues affecting Quincy and the South Shore. Quincy is a significant component of the Boston region's economy, and the transportation network in Quincy is crucial to the economic vitality and sustainability of the city and the South Shore. The City appreciates the inclusion of the Quincy Concourse Phase II in the Plan and hopes it will be included in the TIP. It will improve traffic flow and support development. The Plan does not address the DCR roadways (in Quincy, Quincy Shore Drive, Furnace Brook Parkway, and Chickatawbit Road) and their maintenance; the MPO should work with DCR on this topic. These roadways are important connections to natural, recreational, and historic resources.</p> <p>The MPO should work with EOT and the MBTA to address the long-term viability of the existing transit system. (Though expanding the public transit system is commendable and the Greenbush Line will reduce congestion in the city.) The City supports keeping the Route 3 Add-a-Lane and the Braintree Split improvement projects in the Plan, as they will improve access to Quincy Center, the area's businesses, and the Red Line stations.</p>	<p>The Quincy Center Concourse II, the Route 3 Add-a-Lane, and the Braintree Split improvement projects are included in the Plan. The funding for this Plan includes a projection of revenues through 2030 based on current allocations and trends and an allocation of how those funds will be spent over the next 23 years. In March, the Massachusetts Transportation Finance Commission issued a report, Transportation Finances in Massachusetts, that estimates a transportation-needs gap of \$15 billion to \$19 billion over the next 20 years including DCR roadways.</p> <p>The Patrick-Murray administration has committed to work with the Legislature, the Transportation Finance Commission, and other stakeholders to develop a proposal to address these findings through comprehensive reform of the state's transportation-financing system. The MPO will participate in this process.</p>
Lisa E. Lepore	Chair, Freight Committee, Regional Transportation Advisory Council	<p>It is increasingly important that the Commonwealth join forces with neighboring states to develop a work plan to address the problem of freight rail's diminishing role in cargo and trade. Freight rail is the only mode of transportation capable of providing relief to the impacts of the growing truck traffic. Recently there has been strong growth in the "multi-modal" freight arena, which includes rail. If our planning model remains in a status quo position, logistic experts predict exponential growth in intra- and interstate truck traffic; this will require more maintenance funding and will exacerbate air quality problems. A multi-modal freight planning study is needed to support a Multi-Modal Freight Policy. Freight rail port access and landside trans-loading improvements are needed to support the region's port facilities' ability to capture growth in imports and commodities. Underutilization of key rail corridors, existing facilities, and freight terminals in Metropolitan Boston and seaport docks (Massport) is a major problem.</p>	<p>The MPO is in the process of completing a freight study for the region. This study will inform the MPO on its next steps to address future freight needs (projects or future studies required). This information can then be incorporated in the development of the next Plan and other studies conducted by the MPO. As discussed in Chapter 13, the MPO is committed to the funding of freight projects in the region.</p>

NAME	AFFILIATION	COMMENT	MPO ACTION
		<p>The Commonwealth will not be able to take advantage of its own port investments and the increasing Atlantic seaport trade due to limited freight facilities at ports and other related issues such as encroaching commercial development and channel depths. The Plan is missing the following elements: a Regional Freight Plan describing the existing system and current and future needs; recommendations for policies and capital projects and programs; a suggestion for freight planning; public education of freight transportation characteristics and issues from stakeholders; a program to solicit public and industry input on defining regional freight needs, solutions, and strategies. The MPO could adopt practices used in other MPOs.</p>	<p>The solicitation-of-input comment will be considered in the MPO's revisions to the public involvement program.</p>
<p>Joanne Marqusee</p>	<p>Senior Vice President of Facilities and Operations, Beth Israel Deaconess Medical Center</p>	<p>Beth Israel Deaconess Medical Center is one of the major academic medical centers of Boston and is renowned nationally and internationally for excellence in patient care, biomedical research, teaching, and community service. BIDMC provides significant economic benefits to the City of Boston and the Commonwealth and is one of the area's most significant employers. Employees, patients, and students rely on public transportation to access the LMA. Infrastructure funding is key to growth and maintaining competitiveness. BIDMC highly supports transportation improvements that enhance accessibility and economic vitality of the LMA. BIDMC asks the MPO to consider: 1) Amending the Plan within one year to account for up-to-date land use data more consistent with actual demand for improved transit service. (The current projections underestimate the economic and regional transportation benefits of MBTA and roadway improvements to LMA.)</p> <p>2) Identifying the Longwood transit tunnel as an important element of the Urban Ring project, as an early-action item to provide bus service and as supporting conversion from bus to light rail in the Plan's time frame. 3) Incorporating key upgrades at Ruggles and Yawkey Stations for full-time commuter rail service and Green Line improvements. These improvements would improve access to the LMA and have a measurable impact for employment and service improvements. 4) Including the "Sears Rotary" in Boston in the Plan. It is regionally significant and has funds included in the June 2006 Economic Stimulus Bill.</p>	<p>The MPO received a number of comments regarding the socioeconomic forecasts used in the development of the Plan. The MPO will review these forecasts and will make appropriate changes during the next amendment of the Plan, anticipated to begin within the current federal fiscal year. Only regionally significant projects (projects that add capacity to the system) and major investment projects (projects that cost over \$25 million) are specifically listed in the Plan.</p> <p>The description of the Urban Ring has been revised to include the Longwood Tunnel as one of the alternatives that is being reviewed. The other improvements, including Ruggles and Yawkey Stations and the Sears Rotary, do not have to be listed in the Plan to be funded in the TIP.</p>

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Charles J. Cristello	Town Administrator, Town of Hingham	Hingham is very concerned about the impact that traffic from the redevelopment of the Naval Air Station will have on Abington Street, Gardner Street, and Exit 15 at Route 3 and Derby Street. The current project scope and funding are not adequate to provide the needed mitigation. Projected traffic volumes and analysis are presented. Specific needs for impacted streets are discussed: Abington Street would need rebuilding, and Abington and Gardner Streets would need sidewalks and traffic calming; the developer should consider Hingham's design for the Derby Street interchange. Require the proponent to review alternate transportation corridors and designs regarding the Parkway and the Hingham Street/Route 3 interchange.	The South Weymouth Naval Air Station Access Improvements and the Route 18 Improvements are included in the Plan. This comment will be forwarded to MassHighway for its review during the design of the project.
Anne Hawley	Isabella Stewart Gardner Museum	Urges the MPO to include the following concepts in an updated Plan: Make proper reference to the Urban Ring in general. Identify the Longwood transit tunnel as an important element of the Urban Ring project; the Plan should specifically identify the Longwood tunnel as an early-action item to provide bus service. Incorporate key upgrades for all E Line service to accommodate full-time commuter rail service and facilitate Green Line improvements in order to improve access to the Fenway and LMA areas within the MPO region. Full-time commuter rail service is needed at both Ruggles and Yawkey Stations. Include the area known as the "Sears Rotary" for study and transportation overhaul.	Only regionally significant projects (projects that add capacity to the system) and major investment projects (projects that cost over \$25 million) are specifically listed in the Plan. The description of the Urban Ring has been revised to include the Longwood Tunnel as one of the alternatives that is being reviewed. The other improvements, including Ruggles and Yawkey Stations and the Sears Rotary, do not have to be listed in the Plan to be funded in the TIP.
Karen Molloy	Somerville resident	Strongly recommends the incorporation of the SIP substitutions, with the two Green Line branches in Somerville. Please ensure that the Somerville Community Path is included in the description of the Green Line extensions in the RTP. Please ensure that Massachusetts passes a bond bill with real transit project funding as soon as possible. Strongly recommends construction of the new Orange Line Assembly Square MBTA stop. Strongly recommends the redesign of the I-93 Route 28 interchange. Consider coupling the reconstruction/redesign of McGrath-O'Brien (Route 28) to the design and plans for the Green Line. Strongly recommends that design and siting for the new Lechmere Station not proceed until the Green Line Extension routes and a Route 28 redesign have been fully considered.	The extension of the Green Line to Ball Square is included in the Plan. When the SIP substitutes are finalized by EPA and DEP, the MPO will amend the Plan to include any changes to the commitments. Funding for the Somerville Community Bike Path is included in the MPO's 2007 Transportation Improvement Program. The Orange Line Assembly Square station is included in the Plan. The I-93/Mystic Avenue Interchange is included in the Plan. This comment will be forwarded to the MBTA and the Executive Office of Transportation, which are currently developing an environmental impact report which will consider station locations and scheduling.

NAME	AFFILIATION	COMMENT	MPO ACTION
Ken Krause	Medford resident	<p>The Plan should be revised as soon as the substitution projects are approved by the EPA, and the scope of the Green Line extension should be described as it appears in the December 2006 MEPA Certificate. Station Landing should be mentioned under Route 16's (Revere Beach Parkway) context/land use description. There should be pedestrian-bicycle access improvements planned for the Wellington Circle area. The Telecom City Boulevard project should be expanded to include pedestrian and bicycle improvements at Santilli Circle and to Wellington Station in conjunction with the Route 16 project. The name of this project should be changed to River's Edge Boulevard. The Urban Ring should be evaluated and planned in coordination with the previously mentioned Route 16 project. The description of the Assembly Square Orange Line station should include the obligations to build and/or study additional bicycle/pedestrian accommodations to the Assembly Square development. I-93/Mystic Avenue interchange should be coordinated with the planning for the Urban Ring and Assembly Square Orange Line station.</p>	<p>When the SIP substitutes are finalized by EPA and DEP, the MPO will amend the Plan to include any changes to the commitments. The Telecom City Boulevard project name has been changed to the River's Edge Boulevard project. Other project description changes will be considered during project design and in the development of the next Plan.</p>
Richard J. Arena	President, Association for Public Transportation, Inc.	<p>It is imperative that the North/South Rail Link (NSRL) be included in the Plan and the ROW be preserved immediately. BRT is not an effective means of transporting commuters quickly, effectively, and reliably in the congestion prevalent in the Greater Boston area. APT supports a light rail solution to the problems along the Silver Line on Washington Street that would utilize the existing Green Line portal near Boylston Street. APT is against the \$700 million tunnel to connect the Silver Line. APT has very serious reservations about the current alternatives for the Urban Ring. First, the four alternatives should be given budget numbers. Second, while the project does have merit, APT is of the opinion that only a light or heavy rail solution in a dedicated ROW will offer the performance and utilization that is touted in the justification for the project.</p>	<p>The North/South Rail Link and light rail on Washington Street are included in the Universe of Projects list but not included in the recommended Plan. The Silver Line III project currently has a recommended rating in Federal Transit's New Starts Program. With current daily ridership numbers of 14,700 for Silver Line I and 11,000 for Silver Line II, the MPO thinks that the Silver Line III project should be included in the Plan.</p>

NAME	AFFILIATION	COMMENT	MPO ACTION
		<p>APT recommends that the Boston region look to other regions which have evaluated BRT and decided that it is not a viable solution for their region. The Boston region should remove BRT as a local preferred alternative and substitute light rail. For this reason, APT strongly recommends that the Urban Ring Phase 2 be removed from the Transportation Plan. It submits that the NSRL would be a far better choice. APT supports the completion of the transit mitigation commitments for the Big Dig, the Blue Line extension to Lynn, and the commuter rail project to the South Coast (Fall River/New Bedford) through the Stoughton branch. APT considers it vitally important that rail freight operations remain a viable option in the Commonwealth, and that whatever measures are necessary be taken to ensure that the only Class I freight railroad in Massachusetts, CSX, maintains its presence. Critical projects here are double-stacking initiatives and ensuring that the only multi-modal rail yard in Boston, the Beacon Yard in Allston, remain operational.</p> <p>The Port of Boston should be given more prevalence and be discussed in more detail. There are initiatives ongoing to utilize the sea as another highway for freight with a program known as Short Sea Shipping. To fund the operating costs of the area's expensive road network, there needs to be some outside-the-box thinking with respect to securing more transportation project funding. Other regions are using HOV/HOT (high occupancy toll) with success. APT would like to see the EOT and MBTA explore areas where development of valuable T properties can result in a predictable revenue stream for the MBTA. The proposed NSRL is a project that is especially well suited for such an initiative, with two (or three) magnet rail stations.</p>	<p>The MPO thinks that the Urban Ring should be included in the Plan. The various alternatives are being reviewed as part of the environmental impact report currently being done by the Executive Office of Transportation. The SIP commitments and the Blue Line Extension to Lynn are included in the Plan. The Fall River/New Bedford is funded in the Southeastern MA. MPO's Plan and endorsed in the Boston Region MPO's Plan. The MPO is in the process of completing a freight study for the region. This study will inform the MPO on its next steps to address future freight needs (projects or future studies required). This information can then be incorporated in the development of the next Plan and other studies conducted by the MPO. As discussed in Chapter 13, the MPO is committed to the funding of freight projects in the region. This comment will be forwarded to the Executive Office of Transportation and the MBTA.</p>
Alan Moore	Somerville resident	<p>Thanks the MPO and MAPC for all their hard work in preparing this document. More "creativity" is needed in raising funds. A method used elsewhere is statewide or regional referendums for tax increases for transportation. The construction schedule for the Green Line must be shortened to be closer to the original. Since the terminus has not been determined and it is inconsistently referenced in the Plan, all references should be simply generalized to "Green Line branch to Medford." Park-and-Ride at stations should also address bicycle parking and improved bicycle access. With regard to pedestrian and bicyclist issues, the policies and goals listed are very good but there is no implementation plan.</p>	<p>This comment will be forwarded to the MBTA and the Executive Office of Transportation, which are currently developing an environmental impact report for the Green Line Extension which will consider station locations and schedule. The MPO funded a Regional Bicycle Plan, recently completed by the Metropolitan Area Planning Council. This will be used by the MPO in its bicycle-planning work in the future. Bicycle projects can continue to be funded by the MPO in its Transportation Improvement Program in the future without specifically being listed in the MPO's long-range transportation plan. The Bicycle Plan also discusses bicycle parking. The Transportation Plan references the MPO's continuing commitment to bicyclist and pedestrian programs.</p>

NAME	AFFILIATION	COMMENT	MPO ACTION
		<p>There is too little discussion of funding bicycle and pedestrian improvements and how to implement such facilities. Bicycle and pedestrian improvements should be consolidated into one or more “major projects” in order to acquire funding and prioritize this need. There should be more reminders that increased walking and bicycling help solve many of the problems listed in the plan for a fraction of the cost of increasing the capacities for auto travel. Arborway Restoration, Red-Blue connector, Fairmont Line, and Blue Line to Lynn should be described more concretely and get higher priority.</p>	<p>The MPO discussed a minimum level of funding for pedestrian and bicycle programs but decided not to include it at this time. The MPO is also in the process of finalizing a bike parking inventory at all commuter rail, rapid transit, and ferry lots and some express bus lots as part of its Mobility Management System. The MPO also completed a study in 2005, Improving Pedestrian and Bicycle Access to Selected Transit Stations. The SIP transit commitments are currently being reevaluated by the environmental agencies. When the SIP commitments are finalized by EPA and DEP, the MPO will amend the Plan to include any changes to the commitments and provide more information.</p>
Alan Moore	Chair, Somerville Bicycle Committee	<p>Park-and-ride at stations should also address bicycle parking and improved bicycle access. With regard to pedestrian and bicyclist issues, the policies and goals listed are very good but there is no implementation plan. There is too little discussion of funding bicycle and pedestrian improvements and how to implement such facilities. Bicycle and pedestrian improvements should be consolidated into one or more “major projects” in order to acquire funding and prioritize this need. There should be more reminders that increased walking and bicycling help solve many of the problems listed in the plan for a fraction of the cost of increasing the capacities for auto travel.</p>	<p>The MPO funded a Regional Bicycle Plan, recently completed by the Metropolitan Area Planning Council. This will be used by the MPO in its bicycle-planning work in the future. Bicycle projects can continue to be funded by the MPO in its Transportation Improvement Program in the future without specifically being listed in the MPO’s long-range transportation plan. The Bicycle Plan also discusses bicycle parking. The MPO is also in the process of finalizing a bike parking inventory at all commuter rail, rapid transit, and ferry lots and some express bus lots as part of its Mobility Management System. The MPO also completed a study in 2005, Improving Pedestrian and Bicycle Access to Selected Transit Stations. The MPO discussed a minimum level of funding for pedestrian and bicycle programs but decided not to include it at this time; however, the MPO is committed to continuing funding these programs.</p>
Karen Wepsic	Jamaica Plain resident	<p>Instead of pouring a vast amount of money into building and running the Urban Ring, improve the service on the following bus routes: 47, 66, 91, 16, 94, 96, 1, CT1, CT2, CT3, 86, 112, 8, 19.</p>	<p>The MPO thinks that the Urban Ring should be included in the Plan. This comment will also be forwarded to the MBTA Service Planning Department, which continuously reviews bus routings and determines changes based on demand and ridership data.</p>

NAME	AFFILIATION	COMMENT	MPO ACTION
Jerry Van Hook	Lexington resident	Bicycles must replace cars for many local transportation needs in the future. Bicycle racks and lockers are needed in town centers, and bicycle carriers on buses and commuter rail trains are needed to encourage more use. Each town should have the facilities to support bicycling and mass transit, to give people alternatives to SOV travel. The MPO should look for ways to create a bicycling network – off-road and on-road bike lanes – where possible. Regarding the MPO’s public involvement program, the MPO should encourage bike rental operations to give tourists and businessmen alternatives to SOVs.	The MPO funded a Regional Bicycle Plan, recently completed by the Metropolitan Area Planning Council. This will be used by the MPO in its bicycle-planning work in the future. Bicycle projects can continue to be funded by the MPO in its Transportation Improvement Program in the future without specifically being listed in the MPO’s long-range transportation plan. The Transportation Plan references the MPO’s continuing commitment to bicyclist and pedestrian programs. The public-involvement comment will be considered in the MPO’s revisions to the public-involvement program.
Charles Kilmer	Transportation Program Manager, Old Colony Planning Council	(Comment addressed to Barbara G. Lucas, MAPC) Route 24 should be designated an interstate highway. The Boston MPO Regional Transportation Plan should recommend that MassHighway conduct engineering, traffic, and environmental studies for the roadway to meet modern federal design standards. OCPC has endorsed making it an interstate highway since 1993. The road serves as an interstate facility, connecting Rhode Island to I-195, I-495, and I-93 (Route 128). It is not as safe as it should be because it does not meet modern standards, and as an interstate it would have to be brought up to modern standards. There are inadequate acceleration/deceleration lanes, road and shoulder widths, and vertical clearance. There is sufficient justification for MassHighway to begin these studies. The cost of implementing the improvements (involving interchange upgrades, bridge reconstructions, drainage, signage, and right-of-way) was formerly estimated at \$20,681,000 in the MAPC region and could be spread out over 12 years.	The MPO discussed the process of designating Route 24 as an interstate highway. The MPO supports the request for MassHighway to conduct a study; however, it is not included in the Plan.

NAME	AFFILIATION	COMMENT	MPO ACTION
Kevin Chase	LNR Property Corporation	<p>As the master developer for the redevelopment of the former South Weymouth Naval Air Station, LNR requests several changes to the Plan that will support benefits (economic, environmental, and other) of the redevelopment. SouthField, the new community (mixed use, transit-oriented) to be created by the redevelopment, is a winner of a Massachusetts Smart Growth Award. It will have extensive pedestrian and bicycle networks and a clean-fuel shuttle system linking to the South Weymouth commuter rail station. Three other infrastructure investments (a multi-modal center at the station, widening Route 18, and a new East-West Parkway linking Route 18 and Route 3) are critical and will require cooperation from the transportation agencies. There are both state and federal earmarks for these projects. The Parkway needs a clear timetable and financing plan, or the first phase of development will be at risk.</p> <p>Changes to Table 13-3 should be made. The current costs for the Route 18 Capacity Improvements (Weymouth) project should be increased to \$24 million, the most current cost estimate. Funding for the Base Access Improvements (Weymouth, Hingham, and Rockland) project should be increased to \$45 million, its full cost. Program both projects in the 2007–2010 time frame. For the Base Access project, there is no specific agreement in place for potential private and local contributions. LNR is willing to engage in negotiations about the appropriate mix of sources for the \$45 million total cost of improvements; however, footnote 3 is premature and should either be deleted or amended to read, “The total project cost of \$45 million will be funded through a combination of federal and state funds currently earmarked for the project and other funds to be secured by local and developer contributions.” LNR is ready to work with the MPO to move forward with the Base redevelopment.</p>	<p>The South Weymouth Naval Air Station Access Improvements and the Route 18 Improvements are included in the Plan. The funding in the Plan for Route 18 has been increased to \$24,000,000. The MPO has committed to include only the federal and state funds earmarked for the South Weymouth Naval Air Station Access Improvements in the recommended Plan. A total of \$45,000,000 for the project has been indicated in the footnote in Table 13-3, with the remaining funds to be provided by non-MPO revenues, including funds from the state, local entities, and the developer.</p>
Steven H. Olanoff	Chair, Regional Transportation Advisory Council	<p>The Advisory Council is reiterating its positions on several important topics. The Advisory Council has a strong commitment to transit expansion, both in urban and suburban areas, and objects to highway capacity increases. Freight considerations are not rising to the level of concern that is needed for the vitality of our transportation system and the economy; there are no freight projects in the Plan. Policies and plans of the MBTA, MassHighway, Massport, and the Seaport Advisory Council must be coordinated so that critical freight corridors and freight infrastructure are preserved and expanded to serve the economic needs of the state.</p>	<p>The MPO is in the process of completing a freight study for the region. This study will inform the MPO on its next steps to address future freight needs (projects or future studies required). This information can then be incorporated in the development of the next Plan and other studies conducted by the MPO. As discussed in Chapter 13, the MPO is committed to the funding of freight projects in the region.</p>

NAME	AFFILIATION	COMMENT	MPO ACTION
		<p>The Advisory Council is concerned that the proportion of funding for state-of-good-repair and local projects is not adequate; opposes the capacity expansion of Route 3 from Weymouth to Duxbury; supports the Green Line extension to Somerville, Medford, and Union Square; opposes the excessive funding for Silver Line Phase III and supports reducing the project to portals at South Station; supports the design and construction of the Red Line/Blue Line Connector, the Blue Line extension to Lynn, and the inclusion of the North-South Rail Link as an illustrative project.</p>	<p>The MPO discussed the Route 3 project and thinks that it should be included in the Plan because analysis shows that congestion on the road is severe now and will increase significantly in the future. With current daily ridership numbers of 14,700 for Silver Line I and 11,000 for Silver Line II, the MPO thinks that the Silver Line III project should be included in the Plan. The North-South Rail Link is included in the MPO's Universe of Projects list but not included in the recommended Plan or as an illustrative project. Illustrative projects will be considered as part of the next Plan amendment, anticipated to begin within the current federal fiscal year. The other projects are included in the recommended Plan.</p>
Fred Salvucci		<p>Objects to the substantial inaccuracies and inappropriate policy constraints in the Plan. The Plan should be revised and a commitment made to submit a revised Plan in 18 months; it should anticipate the challenge of climate change and prepare the economy for a more sustainable future with more walking and transit and less VMT, VHT, and petroleum consumption.</p> <p>Recommendations:</p> <ol style="list-style-type: none"> 1) Reverse the policy not to flex funds. 2) Include all the ACO 2000, the DCR network, and the Urban Ring 3, Congressionally identified priorities (Blue Line to Lynn, Fitchburg commuter rail, Worcester commuter rail, Longwood Tunnel, Fall River/New Bedford projects should be included). 3) Include ranges of developments (to support projects' environmental documents) with a range of alternative land use projections. 4) Aggressively seek federal discretionary funds. 5) Suspend many highway projects for a review of the report of the finance commission while accelerating the Fix It First program for highways. 6) Commit to preparing a revised Plan (based on the new administration's review of the finance report and on operating budget reforms) in 18 months. 	<p>The MPO received a number of comments regarding the socioeconomic forecasts used in the development of the Plan. The MPO will review these forecasts and will make appropriate changes during the next amendment of the Plan, anticipated to begin in the fall of 2007. In this amendment the MPO will look at the socioeconomic forecasts, the SIP commitments and the inclusion of illustrative projects. The transit projects included in the Plan are those currently in the design or study phase by the MBTA and/or the Executive Office of Transportation.</p>

NAME	AFFILIATION	COMMENT	MPO ACTION
		<p>All corridor planning studies and environmental impact statements now underway, particularly the Urban Ring, use a range of values for urban densities that include more realistic (higher) projections; corrections are needed so that the entire planning process won't be flawed.</p> <p>Regarding the projections:</p> <p>1) Employment projections in the urban area (and the Urban Ring corridor) are below the actual number for 2005, thereby understating the importance of urban transit projects and travel demand in areas of EJ populations (this could delay the Urban Ring and job growth, impacting EJ communities) and overstating travel demand in suburban areas.</p> <p>2) University students are not adequately accounted for in the population numbers, resulting in an understatement of demand for public transportation; conversion of student housing to non-student will further increase demand. The model will only be accurate for a typical day in early August when school is out.</p> <p>3) Special attention is needed so that employment and land use and the transit mode share are accurately projected. There will be a greater increase in public transit use in the Urban Ring alignment because of institutions' policies to promote it. Caps on parking growth will support this trend throughout the urban core. The CTPS model does not deal well with parking limits.</p> <p>Regarding policies:</p> <p>1) The policy not to flex funds to public transportation is wrong and should be reversed. This creates destructive competition among transit initiatives, not the cooperation that is needed; it also jeopardizes timely processing of federal funding.</p> <p>2) Forward Funding is a no-growth statute that has not worked; it doesn't provide even a sustainable base for current levels of service, let alone the operating costs of the many proposed expansions of service.</p> <p>3) The policy prioritizing Fix It First projects diverts capital funds to pay for deferred maintenance and is not investment; it facilitates continuation of the under-funding of maintenance by committing resources to complex suburban highway capacity expansions.</p> <p>4) The Plan should highlight the need for MBTA debt relief (to allow for progress on state of good repair and operating funds for expanded services) and for adequate funding of maintenance by MassHighway.</p> <p>5) There is no information that might facilitate a discussion of a pattern break or aggressive policy to encourage a more sustainable future (reduced VMT and VHT and increased transit mode share); comparison of alternative scenarios that are more transit intensive, evaluation of larger evaluation criteria such as climate change, land use strategies, or development investments would support this.</p>	<p>During the development of this Plan, there was no flexing of funds from one mode to another. The MPO is not opposed to the policy of flexing funds. However, given the funding levels for this Plan, the present allocation of funding is appropriate given the current financial conditions. Flexing of funds will be considered in the future.</p> <p>The funding for this Plan includes a projection of revenues through 2030 based on current allocations and trends and an allocation of how those funds will be spent over the next 23 years. In March, the Massachusetts Transportation Finance Commission issued a report, Transportation Finances in Massachusetts, that estimates a transportation-needs gap of \$15 billion to \$19 billion over the next 20 years including DCR roadways.</p> <p>The Patrick-Murray administration has committed to work with the Legislature, the Transportation Finance Commission, and other stakeholders to develop a proposal to address these findings through comprehensive reform of the state's transportation-financing system. The MPO will participate in this process and incorporate new information into future Plan amendments. The MPO discussed the Urban Ring 3 and decided that it should not be included in the Plan at this time.</p>

NAME	AFFILIATION	COMMENT	MPO ACTION
		<p>Regarding projects:</p> <p>1) Urban Ring Phase 3 and DCR bridges over the Charles and roadways along it should be included in the Plan to support possible access to federal funding.</p> <p>2) Many projects seem to come from a wish list of spot improvements, not corridor planning: a) Route 2 and Route 9 corridors; b) Route 128 – Peabody to Beverly, Route 1 and 114 in Danvers, I-95 and I-93 in Woburn, I-93/Mystic Ave., Route 3 South, Middlesex Turnpike, and Logan car rental facility have the potential to encourage and exacerbate the next bottleneck and stimulate more auto-oriented development; c) the Framingham Center/Route 126 project is not evaluated in context of commuter rail to the downtown; d) a corridor plan for the Chelsea corridor is needed (a plan is needed for Tobin Bridge replacement).</p> <p>3) Delay in implementing the remaining SIP transit commitments undermines the credibility that planning will result in action. The inaccurate rationale for evading the SIP commitments should be deleted and replaced with a retrospective of the projection of the Big Dig 1990 EIS.</p> <p>4) The Plan does not report on the overall review of the Big Dig and resulting insights into the level of maintenance required for Boston-area infrastructure.</p> <p>Regarding planning issues:</p> <p>1) The symbiotic role of transit in offsetting the congestion from the increasing role of trucks in freight is not adequately discussed. There is also no analysis of the impact of rail access to Allston.</p> <p>2) The discussion of safety and high-accident locations does not identify the role of excessive speed and the benefits of reducing speed.</p> <p>3) There is no mention of the Finance Commission report or of any process to consider its recommendations. There is not enough finance information to allow serious dialogue with the public or the federal government. There should be an array of project options presented. Fiscal constraint strategies ignore the inflation cost of delay, the economic cost of deferred project benefits, and the costs of added auto ownership due to lack of transit options.</p> <p>4) Clarification of the new administration's flexibility is needed; this will require a combination of new funding, aggressive use of flexibility, and pursuit of new federal funds.</p> <p>5) The Plan includes useful raw material for the new administration's use in discussions with the public and in setting priorities.</p>	<p>The description of the Urban Ring has been revised to include the Longwood Tunnel as one of the alternatives that is being reviewed. ACO projects are included in Appendix D's listing of MBTA capital investments in the system. EOT is working with Rhode Island officials regarding rail to T.F. Green. An agreement has not been finalized on this project. The MPO will monitor these projects and include all updated information in the next amendment to the Plan, anticipated to begin within the current federal fiscal year.</p> <p>The Blue Line to Lynn is included in the Plan. The Fall River/New Bedford and Fitchburg commuter rail projects are included in other MPOs' Plans for funding and listed in the Boston Plan as endorsed by the MPO. The current SIP commitments are included in the Plan. When the revisions to these SIP commitments being proposed by EOT and DEP are finalized by EPA, the MPO will amend the Plan to include any changes to the commitments.</p> <p>Reference to the Finance Commission's report has been included in the Plan. The MPO will consider these issues (a more sustainable future transportation system, corridor planning, freight's relationship with transit, and speed's relationship with safety) in future programs and plans and as topics for Unified Planning Work Program studies.</p>

NAME	AFFILIATION	COMMENT	MPO ACTION
Paul F. Matthews	Executive Director, Arc of Innovation	<p>More priority and more funding must be directed to infrastructure in the Arc of Innovation. Comprehensive action is needed to ensure that the ongoing congestion, safety, environmental, and economic issues are addressed. If these needs are not addressed now, the economy, environment, residents, and employers will pay a steep price.</p> <p>The 495/MetroWest Corridor Partnership is responsible for one out of every ten payroll dollars in the state economy and one out of every eleven jobs in the state; it is home to six of the top ten largest publicly held companies in Massachusetts and will be the region in which there is the highest growth in eastern Massachusetts (22,000 new jobs by 2030).</p> <p>The Partnership is concerned about regional constraints and limitations and asks that constraints in the transportation infrastructure be aggressively addressed in order to maintain quality of life and economic competitiveness. This includes traffic congestion, increasing vehicle miles traveled, highway capacity, limited public transportation options, and failing, aged transportation infrastructure. A survey in the region has identified concerns: the region's lack of public transportation services; growing traffic congestion; the need for improved systemwide maintenance. The Partnership appreciates that the Transportation Planning and Programming Committee has listed some crucial projects; however, these projects should be addressed in a more aggressive time frame.</p> <p>Two additional needs were not mentioned in the Plan: the I-495/I-90 Massachusetts Turnpike interchange in Hopkinton and Westborough (the intersection of two major freight corridors and significant commuter routes) and the I-495/Route 9 interchange (where there is significant traffic congestion, with planned development to exacerbate the problem) – both on the boundary with the Central Massachusetts MPO (which has listed the projects in their Plan). The Boston Region MPO is urged to develop coordinated responses to these needs and secure additional funding.</p>	<p>The MPO is currently completing an I-495 Transit Study.</p> <p>The I-495/I-90 and I-495/Route 9 projects are included and funded in the Central Massachusetts MPO's long-range plan. The MPO will work with CMRPC in the development of these projects.</p>

NAME	AFFILIATION	COMMENT	MPO ACTION
		<p>Regarding projects in the Plan, the I-495/I-290 interchange in Hudson and Marlborough regularly experiences congestion and safety issues, and the need for improvements has been recognized in a number of planning documents and efforts. The MPO should monitor the ongoing work on this interchange and schedule funding as soon as possible. The Partnership is pleased that the Route 85/Washington Street in Hudson project is in the Plan. It is Hudson's #1 TIP priority and deserves funding from the MPO as soon as possible. The Route 135/Route 126 Interchange in Framingham is fourth in the Partnership's "Top Ten Transportation Nightmares," is a major traffic bottleneck, and includes two rotaries, three traffic signals, and two railroad tracks in active use by commuter and freight trains. Addressing the problems at this intersection is made more important in light of the expansion of commuter rail service under negotiation.</p>	<p>The I-495/I-290 Interchange is included in the recommended Plan and has been moved into the 2011-2020 time frame. The Route 126/135 Interchange and the Route 85 project are also included in the recommended Plan.</p>
Taber Keally	Chair, Three Rivers Interlocal Council	<p>The highest priority in the subregion is the completion of the improvements to I-93/I-95 in Canton. The Route 128 Add-a-Lane project will only speed traffic to a bottleneck intersection if this project is not completed. Development at Westwood Station and Legacy Place adds to the urgency of moving forward with this project. The Plan should not make recommendations for projects that have no visible funding; this would be a flawed process. The Plan should demonstrate a clear commitment to park-and-ride and ride-share lots as a means of promoting alternatives to single-occupant vehicles. Suburb-to-suburb transportation is an issue of growing importance. The system does not provide sufficient transit for communities between Route 128 and I-495. (If there is not a change, the number of communities switching to other RTAs will continue.)</p> <p>The MPO is urged to consider the recommendations of the Transportation Finance Commission and fix the funding gap to finance the long list of repairs and improvements to the state's highways. The MPO is also urged to listen to the perspectives and analysis of the Transportation Investment Coalition, a group of Massachusetts-based planning and community development organizations that is in the process of forming with a mission to advocate for investment in the transportation infrastructure. MAPC will be participating.</p>	<p>The I-93/I-95 Interchange project in Canton is included in the Plan. The funding for this Plan includes a projection of revenues through 2030 based on current allocations and trends and an allocation of how those funds will be spent over the next 23 years. In March, the Massachusetts Transportation Finance Commission issued a report, Transportation Finances in Massachusetts, that estimates a transportation-needs gap of \$15 billion to \$19 billion over the next 20 years. The Patrick-Murray administration has committed to work with the Legislature, the Transportation Finance Commission, and other stakeholders to develop a proposal to address these findings through comprehensive reform of the state's transportation-financing system. The MPO will participate in this process. As noted in Chapter 6, the MPO is committed to increasing park-and-ride at locations throughout the region in conjunction with the MBTA's Program for Mass Transportation. The MPO provides funding for a suburban mobility program to address transportation needs in areas that are currently not served or underserved by transit. As discussed in Chapter 13, the MPO is committed to the continued funding of this program in the region.</p>

NAME	AFFILIATION	COMMENT	MPO ACTION
Paul G. Yorkis	Medway SWAP representative	<p>The Existing Conditions chapter should focus less on the system and more on the exploration of alternative transportation modes. [Eight specific comments for changes/edits are then listed for this chapter.] The MPO should adopt a policy of establishing rideshare lots to address the current un-served and under-served population that do not and will not have in the foreseeable future access to mass transit that would serve their commuting requirements. Concluding that ridesharing is not needed or valuable based upon the locations cited in the draft report does not recognize the need for ridesharing lots in the 495 and 128 corridors. There is a need to “look outside the box” in developing transportation and mass transit solutions for 2030, and the Plan “looks inside the box” for solutions. The stewardship of highway corridors like I-495 and Routes 126, 109, and 128 is not addressed.</p> <p>The definition and implementation approach for regional equity supports continued inequity between the urban areas and the suburban areas in terms of service as it relates to mass transit and in terms of improvements and enhancements not related to mass transit. The regional equity section of the Plan is Bostoncentric and as a result does not provide and does not promote regional equity. Additional needs include intersection improvements in communities outside the 128 corridor to reduce congestion and the construction of rideshare lots at major interchanges of I-495. The projects recommended in the Plan reflect a Bostoncentric view within the MPO. This view will perpetuate the current inequities in transportation services between Boston and the rest of the MPO region. The I-495/I-290/Route 85 project should include a rideshare facility. There should be more improvements for I-495 in the Plan, and I-495 should be studied as a transit corridor.</p>	<p>The comments on the existing conditions chapter will be considered in the development of the next Plan. The regional equity chapter of this Plan is used to refer to providing equitable benefits to low-income and minority populations. Specific intersection projects do not have to be listed in the long-range Plan. Only regionally significant projects (projects that add capacity to the system) and major investment projects (projects that cost over \$25 million) are specifically listed in the Plan. Chapter 5 discusses the intersection improvement program. The discussion of this program in the Plan allows all intersection projects to be funded in the Transportation Improvement Program without specifically being listed in the Plan. The MPO is currently completing the I-495 Transit Study. As noted in Chapter 6, the MPO is committed to increasing park-and-ride at locations throughout the region. The comment on ridesharing at the I-495/I-290 interchange project will be forwarded to MassHighway for consideration in the design of the project.</p>
Carolyn Manson	Brookline resident	<p>Would like to have streetcar service restored to the Arborway. The #39 bus is not a good substitute for the streetcars. The service should connect to Forest Hills, and parking and driving lanes for vehicles should be removed where necessary. Streetcars also have no emissions and do not contribute to global warming as much as buses.</p>	<p>The current SIP commitments are included in the Plan, including the Green Line Arborway Restoration. However, they are currently being reevaluated by the environmental agencies. When the SIP commitments are finalized by EPA and DEP, the MPO will amend the Plan to include any changes to the commitments. The restoration of streetcar service is not proposed in the reevaluation process.</p>

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Marc Draisen	Executive Director, Metropolitan Area Planning Council	<p>This comment explains the reasons MAPC voted “no” on JOURNEY TO 2030 and suggests changes in the RTP that would allow the MPO to produce a fiscally responsible document. The RTP should be changed to: 1) recognize fiscal constraints by noting (using the Transportation Finance Commission findings) the critical under-funding of the existing transportation system; 2) increase funding for maintenance and operations of roads and bridges; this should be at least 85% of the highway funds and would leave funds for projects currently programmed in the 2007–2010 TIP and one or two large highway projects per decade (with I-93/95 North – Woburn and Reading and I-93/95 South – Canton and Westwood as the highest priorities); 3) flex highway funding to cover the SIP commitments; 4) specify ways to pay for critical expansion projects; the Plan should identify specific sources of funds that would enable these and critical highway projects (other than our priorities) to proceed.</p> <p>Transportation needs in the region are critically under-funded. The Transportation Finance Commission is expected to indicate a shortfall of \$13 to \$19 billion in funds needed just to maintain and operate our existing system. The bond bill provides only short-term relief and does not address larger, systemic problems in the transportation finance system.</p> <p>While the Plan may be technically “fiscally constrained,” it does not recognize the real financial shortfalls. It assumes that state and federal transportation funds will increase by at least 3% per year for the next 23 years and that project costs will only increase at 4%. The RTP allocates 29% of available funds to new highway projects and assumes the Commonwealth will provide almost \$4 billion for new transit projects, with no transit planned beyond 2020.</p>	<p>The funding for this Plan includes a projection of revenues through 2030 based on current allocations and trends and an allocation of how those funds will be spent over the next 23 years. In addition to projects that add capacity to the system, the Plan lists projects that cost over \$25 million. Many of these projects address the existing maintenance needs and safety issues of the transportation system.</p> <p>During the development of the Plan, the MPO determined that there would be no flexing of funds. The MPO is not opposed to the policy of flexing funds. However, given the funding levels for this Plan, the present allocation of funding is appropriate given the current financial conditions. Flexing of funds will be considered in the future.</p>

NAME	AFFILIATION	COMMENT	MPO ACTION
		<p>Regarding highway funding: Maintenance is not adequately funded in the RTP, providing 71% instead of the recommended 85% of state and federal funds; 15% would be more fiscally responsible.</p> <p>Regarding transit funding, funding is both too large and too small: the expansion project list is too large (assumptions on available funding are unrealistic); but there is no expansion in the 2021-2030 time-frame. MAPC supports transit expansion. Additional projects should be identified and planning should begin; the demand for new transit is strong. Needs should be identified in the Plan, and projects to meet those needs and revenue sources should be included. Realization of the MAPC MetroFuture Plan (based on mixed-use, TOD) will require additions to the transit network and funding for maintenance and operations. (MAPC is a member of the Transportation Investment Coalition, working to educate the public on unmet transportation needs and to seek adequate resources.)</p> <p>There are not adequate funds for constructing, maintaining and operating the SIP commitments and the Blue Line to Lynn, Urban Ring Phase 2, and the New Bedford-Fall River project, and it is not fiscally responsible to assume that these funds will be provided by the legislature without additional sources of revenue. The RTP should include a minimum funding commitment to Suburban Mobility/TDM, bicycle mobility, and pedestrian access programs that have demonstrated benefits for congestion, safety, health, and air quality and that are necessary to support the sustainable land use patterns that are a part of the MetroFuture land use plan, and to a freight program (\$15 million for all four). This would demonstrate commitment even in fiscally constrained times. There are no freight projects in the Plan and no specific program to preserve and improve the freight infrastructure. There is a need for a comprehensive plan for moving freight in our region and a way to pay for the improvements.</p>	<p>The transit projects included in the Plan are those currently in the design or study phase by the MBTA and/or the Executive Office of Transportation. The MPO discussed a minimum level of funding for the listed programs but decided not to include it at this time. As discussed in Chapter 13, the MPO is committed to the funding of the listed projects in the region.</p> <p>The MPO is in the process of completing a freight study for the region. This study will inform the MPO on its next steps to address future freight needs (projects or future studies required). This information can then be incorporated in the development of the next Plan and other studies conducted by the MPO. As discussed in Chapter 13, the MPO is committed to the funding of freight projects in the region.</p>

TABLE A-3
COMMENTS RECEIVED DURING OFFICIAL PUBLIC COMMENT PERIOD OF
THE PLAN AMENDMENT
(AUGUST 23, 2009 – SEPTEMBER 24, 2009)

NAME	AFFILIATION	COMMENT	MPO ACTIONS
Dorothy E. Puhly	Executive Vice President and CFO, Dana-Farber Cancer Institute	Believes that the Regional Transportation Plan (RTP) Amendment should include the Urban Ring and also that the Urban Ring should be on the list of "Illustrative Projects" for the purpose of modeling the state's regional transportation benefits and for funding phasing. The Longwood Medical Area institutions worked closely together to ensure the Urban Ring was included in the Plan and were disappointed to learn that it would not be in the RTP Amendment. Institutions in the Longwood Medical Area would rely on the Urban Ring for accessibility to facilities, and without it being listed, there will be no hope of getting federal funding.	<p>As part of the Amendment to JOURNEY TO 2030, the MPO was required to update project costs and revise the financial assumptions in the Plan, resulting in the elimination of many worthy projects. While the MPO worked to use its available funding in a way that produces the optimal benefit, many projects that would help to maintain the existing system and also allow for future expansion or enhancement could not be included in the fiscally constrained Plan Amendment. The Urban Ring project was included in the Illustrative Projects chapter in the Plan Amendment.</p> <p>The MPO believes strongly that the region is best served by improving the transportation system, and it aspires to achieve more than is permitted under the existing financial constraint. The illustrative projects demonstrate what could be done if more funds were to become available. The MPO intends to continue working with state and federal partners to advance these projects through the planning process and to identify additional transportation funding in order to be prepared for the future. The Urban Ring project will remain in the Universe of Projects list and may be considered during the development of the next Plan, to be adopted in 2011.</p>
David@ dmarknutrition .com		Glad to learn that the MPO has tentatively approved construction funding for the Assabet River Rail Trail (ARRT) in the 2011-15 band of the RTP. He and his family have been ARRT volunteers since 2000, have worked hard with other volunteers to advance the project, and believe it will be wonderful for all the users.	The Assabet River Rail Trail has been included in the financially constrained Plan.

NAME	AFFILIATION	COMMENT	MPO ACTIONS
kumnick@mindspring.com		Asks why the Concord Route 2 Rotary is no longer in the proposed RTP and why the Crosby's Corner project is getting preference over the redesign of the Route 2 Rotary. Asks when traffic congestion in the Route 2 Rotary will be relieved.	<p>As part of the Amendment to JOURNEY TO 2030, the MPO was required to update project costs and revise the financial assumptions in the Plan, resulting in the elimination of many worthy projects. While the MPO worked to use its available funding in a way that produces the optimal benefit, many projects that would help to maintain the existing system and also allow for future expansion or enhancement could not be included in the fiscally constrained Plan Amendment.</p> <p>The Concord Rotary project was included in the Illustrative Projects chapter in the Plan Amendment. The MPO believes strongly that the region is best served by improving the transportation system, and it aspires to achieve more than is permitted under the existing financial constraint. The illustrative projects demonstrate what could be done if more funds were to become available. The MPO intends to continue working with state and federal partners to advance these projects through the planning process and to identify additional transportation funding in order to be prepared for the future. The Concord Rotary project will remain in the Universe of Projects list and may be considered during the development of the next Plan, to be adopted in 2011. The MPO voted to include Crosby's Corner in the 2010-2013 Transportation Improvement Program, therefore requiring that it be included in the Plan because it adds capacity to the system and will cost over \$10 million (two characteristics that necessitate inclusion in the Plan).</p>
ra_andre@verizon.net		Suggests that it might be better to locate the new "Russia Wharf" ferry dock adjacent to South Station. Notes that it could eventually be connected to the new expanded South Station terminal, creating a true multimodal transportation center. Believes it is a unique opportunity that should not be missed.	This idea was explored during the public comment and design processes for the project. It was found that the chosen location would be the closest feasible location of the wharf due to insufficient clearance of the Congress Street and Summer Street bridges. In addition, it was found that the Russia Wharf location was the closest location that provided sufficient space for a shelter and access to the wharf.

NAME	AFFILIATION	COMMENT	MPO ACTIONS
Michelle Ciccolo	Chair, Minuteman Advisory Group on Interlocal Coordination (MAGIC)	Expresses gratitude for including the following projects in the proposed RTP Amendment: Middlesex Turnpike Improvements - Phase 3 (Bedford, Burlington, Billerica), Route 2 Crosby's Corner (Lincoln and Concord), Bruce Freeman Rail Trail (Concord to Westford), Assabet River Rail Trail (Acton to Maynard - Phase II and Stow to Hudson - Phase III), Route 85 Improvements (Hudson). Also expresses appreciation for including Concord Rotary/Route 2 (Concord) and I-495/I-290/Route 85 Connector Interchange (Hudson and Marlborough) in the RTP Illustrative List. Suggests text changes to clarify the project descriptions of the Assabet River and Bruce Freeman Rail Trails. Notes that the Route 85 Improvements project submitted 75% design plans to MassHighway in August and will be ready to advertise in upcoming months. Requests that this project be moved forward in the RTP. States that the Crosby's Corner project is of critical importance to our regional transportation network and will solve drainage and flooding issues. Reiterates the MAGIC project priorities and rates each as urgent, high priority, or significant.	Thank you for your support of the Plan Amendment. As part of the Amendment to JOURNEY TO 2030, the MPO was required to update project costs and revise the financial assumptions in the Plan, resulting in the elimination of many worthy projects. The MPO determined that the Route 85 project should remain in the Plan; however, revenue is not available to fund this project earlier than is currently proposed. The MPO intends to continue working with state and federal partners to identify additional transportation funding, and if additional funding becomes available, the project's time frames can be reviewed. The MPO will be developing and adopting a new Plan in 2011, at which time the timing of these projects can also be reviewed. Your suggested text changes were made to the two bike project descriptions.
State Senator James B. Eldridge	State Senator, Middlesex & Worcester District	Expresses concern regarding the removal of the I-495/I-290/Route 85 interchange project from the Recommended List of Planned Major Infrastructure and Expansion Projects in the proposed RTP Amendment. Notes that this project is a critical piece of the economic engine of MetroWest and expresses concern that the current interchange is ill equipped to handle the growing needs of the region. Also expresses concern that growth of commuting and trucking through the core of the I-495/MetroWest region has produced serious safety concerns. Urges the MPO to reconsider this project in the light of its importance to the region.	As part of the Amendment to JOURNEY TO 2030, the MPO was required to update project costs and revise the financial assumptions in the Plan, resulting in the elimination of many worthy projects. While the MPO worked to use its available funding in a way that produces the optimal benefit, many projects that would help to maintain the existing system and also allow for future expansion or enhancement could not be included in the fiscally constrained Plan Amendment. The I-495/I-290/Route 85 Connector project was included in the Illustrative Projects chapter in the Plan Amendment. The MPO believes strongly that the region is best served by improving the transportation system, and it aspires to achieve more than is permitted under the existing financial constraint. The illustrative projects demonstrate what could be done if more funds were to become available. The MPO intends to continue working with state and federal partners to advance these projects through the planning process and to identify additional transportation funding in order to be prepared for the future. The I-495/I-290/Route 85 Connector project will remain in the Universe of Projects list and may be considered during the development of the next Plan, to be adopted in 2011.

NAME	AFFILIATION	COMMENT	MPO ACTIONS
<p>State Representative Danielle W. Gregoire</p>	<p>State Representative, Fourth Middlesex District</p>	<p>Expresses concern regarding the removal of the I-495/I-290/Route 85 interchange project, initially budgeted at \$37,773,000, from the RTP Amendment. Notes that this project is a critical piece of the economic engine of MetroWest and expresses concern that the current interchange is ill equipped to handle the growing needs of the region. Also expresses concern that the interchange is a public safety hazard. The accident rate at the location is 33% higher than the state average for such a ramp and is ranked #42 on the list of the state's high-crash intersections. The tight turning radii of the ramps have led to a high frequency of truck turnovers, especially from I-290 to I-495 north. Several of the interchanges, entrance ramps, and exit ramps in the project area experience level of service F during the evening or the morning peak periods, and this congestion is forecasted to worsen as growth in the region increases.</p> <p>Urges the MPO to reconsider its funding priorities and believes that safeguarding the existing economic advantages and anticipating future demand should be weighted more heavily in the decision-making process.</p>	<p>As part of the Amendment to JOURNEY TO 2030, the MPO was required to update project costs and revise the financial assumptions in the Plan, resulting in the elimination of many worthy projects. While the MPO worked to use its available funding in a way that produces the optimal benefit, many projects that would help to maintain the existing system and also allow for future expansion or enhancement could not be included in the fiscally constrained Plan Amendment. The I-495/I-290/Route 85 Connector project was included in the Illustrative Projects chapter in the Plan Amendment. The MPO believes strongly that the region is best served by improving the transportation system, and it aspires to achieve more than is permitted under the existing financial constraint. The illustrative projects demonstrate what could be done if more funds were to become available. The MPO intends to continue working with state and federal partners to advance these projects through the planning process and to identify additional transportation funding in order to be prepared for the future.</p> <p>The I-495/I-290/Route 85 Connector project will remain in the Universe of Projects list and may be considered during the development of the next Plan, to be adopted in 2011.</p>

NAME	AFFILIATION	COMMENT	MPO ACTIONS
Dennis E. Harrington	Planning Director, City of Quincy	<p>Commends the MPO on ensuring that the strategic plan continues to outline prudent long-term investments for the region's transportation system, which is crucial to economic vitality and the sustainability of Quincy and the South Shore region. Appreciates the inclusion of the Quincy Center Concourse Phase II project in the Plan Amendment. It will provide an east-west access road to connect Route 3 to Route 3A via Burgin Parkway and McGrath Highway. The Concourse will improve vehicle traffic flow and pedestrian access, while opening additional parcels of land for redevelopment. Hopes that inclusion in the Plan Amendment will ensure the timely programming of the project's earmark in the 2010 Element of the FFYs 2010-2013 TIP. Believes that the Plan does not adequately address how the Department of Conservation and Recreation (DCR) will maintain DCR roadways and green spaces over the long term. Suggests that DCR roadways be considered by the MPO after the forming of the Massachusetts Department of Transportation (MassDOT).</p> <p>Commends the MPO for efforts to expand the public transportation system and believes that the new Greenbush commuter rail line will help alleviate traffic. Pleased to see the Braintree Split on the list of regionally significant projects. Would like to move the Route 3 Weymouth to Duxbury Add-a-Lane project, which is currently on the Illustrative Projects list, onto the list of recommended regionally significant projects.</p>	<p>"Thank you for your support of the Plan Amendment. Although the MPO has included some DCR bridges in JOURNEY TO 2030 and the Transportation Improvement Program (TIP), it has not yet addressed other DCR roadways and facilities. Now that certain elements of DCR's existing system have been incorporated into the MassDOT organization, those facilities can be considered by the MPO. The list of projects will be included in the Universe of Projects list and may be considered during the development of the next Plan, to be adopted in 2011. If federal transportation funding were to be used for the listed projects they would not necessarily be required to be included in the Plan unless the improvement costs more than \$10 million. They would have to be included in the TIP. Contact the MPO's TIP Coordinator for more information on the TIP process.</p> <p>As part of the Amendment to JOURNEY TO 2030, the MPO was required to update project costs and revise the financial assumptions in the Plan, resulting in the elimination of many worthy projects.</p> <p>While the MPO worked to use its available funding in a way that produces the optimal benefit, many projects that would help to maintain the existing system and also allow for future expansion or enhancement could not be included in the fiscally constrained Plan Amendment. The Route 3 project was included in the Illustrative Projects chapter in the Plan Amendment. The MPO believes strongly that the region is best served by improving the transportation system, and it aspires to achieve more than is permitted under the existing financial constraint. The illustrative projects demonstrate what could be done if more funds were to become available. The MPO intends to continue working with state and federal partners to advance these projects through the planning process and to identify additional transportation funding in order to be prepared for the future. The Route 3 project will remain in the Universe of Projects list and may be considered during the development of the next Plan, to be adopted in 2011.</p>

NAME	AFFILIATION	COMMENT	MPO ACTIONS
Stanly E. Black	Chairman, Board of Selectmen, Town of Concord	Expresses support for the inclusion of the Route 2 Crosby's Corner, Route 2 Rotary, and Bruce Freeman Rail Trail projects in the proposed RTP Amendment. The Route 2 Crosby's Corner project is an urgent project of critical importance to the regional transportation network. Expresses understanding of the economic constraints faced by the MPO and gratitude that the Concord Rotary/Route 2 project, a high-priority project for the town and region, is listed in the RTP Illustrative Projects list. Also expresses gratitude for inclusion of the Bruce Freeman Rail Trail, a significant project for the community, in the proposed RTP Amendment. Suggests that the phases of the trail included in the RTP should be clearly stated. Requests that all the projects remain on the list and receive the continued support of the MPO.	Thank you for your support of the Plan Amendment. Text changes were made to the Bruce Freeman Rail Trail project description to clearly describe the phases included in the Plan.
Robert W. Guterman		States that the Red Line-Blue Line Connector was discussed in 1970 and that it is good to see the status of "Project 31."	The design of the Red Line-Blue Line Connector project has been included in the recommended list of projects in the Plan Amendment.
Frank Camarda		He is a member of a new organization that recommends investment in local bus connections at selected transit stations to complement rail service. States that the additional local bus connections will serve cultural establishments such as museums, historic houses, and performing arts facilities. Suggests the addition of tour stops at trailheads for car-less walkers that will foster wider use of preserved green space. Believes these measures could increase ridership and foster improved public transportation.	Thank you for your support of the Plan Amendment. Your suggestions will be considered in the development of the next Plan, to be adopted in 2011.

NAME	AFFILIATION	COMMENT	MPO ACTIONS
Paulina Knibbe	Chairman, Board of Selectmen, Town of Acton	Thanks the TPPC and the MPO for including the Assabet River Rail Trail (ARRT) and the Bruce Freeman Rail Trail (BFRT) projects in the proposed RTP Amendment. Notes that the project description of the ARRT construction, listed in the 2011-2015 time frame of the RTP, should be inclusive of Stow and Hudson to Route 62 in Hudson. Thanks the MPO for inclusion of the BFRT in the 2021-2025 time frame of the RTP and hopes that the project schedule can be accelerated significantly. Notes that the proposed funding of the BFRT in the RTP only includes phases 2A and 2C of the project, extending from Route 225 in Westford through Carlisle, Acton, and Concord to the Concord/Sudbury town line, and that this should be reflected in all project descriptions. The phases in Sudbury and Framingham are part of the project but are not currently included in the RTP.	Thank you for your support of the Plan Amendment. Your suggested text changes were made to the two bike project descriptions.
Roland Bartl, AICP	Planning Director, Town of Acton	Supplements the letter by the Acton Board of Selectmen to address opportunities for the Bruce Freeman Rail Trail (BFRT) that may arise from ARRA project funding. States that the TPPC mentioned at its July 23 meeting that the Route 85 Improvement project in Hudson and the Wonderland South Parking Garage in Revere are likely candidates for ARRA funding. Should these projects be accelerated with ARRA funds, he urges the MPO to reassign the appropriate portion of freed-up funds in the 2016-2020 time frame to the BFRT, Phases 2A and 2C.	Revenue is not available to fund this project earlier than is currently proposed. The MPO intends to continue working with state and federal partners to identify additional transportation funding, and if additional funding becomes available, the projects timeframes can be reviewed. The MPO will be developing and adopting a new Plan in 2011, at which time the timing of these projects can also be reviewed.

NAME	AFFILIATION	COMMENT	MPO ACTIONS
Richard C. Howard	Secretary/ Treasurer, Mystic Valley Development Commission (MVDC)	Requests assistance in getting the TeleCom Boulevard project in Everett, Malden, and Medford back in the RTP Amendment. The project was included in the original RTP with a construction time frame between 2011 and 2020, but was removed from the RTP Amendment and not included in the Illustrative Projects list. The project is crucial roadway infrastructure to the River's Edge project, which is a 215-acre public/private development that includes a 10-acre riverfront park, 222 units of residential use, a 115,000-square-foot office building, and additional office/lab buildings. TeleCom Boulevard will provide a bridge to cross the Malden River to unify the site and a new road to improve access between the three communities. The project will also address traffic operations and safety concerns in the area. It received a federal TEA-21 earmark of \$5.25 million, but none of the funds has been utilized to date. Of the \$12,623,607 in state-authorized funds for the project, approximately \$168,000 has been used for design and approximately \$2,648,000 has been used for right-of-way acquisition.	As part of the Amendment to JOURNEY TO 2030, the MPO was required to update project costs and revise the financial assumptions in the Plan, resulting in the elimination of many worthy projects. While the MPO worked to use its available funding in a way that produces the optimal benefit, many projects that would help to maintain the existing system and also allow for future expansion or enhancement could not be included in the fiscally constrained Plan Amendment or the illustrative list of projects. The MPO intends to continue working with state and federal partners to identify additional transportation funding for the future. The TeleCom Boulevard project will remain in the Universe of Projects list and may be considered during the development of the next Plan, to be adopted in 2011.
Mayor Thomas L. McLaughlin	Mayor, Town of Woburn	Asks that Woburn's New Boston Street Bridge project be moved from the 2016-2020 time frame to the 2011-2015 time frame of the proposed RTP Amendment. Notes that this would bring the project closer to the expected construction date. Requests that the Montvale Avenue Reconstruction project be brought closer to the expected construction date of FFY 2011 by being upgraded from the 2016-2020 time frame of the proposed RTP Amendment.	As part of the Amendment to JOURNEY TO 2030, the MPO was required to update project costs and revise the financial assumptions in the Plan, resulting in the elimination of many worthy projects. The MPO determined that the New Boston Street Bridge project should remain in the Plan and the Montvale Avenue project should be added to the Plan; however, revenue is not available to fund these projects earlier than is currently proposed. The MPO intends to continue working with state and federal partners to identify additional transportation funding, and if additional funding becomes available, the projects' time frames can be reviewed. The MPO will be developing and adopting a new Plan in 2011, at which time the timing of these projects can also be reviewed.
Judy LaRocca	Chair, Bruce Freeman Rail Trail Advisory Committee	Expresses support of the inclusion of the Bruce Freeman Rail Trail (BFRT) in the 2021-2025 band of the RTP Amendment and appreciates the opportunities that were provided throughout the public process to provide information. The BFRT will provide an alternative transportation resource for neighborhoods to access schools, recreational facilities, conservation areas, and the West Concord village center. It has the potential to increase MBTA ridership on the Fitchburg commuter rail line by connecting residents with the West Concord station. Requests that the MPO advance design and construction of Phase 2A (Acton/Carlisle/Westford) and Phase 2C (Concord) of the BFRT.	As part of the Amendment to JOURNEY TO 2030, the MPO was required to update project costs and revise the financial assumptions in the Plan, resulting in the elimination of many worthy projects. The MPO determined that the Bruce Freeman Rail Trail project should be included in the Plan; however, revenue is not available to fund this project earlier than is currently proposed. The MPO intends to continue working with state and federal partners to identify additional transportation funding, and if additional funding becomes available, the project's time frame can be reviewed. The MPO will be developing and adopting a new Plan in 2011, at which time the timing of this project can also be reviewed.

NAME	AFFILIATION	COMMENT	MPO ACTIONS
Lawrence S. DiCara	Nixon Peabody, Attorneys at Law	<p>Concurs with A Better City's (ABC's) support for the inclusion of the Urban Ring and Silver Line Phase III projects on the RTP Amendment's Illustrative List. Also supports the advancement and inclusion of HPP funds for the projects in the Plan Amendment. The Urban Ring project is critical for making possible growth and development in the metropolitan region that would otherwise be inhibited by congestion and a lack of mobility. It will improve connections for over 180,000 expected daily riders by increasing access to transit and reducing travel time as the population increases. The Silver Line Phase III project will significantly improve mobility throughout the corridor and provide connections to disconnected areas, supporting and encouraging South Boston Waterfront development. It is currently listed within the Federal Transit Administration's New Starts Program, which could potentially fund 59% (over \$800 million) of the project costs. Expresses concern that the failure to complete elements of both projects will violate Central Artery/Tunnel commitments required by the 2005 Administrative Consent Order. The MPO should include \$14 million to advance the Silver Line III to 60% design and set aside some funding for the Urban Ring's preliminary engineering.</p>	<p>As part of the Amendment to JOURNEY TO 2030, the MPO was required to update project costs and revise the financial assumptions in the Plan, resulting in the elimination of many worthy projects. While the MPO worked to use its available funding in a way that produces the optimal benefit, many projects that would help to maintain the existing system and also allow for future expansion or enhancement could not be included in the fiscally constrained Plan Amendment. Both the Urban Ring and Silver Line projects were included in the Illustrative Projects chapter in the Plan Amendment. The MPO believes strongly that the region is best served by improving the transportation system, and it aspires to achieve more than is permitted under the existing financial constraint. The illustrative projects demonstrate what could be done if more funds were to become available. The MPO intends to continue working with state and federal partners to advance these projects through the planning process and to identify additional transportation funding in order to be prepared for the future. Both the Urban Ring and Silver Line projects will remain in the Universe of Projects list and may be considered during the development of the next Plan, to be adopted in 2011.</p>
Gino Carlucci	Chair, South West Advisory Planning Committee (SWAP)	<p>Notes that the Town of Medway's Route 109 project may exceed the \$10 million threshold and thus need to be included in the Regional Transportation Plan during the preparation of the next one. Expresses concern about the lack of overall funding for both state and local transportation projects as a result of paying off the Central Artery project. Indicates that funding is unlikely to improve as future federal appropriations will continue to be borrowed, after the Central Artery is paid off, to fund the advanced bridge-repair program. Requests that the next full RTP process address alternative means of raising the future transportation funding necessary to meet the region's needs.</p>	<p>If the Route 109 project is included in a future Transportation Improvement Program, the project will also be included in the long-range plan if it does exceed \$10 million. The MPO intends to continue working with state and federal partners to identify additional transportation funding in order to be prepared for the future.</p>
Tony Fields	Chairman, North Suburban Planning Council (NSPC)	<p>Expresses appreciation for the inclusion of four significant projects in the NSPC region in the proposed RTP Amendment: Middlesex Turnpike (Bedford, Burlington, Billerica), I-93/I-95 Interchange (Reading and Woburn), Montvale Avenue (Woburn), and New Boston Street Bridge (Woburn). Notes that the Montvale Avenue project benefits the region and Woburn anticipates that construction could begin in 2011. Attached a memo of Woburn's highest-priority projects.</p>	<p>Thank you for your support of the Plan Amendment.</p>

NAME	AFFILIATION	COMMENT	MPO ACTIONS
Richard A. Dimino	President & CEO, A Better City (ABC) Inc.	<p>Supports the inclusion of the Urban Ring and Silver Line Phase III projects on the RTP Amendment's Illustrative List. Also supports the advancement and inclusion of HPP funds for the projects in the Plan Amendment. The Urban Ring project is critical for making possible growth and development in the metropolitan region that would otherwise be inhibited by congestion and a lack of mobility. It will improve connections for over 180,000 expected daily riders by increasing access to transit and reducing travel time as the population increases. The Silver Line Phase III project will significantly improve mobility throughout the corridor and provide connections to disconnected areas, supporting and encouraging South Boston Waterfront development. It is currently listed within the Federal Transit Administration's New Starts Program, which could potentially fund 59% (over \$800 million) of the project costs. Expresses concern that the failure to complete elements of both projects will violate Central Artery/Tunnel commitments required by the 2005 Administrative Consent Order.</p> <p>Also suggests the inclusion of the other structurally deficient Turnpike structures between the Commonwealth Avenue and Cambridge Street bridges as part of the reconstruction of the Boston Viaduct, which is an essential link to the Urban Ring project. The MPO should include \$14 million to advance the Silver Line III to 60% design and set aside some funding for the Urban Ring's preliminary engineering.</p>	<p>As part of the Amendment to JOURNEY TO 2030, the MPO was required to update project costs and revise the financial assumptions in the Plan, resulting in the elimination of many worthy projects. While the MPO worked to use its available funding in a way that produces the optimal benefit, many projects that would help to maintain the existing system and also allow for future expansion or enhancement could not be included in the fiscally constrained Plan Amendment. The Urban Ring and Silver Line projects were included in the Illustrative Projects chapter in the Plan Amendment. The MPO believes strongly that the region is best served by improving the transportation system, and it aspires to achieve more than is permitted under the existing financial constraint. The illustrative projects demonstrate what could be done if more funds were to become available. The MPO intends to continue working with state and federal partners to advance these projects through the planning process and to identify additional transportation funding in order to be prepared for the future.</p> <p>The Urban Ring and Silver Line projects will remain in the Universe of Projects list and may be considered during the development of the next Plan, to be adopted in 2011.</p>
Taber Keally	Chair, Three Rivers Interlocal Council (TRIC)	<p>States that the delay of the I-95/I-93 Canton interchange project until the 2026-2030 time frame of the proposed RTP Amendment is unacceptable. The TRIC subregion's fast pace of development and healthy economic outlook depends upon timely improvements to the Canton interchange. Notes that the recommended transportation improvements from the I-95/Route 1 corridor study will need to be added to future revisions of the RTP.</p>	<p>As part of the Amendment to JOURNEY TO 2030, the MPO was required to update project costs and revise the financial assumptions in the Plan, resulting in the elimination of many worthy projects. The MPO determined that the I-95/I-93 Canton interchange project should remain in the Plan; however, revenue is not available to fund this project earlier than is currently proposed. The MPO intends to continue working with state and federal partners to identify additional transportation funding, and if additional funding becomes available, the project's time frame can be reviewed. The MPO will be developing and adopting a new Plan in 2011, at which time the timing and the descriptions of this project can also be reviewed.</p>

NAME	AFFILIATION	COMMENT	MPO ACTIONS
Brian Watson	Chairman, North Shore Task Force (NSTF)	Supports the inclusion of the Route 128 at Routes 35 and 62 project and of the expansion of ferry service at Russia Wharf/South Station. Notes that further safety improvements need to be made along Route 128 from Peabody to Gloucester. Expresses continued support for the Blue Line Extension to Lynn and Urban Ring Phase 2, projects not included in the proposed RTP Amendment. Urges the MPO to place a greater emphasis on nonautomotive approaches to transportation problems and to address the need for additional funding more comprehensively and forcefully in the RTP.	<p>Thank you for your support of the Plan Amendment. As part of the Amendment to JOURNEY TO 2030, the MPO was required to update project costs and revise the financial assumptions in the Plan, resulting in the elimination of many worthy projects. While the MPO worked to use its available funding in a way that produces the optimal benefit, many projects that would help to maintain the existing system and also allow for future expansion or enhancement could not be included in the fiscally constrained Plan Amendment. The Blue Line Extension and Urban Ring projects were included in the Illustrative Projects chapter in the Plan Amendment. The MPO believes strongly that the region is best served by improving the transportation system, and it aspires to achieve more than is permitted under the existing financial constraint. The illustrative projects demonstrate what could be done if more funds were to become available. The MPO intends to continue working with state and federal partners to advance these projects through the planning process and to identify additional transportation funding in order to be prepared for the future.</p> <p>The Blue Line Extension and Urban Ring projects will remain in the Universe of Projects list and may be considered during the development of the next Plan, to be adopted in 2011. The MPO is dedicated to providing transportation improvements, including transit, bicycle and pedestrian projects. However, under the current financial constraint, the MPO was unable to fund as many projects under this category as it would have liked in order to advance its vision for the region. As a rule, the MassDOT Highway Division incorporates bicycle and pedestrian improvements into the design process of most roadway reconstruction projects. The MPO intends to continue working with state and federal partners to identify additional transportation funding.</p>
Thomas S. Michelman	President, Friends of the Bruce Freeman Rail Trail	Thanks the MPO for inclusion of Phases 2A and 2C of the Bruce Freeman Rail Trail (BFRT) in the 2021-2025 time frame of the proposed RTP Amendment. Expresses concern about the BFRT's not being included in the FFYs 2010-2013 TIP or in an earlier time slot of the RTP. Believes that enhancement projects are underfunded and that there are systematic and structural problems that do not capture the value of multimodal enhancement projects like the BFRT. Notes the success of Phase 1 upon its recent opening and states that the usage and utility of the BFRT will increase with the construction of Phase 2. Attached a petition with over 1,300 signatures requesting that the remainder of the BFRT be designed and built as soon as possible.	As part of the Amendment to JOURNEY TO 2030, the MPO was required to update project costs and revise the financial assumptions in the Plan, resulting in the elimination of many worthy projects. The MPO determined that the Bruce Freeman Rail Trail project should be included in the Plan; however, revenue is not available to fund this project earlier than is currently proposed. The MPO intends to continue working with state and federal partners to identify additional transportation funding, and if additional funding becomes available, the project's time frame can be reviewed. The MPO will be developing and adopting a new Plan in 2011, at which time the timing of this project can also be reviewed.

NAME	AFFILIATION	COMMENT	MPO ACTIONS
Romin Koebel	Fenway Community Development Corporation (CDC) and Urban Village Committee	Urges the MPO to consider extending the hours of downtown service of the Route 55 bus and making Hynes Station fully accessible. Route 55 travels from the West Fens to the Theater District and serves several important locations, including Copley Square, Boston Common, the State House, Park Street, and the State Transportation Building on an hourly basis or better until mid-afternoon. Believes that improving accessibility at Hynes Station would increase ridership on the Route 55 bus and ease the transit trip for residents of the Peterborough Senior Center.	Your suggestions will be forwarded to MBTA Service Planning for its review.
Malek Al-Khatib	Chair, Regional Transportation Advisory Council	The Advisory Council supports the proposed RTP Amendment and submits several comments and recommendations. Believes that the expansion of the transit system and upgrading the highway system to support economic development must continue to be discussed and funding sources for these important projects need to be identified. Commends the MPO for its decision to flex highway funds to transit projects and for its expansion of pedestrian and bicycle infrastructure in the region. Believes the Illustrative List should focus on regional, transit-oriented projects and multimodal projects. Recommends that the MPO add the North-South Rail Link to the Illustrative List and that the MPO prioritize the list during the development of the next RTP. Also recommends that the next RTP include recommended projects from EOT's Statewide Freight Plan, consider improvements to DCR roadways, and emphasize land use considerations in the decision-making process.	<p>Thank you for your support of the Plan Amendment. As part of the Amendment to JOURNEY TO 2030, the MPO was required to update project costs and revise the financial assumptions in the Plan, resulting in the elimination of many worthy projects. While the MPO worked to use its available funding in a way that produces the optimal benefit, many projects that would help to maintain the existing system and also allow for future expansion or enhancement could not be included in the fiscally constrained Plan Amendment. The MPO believes strongly that the region is best served by improving the transportation system, and it aspires to achieve more than is permitted under the existing financial constraint. The illustrative projects demonstrate what could be done if more funds were to become available; however, the MPO did not include North-South Rail project in the Illustrative Projects Chapter in the Plan Amendment at this time. The MPO intends to continue working with state and federal partners to advance projects through the planning process and to identify additional transportation funding in order to be prepared for the future.</p> <p>The Commonwealth is in the process of completing the Statewide Freight and Rail Plan. This study will inform the MPO on its next steps to address future freight needs (projects or future studies required). In addition, the MPO has included funding in the upcoming year for a study that will advance the recommendations of the Statewide Freight and Rail Plan. This information will be incorporated into the MPO's new long-range plan, which is required to be adopted in 2011.</p>

NAME	AFFILIATION	COMMENT	MPO ACTIONS
alexepstein@gmail.com		<p>Expresses gratitude to the MPO for inclusion of the Green Line extension through Somerville to College Avenue in Medford in FFY 2010 and in FFYs 2011-2015 in the proposed RTP Amendment. Also appreciates the inclusion of funds for the Orange Line station at Assembly Square, but expresses concern that the design does not include a second headhouse. This results in lack of accessibility for the disabled, reduced ridership, inconvenient access to IKEA, and only one station for a development the size of downtown Boston.</p> <p>Recommends that the \$22,910,000 allocated to rebuild the McCarthy Overpass on Route 28 in Somerville be used to remove the overpass and build an at-grade boulevard that revitalizes and reconnects Somerville's neighborhoods.</p>	<p>Thank you for your support of the Plan Amendment. As part of the JOURNEY TO 2030 Amendment, it was determined that all federal transit funding will go toward the maintenance of the MBTA's transit system. Therefore the MBTA will not fund any transit expansion projects. The only expansion projects included in the Plan Amendment are those that are State Implementation Plan projects (the Commonwealth will fund these) or projects that will be funded from non-MPO sources. The Assembly Square Orange Line station is included because it will be funded using non-MPO revenues. This project was included in the original Plan for \$40,000,000. During the Amendment process, the cost was updated to its current estimate of \$50,000,000, with no funding identified for the additional \$10,000,000. The MPO felt that it was important to include this project in the Plan and made the decision to flex limited highway funding to cover the additional \$10,000,000 for the current design, which does not include a second headhouse. However, the MBTA will continue to address this request during the design process and will keep the MPO informed of the outcomes.</p> <p>The Route 28 overpass bridge has been classified as structurally deficient and is scheduled for maintenance under the Accelerated Bridge Program. This comment will be forwarded to MassDOT for review.</p>
mmcqueen7@yahoo.com		<p>Expresses concern that the Green Line extension project is being backlogged in favor of new MBTA maps. Notes that most residents commute to their jobs outside of Somerville via bus or rapid transit which makes the project a worthwhile investment.</p>	<p>The Green Line extension to College Avenue project is included in the Plan Amendment for construction in the 2011-to-2015 time period.</p>
Christopher Marx		<p>Requests the inclusion of the mandated Green Line extension in Somerville project in the State Transportation Improvement Program (STIP). Notes that the densely populated city of Somerville could benefit from improved public transit and believes that the project could also have air quality, property value, traffic, and commerce benefits.</p>	<p>The Green Line extension to College Avenue project is included in the Plan Amendment for construction in the 2011-to-2015 time period. It has also been included in the STIP.</p>

NAME	AFFILIATION	COMMENT	MPO ACTIONS
Bruce Jacobson	Superintendent, Boston Harbor Islands National Recreation Area	Requests that several key improvements to docking facilities at Boston Harbor Islands National Recreation Area be added as enhancements to the RTP Amendment. The island park relies on its water-based system as it is only accessible by ferry or private boat. These improvements would upgrade inadequate infrastructure and enhance safety to increase accessibility from existing and new visitors to the park.	Although the MPO has included some DCR bridges in JOURNEY TO 2030 and the Transportation Improvement Program (TIP), they have not yet addressed other DCR roadways and facilities. Certain elements of the DCR's existing system were incorporated into the MassDOT organization in November 2009, making it possible for them to be considered by the MPO. The list of projects will be included in the Universe of Projects list and may be considered during the development of the next Plan, to be adopted in 2011. If federal transportation funding were to be used for the listed projects, they would not necessarily be required to be included in the Plan unless the improvement costs more than \$10 million. They would have to be included in the TIP. Contact the MPO's TIP Coordinator for more information on the TIP process.
James M. Marsh	Development Director, Office of Economic & Community Development, City of Lynn	Requests the consideration of the following priority projects of the City of Lynn: Intersection Improvements at Lynnfield Street (Route 129); Route 129 (Lynnfield Street); Route 129 (Broadway); Route 107 (Western Avenue) Eastern Avenue; Broad Street/Lewis Street/Route 129; Traffic Signals at Four Locations; and Route 107 (Western Avenue). Believes that a connection from Route 1 North to Route 60 would improve traffic conditions and asks that it be considered as part of the Route 1 Improvements Plan at Malden and Revere. Also requests consideration of adding a lane from Goodwin Circle to Route 1 North and believes that it would improve access and remove traffic from a residential area.	As part of the Amendment to JOURNEY TO 2030, the MPO was required to update project costs and revise the financial assumptions in the Plan. While the MPO worked to use its available funding in a way that produces the optimal benefit, many projects that would help to maintain the existing system and also allow for future expansion or enhancement could not be included in the fiscally constrained Plan Amendment or the list of illustrative projects. The MPO intends to continue working with state and federal partners to identify additional transportation funding in order to be prepared for the future. The Route 1 to Route 60 Connection and the additional lane from Goodwin Circle to Route 1 projects will be added to the Universe of Projects list and will be considered during the development of the next Plan, to be adopted in 2011.
Mike Yunits	Chair, South Shore Coalition	Supports the inclusion of the following projects in the RTP Amendment: South Weymouth Naval Air Station-Route 18 Capacity Improvements; Braintree Split; Route 53 (Hanover); and Route 139 (Marshfield). Supports the MPO's removal of Route 3 Widening based on low evaluation ratings and its high cost. Recommends the following strategies to improve Route 3 conditions: redesign and reconstruct targeted interchanges, improve the breakdown/travel lane, Suburban Mobility and Transportation Demand Management programs, stabilize transit pass costs, adequate parking, reasonable parking fees, and smart growth land use policies.	Thank you for your support of the Plan Amendment. Your other suggested strategies for the Route 3 corridor planning efforts will be considered during the development of the next Plan, to be adopted in 2011.

NAME	AFFILIATION	COMMENT	MPO ACTIONS
Michael A. Jaillet	Town Administrator, Town of Westwood	Requests the MPO's support of the reconstruction of the I-95/I-93 interchange in the RTP Amendment. Believes that the economic development potential of the communities within the region will remain constrained until the interchange is constructed. Notes that the project could be constructed by 2015 and urges the MPO to advance funds to it before its scheduled 2025-2030 time frame.	As part of the Amendment to JOURNEY TO 2030, the MPO was required to update project costs and revise the financial assumptions in the Plan, resulting in the elimination of many worthy projects. The MPO determined that the I-95/I-93 interchange project should remain in the Plan; however, revenue is not available to fund this project earlier than is currently proposed. The MPO intends to continue working with state and federal partners to identify additional transportation funding, and if additional funding becomes available, the project's time frame can be reviewed. The MPO will be developing and adopting a new Plan in 2011, at which time the timing of this project can also be reviewed.
Marilyn Swartz-Lloyd	President and CEO, Medical Academic and Scientific Community Organization (MASCO)	Supports the inclusion of the Urban Ring Phase 2 on the RTP's Illustrative Projects list and requests that two minor modifications be made to its description. Also supports the group of rail projects in the Illustrative Projects list, especially the Ruggles Station Platform Expansion project, and believes they will enhance efficiency and expansion of the commuter rail system.	Thank you for your support of the Plan Amendment. The change in the Urban Ring project description was incorporated into the project description.
Kenneth J. Krause		Thanks the MPO for appropriating highway funds to complete the Green Line extension and Assembly Square Orange Line station projects in the proposed RTP Amendment. Expresses concern about the Green Line extension's not currently being included in the TIP, its being scheduled to be constructed in two phases, and its having increased in cost. Also expresses concern about the following: the Assembly Square designs do not include a second headhouse, the design costs of the Red Line-Blue Line Connector are too high, and the Clippership Drive Reconstruction project does not provide bicycle accommodations or repair the existing drainage system.	Thank you for your support of the Plan Amendment. The Green Line extension to College Avenue project is included in the Plan Amendment for construction in the 2011-to-2015 time period. It has also been included in the STIP. As part of the JOURNEY TO 2030 Amendment, it was determined that all federal transit funding will go toward the maintenance of the MBTA's transit system. Therefore the MBTA will not fund any transit expansion projects. The only expansion projects included in the Plan Amendment are those that are State Implementation Plan (SIP) projects, and the Commonwealth will fund these from non-MPO sources. Due to state funding constraints, the Commonwealth can only fund that portion of the Green Line extension project that comprises the SIP commitment. The MPO felt that it was important to include the second section of the Green Line extension project, from College Avenue to Mystic Valley Parkway, and made the decision to flex limited highway funding to this transit project. Although the first phase is scheduled to be completed in 2014, there were no highway funds available until the 2016-2020 time frame. The Assembly Square Orange Line station is included in the Plan Amendment because it will be funded using non-MPO revenues. This project was included in the original Plan for \$40,000,000. During the Amendment process, the cost was updated to its current estimate of \$50,000,000, with no funding identified for the additional \$10,000,000. The MPO felt that it was important to include this project in the Plan and made the decision to flex limited highway funding to cover the additional \$10,000,000 for the current design, which does not include a second headhouse. However, the MBTA will continue to address this request during the design process and will keep the MPO informed of the outcomes.

NAME	AFFILIATION	COMMENT	MPO ACTIONS
Paul F. Matthews	Executive Director, I-495/MetroWest Partnership	<p>Protests the MPO's removal of I-495/I-290/Route 85 Connector from the proposed RTP Amendment. Reiterates the improvements to safety concerns and traffic congestion that the priority project will provide. Appreciates the continued inclusion of the Route 85 Improvements project in Hudson and the Route 126/Route 135 Grade Separation in Framingham, but expresses concern that funding delays will limit the economic growth of the region. Hudson's project has been delayed from a 2011-2020 time frame to 2016-2020, and Framingham's project has been delayed from a 2021-2030 time frame to 2026-2030. Commends the MPO for inclusion of the I-90/I-495 and I-495/Route 9 interchanges and the Fitchburg commuter rail project in the proposed RTP Amendment.</p>	<p>Thank you for your support of the Plan Amendment. As part of the Amendment to JOURNEY TO 2030, the MPO was required to update project costs and revise the financial assumptions in the Plan, resulting in the elimination of many worthy projects. While the MPO worked to use its available funding in a way that produces the optimal benefit, many projects that would help to maintain the existing system and also allow for future expansion or enhancement could not be included in the fiscally constrained Plan Amendment. The I-495/I-290/Route 85 Connector project was included in the Illustrative Projects chapter in the Plan Amendment. The MPO believes strongly that the region is best served by improving the transportation system, and it aspires to achieve more than is permitted under the existing financial constraint. The illustrative projects demonstrate what could be done if more funds were to become available. The MPO intends to continue working with state and federal partners to advance these projects through the planning process and to identify additional transportation funding in order to be prepared for the future.</p> <p>This project will remain in the Universe of Projects list and may be considered during the development of the next Plan, to be adopted in 2011. In addition, the MPO determined that the Route 85 and Route 126/135 projects should remain in the Plan; however, revenue is not available to fund these projects earlier than is currently proposed. The MPO intends to continue working with state and federal partners to identify additional transportation funding, and if additional funding becomes available, the projects' time frames can be reviewed. The MPO will be developing and adopting a new Plan in 2011, at which time the timing of these projects can also be reviewed.</p>

NAME	AFFILIATION	COMMENT	MPO ACTIONS
Alan Moore		<p>Expresses disappointment that there are so few bicycle and pedestrian projects included in the RTP Amendment.</p> <p>Expresses gratitude for inclusion of the Somerville Community Path, Green Line extension, and the Assembly Square Orange Line station projects. Suggests that the Somerville Community Path and Green Line extension be constructed simultaneously and that the Assembly Square station include a second headhouse. Recommends that the Route 28 overpass project instead be constructed as an at-grade boulevard.</p>	<p>Thank you for your support of the Plan Amendment. The MPO is dedicated to providing transportation improvements, including bicycle and pedestrian projects. However, under the current financial constraint, the MPO was unable to fund as many projects under this category as it would have liked in order to advance its vision for the region. As a rule, MassDOT's Highway Division incorporates bicycle and pedestrian improvements into the design process of most roadway reconstruction projects. As part of the JOURNEY TO 2030 Amendment, it was determined that all federal transit funding will go toward the maintenance of the MBTA's transit system. Therefore the MBTA will not fund any transit expansion projects. The only expansion projects included in the Plan Amendment are those that are State Implementation Plan projects (the Commonwealth will fund these) or projects that will be funded from non-MPO sources. The Assembly Square Orange Line station is included because it will be funded using non-MPO revenues. This project was included in the original Plan for \$40,000,000. During the Amendment process, the cost was updated to its current estimate of \$50,000,000, with no funding identified for the additional \$10,000,000. The MPO felt that it was important to include this project in the Plan and made the decision to flex limited highway funding to cover the additional \$10,000,000 for the current design, which does not include a second headhouse. However, the MBTA will continue to address this request during the design process and will keep the MPO informed of the outcomes. The Route 28 overpass bridge has been classified as structurally deficient and is scheduled for maintenance under the Accelerated Bridge Program. This comment will be forwarded to MassDOT for review.</p>
Michelle Ciccolo	Director of Community Development, Town of Hudson	<p>Expresses gratitude to the MPO for inclusion of the Route 85 project and the Assabet River Rail Trail in the proposed RTP Amendment. Shares some new information on corrections to the Route 85 and Houghton Street Bridge projects. Notes that the Route 85 project is now at the 75% design submit stage, has an updated cost of \$9.9 million (10% contingency incorporated), and is targeting January for the issuance of 100% PS&E drawings. Also notes that the Houghton Street Bridge has been closed for three years and the Town would appreciate any support from the MassDOT Highway Division or the MPO to advance this project.</p>	<p>Thank you for the updated information and for your support of the Plan Amendment.</p>

NAME	AFFILIATION	COMMENT	MPO ACTIONS
Lori Segall and Fred Berman		Expresses gratitude for inclusion of the Assembly Square Orange Line station project. Recommends that the Route 28 overpass project be replaced by an at-grade boulevard to encourage all modes of travel.	As part of the JOURNEY TO 2030 Amendment, it was determined that all federal transit funding will go toward the maintenance of the MBTA's transit system. Therefore the MBTA will not fund any transit expansion projects. The only expansion projects included in the Plan Amendment are those projects that are State Implementation Plan projects (the Commonwealth will fund these projects) or projects that will be funded from non-MPO sources. The Assembly Square Orange Line station is included because it will be funded using non-MPO revenues. This project was included in the original Plan for \$40,000,000. During the Amendment process, the cost was updated to its current estimate of \$50,000,000, with no funding identified for the additional \$10,000,000. The MPO felt that it was important to include this project in the Plan and made the decision to flex limited highway funding to cover the additional \$10,000,000 for the current design, which does not include a second headhouse. However, the MBTA will continue to address this request during the design process and will keep the MPO informed of the outcomes. The Route 28 overpass has been classified as structurally deficient and is scheduled for maintenance under the Accelerated Bridge Program. This comment will be forwarded to MassDOT for review.
Karen Molloy		Appreciates the MPO's inclusion of the Assembly Square Orange Line station and the Green Line extension projects. Expresses concern that the Assembly Square station does not feature a second headhouse. Also expresses concern that the Green Line extension project delays are a result of MassDOT's addition of a maintenance facility.	Thank you for your support of the Plan Amendment. As part of the JOURNEY TO 2030 Amendment, it was determined that all federal transit funding will go toward the maintenance of the MBTA's transit system. Therefore the MBTA will not fund any transit expansion projects. The only expansion projects included in the Plan Amendment are those that are State Implementation Plan projects (the Commonwealth will fund these) or projects that will be funded from non-MPO sources. The Assembly Square Orange Line station is included because it will be funded using non-MPO revenues. This project was included in the original Plan for \$40,000,000. During the Amendment process, the cost was updated to its current estimate of \$50,000,000, with no funding identified for the additional \$10,000,000. The MPO felt that it was important to include this project in the Plan and made the decision to flex limited highway funding to cover the additional \$10,000,000 for the current design, which does not include a second headhouse. However, the MBTA will continue to address this request during the design process and will keep the MPO informed of the outcomes. Due to state funding constraints, the Commonwealth can only fund that portion of the Green Line extension project that comprises the SIP commitment. The MPO felt that it was important to include the second section of the Green Line extension project, from College Avenue to Mystic Valley Parkway, and made the decision to flex limited highway funding to this transit project. Although the first phase is scheduled to be completed in 2014, there were no highway funds available until the 2016-2020 time frame. The maintenance facility has always been part of the Green Line extension project to College Avenue and is needed as part of this phase of the project.

NAME	AFFILIATION	COMMENT	MPO ACTIONS
Lynn McWhood		<p>Thanks the MPO for inclusion of the Green Line extension projects and the Assembly Square Orange Line Station project in the proposed RTP Amendment. Expresses concern that the designs of the Assembly Square Station do not include two headhouses. Urges the MPO to construct future phases of the Somerville Community Path in coordination with the Green Line extension project.</p>	<p>Thank you for your support of the Plan Amendment. As part of the JOURNEY TO 2030 Amendment, it was determined that all federal transit funding will go toward the maintenance of the MBTA's transit system. Therefore the MBTA will not fund any transit expansion projects. The only expansion projects included in the Plan Amendment are those that are State Implementation Plan projects (the Commonwealth will fund these) or projects that will be funded from non-MPO sources. The Assembly Square Orange Line station is included because it will be funded using non-MPO revenues. This project was included in the original Plan for \$40,000,000. During the Amendment process, the cost was updated to its current estimate of \$50,000,000, with no funding identified for the additional \$10,000,000. The MPO felt that it was important to include this project in the Plan and made the decision to flex limited highway funding to cover the additional \$10,000,000 for the current design, which does not include a second headhouse. However, the MBTA will continue to address this request during the design process and will keep the MPO informed of the outcomes. Due to state funding constraints, the Commonwealth can only fund that portion of the Green Line extension project that comprises the SIP commitment. The MPO felt that it was important to include the second section of the Green Line extension project, from College Avenue to Mystic Valley Parkway, and made the decision to flex limited highway funding to this transit project. Although the first phase is scheduled to be completed in 2014, there were no highway funds available until the 2016-2020 time frame.</p>
Patricia McMullin	Deputy General Counsel, Beth Israel Deaconess Medical Center (BIDMC)	<p>Expresses gratitude to the MPO for the inclusion of the Urban Ring Phase 2 and rail projects in the Illustrative Projects list of the proposed RTP Amendment. Notes that the project will provide numerous benefits to the Longwood Medical Area (LMA) by increasing institutional connectivity and employee mobility. Proposed two minor modifications to the description of the Urban Ring in the Illustrative Projects list.</p>	<p>Thank you for your support of the Plan Amendment. As part of the Amendment to JOURNEY TO 2030, the MPO was required to update project costs and revise the financial assumptions in the Plan, resulting in the elimination of many worthy projects. While the MPO worked to use its available funding in a way that produces the optimal benefit, many projects that would help to maintain the existing system and also allow for future expansion or enhancement could not be included in the fiscally constrained Plan Amendment.</p> <p>The Urban Ring project was included in the Illustrative Projects chapter in the Plan Amendment. The MPO believes strongly that the region is best served by improving the transportation system, and it aspires to achieve more than is permitted under the existing financial constraint. The illustrative projects demonstrate what could be done if more funds were to become available. The MPO intends to continue working with state and federal partners to advance these projects through the planning process and to identify additional transportation funding in order to be prepared for the future. The Urban Ring project and the additional rail projects to allow for expansion of MBTA service will remain in the Universe of Projects list and may be considered during the development of the next Plan, to be adopted in 2011. The changes in the Urban Ring project description were incorporated.</p>

NAME	AFFILIATION	COMMENT	MPO ACTIONS
Carole Wolfe	Sudbury resident	<p>Requests reconsideration of the inclusion of the Bruce Freeman Rail Trail (BFRT) in the proposed RTP Amendment.</p> <p>Notes the following concerns with the project: the proposed design has less utility than the initial one presented in EOT's 2008 "Statewide Massachusetts Bicycle Transportation Plan," it will serve recreational users rather than commuters, it will damage a sensitive environmental area, and the \$40 million total cost of the project could be better used to fund other significant transportation projects in the region.</p>	<p>The MPO received numerous public comments advocating inclusion of the Bruce Freeman Rail Trail in the Plan and felt that it should be included in the recommended financially constrained Plan. This request will be reviewed again during the development of the long-range transportation plan scheduled for adoption in 2011.</p>
Rafael Mares	Staff Attorney, Conservation Law Foundation	<p>Expresses appreciation to the MPO for demonstrating its commitment to SIP projects, flexing highway funds to transit, meeting SIP air quality conformity, and developing an illustrative projects list.</p> <p>Recommends that the MPO revise the TIP to include all the SIP commitments, with a detailed analysis of different funding scenarios; demonstrate the negative air quality impacts of phasing construction of the Green Line extension, document how the RTP projects will help the Commonwealth achieve the Global Warming Solutions Act (GWSA) mandate to reduce greenhouse gas emissions by 2020; and explore other mechanisms to continue to advance the illustrative projects towards construction.</p>	<p>Thank you for your support of the Plan Amendment. As part of the JOURNEY TO 2030 Amendment, it was determined that all federal transit funding will go toward the maintenance of the MBTA's transit system. Therefore the MBTA will not fund any transit expansion projects. The only expansion projects included in the Plan Amendment are those that are State Implementation Plan (SIP) projects, and the Commonwealth will fund these projects from non-MPO sources. Due to state funding constraints, the Commonwealth can only fund that portion of the Green Line extension project that comprises the SIP commitment. The MPO felt that it was important to include the second section of the Green Line extension project, from College Avenue to Mystic Valley Parkway, and made the decision to flex limited highway funding to this transit project. Although the first phase is scheduled to be completed in 2014, there were no highway funds available until the 2016-2020 time frame.</p> <p>The MPO has decided to include the estimations of CO2 emissions in all of its planning work and has therefore included CO2 emissions for the horizon years of the Plan (2000 Base Year, 2010 Action, 2020 Action, 2030 Action, and 2030 No-Action). The MPO is also working with MassDOT and the Executive Office of Energy and Environmental Affairs to implement the requirements of the Global Warming Solutions Act of 2007. Once recommendations are adopted, the MPO will incorporate this into its Plan. Meanwhile, the MPO's policies include measures to reduce the growth of CO2 emissions. They have been used to select projects to be included in the recommended Plan.</p>

NAME	AFFILIATION	COMMENT	MPO ACTIONS
Robert W. Healey	City Manager, City of Cambridge	Expresses concern about the proposed RTP Amendment's not advancing the Commonwealth's environmental goals, meeting statewide GHG reduction targets, or addressing anticipated 50% growth in transit ridership. Urges the MPO to prioritize projects that support nonmotorized transportation modes in order to significantly increase public transportation mode share and reduce reliance on automobiles.	<p>The MPO does include the estimations of CO2 emissions in all of its planning work and has therefore included CO2 emissions for the horizon years of the Plan (2000 Base Year, 2010 Action, 2020 Action, 2030 Action, and 2030 No-Action). The MPO is also working with MassDOT and the Executive Office of Energy and Environmental Affairs to implement the requirements of the Global Warming Solutions Act of 2007. Once recommendations are adopted, the MPO will incorporate this into its Plan. Meanwhile, the MPO's policies include measures to reduce the growth of CO2 emissions. They have been used to select projects to be included in the recommended plan.</p> <p>Regarding your comment on the increase in transit ridership by 50%, the Plan Amendment includes the following transit projects to address the increase in ridership: Fairmount Line Improvements, 1,000 New Parking Spaces, Green Line extension Project in Cambridge, Somerville & Medford, Assembly Square Orange Line Station, Wonderland South Parking Garage, Russia Wharf Ferry, and the design of the Red Line-Blue Line Connector.</p> <p>Some of that ridership will be accommodated by these additional projects. Substantial transit ridership increases over time, not all of which can necessarily be accommodated by the assumed future levels of service, is not unique to this Plan amendment. This has been the case in the analysis in all of the past long-range plans. These analyses are done to determine the overall total demand for transit in the future. The difference in this Plan Amendment is the magnitude of the increase; it is larger than in past Plans. This topic will continue to be addressed in the development of the long-range transportation plan scheduled for adoption in 2011. In response to the transit mode share, the demographic projections embraced by the MPO assume that there will be significant growth in population and employment in transit-served areas. This demographic set, more than any other the MPO has ever adopted, locates activity in such areas. With this kind of demographic set, there will naturally be a significant increase in transit ridership showing up in the forecasts between the base year and the future no-build, even in the total absence of any new transit investments. Therefore, the increment of transit ridership captured by the build scenario is relatively small because the transit market has already been largely captured by the assumptions embedded in the spatial location of population and employment. Put this together with a relatively modest set of transit investments in the build scenario—nearly all of which would occur in the current transit market areas into which population and employment has been loaded by MetroFuture, rather than in brand-new transit markets—and the difference between the two future scenarios is relatively small. However, the difference of 33,000 boardings (unlinked trips) between the two scenarios, while not as large as in the original JOURNEY TO 2030, is also not minuscule by any means.</p>

NAME	AFFILIATION	COMMENT	MPO ACTIONS
Romin Koebel	Transportation Chair, Fenway Community Development Corporation (CDC) and Independent Planning Consultant	Recommends that the MPO consider the westward extension of the Blue Line through Charles/MGH Station to the Allston and Watertown area during its design of the Red Line-Blue Line Connector by modeling various scenarios.	As part of the Amendment to JOURNEY TO 2030, the MPO was required to update project costs and revise the financial assumptions in the Plan. While the MPO worked to use its available funding in a way that produces the optimal benefit, many projects that would help to maintain the existing system and also allow for future expansion or enhancement could not be included in the fiscally constrained Plan Amendment or the list of illustrative projects. The MPO intends to continue working with state and federal partners to identify additional transportation funding in order to be prepared for the future. This project will remain in the Universe of Projects list and may be considered during the development of the next Plan to be adopted in 2011.
Tony Centore	Transportation Activist, Taxpayer, Retired Veteran	Asks for clarification regarding why the major investment projects in Table 13-1 were selected and why others were not selected. Suggests that Chapter 2 provide information on the condition of the transportation system in order to benchmark for future editions of the RTP. Recommends that the MPO use other media methods (TV, YouTube, PowerPoint presentations, conference call sessions) to enhance public involvement and improve the utility of project evaluations. Urges that more attention be given in the RTP Amendment to the \$13-19 billion MBTA maintenance backlog. Expresses concern about the cost for design of the Red Line-Blue Line Connector and believes the funds could be better utilized on municipal projects.	Chapter 1 outlines projects that are required to be listed in the RTP and includes projects that add capacity to the system and major investment projects that cost over \$10 million. Projects that are listed in the various tables in Chapter 13 that are under \$10 million are expansion projects and add capacity to the system. The projects listed in Table 13-1 were chosen based on information that is outlined on pages 13-2 and 13-3 in the Project Selection section. Public outreach is conducted based on the MPO's Public Involvement Program. The MPO will continue to use varied techniques for getting this information out to the public. The design of the Red Line-Blue Line Connector is a project included in the State Implementation Plan, and the MPO is legally required to fund SIP projects in the RTP. Your other suggestions may be considered in the development of the next Plan, to be adopted in 2011.
Laura Wiener	Chair, Inner Core Committee	Thanks the MPO for inclusion of the following projects in the proposed RTP Amendment: Arborway Restoration (Boston); Urban Ring, Phase II; River's Edge Boulevard (Everett, Malden, and Medford); Revere Beach Parkway (Malden and Revere); and Quincy Center Concourse, Phase II (Quincy).	Thank you for your support of the Plan Amendment.

NAME	AFFILIATION	COMMENT	MPO ACTIONS
Wig Zamore	Move Massachusetts Board, MBTA Rider Oversight Committee, MAPC MetroFuture Steering Committee, Somerville Transportation Equity Partnership, Mystic View Task Force, Logan Airport CAC, Logan Health Study CAC member	Thanks the MPO for their commitment to transit projects like Route 28X and the Fairmount Line Improvements. Also thanks the MPO for support of the Green Line extensions, Assembly Square Orange Line T stop, and Somerville Community Path projects. Requests that the funding estimates for the Green Line extension be included in the FFYs 2010-2013 TIP as well as the RTP Amendment. Notes that it is critical that this project's managers allow more continuous public involvement so that we can all help keep it on track. Also requests that the MPO fund a second headhouse at the Assembly Square station to improve the utility of the stop and reduce the immediate need for reconstruction of the I-93/Route 28/Route 38 intersection. Notes that Somerville citizens and Somerville City Hall are united in their opposition to the \$20-million-plus reconstruction of the Route 28 overpass and recommends that the project be redesigned as an at-grade boulevard.	<p>Thank you for your support of the Plan Amendment. As part of the JOURNEY TO 2030 Amendment, it was determined that all federal transit funding will go toward the maintenance of the MBTA's transit system. Therefore the MBTA will not fund any transit expansion projects. The only expansion projects included in the Plan Amendment are those that are State Implementation Plan projects (the Commonwealth will fund these) or projects that will be funded from non-MPO sources. The Assembly Square Orange Line station is included because it will be funded using non-MPO revenues. This project was included in the original Plan for \$40,000,000. During the Amendment process, the cost was updated to its current estimate of \$50,000,000, with no funding identified for the additional \$10,000,000. The MPO felt that it was important to include this project in the Plan and made the decision to flex limited highway funding to cover the additional \$10,000,000 for the current design, which does not include a secondhead house.</p> <p>However, the MBTA will continue to address this request during the design process and will keep the MPO informed of the outcomes. The Route 28 overpass bridge has been classified as structurally deficient and is scheduled for maintenance under the Accelerated Bridge Program. This comment will be forwarded to MassDOT for review.</p>
Jennifer Raitt	Interim Director, MetroWest Growth Management Committee (MWGMC)	Encourages a more systematic approach to project management and advocates for regional equity in all aspects of the transportation planning process. Is disappointed that the I-290/495 interchange is not in the Plan. Continues to be aware of funding limitations and the fact that there is an immediate need to address the maintenance and operational requirements of our current infrastructure. Asserts that the major expansion projects facing the region must be addressed in order to continue to facilitate the economic growth of MetroWest.	<p>Thank you for your support of the Plan Amendment. As part of the Amendment to JOURNEY TO 2030, the MPO was required to update project costs and revise the financial assumptions in the Plan, resulting in the elimination of many worthy projects. While the MPO worked to use its available funding in a way that produces the optimal benefit, many projects that would help to maintain the existing system and also allow for future expansion or enhancement could not be included in the fiscally constrained Plan Amendment.</p> <p>The I-290/I-495 interchange project was included in the Illustrative Projects chapter in the Plan Amendment. The MPO believes strongly that the region is best served by improving the transportation system, and it aspires to achieve more than is permitted under the existing financial constraint. The illustrative projects demonstrate what could be done if more funds were to become available. The MPO intends to continue working with state and federal partners to advance these projects through the planning process and to identify additional transportation funding in order to be prepared for the future. This project will remain in the Universe of Projects list and may be considered during the development of the next Plan, to be adopted in 2011.</p>

NAME	AFFILIATION	COMMENT	MPO ACTIONS
Ellin Reisner	President, Somerville Transportation Equity Partnership	<p>Thanks the MPO for inclusion of the Green Line extension and Assembly Square Orange Line station projects in the proposed RTP Amendment. Expresses concern about designs of the Assembly Square station not including two headhouses. Recommends that the Green Line extension and the Somerville Community Path be built simultaneously to minimize costs. Urges the MPO to reconsider construction of the Route 28 overpass and recommends that it be reconstructed as an at-grade boulevard that unites the neighborhood and encourages all modes of travel.</p>	<p>Thank you for your support of the Plan Amendment. As part of the JOURNEY TO 2030 Amendment, it was determined that all federal transit funding will go toward the maintenance of the MBTA's transit system. Therefore the MBTA will not fund any transit expansion projects. The only expansion projects included in the Plan Amendment are those that are State Implementation Plan projects (the Commonwealth will fund these) or projects that will be funded from non-MPO sources. The Assembly Square Orange Line station is included because it will be funded using non-MPO revenues. This project was included in the original Plan for \$40,000,000. During the Amendment process, the cost was updated to its current estimate of \$50,000,000, with no funding identified for the additional \$10,000,000. The MPO felt that it was important to include this project in the Plan and made the decision to flex limited highway funding to cover the additional \$10,000,000 for the current design, which does not include a second headhouse.</p> <p>However, the MBTA will continue to address this request during the design process and will keep the MPO informed of the outcomes. The Route 28 overpass bridge has been classified as structurally deficient and is scheduled for maintenance under the Accelerated Bridge Program. This comment will be forwarded to MassDOT for review.</p>
	Board of Selectmen, Town of Canton	<p>Expresses concern about the 10- to 15-year delay in the schedule relating to reconstruction of the I-95/1-93 interchange in Canton. Multiple documents have provided construction schedules showing the project finished well ahead of the 2025-to-2030 time frame in which the proposed RTP Amendment allocates funds to the project. The project should be ready for construction in 2012.</p>	<p>As part of the Amendment to JOURNEY TO 2030, the MPO was required to update project costs and revise the financial assumptions in the Plan, resulting in the elimination of many worthy projects. The MPO determined that the I-95/1-93 interchange project should remain in the Plan; however, revenue is not available to fund this project earlier than is currently proposed. The MPO intends to continue working with state and federal partners to identify additional transportation funding, and if additional funding becomes available, the project's time frame can be reviewed. The MPO will be developing and adopting a new Plan in 2011, at which time the timing of this project can also be reviewed.</p>

NAME	AFFILIATION	COMMENT	MPO ACTIONS
Representative Denise Provost	State Representative, 27th Middlesex District	Asks the MPO oversee the funding of the Orange Line station at Assembly Square. Expresses concern about the current design of the Assembly Square station not including a second headhouse and believes it fails to comply with the Americans with Disabilities Act. Recommends that the \$22,910,000 for Route 28 over Washington Street be included in the RTP Amendment to replace the elevated portion of Route 28 with an at-grade facility, improving access and safety for pedestrians and bicyclists.	<p>As part of the JOURNEY TO 2030 Amendment, it was determined that all federal transit funding will go toward the maintenance of the MBTA's transit system. Therefore the MBTA will not fund any transit expansion projects. The only expansion projects included in the Plan Amendment are those that are State Implementation Plan projects (the Commonwealth will fund these) or projects that will be funded from non-MPO sources. The Assembly Square Orange Line station is included because it will be funded using non-MPO revenues. This project was included in the original Plan for \$40,000,000. During the Amendment process, the cost was updated to its current estimate of \$50,000,000 with no funding identified for the additional \$10,000,000. The MPO felt that it was important to include this project in the Plan and made the decision to flex limited highway funding to cover the additional \$10,000,000 for the current design, which does not include a secondhead house.</p> <p>However, the MBTA will continue to address this request during the design process and will keep the MPO informed of the outcomes. The Route 28 overpass bridge has been classified as structurally deficient and is scheduled for maintenance under the Accelerated Bridge Program. This comment will be forwarded to MassDOT for review.</p>
Christopher M. Gordon	COO, Allston Development Group, President and Member, Fellows of Harvard College	Thanks the MPO for including an Illustrative Projects list in the proposed RTP Amendment, but urges it to continue to advance design and preliminary engineering of the Urban Ring project. Also urges the MPO to promptly reconstruct the Boston Viaduct (Structure 111). It is a critical lifeline in the regional economy and is approaching the end of its predicted life. Notes that the project will also facilitate advancement of the Urban Ring, Phase 2.	<p>As part of the Amendment to JOURNEY TO 2030, the MPO was required to update project costs and revise the financial assumptions in the Plan, resulting in the elimination of many worthy projects. While the MPO worked to use its available funding in a way that produces the optimal benefit, many projects that would help to maintain the existing system and also allow for future expansion or enhancement could not be included in the fiscally constrained Plan Amendment.</p> <p>The Urban Ring and the Boston Viaduct projects were included in the Illustrative Projects chapter in the Plan Amendment. The MPO believes strongly that the region is best served by improving the transportation system, and it aspires to achieve more than is permitted under the existing financial constraint. The illustrative projects demonstrate what could be done if more funds were to become available. The MPO intends to continue working with state and federal partners to advance these projects through the planning process and to identify additional transportation funding in order to be prepared for the future. Both projects will remain in the Universe of Projects list and may be considered during the development of the next Plan, to be adopted in 2011.</p>

NAME	AFFILIATION	COMMENT	MPO ACTIONS
Robert F. Walsh	President and CEO, RF Walsh Enterprises, LLC	Encourages the MPO to respond favorably to the position of A Better City (ABC), as outlined in the letter from Richard Dimino. The Urban Ring and the Silver Line, Phase II, provide the best opportunity for Boston residents to access current and future jobs.	<p>As part of the Amendment to JOURNEY TO 2030, the MPO was required to update project costs and revise the financial assumptions in the Plan, resulting in the elimination of many worthy projects. While the MPO worked to use its available funding in a way that produces the optimal benefit, many projects that would help to maintain the existing system and also allow for future expansion or enhancement could not be included in the fiscally constrained Plan Amendment. The Urban Ring and Silver Line projects were included in the Illustrative Projects chapter in the Plan Amendment. The MPO believes strongly that the region is best served by improving the transportation system, and it aspires to achieve more than is permitted under the existing financial constraint. The illustrative projects demonstrate what could be done if more funds were to become available. The MPO intends to continue working with state and federal partners to advance these projects through the planning process and to identify additional transportation funding in order to be prepared for the future.</p> <p>The Urban Ring and Silver Line projects will remain in the Universe of Projects list and may be considered during the development of the next Plan, to be adopted in 2011.</p>
James E. Rooney	Executive Director, Massachusetts Convention Center Authority (MCCA)	Supports A Better City's (ABC's) comments on the RTP Amendment and asks the MPO to include the Urban Ring and Silver Line, Phase III, projects on the list of "Fiscally Constrained" projects. The Urban Ring will increase access to transit and reduce travel times, and the Silver Line, Phase III, will improve growth in the emerging South Boston Waterfront.	<p>As part of the Amendment to JOURNEY TO 2030, the MPO was required to update project costs and revise the financial assumptions in the Plan, resulting in the elimination of many worthy projects. While the MPO worked to use its available funding in a way that produces the optimal benefit, many projects that would help to maintain the existing system and also allow for future expansion or enhancement could not be included in the fiscally constrained Plan Amendment. The Urban Ring and Silver Line projects were included in the Illustrative Projects chapter in the Plan Amendment. The MPO believes strongly that the region is best served by improving the transportation system, and it aspires to achieve more than is permitted under the existing financial constraint. The illustrative projects demonstrate what could be done if more funds were to become available. The MPO intends to continue working with state and federal partners to advance these projects through the planning process and to identify additional transportation funding in order to be prepared for the future.</p> <p>The Urban Ring and Silver Line projects will remain in the Universe of Projects list and may be considered during the development of the next Plan, to be adopted in 2011.</p>

NAME	AFFILIATION	COMMENT	MPO ACTIONS
Thomas P. Glynn, Ph. D.	Chief Operating Officer, Partners Healthcare System, Inc.	Urges the MPO to advance planning, design, and engineering of the Red Line-Blue Line Connector and the Urban Ring so that the projects can be implemented when state and/or federal funding becomes available in the future. The Red Line-Blue Line Connector will improve regional mobility and reduce congestion in the central subway, and the Urban Ring will improve transit access to dozens of residential neighborhoods and commercial/institutional areas in the inner-core region. Notes that there is a commitment to complete the final design of the Red-Blue Connector by the end of 2011.	<p>As part of the Amendment to JOURNEY TO 2030, the MPO was required to update project costs and revise the financial assumptions in the Plan, resulting in the elimination of many worthy projects. While the MPO worked to use its available funding in a way that produces the optimal benefit, many projects that would help to maintain the existing system and also allow for future expansion or enhancement could not be included in the fiscally constrained Plan Amendment. The Urban Ring project is included in the Illustrative Projects chapter in the Plan Amendment. The MPO believes strongly that the region is best served by improving the transportation system, and it aspires to achieve more than is permitted under the existing financial constraint.</p> <p>The illustrative projects demonstrate what could be done if more funds were to become available. The MPO intends to continue working with state and federal partners to advance these projects through the planning process and to identify additional transportation funding in order to be prepared for the future. The Urban Ring project will remain in the Universe of Projects list and may be considered during the development of the next Plan, to be adopted in 2011. The design of the Red Line-Blue Line Connector is included in the recommended Plan in the 2011-to-2015 time frame.</p>
Representative Mary E. Grant	State Representative, Sixth Essex District	Redesign of Exit 19 on Route 128 would promote economic development opportunities, Route 127 requires maintenance and paving to address safety issues, and the North-South Rail Link project should be advanced.	As part of the Amendment to JOURNEY TO 2030, the MPO was required to update project costs and revise the financial assumptions in the Plan. While the MPO worked to use its available funding in a way that produces the optimal benefit, many projects that would help to maintain the existing system and also allow for future expansion or enhancement could not be included in the fiscally constrained Plan Amendment or the list of illustrative projects. The MPO intends to continue working with state and federal partners to identify additional transportation funding in order to be prepared for the future. The North-South Rail Link project will remain in the Universe of Projects list and may be considered during the development of the next Plan, to be adopted in 2011.
William J. Plasko	Chairman, Norwood Board of Selectmen	Expresses concern about the 10-to-15-year delay in the schedule relating to reconstruction of the I-95/1-93 interchange in Canton. The project addresses important safety issues, severe traffic congestion, and regional economic development initiatives. Notes the history of the project schedule and recommends that the project be moved forward from its current 2025-2030 time frame in the proposed RTP Amendment.	As part of the Amendment to JOURNEY TO 2030, the MPO was required to update project costs and revise the financial assumptions in the Plan, resulting in the elimination of many worthy projects. The MPO determined that the I-95/1-93 interchange project should remain in the Plan; however, revenue is not available to fund this project earlier than is currently proposed. The MPO intends to continue working with state and federal partners to identify additional transportation funding, and if additional funding becomes available, the project's time frame can be reviewed. The MPO will be developing and adopting a new Plan in 2011, at which time the timing of this project can also be reviewed.

NAME	AFFILIATION	COMMENT	MPO ACTIONS
Pat Brown		<p>Expresses concern about the project description of the Bruce Freeman Rail Trail not mentioning the 4.5-mile portion (Phase 2D) of the trail between the Sudbury and Concord border and Phase 3 in south Sudbury and Framingham and suggests that this be included to correctly convey the extent of the project. Requests that the description also clarify whether the stone dust trail alongside the paved trail surface will continue beyond the Acton portion of the trail to other towns. Asks whether funds will be allocated for land acquisition to obtain the corridor for Phase 3. Asks for clarification regarding how trail users crossing Route 2 will be accommodated prior to completion of the Concord Rotary project. Requests that the evaluation criteria be completed for the Bruce Freeman Rail Trail and the Assabet River Rail Trail projects and that they be included in the Universe of Projects.</p>	<p>The recommended Plan only includes two construction phases of the Bruce Freeman Rail Trail: Phases 2A and 2C from Concord to Westford. Phases 2D and 3 are not included, and no funds have been allocated for them in this Plan. The MPO included the Bruce Freeman Rail Trail and Assabet River Rail Trail in the Plan in order to access earmarks and transportation enhancement funding in the 2010-to-2013 TIP and advance these projects through design in years past 2013. By doing so the MPO has committed to fund these projects once the designs has been completed.</p>
Gail C. Miller		<p>Expresses concern that the Consolidated Rental Car Facility at Logan Airport will impact the environmental health of the abutting neighborhood and states that Massport will not consider relocating the 6,000-car parking garage away from the Maverick Street neighborhood. Notes that Suzanne Condon of the Massachusetts Department of Public Health is working on a health impact study that suggests high levels of lung cancer in East Boston. Believes this project is an environmental justice issue. Supports the East Boston Haul Road and Chelsea Truck Route project if it includes an East Boston greenway along the rim of Massport property.</p>	<p>Thank you for your support of the East Boston Haul Road. Your comment regarding the Consolidated Rental Car Facility will be forwarded to Massport and has been forwarded to the MPO's environmental justice coordinator.</p>