

A2 Amendment Two to Paths to a Sustainable Region

The Boston Region Metropolitan Planning Organization's Long-Range Transportation Plan

ENDORSED JULY 25, 2013

OVERVIEW

The Boston Region Metropolitan Planning Organization (MPO) adopted its current Long-Range Transportation Plan (LRTP), *Paths to a Sustainable Region* in September 2011. An amendment to *Paths to a Sustainable Region* was also adopted on June 28, 2012. The MPO endorsed a second amendment to the LRTP on July 25, 2013, which is explained in this document. The primary reason for Amendment Two is to provide for consistency between the LRTP and the Federal Fiscal Years (FFYs) 2014–17 Transportation Improvement Program (TIP). Primarily, the information on four of the projects in the LRTP requires updating for consistency with the information in the TIP.

This amendment updates the LRTP with the latest planning assumptions and information, and changes the funding and/or time bands for four projects that are included in the TIP's time frame. The full content includes 1) the changes to the four projects; 2) updates to the financial plan to be consistent with the TIP; 3) updates on information on the air quality conformity determination; and 4) updates on emissions of carbon dioxide (CO₂) from the projects in Amendment Two. This information is listed below and then further described, by category of change.

- Randolph to Wellesley: The completion date for the Route 128 Additional Lane project is changed from FFY 2016 to FFY 2017. It stays in the FFYs 2016–20 time band of the LRTP, but the analysis year was changed in the air quality conformity determination in the FFYs 2014–17 TIP.
- Weymouth: Route 18 Capacity Improvements will not be completed before 2015, so it changed from the FFYs 2012–15 to the FFYs 2016–20 time band of the LRTP. The analysis year was changed in the air quality conformity determination in the FFYs 2014–17 TIP.
- Canton: I-95/I-93 Interchange: The funding time band for this project changed from FFYs 2021–25 to FFYs 2016–20. The project is proposed to be completed by 2020. (See the *Updated Air Quality Conformity Information* below.)
- Canton: I-95 Northbound Dedham Street Ramp Interchange: The funding time band for this project changed from FFYs 2021–25 to FFYs 2013–15. The project

is proposed to be completed by 2015. (See the *Updated Air Quality Conformity Information* below.)

Although the two Canton projects will be considered as one project for environmental and design reviews, they will be constructed in three separate phases as shown in this amendment. All phases will be constructed with non-federal-aid funding. The construction of the Dedham Street ramp and the widening of Dedham Street are the subject of a Transportation Investment Generating Economic Recovery (TIGER) V federal grant application. If TIGER funds are not awarded, MassDOT will use non-federal-aid funds for this project.

The design of this project has expanded to include the addition of travel lanes on I-95—a two-mile section of I-95 southbound from Route 128 to Neponset Street will be widened to four lanes and a one-mile section of I-95 northbound from Dedham Street to Route 128 will be widened to four lanes. A new description and map for the Canton I-95/I-93 Interchange project is attached.

CHANGES IN FUNDING TIME BANDS

This amendment changes the funding time bands for the Canton projects. The projects, shown in three phases, are moved forward from the FFYs 2021–25 funding time band to the FFYs 2013–20 time bands. These changes are reflected in Table 1 (attached). The Route 18 project in Weymouth also changed from the FFYs 2013–2015 time band to the FFYs 2016–2020 time band.

Cost adjustments were also made in Table 1 (bold, dark-blue numbers) to be consistent with the TIP. Adjustments to project totals, available revenue, and percentage of program funding at the end of the table are shown in yellow.

UPDATED FINANCIAL INFORMATION

The financial assumptions in the LRTP for the FFYs 2014–17 are updated to be consistent with the FFYs 2014–17 TIP. The LRTP is a fiscally constrained document that includes information on costs and revenues to demonstrate the MPO's ability to fund the improvements recommended in the document. Since the adoption of the LRTP amendment in June 2012, the MPO has received federal funding estimates for FFYs 2014–17 and has used them in the TIP. This LRTP amendment applies them to the affected LRTP time bands, FFYs 2013–15 and FFYs 2016–20. Table 2, below, shows the result and incorporates it into a presentation of the projected federal funds available in all of this LRTP amendment's time bands for capital projects on the MPO area's highway system. The projected federal funding for the transit system has not changed since the LRTP was adopted.

**TABLE 1
MAJOR INFRASTRUCTURE AND EXPANSION PROJECTS PROGRAMMED WITH HIGHWAY FUNDING
IN THE RECOMMENDED PLAN OF THE LRTP AMENDMENT TWO, WITH COSTS**

PROJECTS	CURRENT COST (2013)	2013–2015	2016–2020	2021–2025	2026–2030	2031–2035	MPO FUNDING	NON-MPO FUNDING*
ONGOING NO-BUILD HIGHWAY PROJECTS								
Route 128 Additional Lanes (Randolph to Wellesley)**	\$151,333,710	\$84,872,189	\$47,461,521				\$132,333,710	\$19,000,000
Crosby's Corner (Concord & Lincoln)**	\$22,471,587	\$22,471,587					\$22,471,587	
RECOMMENDED HIGHWAY PROJECTS								
Middlesex Turnpike Improvements, Phase III (Bedford, Burlington, & Billerica)*	\$22,691,442		\$21,691,442				\$21,691,442	\$1,000,000
Rantoul St. (Beverly)	\$15,748,820	\$15,748,820					\$15,748,820	
Sullivan Sq./Rutherford Ave. (Boston)*	\$94,000,000		\$103,562,290				\$103,562,290	\$15,377,710
Commonwealth Ave. (Boston)*	\$16,866,250	\$12,446,852					\$12,446,852	\$4,419,398
I-93/Route 3 Interchange – Braintree Split (Braintree)	\$36,000,000					\$85,320,000	\$85,320,000	

cont.

TABLE 1 (CONT.)
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PROJECTS	CURRENT COST (2013)	2013–2015	2016–2020	2021–2025	2026–2030	2031–2035	MPO FUNDING	NON-MPO FUNDING*
RECOMMENDED HIGHWAY PROJECTS (CONT.)								
I-93/I-95 Interchange (Canton)*	\$190,000,000		\$190,000,000					\$190,000,000
I-95 Northbound/Dedham St. Ramp/Dedham St. Corridor (Canton)*	\$38,000,000	\$38,000,000						\$38,000,000
I-95 Interchange (Blue Hill Drive)*	\$5,000,000	\$5,000,000						\$5,000,000
I-95 Interchange (Canton St./University Ave.)*	\$5,000,000	\$5,000,000						\$5,000,000
Bruce Freeman Rail Trail (Concord to Westford)*	\$17,769,600	\$11,088,000	\$6,681,600					\$17,769,600
Route 126/Route 135 Grade Separation (Framingham)	\$58,500,000				\$113,950,000		\$113,950,000	
Route 53 Final Phase (Hanover)	\$1,170,881	\$1,170,881					\$1,170,881	
Assabet River Rail Trail (Hudson to Acton)*	\$18,100,000	\$4,714,428	\$16,285,600				\$16,285,600	\$4,714,428

cont.

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PROJECTS	CURRENT COST (2013)	2013–2015	2016–2020	2021–2025	2026–2030	2031–2035	MPO FUNDING	NON-MPO FUNDING*
RECOMMENDED HIGHWAY PROJECTS (CONTINUED)								
Route 1 Improvements (Malden, Revere, Saugus)	\$175,196,000					\$415,200,000	\$415,200,000	
Route 109 (Medway)	\$11,275,569		\$11,275,569				\$11,275,569	
Needham St./Highland Ave./Winchester St. (Newton & Needham)	\$21,390,000			\$31,662,400			\$31,662,400	
I-93/I-95 Interchange (Reading, Stoneham, Wakefield, & Woburn)	\$320,000,000				\$576,302,000		\$576,302,000	
Bridge St. (Salem)	\$11,223,250		\$14,769,000				\$14,769,000	
Route 18 Capacity Improvements (Weymouth)*	\$40,630,000	\$10,079,388	\$15,778,852				\$25,858,240	\$14,771,760
Montvale Ave. (Woburn)	\$4,752,838		\$4,752,838				\$4,752,838	
New Boston St. Bridge (Woburn)	\$8,297,198		\$10,094,800				\$10,094,800	

cont.

TABLE 1 (CONT.)
MAJOR INFRASTRUCTURE AND EXPANSION PROJECTS PROGRAMMED WITH HIGHWAY FUNDING
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PROJECTS	CURRENT COST (2013)	2013–2015	2016–2020	2021–2025	2026–2030	2031–2035	MPO FUNDING	NON-MPO FUNDING*
RECOMMENDED HIGHWAY PROJECTS (CONTINUED)								
Conley Haul Rd. (Boston)*	\$25,000,000	\$25,000,000					\$0	\$25,000,000
RECOMMENDED HIGHWAY PROGRAM								
Clean Air and Mobility Program (Regionwide)	\$2,000,000 per yr	\$1,871,994	\$7,129,870	\$12,680,000	\$14,700,000	\$17,039,000	\$53,420,864	
RECOMMENDED TRANSIT PROJECT USING HIGHWAY FUNDING								
Green Line Extension from Medford Hillside (College Ave.) to Mystic Valley Pkwy. (Rte. 16)	\$140,608,000		\$186,900,000	\$3,200,000			\$190,100,000	
Project Total	n/a	\$148,661,711	\$439,701,782	\$47,542,400	\$704,952,000	\$517,559,000	\$1,858,416,893	\$340,052,896
Available Revenue		\$229,830,000	\$557,469,000	\$815,610,000	\$1,018,440,000	\$1,180,650,000	\$3,801,999,000	
Percentage of Program Funding		65%	79%	6%	69%	44%	49%	

* Non-MPO Funding includes earmarks, with the exception of the:

- Route 128 Bridge funding
- Middlesex Turnpike partial funding from the Northern Middlesex Council of Governments
- Bruce Freeman Rail Trail partial funding with Statewide Transportation Enhancement funds and Statewide Congestion Mitigation and Air Quality (CMAQ) funds
- Assebet River Rail Trail partial funding with Statewide CMAQ funds
- The I-95/I-93 Interchange project in Canton will be funded with non-federal aid funds
- Conley Haul Road (Boston), which will be paid for by the Massachusetts Port Authority

**Current cost is the remaining cost to complete project.

Dark blue numbers – cost adjustments to individual projects

Yellow numbers – cost adjustments to totals

TABLE 2
AMENDMENT TWO PATHS TO A SUSTAINABLE REGION LRTP
PROJECTED FEDERAL FUNDS FOR CAPITAL PROJECTS
FOR THE BOSTON REGION MPO AREA'S HIGHWAY SYSTEM
2013 TO 2035
(IN MILLIONS)

Capital Program (Estimates for 2013 TIP)	FFYs 2013– 2015	FFYs 2016– 2020	FFYs 2021– 2025	FFYs 2026– 2030	FFYs 2030– 2035	Total
Boston Share of Discretionary Capital Program	\$212.64	\$464.00	\$673.62	\$844.95	\$979.53	\$3,174.74
Estimated Boston Share of Regional Major Infrastructure Projects	\$17.19	\$93.47	\$141.99	\$173.49	\$201.12	\$627.26
Total	\$229.83	\$557.47	\$815.61	\$1,018.44	\$1,180.65	\$3,802.00

UPDATED AIR QUALITY CONFORMITY INFORMATION

The Boston Region MPO has recently been classified as attainment for the ozone standard; therefore the MPO is no longer required to perform an air quality conformity determination on its LRTP and TIP for ozone. However, the MPO is required to perform a conformity determination for the Boston Carbon Monoxide (CO) Maintenance Area (the cities of Boston, Cambridge, Chelsea, Everett, Malden, Medford, Quincy, Revere, and Somerville). The MPO is also required to continue to perform conformity determinations for the Waltham CO Limited-Maintenance Area.

In addition, the EPA developed a new emissions model to calculate emission factors for use in conformity determinations. The new model is called Motor Vehicle Emission Simulator (MOVES). New conformity regulations require that MOVES emission factors be used in all conformity determinations after March 2, 2013. The MOVES emission factors were developed in coordination with the Massachusetts Department of Environmental Protection (DEP).

A new conformity determination was performed on the FFYs 2014–17 TIP and is included in that document. This Amendment Two was written to provide consistency with the TIP; therefore, a separate conformity determination is not required. The change in design of the Canton I-95/I-93 Interchange does not trigger a separate conformity determination because it is located outside of the CO maintenance areas.

UPDATED CLIMATE CHANGE INFORMATION

In *Paths to a Sustainable Region*, the MPO documented the MPO's greenhouse gas (GHG) emissions reduction associated with the projects in the LRTP for GreenDOT Implementation (see Chapter 5 of the full LRTP document). The Boston Region MPO and the Massachusetts Department of Transportation, using the Boston MPO and the statewide travel demand models, estimated carbon dioxide (CO₂) emissions resulting from the collective list of all recommended projects in all of the Massachusetts MPO's LRTPs combined. Emissions are estimated in the same way as the criteria pollutant—carbon monoxide whose reduction is required for the air quality conformity determination (see above). However, the CO₂ emissions shown here are part of an effort separate from the conformity analysis and are not part of those federal standards and reporting requirements.

The Massachusetts Global Warming Solutions Act legislation requires reductions of CO₂ by 2020 and further reductions by 2050, relative to the 1990 baseline. The project mix from this LRTP Amendment (and all other statewide MPO's LRTPs) was modeled for both 2020 and 2035 using a build versus no-build analysis to determine the CO₂ emissions attributed to the MPO's mix of projects and smart-growth land use assumptions. The estimates of the modeled CO₂ emissions are provided in Table 3, below.

TABLE 3
AMENDMENT TWO PATHS TO A SUSTAINABLE REGION LRTP
MASSACHUSETTS STATEWIDE CO₂ EMISSIONS ESTIMATES
(ALL EMISSIONS IN TONS PER SUMMER DAY)

Year	CO ₂ Build Emissions	CO ₂ No-Build Emissions	Difference (Build Minus No-Build)
2020	105,768	105,856	-88
2035	115,046	115,028	18

As shown in the table above, collectively, all the projects in the statewide MPO's LRTPs and this amendment in the 2020 Build scenario provide a statewide reduction of 88 tons of CO₂ per day compared to the No-Build case. However, the 2035 Build scenario estimates an increase of about 18 tons of CO₂ emissions compared to the No-Build case. It should be noted that this current analysis measures only projects that are included in the travel demand model. Many other types of projects funded by the MPO cannot be accounted for in the model (such as bicycle and pedestrian facilities, shuttle services, intersection improvements, etc.). The CO₂ reductions associated with these types of projects that are funded in the Boston MPO's TIP are included in the 2014–17 TIP.

CANTON:

I-95/I-93 Interchange (\$238,000,000)

Description

The Interstate-95/Interstate-93 Interchange in Canton is proposed to be constructed in three phases. Specific phases and components of the I-95/I-93 Interchange project include:

Phase 1

Phase 1 of the project includes:

- The reconstruction of the I-95 southbound/Blue Hill Drive off-ramp.
- The reconstruction of the University Avenue/Canton Street intersection.

Phase 2

Phase 2 of the project includes:

- The construction of an off-ramp from I-95 northbound to Dedham Street.
- The widening of Dedham Street from two to four lanes, including a sidewalk on the westbound side, between Kirby Drive and a point just west of the Neponset River. This widening will require the Dedham Street bridges over Amtrak and the Neponset River to be widened and the Dedham Street Bridge over I-95 to be replaced.
- The installation of signals at four intersections.

Phase 3

Phase 3 of the project includes:

- Reconfiguration of the existing I-95 northbound loop ramp with a two-lane, direct-connect flyover ramp.
- A realigned and improved high-speed two-lane, direct connection between I-93 southbound and I-95 southbound.
- A new exit ramp from I-93 southbound to University Avenue.
- The construction of a new entrance ramp from University Avenue to I-93 northbound, including the discontinued use of the Green Lodge Street west of Elm Street.
- The abandoned I-95 stub area located north of the Interchange will be removed and the area will be restored as parkland.
- A two-mile section of I-95 southbound from Route 128 to Neponset Street will be widened to four lanes.
- A one-mile section of I-95 northbound from Dedham Street to Route 128 will be widened to four lanes.

Project's Context/Possible Impacts, by MPO Policy Area

Land Use

The 37 acres encompassed by this project are located entirely within the Fowl Meadow/Ponkapoag Bog Area of Critical Environmental Concern. Much of the land surrounding the Interchange is permanently protected, although some of it is zoned for single residences and light industry. According to the Environmental Notification Form (ENF) that was submitted to the state's Department of Environmental Protection, the project, as proposed, will increase roadways and other paved areas by 4.9 acres. Adjacent land to the proposed new ramp from I-95 northbound to Dedham Street is zoned for light industry and single-family residences.

Safety

The I-95/I-93 Interchange is on MassDOT's list of the top-200 high-crash intersection locations for the years 2008 to 2010. During this period, I-93 at I-95 was the site of 185 crashes, of which 122 involved property damage and 63 involved bodily injury. None of the crashes was fatal. The Interchange also ranked number 35 on the list of the Boston Region MPO's rankings of high-crash intersections and interchanges. There are recurring safety problems at this site, including numerous truck rollovers, on the I-95 northbound ramp.

Mobility

The ENF identifies chronic congestion and weaving problems in the I-95/I-93 Interchange area in both the morning and afternoon peak periods, with the roadways and the interchanges frequently functioning at level-of-service "F." Severe congestion at the intersection of University Avenue and Blue Hill Drive causes long queues that occasionally extend beyond the I-95 southbound exit ramp to Blue Hill Drive. Traffic volume data show that there were 156,900 vehicle-trips per day on the I-95 section of the project in 2012 and 157,200 vehicle-trips per day on the I-93 section in 2012.

The new off-ramp from I-95 northbound to Dedham Street will benefit local streets in the area by enabling I-95 northbound traffic destined for the University Avenue area to avoid local residential streets without increasing through traffic on Dedham Street. Users of the University Avenue/Blue Hill Drive area also will benefit.

Connectivity

By reducing congestion and travel times, this project will enhance the attractiveness of Amtrak and MBTA commuter rail service at the Route 128 station, as well as shuttle-bus service connecting the station to residential and business centers in the area. The project also will facilitate greater recreational use of the Blue Hill Reservation trail system that runs through the area.

Note

This project implements the recommendations of the University Avenue/I-95/I-93 Regional Traffic Study that was prepared by the Central Transportation Planning Staff in July 1999. It also is consistent with the Canton, Dedham, Norwood, and Westwood Municipal Growth Planning Study.

MAP 1: CANTON: I-95/I-93 INTERCHANGE



Public Comments on the Draft Amendment Two to the Long-Range Transportation Plan

AFFILIATION	NAME	PROJECT(S) / ISSUE(S)	REQUEST/ SUPPORT/ OPPOSE	COMMENT
Neponset Valley Chamber of Commerce, Regional Working Group	Thomas O'Rourke, President and CEO (NVCC), Town Administrators William Friel (Canton), William Keegan (Dedham), Michael Boynton (Walpole), Michael Jaillet (Westwood), and Town Manager John Carroll (Norwood)	Reconstruction of the I-93/I-95 Interchange (Canton)	Support	Support inclusion of the Reconstruction of the I-93/I-95 Interchange in Canton in the draft LRTP Amendment. The current interchange has proved dangerous and inefficient in handling the traffic volumes resulting in serious traffic congestion during peak travel hours, and the region has suffered years of negative impacts. Crashes have resulted in serious personal injury and fatalities, but also the release of hazardous materials in an area of environmental concern. Traffic congestion has reduced the air quality of the region and impeded the ability of the area communities to effectively compete for economic development. This project is vital in order to address these impacts and benefit the region. The Route 128 Add-a-Lane improvements should relieve some congestion but the full impact of the improvements will not be realized until the interchange is reconstructed.
Town of Westwood, Economic Development Advisory Board	Chris McKeown, Economic Development Officer	Reconstruction of the I-93/I-95 Interchange (Canton)	Support	Supports inclusion of the Reconstruction of the I-93/I-95 Interchange in Canton in the draft LRTP Amendment. This project is a top priority for the enhancement of economic development in the Neponset Valley Region and the Commonwealth. The initial phase of the project that involves the re-alignment of the Blue Hill Drive/I-95 southbound off-ramp and redesign of the Blue Hill Drive/University Ave. and Canton Street/University Ave. intersections is critical to the timing of the University Station development. The recently approved University Station mixed-use transit-oriented development will create new affordable housing, temporary construction jobs, and permanent employment opportunities. Notes that the project will also improve access to the Route 128 T/Amtrak Station.
Regional Transportation Advisory Council	Steven H. Olanoff, Chair	Reconstruction of the I-93/I-95 Interchange (Canton)	Support	Supports inclusion of the Reconstruction of the I-93/I-95 Interchange in Canton in the draft LRTP Amendment. This project will serve not only the economic development concerns of the municipalities that are immediately adjacent to the interchange, but this project will also improve the movement of people and goods throughout the entire region as a result of reduced traffic congestion. The interchange is currently among the worst bottleneck locations in the region, and measures the worst in both AM and PM peak periods in volume-to-capacity ratio. The project will also go far to correct safety issues for trucks and motorists at the interchange, which ranks in the top five percent crash cluster locations in the Southwest Corridor.

Public Comments on the Draft Amendment Two to the Long-Range Transportation Plan

AFFILIATION	NAME	PROJECT(S) / ISSUE(S)	REQUEST/ SUPPORT/ OPPOSE	COMMENT
Town of Westwood, Board of Selectmen	Nancy C. Hyde, Chairman	Reconstruction of the I-93/I-95 Interchange (Canton)	Support	Support inclusion of the Reconstruction of the I-93/I-95 Interchange in Canton in the draft LRTP Amendment. This project is one of the top priorities for the enhancement of economic development in the region and the Commonwealth. This project would eliminate the traffic congestion problem, be a logical next step to the Route 128 Add-a-Lane project under construction, and fulfill the commitment the Commonwealth made when the region was asked to support the Route 128/University Park Station. The initial phase of this project would immediately facilitate the approved University Station project that consists of the redevelopment of the 140 acres of University Office Park into a transit-oriented development containing new retail, commercial office and residential uses. This development will create new affordable housing, hundreds of temporary construction jobs, and significant permanent employment opportunities. Notes that the project will also improve access to the Route 128 T/Amtrak Station.
Town of Westwood, Planning Board	Nora Loughnane, Town Planner	Reconstruction of the I-93/I-95 Interchange (Canton)	Support	Support inclusion of the Reconstruction of the I-93/I-95 Interchange in Canton in the draft LRTP Amendment. This project is one of the top priorities for the enhancement of economic development in the region and the Commonwealth, and it will provide long-awaited access and safety improvements. The initial phase of the project that involves the re-alignment of the Blue Hill Drive I-95 southbound off-ramp and redesign of the Blue Hill Drive/University Ave. and Canton Street/University Ave. intersections is crucial to the timing of the opening of the University Station development. This transit oriented development containing new retail, commercial office and residential uses will create new affordable housing, hundreds of temporary construction jobs, and significant permanent employment opportunities. Notes that the project will also improve access to the Route 128 T/Amtrak Station..
Town of Needham	Kate Fitzpatrick, Town Manager	Reconstruction of the I-93/I-95 Interchange (Canton)	Support	Support inclusion of the Reconstruction of the I-93/I-95 Interchange in Canton in the draft LRTP Amendment. This project is a top priority for the enhancement of economic development and improvement of transportation flow in the region and the Commonwealth. Note that the Needham Board of Selectmen voted unanimously to support the Commonwealth's TIGER Grant Application to fund the I-95/Dedham Street Ramp and Dedham Street Corridor Widening project and attached the Needham Board of Selectmen's letter of support for the Commonwealth's TIGER Grant Application.

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AFFILIATION	NAME	PROJECT(S) / ISSUE(S)	REQUEST/ SUPPORT/ OPPOSE	COMMENT
Congress of the United States, House of Representatives	Stephen F. Lynch, Congressman	Reconstruction of the I-93/I-95 Interchange (Canton)	Support	Support inclusion of the Reconstruction of the I-93/I-95 Interchange in Canton in the draft LRTP Amendment. This project is highly significant to the region as a whole, to residents and property owners in the surrounding communities, and to the success of planned economic development activities in the immediate area. The initial phase of the project that involves the re-alignment of the Blue Hill Drive I-95 southbound off-ramp and redesign of the Blue Hill Drive/University Ave. and Canton Street/University Ave. intersections is critical to the timing of the University Station development. The recently approved University Station mixed-use transit-oriented development is poised to create new affordable housing, temporary construction jobs, and permanent employment opportunities. Notes that the project will also improve access to the Route 128 T/Amtrak Station.
Three Rivers Interlocal Council	Stephanie Mercandetti, Chair	Reconstruction of the I-93/I-95 Interchange (Canton), Reconstruction of Route 1A/Main St. (Walpole), Reconstruction of Highland Avenue, Needham Street & Charles River Bridge (Newton and Needham)	Support/ Request	<p>Support inclusion of the Reconstruction of the I-93/I-95 Interchange in Canton in the draft LRTP Amendment. This project is a top priority for the enhancement of economic development in the region and the Commonwealth, and it will provide long-awaited access and safety improvements. The initial phase of the project that involves the re-alignment of the Blue Hill Drive I-95 southbound off-ramp and redesign of the Blue Hill Drive/University Ave. and Canton Street/University Ave. intersections is crucial to the timing of the opening of the University Station development. This mixed-use transit-oriented development containing new retail, commercial office and residential uses is poised to create affordable housing, temporary construction jobs, and permanent employment opportunities. These roadway improvements will also result in better access to the Route 128 T/Amtrak Station. Note that TRIC voted unanimously to support the proposed changes to LRTP and TIP.</p> <p>Request consideration be given to the Reconstruction of Highland Avenue/Needham Street in Newton and Needham for inclusion in the FFYs 2014-17 TIP. Also request that funding be made available for the Reconstruction of Route 1A in Walpole in the FFYs 2014-17 TIP.</p>

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Conservation Law Foundation	Rafael Mares, Staff Attorney	Reconstruction of the I-93/I-95 Interchange (Canton)	Oppose	<p>Oppose inclusion of the Reconstruction of the I-93/I-95 Interchange in Canton in the draft LRTP Amendment. This project would require an investment of an estimated \$238 million over five years that may lead to a call on discretionary federal funds in the future or would put significant pressure on the MPO to pay for other projects that the state could otherwise fund. Given that the new transportation revenue will not allow for all of the projects listed in the <i>The Way Forward: A 21st Century Transportation Plan to be funded</i>, the MPO should take a look at the interactive, online calculator CLF and Transportation for Massachusetts ("T4MA") created; it is available at http://goo.gl/AKvVL. States that programming the I-95/I-93 Interchange in Canton at this time would be premature since the pending tax bill creates a project selection advisory council with the mission of prioritizing the list of transportation projects to be funded over the next five years.</p> <p>Express concern that while increasing capacity of the interchange might reduce congestion in the short-term, it is unlikely to provide long-term relieve as the added capacity can be expected to be filled soon by drivers who are currently taking other routes or traveling at different times and those who shift from transit to driving, take longer trips, or decide to make a trip when they did not before. Also express concern about the safety merits of the project and note that there are at least 34 more dangerous intersections and interchanges in the region that are not funded. State that the environmental impacts of the project should be considered more closely due to the addition of impervious land area and CO₂ emissions.</p>

Public Comments on the Draft Amendment Two to the Long-Range Transportation Plan

AFFILIATION	NAME	PROJECT(S) / ISSUE(S)	REQUEST/ SUPPORT/ OPPOSE	COMMENT
Transportation for Massachusetts	T4MA, LISC Greater Boston, CLF, MACDC, ELM, E2, Massachusetts Public Health Association, Saunders Hotel Group, MASSPIRG, Livable Streets, Institute for Human Centered Design, MCAN, Neighbor to Neighbor, Massachusetts Smart Growth Alliance, ACE, Fairmount/Indigo Line CDC Collaborative, Groundwork Lawrence, MassBike, WalkBoston, SCC, and STEP	Reconstruction of the I-93/I-95 Interchange (Canton)	Oppose	<p>Oppose inclusion of the Reconstruction of the I-93/I-95 Interchange in Canton in the draft LRTP Amendment. This project would increase CO₂ emissions by 12 tons per summer day by 2035, and does not help the Commonwealth reach the Global Warming Solutions Act goals to reduce CO₂ emissions by 25% by 2020 and 80% by 2050.</p> <p>Request that the climate emissions be modeled for this project, including a reasonable estimate of induced traffic, and that data be provided to MPO members and the public before any further action is taken on the project. Express concern that while increasing capacity of the interchange might reduce congestion in the short-term, it is unlikely to provide long-term relieve as the added capacity can be expected to be filled soon by drivers who are currently taking other routes or traveling at different times and those who shift from transit to driving, take longer trips, or decide to make a trip when they did not before.</p> <p>Support MassDOT's mode shift goal of tripling the number of people that walk, bike, and take transit, and suggest that transportation investments should be prioritized for multi-modal projects that advance the mode shift goal.</p> <p>Request that the MPO not fund the interchange project until the proposed project selection advisory council has an opportunity to develop project selection criteria to prioritize spending new transportation funds and MassDOT has an opportunity to develop a five-year capital plan to prioritize the state's transportation needs. States that programming the I-95/I-93 Interchange in Canton at this time would be premature.</p>

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Resident, City of Somerville	Alan Moore	Prioritization of Bike Path Investments, Minuteman Bikeway Connection (Arlington), and Reconstruction of the I-93/I-95 Interchange (Canton)	Support/ Request	<p>Supports the significant increase in TIP funding for bicycle and pedestrian projects, yet requests that the money be spread around the region rather than concentrated on a few expensive projects.</p> <p>Also requests that funding be withheld from the Minuteman Bikeway Connection until a better crossing design is proposed. Suggests design plans for the project that include a short section of cycletracks along Mass Ave and attached a conceptual plan. Attached a letter to MassDOT and the Town of Arlington regarding detailed comments on the 25% design plans of the project.</p> <p>Expresses concern that programming funding for the Reconstruction of the I-93/I-95 Interchange would leapfrog the legislature's proposal to set up a process for prioritizing how new transportation funds would be spent and MassDOT's 5-year capital plan. Also states that the project would increase CO₂ emissions and does nothing to help triple the number of people walking, biking, and taking transit. Attached a letter from Transportation for Massachusetts ("T4MA") in opposition to the interchange project.</p>

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Friends of the Community Path	Alan Moore and Lynn Weissman, Co-Presidents	Green Line Extension (Somerville & Medford), Bruce Freeman Rail Trail, Assabet River Rail Trail, Prioritization of Bicycle, Pedestrian and Transit Investments, Reconstruction of the I-93/I-95 Interchange (Canton), Tri-Community Bikeway, Safe Routes to School, Clean Air and Mobility Program, and Minuteman Bikeway Connection (Arlington)	Support/ Request	<p>Support inclusion of funding in the FFYs 2014-17 TIP for the following projects: Green Line Extension (Somerville and Medford), Bruce Freeman Rail Trail, Assabet River Rail Trail, Tri-Community Bikeway, and Safe Routes to School projects in Milton, Saugus, and Somerville.</p> <p>Request that the MPO continue to increase funding for bicycle, pedestrian, and transit projects in light of MPO goals to reduce Greenhouse Gas emissions, TIP evaluation criteria, and MassDOT's mode shift goal to triple the bike/walk/transit travel share.</p> <p>Express concern that programming funding for the Reconstruction of the I-93/I-95 Interchange would bypass the legislature's process for prioritizing how new transportation funds would be spent and the development of MassDOT's 5-year capital plan. Also state that the project would increase CO₂ emissions and does nothing to help triple the number of people walking, biking, and taking transit.</p> <p>Also request that funding be withheld from the Minuteman Bikeway Connection until a better crossing design is proposed. Suggest design plans for the project that include a short section of cycletracks along Mass Ave.</p>

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AFFILIATION	NAME	PROJECT(S) / ISSUE(S)	REQUEST/ SUPPORT/ OPPOSE	COMMENT
	Daniel A. De Pompei	Bruce Freeman Rail Trail	Oppose	<p>My name is Daniel A. De Pompei. I have been a resident of Sudbury MA for 39 years. I have been a member of the National Rails to Trails Conservancy for 20 years.</p> <p>The following statement is provided in response to the MPO's request for citizen input for the Draft TIP 2014-2017 and proposed LRTP Amendment for 2013. I do not support the use of transportation funds for design or construction of multi-use trails that have not been validated to reduce automotive traffic in a substantive and measurable way. The proposed Bruce Freeman Rail Trail has not been justified as mitigating traffic congestion. I note with great interest that the majority of comments documented for the Bruce Freeman Rail Trail on the current plans are predominately recreational comments and not transportation. The Department of Conservation and Recreation should fund recreation projects not the Department of Transportation. I do not support multi-use trails whose right-of-way passes through, or near, areas of endangered or threatened species habitat, major game trails, wetlands or riparian areas. The proposed Bruce Freeman Rail Trail Right of Way (ROW) passes through several such areas and violates existing conservation and environmental law. I have discussed this issue with the National Rails to Trails Conservancy (RTC). The RTC has no policy that requires any rail trail alignment stay entirely within the rail ROW. The currently proposed trail alignment is the result of local advocacy group(s) inappropriate involvement in municipal politics and not the result of meaningful negotiations with all interested parties. There has been no open, measurable justification of the Bruce Freeman rail trail. There has been no effort by the Trail's advocacy group (or the state) to address or resolve any of the risks associated with the trail and I do not recommend and do not support the use of public funds for the Bruce Freeman Rail Trail.</p> <p>There are simply too many State validated needs for transportation funds that should take priority over the currently proposed Bruce Freeman Rail Trail. I have submitted this same basic set of comments for the past three years and the comments all still apply. I am available for further discussion.</p>

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Resident, Town of Sudbury	Carole Wolfe	Bruce Freeman Rail Trail	Oppose	<p>Regarding the proposed multi-million dollar Bruce Freeman rail trail project through the affluent towns of Acton and Concord:</p> <p>Has the cost/benefit been determined?</p> <p>Has trail need and future use been determined independently of trail proponents' assertions, desires, lobbying ability and their trail counts (for which some bloggers claim to have been counted "several times") instead of being based on unbiased sources of trail counts to justify need for trail construction?</p> <p>Has the percentage of future use for transportation versus recreation been determined?</p> <p>In these suburban areas, it appears that rail trails are primarily used for recreation; the designation as to their being for "transportation" appears to be determined by the funding source. They are not lighted, plowed or used in extreme heat, cold, icy conditions, or rain. Moreover, how many people realistically have the extra time necessary to bicycle to destinations or arrive sweaty?</p> <p>How many vehicles will be driven to a trail for access? Fay, Spofford and Thorndike feasibility reports state that "most" trail users drive to a trail.</p> <p>To complete a trail from Lowell to Framingham built to Mass/DOT/AASHTO standards, over 60 acres of carbon dioxide absorbing vegetation will be removed.</p> <p>Much of the proposed trail in Concord parallels sidewalks or roads with bikelanes and sidewalks and will be less direct between destination points as it veers into woods.</p> <p>Will there be testing to determine the types of existing contaminants?</p> <p>How will the trail receive permits under the new EPA Phase II requirements and the MA Stormwater Management regulations, or will these be ignored?</p> <p>The impression is that this proposed trail project is extremely political and is being moved forward despite the proposed trails in less affluent, more populated, urban areas that could benefit from trails that actually could better satisfy transportation needs.</p>