

ALL WRITTEN PUBLIC COMMENTS RECEIVED AS OF MAY 1, 2019

RE: federal fiscal years (FFYs) 2020–2024 Transportation Improvement Program (TIP) Development

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An Independent SubRegional Group Within the

Metropolitan Area Planning Council
60 Temple Place
Boston, MA 02111

March 19, 2019

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

RE: Draft FFY 2020 to 2024 Transportation Improvement Program (TIP)

Dear Mr. Mohler:

The Three Rivers Interlocal Council (TRIC) is a formal subregion of the Metropolitan Area Planning Council composed of Canton, Dedham, Dover, Foxborough, Medfield, Milton, Norwood, Randolph, Sharon, Stoughton, Walpole and Westwood that works cooperatively to address regional planning issues. TRIC takes its name from three major rivers located in and among our towns: the Neponset, Charles, and Canoe Rivers.

With regards to the Draft FFY 2020 to 2024 Transportation Improvement Program (TIP), as chair of the TRIC subregion, I am requesting on behalf of TRIC that the five projects within the TRIC subregion identified below should be retained on the TIP and scheduled on the TIP as early as possible. Of these projects, TRIC's top priorities are, in order:

- 1) Project 602261 – Reconstruction on Route 1A (Main Street), from the Norwood town line to Route 27 in Walpole.
- 2) Project 606130 – Intersection improvements at Route 1A and Upland Rd./Washington St. and Prospect St./Fulton St in Norwood.
- 3) Project 605857 – Intersection Improvements at Route 1 and University Ave./Everett St in Norwood.
- 4) Project 607899 - Dedham- Pedestrian Improvements Along Bussey Street, Including Superstructure Replacement, D-05-010, Bussey Street Over Mother Brook.
- 5) Project 87790 - Interchange Improvements at I-95/I-93/University Avenues/I-95 Widening

Canton Dedham Dover Foxborough Medfield Milton Needham
Norwood Randolph Sharon Stoughton Walpole Westwood

Sincerely,



Paige E. Duncan, Town of Foxborough
Chair, Three Rivers Interlocal Council

cc: Eric Bourassa, MAPC
Susan Price, Town of Sharon; Vice-Chair, Three Rivers Interlocal Council
Thomas O'Rourke, Town of Norwood
Ali Kleyman, CTPS
Matt Genova, CTPS
TRIC Boston Region MPO TIP Contacts
TRIC Membership

From: publicinfo@ctps.org [mailto:publicinfo@ctps.org] **On Behalf Of** Kathy Adams
Sent: Monday, September 24, 2018 9:03 AM
To: publicinfo@ctps.org
Subject: Kelley's Corner Project Acton, MA

*David J. Mohler, Chair
Boston Region Metropolitan Planning Organization
c/o Alexandra Kleyman, TIP Manager
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116*

I am a Acton citizen and plan to remain here for many many years to come. I am writing to express my concern on the Kelley's corner project. I do not want to see the old trees cut down on Mass. Ave or anywhere in town. These trees cannot be replaced in a lifetime. These old type trees make a town more pleasurable to live in and they clean the air we breathe. Most importantly they are beautiful to look at and shade our streets. Newly planted trees will not do that.

I am asking to please do not cut the old beautiful trees that many generations have loved.

Kathy Adams
7 Algonquin Road
Acton, MA



TOWN OF ACTON
472 Main Street
Acton, Massachusetts 01720
Telephone (978) 929-6611
manager@actonma.gov
www.actonma.gov

Office of the Town Manager

April 10, 2019

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

**Re: Kelley's Corner Intersection Improvements - Acton
TIP ID # 608229**

Dear Mr. Mohler and Members of the Boston MPO:

I am writing to report on the outcome of the Acton's April 1, 2019 Annual Town Meeting which overwhelmingly (89%) supported an appropriation of funds for the Kelley's Corner Intersection Improvement project. With this vote the Town has reaffirmed its commitment to the members of the MPO and MassDOT that it will complete the engineering design and acquisition process for the programmed FFY2022 TIP timeline.

Thank you to MassDOT and the Boston MPO for your continued support of the Kelley's Corner Intersection Improvement project.

Sincerely,

John Mangiaratti
Town Manager

cc: Acton Planning Division
Acton Board of Selectmen
Muazzez G. Reardon, P.E., MassDOT – Highway Division
Ann Sullivan, District 3, MassDOT—Highway Division
Lindsey DiTonno, P.E., Project Manager, Greenman Pedersen Inc.



Town of Bellingham

BOARD OF SELECTMEN

10 Mechanic Street

Bellingham, Massachusetts 02019

Tel: 508-966-5800 * Fax: 508-966-4425

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

RE: South Main Street (Route 126) – Douglas Drive to Mechanic Street
Reconstruction Bellingham, MA – PROJIS #608887

Dear Mr. Mohler:

I am writing to express our appreciation to MPO for scheduling our project for TIP funding with a projected advertisement date of December 2022. The Town is committed to taking every necessary step to ensure this project progresses through the design phase without interruption.

Over the past year members of our staff have regularly appeared before your Board to keep you updated on our progress and we will continue to do so. As we recently reported Mass DOT conducted the 25% Design Public Hearing on February 20th, 2019. The Town has contracted with our engineers to complete all design work up to 100% which we anticipate will be completed by the end of 2020.

We assure you our Town is fully committed to this project and prepared to address any issues or concerns that may arise. We appreciate your support and look forward to a successful project.

Sincerely,

Daniel Spencer, Chairman
Board of Selectman



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

March 11, 2019

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

RE: South Main Street (Route 126) - Douglas Drive to Mechanic Street
Reconstruction, Bellingham, MA - PROJIS #608887

Dear Mr. Mohler:

We are writing you in strong support of the town of Bellingham's efforts to partner with the Metropolitan Planning Organization's FFY's 20-24 Transportation Improvement Project for the reconstruction of South Main Street.

The Town of Bellingham has demonstrated a clear and concise vision for the project, and they remain committed to its design and completion. Town officials are avidly supportive of this effort, and this program would provide the town with the critical support needed to complete work on one of the town's most travelled routes

Thank you for your time and consideration on this matter. Please feel free to contact me should you have any questions or concerns regarding this issue.

Sincerely,


Ryan C. Fattman
State Senator
Worcester & Norfolk


Michael J. Soter
State Representative
8th Worcester District

TOWN OF BELLINGHAM

OFFICE OF THE
DIRECTOR OF THE DEPARTMENT OF PUBLIC WORKS
26 BLACKSTONE STREET
BELLINGHAM, MA 02019
(508)-966-5813
FAX (508)-966-5814
ddimartino@bellinghamma.org

March 11, 2019

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

RE: South Main Street (Route 126) - Douglas Drive to Mechanic Street Reconstruction
Bellingham, MA - PROJIS #608887

Dear Mr. Mohler:

The Town of Bellingham was pleased to hear that this project is in the TIP funding queue with a projected date for advertising of December 2022 noted by MassDOT staff at the 25% Design Hearing. We are committed to the project and will make every effort to move the project up if the opportunity arises.

Here is a brief update of our status. MassDOT held the 25% Design Public Hearing on February 26, 2019. We have signed a contract with our engineers CHA Consulting, Inc. to fund the design work up to the 100% design and have reserved funds to extend the contract to PS&E Design. CHA predicts that design could be at 100% by November of 2020.

We will soon be requesting that the voters fund water service renewal on this section of road. That work could start as soon as July of this year. In October we will ask voters and property owners if they want to fund a project to extend sewer to the homes on this road that do not currently have town sewer service. All water and sewer infrastructure improvements are on track to be completed by the end of the 2020 construction seasons.

The Town of Bellingham is committed to this project and is prepared to do all that is necessary to complete the design and expedite the project. We will continue to attend MPO meetings to advocate and be able to respond quickly to any questions that may arise. Please do not hesitate to contact me if you have any questions or suggestions that could move the project into an earlier year.

Sincerely,



Donald F. DiMartino
DPW Director



Town of Bellingham

BOARD OF SELECTMEN

10 Mechanic Street

Bellingham, Massachusetts 02019

Tel: 508-966-5800 * Fax: 508-966-4425

March 27, 2019

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

RE: South Main Street (Route 126) – Douglas Drive to Mechanic Street
Reconstruction Bellingham, MA – PROJIS #608887

Dear Mr. Mohler:

At a recent meeting of the MPO it was suggested that the Bellingham project currently programed for advertisement in December 2022 could be moved up a year as a result of available funding. While we realize this is just a “possibility” I want to assure you we have fully funded the engineering for this project and all necessary easements will be completed to easily accommodate a December 2021 advertisement should that be further considered.

Our staff will continue to regularly attend your meetings to keep you apprised of our progress. On behalf of our community I want to express our appreciation for the MPO’s support.

We assure you our Town is fully committed to this project and prepared to address any issues or concerns that may arise.

Sincerely,

Daniel Spencer, Chairman
Board of Selectman

Friends of Melnea Cass Boulevard

c/o Valerie Shelley
5 DeGautier Way
Roxbury, MA 02119

January 15, 2019

The Honorable Martin J. Walsh
Boston City Hall
One City Hall Square
Boston, MA 02201

Re: *Melnea Cass Boulevard Re-design Project*

Dear Mayor Walsh:

We would like to meet with you to explain our position regarding the re-design and construction of Melnea Cass Boulevard (MCB) and to get your ideas and feedback about the project going forward. **The Friends of Melnea Cass Boulevard (FMCB)** have been meeting together and working with BTM over many years and have successfully achieved many positive design changes that will make the Boulevard much more of an asset and amenity for its neighbors, the residents of Roxbury. However, there are additional changes that the FMCB feel would help make the redesign a truly model project. We strongly suggest the following:

1. Create a Citizens' Oversight Committee This Committee should be composed of neighborhood residents and advocates who will monitor the construction and the long-term maintenance of the project. This Committee could be modeled after the Emerald Necklace/Muddy River Restoration Management and Maintenance Oversight Committee, established by the state in the late 1990's to ensure best practices and accountability.

The current chaotic state of Commonwealth Avenue reconstruction by BU reinforces our concern for the neighborhood and the safety of pedestrians and cyclists. Once built, cooperation between the City and local residents will assure the positive legacy of this project.

2. Establish Construction Procedures to Preserve the Trees During Construction, Holding Contractors Accountable. Many mature beautiful trees line the Boulevard forming an impressive canopy. Yet the design plan lists 268 trees in jeopardy, i.e. there is a real danger they will be damaged or destroyed by the roadway construction. The loss of these trees would completely alter the Boulevard's aesthetic and serve as a betrayal of the neighborhood's expectations. Preservation of the trees that line the boulevard has always been the priority for neighbors and their allies, the Friends of Melnea Cass Boulevard and other stakeholders and interested parties. Although we managed to "save" over two hundred trees that make up MCB's canopy (pictured on page 422-423 of the Imagine Boston 2030 report) during the planning process, which goes back to 2011, it now appears that BTM's caveat regarding potential construction damage to the trees and their consequent demise is a way around a true commitment to preservation of the trees on Melnea Cass.

Unsettlingly, there is a history of construction projects in Boston destroying many trees. Such examples include: Commonwealth Avenue, Forest Hills, and the Bowker Overpass. MassDOT contracts have only a 1-year guarantee although recent studies show that 3 years are needed to ensure true preservation and protection from construction damage. If the State will not do so, the City must step in and create its own follow-on establishment contract to meet its obligations.

Additionally, the number of trees in the current plan that will be intentionally removed to make way for roadway re-design remains a moving number, despite BTB and design consultant assurances. The number of mature trees to be removed appears to range from around 50 to over 80, according to the group *Friends of the Trees* who, during the December meeting at Boston Water and Sewer, pointed out the discrepancy in the numbers that have been put forth over a long period of time by BTB and design firm Howard Stein Hudson.

3. Design a Traffic Signal System that does Not Require Pedestrians to Push a Button to get a WALK to cross the Boulevard Throughout the planning process the City, design consultants and the FMCB agreed that the traffic signals should provide an automatic WALK to cross the Boulevard. We were shocked at the public meeting on December 10, 2018, to learn that pedestrians must now push a WALK button to cross the Boulevard which will result in unnecessary delays in crossing. Moreover, such long delays will result in many pedestrians waiting for gaps in the traffic to cross which will result in serious pedestrian injuries and fatalities.
4. Select Lighting Fixtures to Reduce Glare and Increase Lighting at Intersections The lighting fixtures along the Boulevard should reduce glare and should adequately light the intersections. The current plan calls for acorn fixtures along the sidewalk and bike path. The FMCB recommend LED downlights which the City and DCR currently use on other projects. Also, the shape of the lights should not be teardrop or acorn. No advertising should be allowed to be attached to the fixtures.

The FMCB would look forward to meeting with you to get your ideas and suggestions and to reach agreement on how the above issues can be resolved so the Boulevard can truly prioritize pedestrians and bicyclists, providing a pleasant and safe transportation experience for all users. We remain optimistic that this project can be more than a traffic project, embracing some important Complete Streets principles to which BTB says it has a commitment.

Sincerely,

Dorothea Hass; Kenneth Kruckemeyer; Kay Mathew; Alison Pultinas; and Valerie Shelley
On behalf of Friends of Melnea Cass Boulevard

Cc:

William Christopher, william.christopher@boston.gov
Chris Osgood, chris.osgood@boston.gov
Gina Fiandaca, gina.fiandaca@boston.gov
Para Jayasinghe, para.jayasinghe@boston.gov
Jim Gillooly, james.gillooly@boston.gov
Pat Hoey, patrick.hoey@boston.gov

Next Steps

Metrics





CITY OF FRAMINGHAM
DEPARTMENT OF PUBLIC WORKS
FRAMINGHAM, MASSACHUSETTS 01702

*"Dedicated to
Excellence
in Public
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PETER A. SELLERS
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CHIEF ENGINEER | FDPW
DIANE M. CONNER
ASSISTANT DIRECTOR | FDPW

March 25, 2019

Lawrence J. Cash, P.E.
MassDOT Supervising Project Manager
10 Park Plaza, Suite 6340
Boston, MA 02116

RE: Project 608228 – Framingham – Reconstruction of Union Avenue from Proctor Street to Main Street

Dear Mr. Cash:

The Massachusetts Department of Transportation (MassDOT) has expressed concerns that proposed sidewalk improvements within the Bowditch Field Athletic Field & Cultural Complex (Bowditch Field) property located at 475 Union Avenue could adversely impact the schedule of the above referenced project due to issues associated with Article 97 of the Massachusetts Constitution.

Per the current schedule (Report Run Date 2/28/19), the ROW Certification would be issued 12/20/20 and the construction project advertised 12/26/20. The City contends that the proposed pedestrian improvements are consistent with park use and that any Article 97 issues could be resolved within the current schedule. However, after spending considerable effort and money in preparation for this MassDOT project, the City is not willing to jeopardize the schedule over this issue. Therefore, the City will eliminate this element of the work from the MassDOT project. We will work with our consultant, BETA Group, to finalize the design for, and construct, the improvements within the Bowditch Field property in advance. The construction and right-of-way plans for the MassDOT work will be updated accordingly.

Please contact me if you have any questions.

Sincerely,

Peter A. Sellers
Executive Director

C: David Mohler, Executive Director of Planning, MassDOT
Dr. Yvonne M. Spicer, Mayor, City of Framingham
Dennis Giombetti, Chair, Framingham City Council
Thatcher Kezer III, Chief Operating Officer, City of Framingham
Matthew Shute, P.E., Associate, BETA Group



Gary Christenson, Mayor

March 19, 2019

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

RE: 608275 Exchange Street Improvements Project – Malden

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

We are pleased to report that the City of Malden is making great progress with the Exchange Street Improvements Project and I would like to provide the following update to The Boston Region Metropolitan Planning Organization as we work towards a June 29, 2019 contract advertisement date by MassDOT.

Below is a list of design documents that have been submitted to MassDOT by consulting engineers from Stantec since the March/April 2018 updates from the City of Malden to the Boston MPO during our 25% Design phase. MassDOT approved the City's request to accelerate the design process for the Exchange Street project and agreed to a combined 75% /100% submission. Therefore, the recently submitted design documents were prepared to the 100% submission level of detail per MassDOT guidelines.

These Exchange Street 100% Design documents were successfully submitted to MassDOT on February 5, 2019 and are currently under review, however, the review period was set to close on March 14, 2019 at which time Stantec will be allowed to review and prepare responses to all comments. These responses, together with updated design documents, will be included in the City's next PS&E submission to MassDOT scheduled for April 22, 2019.

List of 100% Design Documents Sent to MassDOT on February 5, 2019:

- 100% Highway Plans with Color Utility Plans (Sheets 1 thru 68)
- 100% Right of Way Plans (Sheets 1 thru 13)
- Horizontal Alignment Report
- 100% Special Provisions
- 100% CPE
- 100% Office Estimate
- 100% Engineers Estimate

David Mohler, Chair

March 19, 2019

Page 2

- 100% Highway Design Submission Checklist
- 100% Water Quality Data Form (Excel)
- 25% Design Submission Response to Comments
- Project CD with the above information in PDF format
- Project Design Schedule (submitted monthly) Sent to MassDOT March 1, 2019

Going Forward the Schedule for Several Milestone Events/Submissions is as follows:

- Submit PS&E – April 22, 2019 (30-day review period)
- Approval of PS&E – June 11, 2019
- Issue ROW Certificate – June 18, 2019
- Advertise Construction Contract – June 29, 2019
- Bid Opening – August 28, 2019
- Construction Notice to Proceed – October 27, 2019

Estimated Construction Cost Information:

The estimated construction cost submitted on February 5, 2019 with the 100% Design documents was \$1,559,222 plus contingencies (i.e., construction engineering, construction contingencies, police allowance, etc.)

The Exchange Street Improvement Project will support the City's continued efforts in reinvigorating Malden Center. It will provide a better and safer pedestrian, bicycle and vehicle connection from Malden Center MBTA Station to the rest of Downtown Malden and will enhance the streetscape with new landscaping, street lighting, paving and ADA compliant sidewalks and ramps. Thanks to our private sector partners who have invested upwards of \$500,000 in improvements to this corridor, Exchange Street is well on its way to becoming an exciting and vibrant area.

On behalf of the City of Malden, please accept our sincere thanks for supporting this important improvement project.

Sincerely,



GARY CHRISTENSON

Mayor, City of Malden



DEBORAH A. BURKE

Executive Director, Malden Redevelopment Authority

One Hundred Ten Pleasant Street
Malden, Massachusetts 02148

COUNCIL OFFICE
THIRD FLOOR
(781) 397-7130
FAX: (781) 397-7004
citycouncil@cityofmalden.org

City of Malden Massachusetts



March 20, 2019

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

SUBJ: Exchange Street Improvements Project No. 608275 — Malden

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

I write to express my strong support and continued enthusiasm for the Exchange Street Improvements Project in Downtown Malden. The street, sidewalk and lighting improvements planned for this heavily-traveled corridor will complement the many other great projects happening in our Downtown. An improved Exchange Street will be friendly to all users including pedestrians and bicyclists who will take advantage of the new on-street dedicated bike lane.

First and foremost I want to thank the members of the Boston Region Metropolitan Planning Organization who saw how important this project was to our overall revitalization efforts in Downtown Malden. Your willingness to advance this project on the Transportation Improvement Plan is greatly appreciated.

Our consultant engineer has submitted the combined 75/100 percent design plans to MassDOT and the project remains on track for a June 2019 advertisement date.

This will be a great project for our Downtown which wouldn't have been made possible without your support and without the support of various private sector partners who contributed to some of the improvements along this roadway.

Respectfully,

Ryan O'Malley
Councillor — Ward 4

Town of Natick
Massachusetts 01760
Home of Champions



Amy K. Mistrot, Chair
Susan G. Salamoff, Vice Chair
Michael J. Hickey, Jr., Clerk
Jonathan Freedman
Richard P. Jennett, Jr.

March 18, 2019

David Mohler, Chair
Boston Region Metropolitan Planning Organization
c/o Central Transportation Planning Staff (CTPS)
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

Dear Chairperson Mohler,

On behalf of the Natick Board of Selectmen (BOS), please accept this letter as the Town of Natick's full support for the following projects being considered for funding before the Boston Region Metropolitan Planning Organization (MPO):

Mass DOT Project Number	Funding Source & Year	Project Title	Amount Programmed
605034	TIP – FFY 2019	Reconstruction of Route 27 (North Main Street), from North Avenue to the Wayland Town Line	\$ 12,087,144
605313	L RTP	Bridge Replacement, Route 27 (North Main St.) over Route 9 (Worcester St.) and Interchange Improvements	\$ 25,793,370

The MPO is considering an increase in the programmed amount for Project #605034, the Route 27 North Main Street, project to approximately \$19.3M. The Town of Natick fully recognizes the significance of this request and certainly appreciates the difficult position this puts the MPO in determining how to program highly competitive TIP funds. To help inform this decision, this letter outlines the key factors impacting design, the importance of this project to the region, and the commitment the Town continues to make to ensure this project is successfully completed as planned.

Despite virtually no project scope increase (in fact, a major intersection improvement was removed from the project area since 25% design), the costs for the reconstruction of the Route 27 North Main Street corridor have increased from the most recent 25% design submission. The increase costs are largely due to a few key factors:

1. Greater design clarity, primarily related to the storm water infrastructure required for the project to meet MassDOT Standards. At 25% design, much of the required storm water utility work was conceptual. As the design progressed, costs were refined and updated.
2. Anticipated increased unit pricing due to the continued rise in construction costs; and
3. Corridor factor impacts. In discussions with MassDOT, the concern was raised that the project may be more difficult to construct than a typical roadway improvement project due to the "urban" nature and heavy use of Route 27 North Main Street. As such, MassDOT requested that additional contingency be added to the estimated cost of the project.

By themselves, these factors do not represent significant cost increases. But when combined, the compounding increase to the project budget becomes significant.

This project is vitally important to Natick and the larger MetroWest region. The Route 27 North Main Street project works in tandem with the Route 9/27 bridge replacement project (Project #605313), to comprehensively update and improve this roadway corridor. The projects connect people to and from one of the region's top employment and residential centers. Over the past 5 years alone, private investment along or serviced by Route 27 has sky-rocketed, representing over \$400M of investment, including:

- The recently completed 500,000 square foot, \$260+ million expansion of The MathWorks Lakeside Campus. The new campus will be home to approximately 2,000 new high tech jobs.
- The 60,000 square foot new east coast headquarters for Exponent, with anticipated completion in Fall 2019. The project will triple the size of Exponent's presence on the east coast.
- The comprehensive renovation of the 9/27 Exchange shopping plaza, representing an approximately \$20 million investment.
- Several hundred units of new housing constructed including the 150 unit Modera Natick Center (40R) project.

These investments are in addition to existing employment centers, including the U.S. Army Natick Soldier Systems Center (aka Natick Labs with over 1600 employees), MathWorks Apple Hill Campus (over 2000 employees) and Cognex corporate headquarters (over 600 employees).

Recognizing the importance of this corridor to the region, the Town of Natick has invested heavily in the design and Right of Way work to support this project. To date, the Town has spent or appropriated over \$3.6 million to support this project, including nearly \$1.8M for design and over \$1.6M for Right of Way acquisition (including appraisal and legal costs). In addition to the monetary investment, the Town also secured the services of a project manager for this project (our recently retired Town Engineer), who has worked diligently to ensure the Route 27 design and Right of Way work is completed on time, which with over 200 impacted properties is a significant effort.

This investment is paying off. The 100% design for Route 27 North Main Street is scheduled to be submitted to MassDOT for review by the end of March. Final appraisal reports of all impacted properties are due to the Town within the next week. And the Natick Board of Selectmen is scheduled to secure full Right of Way in early May 2019.

Recognizing the challenge of accommodating the increase cost of this project into the current FFY 2019 TIP, the Town of Natick intends to negotiate temporary easements for 5 year terms, rather than the usual 3 or 4 year terms of a typical project (an added expense to the Town). As such, the Town respectfully requests that, if the Route 27 North Main Street project is not able to be fully funded within the current Federal Fiscal Year, either supplemental funding is allocated in the FFY 2020 TIP or the project be fully funded in FFY 2020.

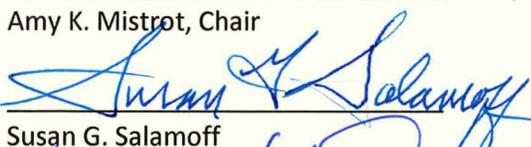
The Town of Natick is grateful for the hard work and time the MPO puts into reviewing all of the TIP funded projects, and certainly respects the decision of the board with regards to this project.

Thank you again for your support and consideration.

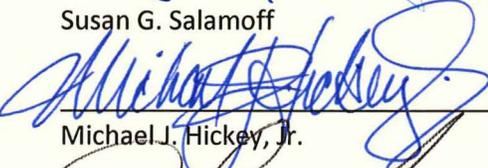
Sincerely,

TOWN OF NATICK
BOARD OF SELECTMEN

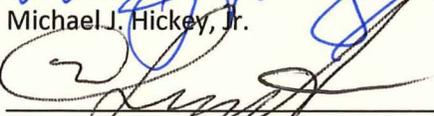
Amy K. Mistrot, Chair



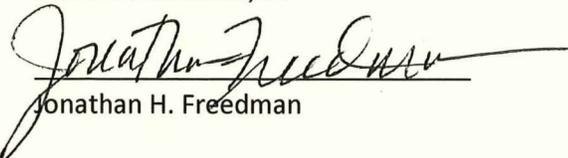
Susan G. Salamoff



Michael J. Hickey, Jr.



Richard P. Jennett, Jr.



Jonathan H. Freedman



Route 27 and Route 30 Signal and Intersection improvements in Wayland.

500,000 SF, \$260+ million MathWorks Lakeside Campus for over 2000 employees.

9/27 Exchange shopping plaza \$20 million investment.

Exponent's 60,000 square foot new construction.

U.S. Army Natick Soldier Systems Center (aka Natick Labs) with over 1600 employees.

Mass. Army Nat'l Grd.

27

9/27 Plaza

9/27 Reconstruction

Rt 9/27 Bridge interchange reconstruction - estimated \$30-40m.

The Modera Natick Center with 150 units of housing.

Natick Station MBTA Station reconstruction - estimated \$30m.

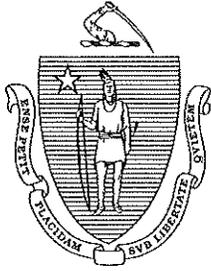
Cochituate Rail Trail's over \$12M construction cost. Navy Yard Park reconstruction

The Cognex corporate headquarters with over 600 employees.

500,000 SF MathWorks Apple Hill Campus with over 2000 employees.



South Main Improvements



The Commonwealth of Massachusetts

MASSACHUSETTS SENATE

OFFICE OF THE PRESIDENT

SENATOR KAREN E. SPILKA
PRESIDENT

Second Middlesex and Norfolk District

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March 25, 2019

David J. Mohler, Executive Director
Office of Transportation Planning
Massachusetts Department of Transportation
10 Park Plaza, Room 4150
Boston, Massachusetts 02116

RE: TIP Projects #605034 North Main Street in Natick, #604123 Pond Street in Ashland and #608228 Union Avenue in Framingham

Dear Mr. Mohler:

I am writing to express my support for several projects (#605034 North Main Street in Natick, #604123 Pond Street in Ashland and #608228 Union Avenue in Framingham) to remain on their respective Transportation Improvement Program schedules. These projects offer benefits across the MetroWest region, including economic growth, accessibility to schools and employment opportunities and increased safety.

Project #605034, to reconstruct Route 27 in Natick, is vital for the town and the region. This project would revitalize North Main Street in Natick, which over the past 5 years has had 400 million dollars of private investments along or serviced by Route 27. These investments include thousands of high-tech jobs, retail shopping plaza space, and several hundred new housing units. I ask that you keep this project on the FFY19 TIP.

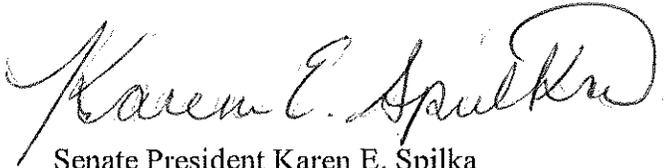
The reconstruction of Route 126 in Ashland, **project #604123**, is essential to supporting economic growth and community stability. This project would offer accessibility and efficient connections between homes, schools, work, recreation, and retail destinations by improving the pedestrian and vehicular environments on a nearly 2-mile stretch of Ashland between North Holliston and South Framingham. I urge you to keep this project on the FFY20 TIP.

Finally, I write in support of **project #608228** in Framingham to reconstruct Union Avenue from Proctor Street to Main Street. This section of road is crucial to the Framingham community as it cuts a path through the center of the city and leads directly to Framingham State University. The safety of Framingham is very much contingent upon the state's ability to ensure this roadway meets Massachusetts Department of Transportation's Healthy Transportation Policy. This project

would ensure Union Avenue meets these standards. I ask that this project remain on the FFY21 program TIP.

Again, I support keeping projects #605034 on FFY19 TIP, #604123 on the FFY20 TIP and #608228 on the FFY21 TIP. These are crucial infrastructure projects for the entire MetroWest. Thank you for your consideration. If you need additional information, please reach out to my District Director, Puja Mehta, at (617) 722-1640 or at Puja.Mehta@masenate.gov.

Sincerely,

A handwritten signature in cursive script, reading "Karen E. Spilka". The signature is written in black ink and is positioned above the printed name.

Senate President Karen E. Spilka
2nd Middlesex and Norfolk

From: Brown, Patricia [mailto:BrownP@sudbury.ma.us]
Sent: Friday, April 26, 2019 3:58 PM
To: publicinformation@ctps.org
Cc: mgenova@ctps.org; Rodrigues, Melissa; Suedmeyer, Beth
Subject: Comments on the draft FFY2020-2024 TIP

To the Boston MPO:

Looking at the DRAFT TIP made available for review
here: https://www.bostonmpo.org/data/calendar/pdfs/2019/MPO_0425_Draft_FFYS20-24_TIP_for_MPO_Review.pdf

I have two comments about project #608164, the Bruce Freeman Rail Trail Phase 2D in Sudbury.

1) The project map on page 3-142 (attached) shows this project extending from the Concord border with Sudbury on the north to the Framingham border on the south. In fact, the project extends from the Concord border on the north to Station Road, which is just north of the Route 20 crossing (about 1.3 miles north of the Framingham border). This is consistent with your text, particularly the absence of any mention of a grade crossing on Route 20. **Could you please correct the map?**

2) I was interested to observe the revised estimate for GreenHouse Gas (GHG) reduction to 49,903 kg (55 tons) of CO2 from an initial estimate of 250-499 tons in the FFY2018-2022 TIP. Thank you for revisiting this matter.

I haven't had a chance to review the document at length--indeed, I was not aware that the document was available for review. However, I hope to look through it and make comments.

Finally, I am very much looking forward to the launch of the reworked TIP Interactive Database. It's really an invaluable tool for considering and comparing projects and I miss it sorely.

Thank you for your willingness to accept public input.

Pat Brown
Sudbury



The Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES
STATE HOUSE, BOSTON 02133-1020

JOHN H. ROGERS
REPRESENTATIVE
12TH NORFOLK DISTRICT

ROOM 162, STATE HOUSE
TEL: (617) 722-2092
FAX: (617) 722-2347
John.Rogers@MAhouse.gov

COMMITTEES:

- Education
Labor and Workforce Development
Children, Families and Persons with Disabilities
Personnel and Administration

March 28, 2018

Ms. Stephanie Pollack
MassDOT Secretary and Chairman
Boston Region Metropolitan Planning Organization
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

Dear Secretary Pollack,

On behalf of the Town of Walpole, we respectfully request inclusion of the proposed "Reconstruction on Route 1A (Main Street)" project in Walpole (TIP ID: 602261) in the FFY 2020-24 Transportation Improvement Plan currently under development. The Route 1A project has been put off for over 20 years, and is necessary to maintain the infrastructure in an adequate state to ensure the safety of the public who have impatiently waited these past two decades.

As you may know, the proposed project consists of reconstructing approximately 8,000 feet of roadway along Route 1A from the town's downtown to the Norwood Town Line, including intersection and approach improvements at Fisher, Gould, Bullard and North Streets. Route 1A is one of the Town's main commercial corridors, as well as one of the region's main thoroughfares. This particular stretch of Route 1A passes through several residential areas, has two public schools in the vicinity and also serves many local businesses, including small and large commercial plazas. The current condition of Route 1A has caused traffic congestion and troublesome safety issues for both vehicles and pedestrians alike.

Given the priority of this project and the very real issues the existing conditions pose, we respectfully request inclusion of the Walpole reconstruction project in the FFY 2020-24 TIP. Thank you in advance for your consideration of this request. We welcome the opportunity to assist in any way we can, please feel free to contact us directly should you have any questions.

Very truly yours,

Paul R. Feeny
State Senator
Bristol & Norfolk District

John H. Rogers
State Representative
12th Norfolk District

Louis L. Kafka
State Representative
8th Norfolk District

Paul McMurtry
State Representative
11th Norfolk District

Shawn Dooley
State Representative
9th Norfolk District



The Commonwealth of Massachusetts

House of Representatives

State House, Boston 02133-1054

February 21, 2019

Stephanie Pollack
MassDOT Secretary and CEO and MPO Chair
10 Park Plaza #2150
Boston, MA 02116

Dear Chair Pollack:

I regret that I am unable to join you in person today, but I wanted to express my support for the New Boston Street Bridge Reconstruction Project in Woburn, Project File No. 604996.

The New Boston Street bridge is a critical project that will join a highly productive yet isolated section of industrial area, the New Boston Street corridor, to the rest of the city of Woburn. This isolation not only inconveniences local businesses, but creates rush hour traffic and safety hazards as heavy trucks and machinery are forced onto smaller residential streets in order to access the area.

In addition to the traffic issues that will be remedied by a completed New Boston Street bridge, bike and pedestrian access throughout Woburn will also be improved. Much as cars and trucks must take round about routes to get from one side of New Boston Street to another, cyclists, joggers, and walkers are unable to pass over the highway at this juncture. Facilitating pedestrian and cyclist access will eliminate the need for unauthorized MBTA right of way crossings, a dangerous occurrence that happens with some frequency now.

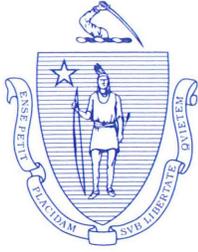
Linking both ends of New Boston Street provides an opportunity for the state to promote regional economic development, improve the safety of Woburn residents, and reduce traffic congestion throughout the region.

Moving forward, I will continue to work with the MPO, my colleagues, and the citizens of Woburn to ensure that high need infrastructure projects such as this that increase quality of life are prioritized and completed in a timely and cost-effective manner.

Sincerely,

A handwritten signature in blue ink, appearing to read "Michelle Ciccolo".

Michelle Ciccolo
Massachusetts State Representative
15th Middlesex District



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

Stephanie Pollack
Chair of the Boston Region MPO
10 Park Plaza #2150
Boston, MA 02109

Dear Chair Pollack,

I write to today to offer my strong support for the construction of the New Boston Street Bridge in Woburn.

The construction of the New Boston Street Bridge offers three direct benefits to the City of Woburn and the Commonwealth including increased regional economic growth, traffic congestion remediation, and expanded access to Anderson Regional Transportation Center.

As way of background, the Commonwealth has invested heavily in the Commerce Way area of Woburn for over two decades. First by constructing Commerce and Presidential Ways, literally paving the way for hundreds of thousands of commercial real estate space and hundreds of housing units. Secondly by constructing Exit 37C and providing direct access to that area off of Route 93. Thirdly the Commonwealth constructed Anderson Regional Transportation Center, one of the busiest transportation hubs in Massachusetts.

Today the Commerce Way area is home to such major employers as Raytheon, Cumming Properties, American Tower, and Randstad – all possible because of the sound planning partnership between Woburn and the Commonwealth.

Now we look to expand upon our shared success. I believe we can emulate that same economic growth along the parallel roadway, New Boston Street, with the construction of the New Boston Street Bridge. The regional economic benefit is expected to be substantial and landowners along New Boston Street are already planning for future development opportunities including housing, mixed-use developments and life science company expansion.

Today pedestrians, cars, and trucks on New Boston Street must travel nearly three miles to access Anderson Transportation Center or Route 93. The construction of the bridge will cut that distance by two-thirds and reroute traffic off of congested roadways in Woburn, Reading, and Wilmington.

Anderson Station is currently accessible from only one side of the tracks and the proposed bridge will provide improved access to the regional transportation center for vehicles as well as pedestrians. It is easy to envision a day when many of the businesses and homeowners in neighborhoods off of New Boston Street will be able to walk to the train station to go to points north and south.

I respectfully request your support for this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Richard M. Haggerty", with a long horizontal flourish extending to the right.

Richard M. Haggerty
State Representative, 30th Middlesex District
State House, Room B1
Boston, MA 02133



TOWN OF WESTWOOD
COMMONWEALTH OF MASSACHUSETTS

BOARD OF SELECTMEN

Nancy C. Hyde, Chairman
Philip N. Shapiro, Clerk
Patrick J. Ahearn, Third Member

Michael A. Jaillet, Town Administrator
Pamela M. Dukeman, Finance Director
Christine E. McCarthy, Executive Assistant

December 20 2018

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

RE: Comment on the MPO's Long Range Transportation Plan
Related to the Canton I95-I93 Interchange Project

Dear Boston MPO Members:

On behalf of Westwood's Board of Selectmen, I write once again to express our region's strong, continued support for the final components of the I95/I93 Canton Interchange Project and the proposed amendment to the Transportation Improvement Plan (TIP) to move the project forward to the 2020 to 2024 timeframe. Along with many other communities in our region, most especially Norwood, Canton and Dedham, Westwood views this project as one of the top priorities for the enhancement of economic development in the region and the Commonwealth.

The specific work to be funded by the final phase of the project would eliminate the traffic congestion problem, which has progressively worsened since the I-95 extension was abandoned in 1972, impairing the region's economic growth potential. The completion of the construction would be the logical next step to the Add-A-Lane project, which is nearing completion, and would fulfill, but for the timing, the contractual commitment the Commonwealth made the communities to construct the Interchange improvement by 2004 when the region was asked to support the construction of the Rt.128/University Park rail station and parking garage.

In Westwood's case, the initial phases (the ramp at Blue Hill Drive in FFY2014) of this project immediately facilitated the approved University Station project, the redevelopment of the 140 acres of University Office Park into a transit oriented development containing new retail, commercial office and residential uses, as well as establish open space and recreational uses. This development which is two thirds complete has created new affordable housing, hundreds of temporary construction jobs throughout its build-out and significant permanent employment opportunities thereafter.

RE: Comment on the MPO's Long Range Transportation Plan related to the Canton Interchange Project
December 20, 2018
Page Two

The I-95 northbound slip-ramp and widening of Dedham Street and its bridges, which is the second phase of this project and currently under construction, will not only improve access to the Amtrak/Route 128 Station from the south and increase economic development opportunities in University Park, but it will also improve economic development in the adjacent office parks in Canton and Norwood. However, the full benefit from the completion of the first two phases will only be realized when the Interchange is finally reconstructed.

Therefore, for all the said reasons described above and on behalf of the Neponset Valley Regional Working Group - which includes the towns of Canton, Dedham, Norwood, Walpole and Westwood - I hereby sign this letter asking the Boston MPO Members, in the strongest manner possible, to move the final phase of the Canton Interchange Project forward to the 2020 to 2024 timeframe. This region as well as the entire Boston Metropolitan Area will benefit from a project that is, in fact, forty six years overdue. We thank you in advance for your partnership and assistance.

Sincerely,

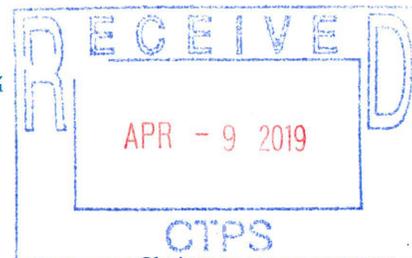


Michael Jaillet
Town Administrator

Cc Westwood Board of Selectmen
Canton Board of Selectmen
Norwood Board of Selectmen
Dedham Board of Selectmen
Neponset Valley Chamber of Commerce
Three Rivers Interlocal Council



The Commonwealth of Massachusetts
MASSACHUSETTS SENATE



SENATOR SAL DiDOMENICO
ASSISTANT MAJORITY LEADER
Middlesex and Suffolk District

STATE HOUSE, ROOM 208
BOSTON, MA 02133-1053
TEL. (617) 722-1650
FAX (617) 722-1323
SAL.DiDOMENICO@MASENATE.GOV
WWW.MASENATE.GOV

Chairman
BILLS IN THE THIRD READING
Vice Chairman
INTERGOVERNMENTAL AFFAIRS

SENATE WAYS AND MEANS
COMMUNITY DEVELOPMENT AND
SMALL BUSINESS
CONSUMER PROTECTION AND
PROFESSIONAL LICENSURE
FINANCIAL SERVICES
LABOR AND WORKFORCE DEVELOPMENT

March 22, 2019

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

Dear Chairman Mohler,

I am writing to you in support of the planned reconstruction of Beacham Street in Everett from Route 99 to the Chelsea line, as recommended by MassDOT.

Beacham Street is a roadway of regional importance, providing access to businesses and jobs in the Island End section of Everett such as Distrigas of Massachusetts LLC, ExxonMobil, Preferred Freezer, New England Produce Center, and many others. The street is also a main corridor leading to and from the Everett's Lower Broadway district, the redevelopment of which the City and I have worked diligently to support and transform the area into a mixed-use, pedestrian-friendly neighborhood. A reconstructed Beacham Street is essential to both the retention of the industrial businesses and jobs of the area, as well as the future redevelopment of the Lower Broadway district.

Thank you for your consideration of this important infrastructure project that will support the success and growth of the Beacham Street district.

Sincerely,

Senator Sal DiDomenico
Middlesex & Suffolk



The Commonwealth of Massachusetts

House of Representatives

State House, Boston 02133-1054

JOSEPH W. MCGONAGLE, Jr.
STATE REPRESENTATIVE
28TH MIDDLESEX DISTRICT
EVERETT

STATE HOUSE, ROOM 279
TEL (617) 722-2017
Joseph.McGonagle@MAhouse.gov

March 25, 2019

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

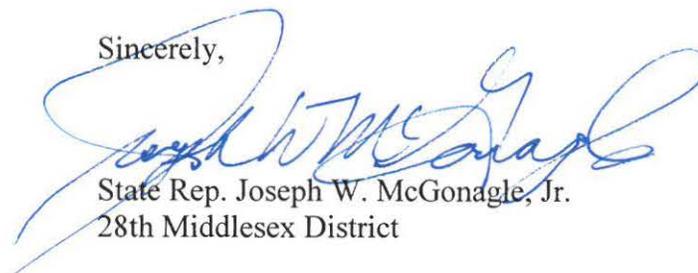
Dear Chairman Mohler,

I am writing to you today in support of the proposed full reconstruction of Beacham Street in Everett.

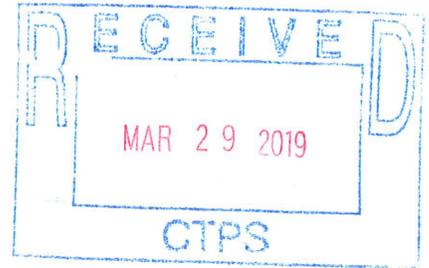
As both the State Representative and a lifelong resident of Everett, I know first-hand the pressing need to redesign this street in order to alleviate traffic in this area. Beacham Street is a critically important corridor serving many regionally important industries. Moreover, it serves as the first major multi-modal corridor north of Boston for vehicles unable to utilize the bridges and tunnels. It is even more pertinent that we undergo this full reconstruction given that our neighboring City of Chelsea is also reconstructing their portion of the corridor. Finally, the proposal introduces a shared use path, instead of the existing sidewalk, which will accommodate pedestrians and cyclists alike. This move is surely a welcome one for the community as we continue to encourage alternative methods of transportation.

Based on my own experiences and that of my constituents, I wholeheartedly support MassDOT's recommendation to reconstruct Beacham Street for the fiscal year 2024. Thank you for your consideration on this important matter.

Sincerely,


State Rep. Joseph W. McGonagle, Jr.
28th Middlesex District

CITY OF EVERETT
Office of the Mayor



Carlo DeMaria, Jr.
Mayor



Everett City Hall
484 Broadway
Everett, MA 02149-3694
Phone: (617) 394-2270
Fax: (617)381-1150

March 25, 2019

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

Re: Beacham Street Reconstruction in Everett

Dear Mr. Mohler,

I am writing to offer my very enthusiastic support for the inclusion of the Beacham Street Reconstruction Project on the TIP for funding in 2024.

Everett is a rapidly changing and growing city that retains a strong industrial base with regional significance for Greater Boston. Everett's Beacham Street is a designated freight corridor, critically important to regional commerce and heavily utilized across all times of the day and days of the week. This reconstruction project would not only support sustained commercial usage of the roadway, it would convert existing at-grade sidewalks to a physically separated, safer shared-use path for both pedestrians and bicyclists. This aligns well with my priority of making our entire city accessible via active transit. The project will also complement the City of Chelsea's work on their portion of Beacham Street, creating strong inter-city roadway infrastructure.

Thank you for your consideration, and please do not hesitate to contact me if you have any questions.

Sincerely,

A handwritten signature in blue ink that reads "Carlo DeMaria".

Carlo DeMaria
Mayor



March 26, 2019

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

Dear David Mohler,

On behalf of the Mystic River Watershed Association, I would like to express our support for the full reconstruction of Beacham Street in Everett from Route 99 to the Chelsea line with federal funding in fiscal year 2024. This route plays an important role for local transportation and economic development needs.

The Mystic River Watershed Association (MyRWA) is a non-profit organization dedicated to the preservation and enhancement of the Mystic River Watershed. This includes working to improve the water quality in the Mystic River and all of its tributaries and promoting public access through the formation of continuous greenways that provide recreation and active transportation opportunities. We believe that these efforts will improve public health, the environment, and economy of Mystic River communities.

Sustainable mobility opportunities are particularly limited in the Lower Mystic communities of Everett and Chelsea. While there is progress around improved walking and biking opportunities locally, there is dire need for a safe and accessible route that connects these cities. This is a particularly important transportation corridor as more than 4,000 new jobs will be created at Encore Boston Harbor, adjacent to Beacham Street. It also serves many regionally important industries. Through a comprehensive reconstruction and addition of a physically separated shared-use path, this will be the first major multi-modal corridor north of Boston for traffic unable to utilize the bridges and tunnels.

Lastly, this region of Greater Boston has some of the high population densities and environmental justice communities. These statistics – coupled with a history of disinvestment – demonstrates the need for additional funding to reverse these inequities.

If you have any questions or require additional information, please contact the undersigned or any of the other organizations. Thank you for your consideration of this important opportunity.

A handwritten signature in blue ink, appearing to read "Amber Christoffersen".

Amber Christoffersen, Greenway Director
Mystic River Watershed Association
781-316-3438 amber.christoffersen@mysticriver.org

CC:

Tony Sousa, City of Everett
Tom Philbin, City of Everett
Jay Monty, City of Everett
Matt Genova, CTPS

March 26, 2019

To: David Mohler, Chairman
Boston Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

From: LivableStreets Alliance

Re: Reconstruction of Beacham Street in Everett

Dear Mr. Mohler,

I am writing to express our support for inclusion of the reconstruction of Beacham Street in Everett for funding in the fiscal year 2024. For over 13 years, LivableStreets Alliance has advocated for streets that connect people to the places where they live, work and play.

Our current programs include advocating for:

- Emerald Network: our vision for a 200-mile system of greenways in Greater Boston
- Vision Zero: the effort to systematically improve traffic safety in cities and towns
- Better Buses: systemwide improvements to optimize and prioritize bus transit

The proposed reconstruction of Beacham Street aligns with our programmatic goals in terms of increasing safety for all users and creating regional multimodal connections.

Beacham Street is a uniquely aligned east-west corridor through an area with limited parallel alternatives, giving it a high level of importance in the regional transportation network. The poor condition of the roadway and lack of delineation creates an unreliable and unsafe corridor. Existing sidewalks are discontinuous, cross large driveways, are not ADA-compliant in all areas, and do not exist throughout the length of the corridor.

Despite an east-west desire line connecting employment centers in Everett and Chelsea, no such connection exists without using major arterials. With the completion of bike lanes on Broadway in Everett and similar accommodations in Chelsea, Beacham Street is a highly viable option for creating this missing bicycle corridor. Beacham Street is a necessary and vital truck route for the entire Metropolitan Area by providing access to major oil, natural gas, and food distribution centers. Beacham Street also provides a useful regional east-west link between Route 1 in Chelsea and Broadway (Route 99) in Everett. With the emerging Encore Boston Harbor and development at Suffolk Downs there will be an even greater need for a reliable east-west transportation corridor. The existing conditions and future uses of the corridor support heightened consideration for reconstruction of Beacham Street.

The entirety of this project is within an Environmental Justice community, areas typically bearing a higher burden of environmental and health issues. The Encore Boston Harbor, the Master Plan and Implementation Strategy for the City's Lower Broadway District, and associated transportation improvements in the vicinity will heighten use of this area, encourage more housing opportunities, and as such should coincide with safety and accessibility improvements. The reconstruction of Beacham Street is a key link in Everett's ongoing improvements in safety and accessibility for an Environmental Justice community in close proximity to existing and emerging employment centers.

Given the abundant existing concerns along Beacham Street and the improvements in multimodal safety and accessibility proposed by the City of Everett's design for a reconstructed Beacham Street, we strongly support the inclusion of this project in the budget for fiscal year 2024.

Sincerely,

Tony Lechuga

Program Manager, LivableStreets



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National Grid

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P. R. Cocciardi & Associates

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William Hart
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Rosemary Hughes
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Colin Kelly
Schnitzer Northeast

Raymond Lepore
R.L. Electronics

Carmin Mercadante
Retired

James David Mitchell
The Advocate Newspapers, Inc.

Zana Milicevic
East Boston Savings Bank

David O'Neil
Silverstein & O'Neil

Stephen Rocco
Rocco Funeral Home

Stephen Sachetta
Sachetta & Callahan, LLC

Jay Smith
AmSpec Group

John Tocco
Encore Boston Harbor

Marc Whittaker
Eagle Bank

Marjorie White
Everett Bank

March 27, 2019

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

RE: Reconstruction of Beacham Street, Everett

I am writing to ask for your consideration and support for the reconstruction of Beacham Street in Everett.

A full reconstruction of Beacham Street in Everett from Rte 99 to the Chelsea line is being recommended by MassDOT for federal funding in fiscal year 2024. Beacham Street roadway is an important transportation corridor serving many regionally industries and businesses as well as being the first major multi-modal corridor north of Boston for traffic unable to utilize the bridges and tunnels.

The current proposed design contains a full reconstruction of pavement and sidewalks with a shared use path to accommodate both pedestrians and cyclists. The reconstruction of Beacham Street is crucial to the City of Everett's ongoing improvements and transportation projects.

The Everett Chamber of Commerce strongly supports the reconstruction of Beacham Street for Fiscal year 2024.

Thank you for your time and consideration.

Regards,

Cheryl Smith
Executive Director



Boston Cyclists Union

P.O. Box 191710
Boston, MA 02119
617-516-8877

To: David Mohler, Chairman
Boston Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

March 27, 2019

Dear Mr. Mohler,

I am writing on behalf of the Boston Cyclists Union and our 1200 members from Metro Boston to express our support for the inclusion of the reconstruction of Beacham Street in the next round of available federal funding (FY2024). The Boston Cyclists Union works to make biking an accessible and safe mode of transportation for all ages and abilities in our region. This vision becomes possible when people have access to a connected network of physically separated bike lanes and Beacham Street is a critical piece of that network in Everett and Chelsea.

The current conditions on Beacham Street are treacherous for cyclists, especially due to the high truck volume on the road. Because it is a truck route, as well as one of the only routes from Boston into Chelsea via bicycle, cyclists and trucks will continue to share the road and it is critical to create physical separation between cyclists and trucks. We know that truck-bicycle collisions often end in tragedy. In Boston and Cambridge in the last 7 years, 11 out of the 18 cyclists fatalities were caused by crashes with trucks. In addition, with the completion of bike lanes on Broadway in Everett and increased bicycle accommodations in Chelsea, Beacham Street will provide a key link in the bike network.

Beacham Street is in dire need of improvements for all road users. The current deteriorated condition of the pavement, lack of road markings, poor lighting and missing sidewalks all make Beacham Street a great candidate for funding. The proposed plan will make it easier, faster and safer for people traveling in all modes of transportation. Given the amount of current challenges with the road as well as the potential to unlock connections to jobs and economic opportunities, we strongly support the proposed design by the City of Everett to reconstruct Beacham Street.

Respectfully,

Eliza Parad
Director of Organizing, Boston Cyclists Union



TOWN OF LITTLETON

OFFICE OF THE BOARD OF SELECTMEN

37 SHATTUCK STREET, P.O. BOX 1305
LITTLETON, MASSACHUSETTS 01460
(978) 540-2460

March 26, 2019

Matt Genova, Transportation Improvement Program Manager
Boston Region Metropolitan Planning Organization
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

Subject: Project 609054: Littleton – Reconstruction of Foster Street

Dear Mr. Genova:

On behalf of the Town of Littleton I would like to thank Massachusetts Department of Transportation (MassDOT) and the Boston Metropolitan Planning Organization (MPO) for their support of our efforts to improve the transportation infrastructure of our Town. The \$3.6M funds requested to reconstruct a section of Foster Street will assist the Town in accomplishing many of the goals set forth in its Master Plan.

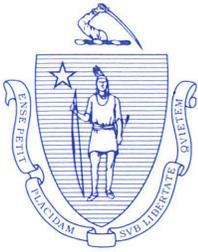
The Town is in the process of completing a MassHousing grant planning effort within the Littleton commuter rail train station area, this planning effort is looking at housing, business development, and other transit oriented development. As a complete streets community the Town understands the value of numerous types of transportation. The Town has recently implemented a last mile transportation program that includes transportation between the Littleton commuter rail train station and various businesses and commuter parking areas around town. This TIP project is vital to the continued development of the Littleton commuter rail train station area and the continued efforts in expanding the Town's complete streets program.

The Town would like to reaffirm its commitment to the members of the Boston MPO and MassDOT that we are committed to advancing this project. The Town has committed the design, right of way, and regulatory permitting funds needed to complete the project to state and federal design standards.

Thank you again to MassDOT and the Boston MPO members for your continued support in addressing our transportation infrastructure needs, and we look forward to working together to expeditiously advance this project in the Town of Littleton.

Sincerely,

Anthony M. Ansaldi, Jr.
Town of Littleton
Interim Town Administrator



The Commonwealth of Massachusetts

House of Representatives

State House, Boston 02133-1054

Peter L. Capano
State Representative
11th Essex District

February 21, 2019

Secretary Stephanie Pollack, Chairwoman
Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear Secretary Pollack,

I am writing to respectfully request the support of the Boston Metropolitan Planning Organization (MPO) for the funding of the following three roadway and safety improvement projects in the City of Lynn:

- Reconstruction of Western Avenue from Market Square to Eastern Avenue
- Reconstruction of Essex Street from Eastern Avenue to Rockaway/Joyce Street
- Traffic & Safety Improvements at Broadway, Euclid Avenue and Jenness Street

All three projects include reconstruction and improvements to intersections listed among the 'Top 200 High Crash Locations' in Massachusetts. Investment into these roadways will help address long overdue traffic and safety deficiencies in Lynn and ensure residents have access to a safe and efficient transportation system.

Thank you for your attention to this matter and please do not hesitate to reach out to my office with any questions or concerns.

Sincerely,

A handwritten signature in blue ink, appearing to read "Peter L. Capano".

Peter L. Capano
State Representative
11th Essex District

City of Lynn



City Hall, Room 306
Lynn, MA 01901

Phone: 781-586-6850
Fax: 781-599-8875
thomas.mcgee@lynnma.gov

February 21, 2019

Thomas M. McGee
Mayor

Secretary Stephanie Pollack, Chairwoman
Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

Dear Secretary Pollack and Members of the Boston Region Metropolitan Planning Organization:

On behalf of the City of Lynn I would like to thank Massachusetts Department of Transportation and the Boston Metropolitan Planning Organization (MPO) for their support of our efforts to improve the transportation infrastructure of our City. For many years the City of Lynn has regressed in keeping pace with its transportation infrastructure needs. From my years in the Legislature and as the former Senate Chairman of the Joint Committee on Transportation, I know firsthand how vitally important it is to have an efficient, economical and up to date transportation system that ensures a better quality of life for our citizens and inspires economic growth that will sustain us in the future.

The three projects that were recently approved by MassDOT's Project Review Committee will provide critical transportation infrastructure and safety improvements at crucial locations in the City of Lynn. Each project will correct long overdue safety deficiencies while also providing comprehensive corridor enhancements for all modes of transportation: cars, pedestrians, bicycles and transit riders. These projects will improve traffic safety and operations at five Top 200 high crash intersections, as well as multiple HSIP pedestrian and bicycle crash cluster locations. All of these projects have received high initial evaluation scores by Central Transportation Planning Staff (CTPS), further validating the urgent need for the City of Lynn to continue to advance this effort.

We recognize that we are very early in the process but are here today to reaffirm our commitment to the members of the Boston MPO and MassDOT that my administration is committed to advancing these projects. We fully understand that we will be responsible for the design, right of way, and regulatory permitting for the projects, and are committed to this obligation to provide the support necessary to ensure that the state and federal design requirements are met.

Thank you again to MassDOT and the Boston MPO members for you continued support in addressing our transportation infrastructure needs, and I look forward to working together to expeditiously advance these projects in the City of Lynn.

Sincerely

Thomas M. McGee
Mayor

CITY OF PEABODY

24 LOWELL STREET
PEABODY, MA 01960



P. 978-538-5700
F. 978-538-5980

OFFICE OF THE MAYOR EDWARD A. BETTENCOURT, JR.

March 18, 2019

Matt Genova, Transportation Improvement Program Manager
Boston Region Metropolitan Planning Organization
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

Subject: Project 609211: Peabody - Independence Greenway Extension

Dear Mr. Genova:

I am writing this letter to support the City's efforts to obtain \$1.9M in Massachusetts Transportation Improvement Program (TIP) construction funding for Project #609211: Peabody-Independence Greenway Extension. We are requesting TIP construction funding, for a shared use path, to further the development of the of the Independence Greenway.

TIP construction funds will assist the City's vision to extend the Independence Greenway to downtown Peabody and create a shared use path as an open space recreational resource for Peabody residents and North Shore community. This project is a priority for my Administration as it continues the great success of the Independence Greenway and furthers our commitment to seeing the full length of the proposed Independence Greenway constructed. The phase II: bikeway extension project is approximately 1.3 miles long and will increase the Greenway to approximately 8 miles linking neighborhoods, parks, and conservation land into a comprehensive open space network. In addition, the construction of this portion of the Greenway will provide a viable multi-modal transportation alternative for downtown Peabody residents to the North Shore Mall providing an economic benefit for the Peabody business community.

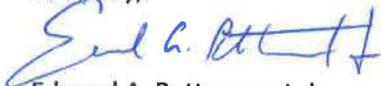
As Mayor of the City of Peabody I take great pride in the fact that under my administration the City, in collaboration with the Community Preservation Committee (CPC), has committed over \$2 million towards open space development projects throughout the community for both passive and recreation purposes. Specifically, the City, CPC, and project stakeholders have committed over \$1 million towards greenway and shared use paths. Currently, the City has secured \$250,000 toward the 25% design plans being developed in accordance to MassDOT standards and TIP funding requirements. Upon securing TIP construction funding my administration will seek to secure the remaining design funds necessary to develop final design plans and prepare construction bid documents to advertise the project for construction and meet the fiscal year this project is eligible for TIP construction funding.

Peabody's diverse population desires a variety of open space and recreation amenities that meet their needs. In 2015, the City conducted our Recreational and Open Space survey and the citizens consistently ranked "bike trail development and use" as "important" for the City of Peabody. Today, the Independence Greenway has become one of the community's greatest recreational amenities. The City's shared use paths are heavily utilized by Peabody residents and surrounding community members. This project strongly aligns with several state, regional, and local planning document goals to create an integrated shared path network that extends beyond the City's borders, and provide a route for alternative transportation, separate from the regions congested roadways.

Peabody has built substantial momentum toward developing our shared use paths city-wide and connecting to the County's regional trail network. The City has demonstrated success and competence in managing shared use path design and construction projects. We have experience staff managing TIP funded projects that can implement the funding fully and effectively. TIP construction funds will allow the City to expand our shared use path network and enhance our open space recreational resources for Peabody residents and the regions community members.

Thank you in advance for your consideration of our TIP construction funding request. We greatly appreciate previously TIP funded project commitments in the City of Peabody and look forward to continuing partnerships like this in the future. Please do not hesitate to contact me if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Edward A. Bettencourt, Jr.", written in a cursive style.

Edward A. Bettencourt, Jr.
Mayor, City of Peabody



March 20, 2019

Matt Genova
Transportation Improvement Program Manager
Central Transportation Planning Staff
10 Park Plaza, Suite 2150
Boston, MA 02116

RE: Peabody Independence Greenway Extension, TIP Project # 609211

Dear Mr. Genova,

The East Coast Greenway Alliance (ECGA) enthusiastically supports the City of Peabody’s Independence Greenway extension project. Extending the facility would expand diverse transportation options for the community, and close a key gap in the Massachusetts section of the East Coast Greenway (ECG), a developing 3,000-mile traffic-separated bicycling and walking path connecting communities from Maine to Florida.

The project fits within the Boston Region MPO’s goals of increasing safety, mobility, and air quality, while providing transportation equity, and supporting economic vitality. This project would create a viable alternative transportation option that will help to reduce congestion by offering residents a safe option to access employment by bike or foot.

In 2017, the ECGA commissioned a study to put numbers on what we know to be true: Greenways are good for economic growth. The report finds that the ECG generates \$90 million in total benefits annually for the Triangle region of North Carolina, from improvements in health and the environment, transportation benefits, economic gains, and increased property values. This project would extend the Greenway toward the center of Peabody, increasing mobility for residents and visitors, and supporting economic vitality in their downtown.

Prioritizing this project will have long-lasting and meaningful impacts on the transportation network, as well as the safety, accessibility, health, and mobility for the citizens of Peabody and users of the East Coast Greenway. Thank you for your consideration.

Sincerely,

Dennis Markatos-Soriano
Executive Director

Kristine Keeney
New England Coordinator

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Executive Director

Dennis Markatos-Soriano





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

March 4, 2019

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

RE: Reconstruction of Route 38 (Main Street)
Wilmington, MA
MassDOT Project Number: 608051

Dear MPO Board Member:

We write to strongly support the Town of Wilmington's project for reconstruction of Route 38 (Main Street) (MassDOT Project Number: 608051) for inclusion in the Transportation Improvement Program (TIP). The Town of Wilmington has been notified that the Route 38 (Main Street) complete streets project is under consideration by the Boston Region Metropolitan Planning Organization (MPO) for full construction funding through the Transportation Improvement Program (TIP) for Federal Fiscal Years (FFY) 2020 through 2024. This project includes reconstruction of the Route 38 corridor from Route 62, south, to the Town line.

This complete streets project will reduce traffic congestion along the corridor, improve safety and traffic operations, and provide healthy transportation alternatives for our community. This section of Route 38 serves as the conduit to the commercial center of the Town, with various retail, restaurant, and commercial land uses along its length. In addition, local community amenities along this corridor including the recently constructed Yentile Farm Recreational Facility, the Wilmington Dog Park, Middlesex Canal and Aprile Field at Town Park, make this project of particular significance to the Town. The project will be a vast improvement for pedestrian and bicycle connectivity between adjoining residential neighborhoods, Wilmington Commuter-Rail Station, and the previously mentioned local amenities.

The Town has funded design through the 25% design phase; with MassDOT funding the remaining design work to completion given the roadway is under MassDOT jurisdiction. Considering this joint effort for design services, we are relying on the MPO to program this complete streets project in the FFY 2020-2024 TIP for construction funding so that we may advance to construction as soon as possible.

The MPO's support for this vital project will improve the efficiency and safety of vehicular, bicycle and pedestrian transit and enhance opportunities for economic development.

The Town has been diligent in securing design funding for this project, with 100% design costs set aside from traffic mitigation secured by the Town's Planning Board. Considering the community support, need, and local investment, we are relying on the MPO to program this critical intersection improvement project in the FFY 2020-2024 TIP for construction funding so that we may advance to construction as soon as possible.

Your support for this critical project will provide a strong benefit to Wilmington and the region.

Thank you for your attention to matter. Please do not hesitate to contact us if we can be of any assistance.

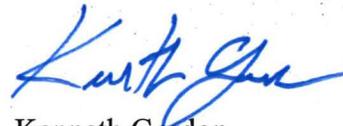
Sincerely,



Bruce Tarr
State Senator



David Robertson
State Representative



Kenneth Gordon
State Representative

Cc: Mr. Matt Genova, TIP Manager, CTPS
Mr. Kevin A. Caira, Board of Selectmen, Chairman
Jeffrey M. Hull, Town Manager



Town of Wilmington
Board of Selectmen
121 Glen Road
Wilmington, MA 01887-3597

PHONE: (978) 658-3311

FAX: (978) 658-3334

TTY: (978) 694-1417

WWW.WILMINGTONMA.GOV

March 4, 2019

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

RE: Reconstruction of Route 38 (Main Street)
Wilmington, MA
MassDOT Project Number: 608051

Dear MPO Board Members:

As Chairman of the Town of Wilmington Board of Selectmen, I am writing in support of the reconstruction project of the Route 38 (Main Street) corridor from Route 62 south to the Town line. This project is being considered by your Board for TIP funding for Federal Fiscal Years (FFY) 2020 through 2024.

This complete streets project will reduce traffic congestion along the corridor, improve safety and traffic operations and provide healthy transportation alternatives for our community. This section of Route 38 serves as the conduit to the commercial center of the Town, with various retail, restaurant and commercial land uses along its length. In addition, local community amenities along this corridor including the recently constructed Yentile Farm Recreational Facility, the Wilmington Dog Park, Middlesex Canal and Aprile Field at Town Park, make this project of particular significance to the Town. The project will be a vast improvement for pedestrian and bicycle connectivity between adjoining residential neighborhoods, Wilmington Commuter-Rail Station and the previously mentioned local amenities.

The Town has funded design through the 25% design phase, with MassDOT funding the remaining design work to completion given the roadway is under MassDOT jurisdiction. As such, we anticipate advancing expeditiously through the MassDOT design development process. I respectfully ask the MPO to program this roadway improvement project in the FFY 2020-2024 TIP so that we may advance to construction as soon as possible.

Thank you for your consideration.

Sincerely,

Kevin A. Caira
Chairman

cc: Matt Genova, TIP Manager, CTPS
Jeffrey M. Hull, Town Manager



Town of Wilmington
Board of Selectmen
121 Glen Road
Wilmington, MA 01887-3597

PHONE: (978) 658-3311

FAX: (978) 658-3334

TTY: (978) 694-1417

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March 4, 2019

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

RE: Intersection Improvements at Lowell Street and Woburn Street
Wilmington, MA
MassDOT Project Number: 609253

Dear MPO Board Members:

As Chairman of the Town of Wilmington Board of Selectmen, I am writing in support of the intersection improvement project at Lowell Street and Woburn Street. This project is being considered by your Board for TIP funding for Federal Fiscal Years (FFY) 2020 through 2024.

At its meeting on December 10, 2018, the Town's Board of Selectmen voted unanimously to support this intersection project as the project addresses significant longstanding safety issues, and operational deficiencies at this critical intersection location. This intersection is of utmost importance economically to the Town of Wilmington, as this crossroad provides connections between commercial, industrial and residential districts as well as commuter access to Interstate 93 (I-93) to the east and the Route 38 commercial corridor and Wilmington Commuter-Rail Station to the west.

The Town has been diligent in securing design funding for this project, with 100% design costs set aside from traffic mitigation secured by the Town's Planning Board. Considering the community support, need and available design funding, we will be advancing expeditiously through the MassDOT design development process. As such, I respectfully ask the MPO to program this critical intersection improvement project in the FFY 2020-2024 TIP so that we may advance to construction as soon as possible.

Thank you for your consideration.

Sincerely,

Kevin A. Caira
Chairman

cc: Matt Genova, TIP Manager, CTPS
Jeffrey M. Hull, Town Manager



COMMONWEALTH OF MASSACHUSETTS
THE GENERAL COURT

STATE HOUSE, BOSTON 02133-1053

March 4, 2019

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

RE: Intersection Improvements at Lowell Street and Woburn Street
Wilmington, MA
MassDOT Project Number: 609253

Dear MPO Board Members:

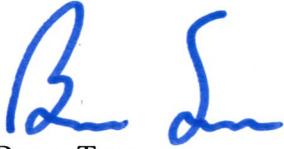
We write to strongly support the Town of Wilmington's project for intersection improvements at Lowell Street and Woburn Street (MassDOT Project Number: 609253) for inclusion in the Transportation Improvement Program (TIP). The Town of Wilmington has been notified that the intersection improvement project at Lowell Street and Woburn Street is under consideration by the Boston Region Metropolitan Planning Organization (MPO) for full construction funding through the Transportation Improvement Program (TIP) for Federal Fiscal Years (FFY) 2020 through 2024.

This intersection project addresses significant longstanding safety issues, and operational deficiencies at this critical intersection location. This intersection is of utmost importance economically to the Town of Wilmington, as this crossroad provides connections between commercial, industrial, and residential districts as well as commuter access to Interstate 93 (I-93) to the east, and the Route 38 commercial corridor and Wilmington Commuter-Rail Station to the west.

The proposed project includes additional turn lanes, lane widening, ADA compliant sidewalk improvements, bike lanes, and new traffic markings. The project also includes complete traffic signal replacement to provide modern equipment with increased visibility for all modes of transportation. As a whole, this project significantly improves safety for all modes of transportation, and will reduce the number of angled crashes occurring at the intersection. Crash data records indicate that this intersection currently experiences an average of approximately twelve (12) crashes per year, yielding a crash rate of 1.03 crashes per million entering vehicles (MEV). This is significantly above the State-wide average of 0.77 MEV for signalized intersections.

Thank you for your attention to matter. Please do not hesitate to contact us if we can be of any assistance.

Sincerely,



Bruce Tarr
State Senator



David Robertson
State Representative



Kenneth Gordon
State Representative

Cc: Mr. Matt Genova, TIP Manager, CTPS
Mr. Kevin A. Caira, Board of Selectmen, Chairman
Jeffrey M. Hull, Town Manager