

## Public Comments on the Draft Amendment Four to the FFYs 2011-14 TIP

Date	Affiliation/Name	Comment	MPO Action
5/2/2011	Steven Tolman, State Senator - 2nd Suffolk and Middlesex District, William Brownsberger, State Representative - 24th Middlesex District, Ralph Jones, Chair - Belmont Board of Selectmen, Mark Paolillo, Vice-Chair - Belmont Board of Selectmen, Angelo Firenzo, Member - Belmont Board of Selectmen	Appreciates the Committee including \$329K federal earmark for design of Trapelo Road. They would like to remind the Committee that the town of Belmont has already spent over \$2.7M on the project - \$1.4M for design to bring the project to 75% and \$1.5M on subsurface utility improvements. They are also please to see that they project was included as a corridor need in the "Needs Assessment" section of Paths to a Sustainable Region - 2035. All hope to see a continued commitment to the project in the Long Range Transportation Plan.	
5/11/2011	Michelle Ciccolo, Chair - Minuteman Advisory Group on Interlocal Coordination	Would like the Committee to know that they understand that the Crosby Corner project is no longer fully funded, but would urge the Committee to fully fund the project with the development of the FFYs 2012-15 TIP. The project is of critical importance to the regional transportation network and is a gateway project for the Route 2 corridor.	
5/17/2011	Franny Osman, resident - Acton	Would like the Committee to know that the change from a Suburban Mobility program to the Clean Air and Mobility program have lead to many of Acton's suburban mobility efforts unfunded. In particular, the second year of funding for the Acton demand response service was not approved, even though the service had only run for 6 months. The service had over 10 passenger trips a day in February. While Ms. Osman is a proponent of all transit, she would like to ask that the Committee fund one less head end unit retrofit in order for the Acton demand response project to go forward.	
6/13/2011	Jason A. Smith, Chair - Framingham Board of Selectman	Requests that the MPO continue to support projects that revitalize downtown Framingham. Framingham has been advancing this type of project at the intersections of Concord St. The town has funded the 25% designs for the project and would now like to access two federal earmarks to continue to advance the project. The earmarks total approximately \$4.5M. Framingham would like to use \$350,00 of one of those earmarks this year for further design of the project. To accomplish this, Framingham requests that the MPO includes this funding for design in Amendment Four.	

## Public Comments on the Draft Amendment Four to the FFYs 2011-14 TIP

Date	Affiliation/Name	Comment	MPO Action
6/16/2011	James H. Salvie, Chair - Stow Board of Selectman	Requests that the MPO include Stow with the towns of Acton and Maynard for design of the Assabet River Rail Trail (ARRT) in the FFYs 2011-14 TIP as previously listed. The town of Stow has acquired a two-mile right of way for the ARRT and would like to connect to the Acton-Maynard segment currently under design.	
6/17/2011	Bryan W. Taberner, Director of Planning and Community Development - Town of Franklin	Requests that the TIP be amended to include an additional \$62,500 for design of the Route 140 project. The earmark covers all of design and construction of the project. They down will be responsible for the 20% match for design and will provide that. A memo from Ronald Dionne, District Three Highway Director in support of this change is included.	
6/24/2011	Julian M. Suso, Town Manager - Town of Framingham	Following up on the letter from Jason A. Smith dated June 13, Framingham is requesting that the TIP include not only the remaining design work, but also construction of the project. Framingham requests that the design work be programmed in FFY 2011 and construction in FFY 2013. To expedite this request, Framingham has agreed to fund the 20% design match and acknowledges that Framingham is responsible for the costs associated with the right-of-way acquisition.	



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

May 2, 2011

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

Re: Belmont Trapelo Road Corridor Project, 60468

Dear Mr. Mohler,

We write primarily to thank you and the members of the MPO for your ongoing support of our Belmont Trapelo Road Corridor Project.

We appreciate that you have included \$329,900 in additional design funding for it in the Draft Amendment #4 to the TIP and eagerly await final approval of those funds. We also appreciate your long recognition of the regional significance of this project as reflected in the Financial Plan for the Pathways to 2030 document.

Based on our confidence in your planning process, the Town of Belmont has already spent over \$2.7 million towards the project -- investing \$1.4 million in the cost of bringing the project to 75% design level, which has already been submitted for review, and \$1.5 million towards subsurface improvements, replacing water pipes through the length of the corridor. In addition, National Grid has completed installation of gas lines down the length of the corridor. At the present, the corridor is criss-crossed by trench patches reflecting all of this subsurface work in anticipation of construction.

We were pleased to see that the project was highlighted among the needed projects in the Northwest Corridor in your draft 2035 plan. We noticed with some concern that it was not

explicitly mentioned in the regional chapter, but we understand that that chapter speaks mostly to much larger highway projects.

We do hope and trust that you will continue to include it in the financially constrained LRTP and ultimately place it on the TIP for 2015. We would be even happier if it could be included sooner. We see no reason why we could not be ready to proceed in Fiscal 2012 and are certain that we would be ready in Fiscal 2013. At present we are working in collaboration with MassDOT engineers on the 100% design and we believe that we have already resolved all material issues. We anticipate securing the right-of-way by spring 2012.

We thank you very kindly once again for all of your support for the project and are very respectful of the difficult decision-making that you must make given the limited funds at your disposal.

We are very eager to respond to any questions or concerns that you might have.

Thanks again for your consideration.

Sincerely,



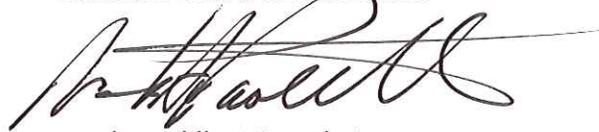
Steven A. Tolman  
STATE SENATOR



Ralph Jones, Chair  
Belmont Board of Selectmen



William N. Brownsberger  
STATE REPRESENTATIVE



Mark Paolillo, Vice-Chair  
Belmont Board of Selectmen



Angelo Firenze  
Belmont Board of Selectmen

MINUTEMAN ADVISORY GROUP

Acton ♦ Bedford ♦ Bolton ♦ Boxborough ♦ Carlisle ♦ Concord



ON INTERLOCAL COORDINATION

Hudson ♦ Lexington ♦ Lincoln ♦ Littleton ♦ Maynard ♦ Stow ♦ Sudbury

May 11, 2011

David Mohler, Chair  
Transportation Planning & Programming Committee, Boston MPO  
c/o Central Transportation Planning Staff  
10 Park Plaza, Suite 2150  
Boston, MA 02116

**Re: Draft Amendments 2 and 3 to the FY2011 element of the FFYs 2011-2014 TIP**

Dear Mr. Mohler:

I am submitting these comments on behalf of the Minuteman Advisory Group on Interlocal Coordination (MAGIC) subregion of the Metropolitan Area Planning Council (MAPC). MAGIC consists of 13 communities in the northwest area of MAPC: Acton, Bedford, Bolton, Boxborough, Carlisle, Concord, Hudson, Lexington, Lincoln, Littleton, Maynard, Stow, and Sudbury.

MAGIC has endorsed the Amendment 2 and 3 to the FY11 TIP, which reprogrammed funds from the Crosby's Corner project to the Assembly Square Project. Crosby's Corner remains MAGIC's top highway project, but we understand that the FY 2011 allocation was not ready to be fully used this year.

MAGIC expects that essential project tasks for Crosby's Corner will be completed in the current year so that the start of construction which is now scheduled for September 2011 is not delayed.

**MAGIC understands that the Crosby Corner project is no longer fully funded, but can be so at the next MPO approval of the TIP. We urge the MPO to fully fund the project in the next FFYs 2012-2015 TIP approval.**

Route 2 (Crosby's Corner) is of critical importance to our regional transportation network. As we have mentioned in previous letters, this is a gateway project for the regional Route 2 corridor (Lincoln through Acton), as it will improve mobility, safety, and air quality along the corridor and associated transportation networks.

For example, the project is critical to fulfilling corridor management goals for the Battle Road Scenic Byway. Also, as noted in our letters dated April 26, 2010 and September 9, 2010, mitigation associated with this project will solve significant drainage and flooding problems on a critical leg, Cambridge Turnpike, that stems from stormwater flows from Route 2.

The project will also be the first tangible product of 16 years of model regional collaboration between Lincoln, Concord, Acton, and the MassDOT Highway Division. Thank you for considering our priorities and for the opportunity to comment.

Sincerely,  
Michelle Ciccolo, Chair

c/o Metropolitan Area Planning Council  
60 Temple Place, Boston, MA 02111  
[www.mapc.org/subregions/magic](http://www.mapc.org/subregions/magic)



Phone: 617-451-2770  
Fax: 617-482-7185  
Email: [mbewtra@mapc.org](mailto:mbewtra@mapc.org)

May 17, 2011

Dear Metropolitan Planning Organization Board of Directors:

I am angry and sad. You had an effective three-year startup program for Suburban Mobility, and organizational changes in state transportation planning have jostled it. Our town's work since 2006, all following the Suburban Mobility startup model, has been cut off—less than a year after service was launched. See next page for the ridership graph.

The Suburban Mobility startup program successfully led to my particular town voting in 2008 to spend money to develop solutions to two transportation problems: too little parking at the South Acton Rail Station and too few options for the growing number of people who don't drive or don't have cars. Subsequent hours upon hours of volunteer and staff work went into implementing the solutions and continues to do so. Other grant opportunities sprouted from the initial Suburban Mobility initiative; the Town now works with the Community Transportation Association of America and Work without Limits, and is a leader in six-town and MAGIC region-wide efforts to improve efficiency through coordinated dispatch, sharing of vehicles, and cloud computing to enable this coordination; the cloud computing is through a multi-RTA United We Ride grant. All this thanks to the leadership of the Suburban Mobility startup program!

On the very day that the Clean Air and Mobility Subcommittee met to vote on which projects to support, the MBTA arrived with a new request for money to help upgrade locomotives. From my admittedly limited vantage point, it appeared that the MBTA did not follow any of the process that led the rest of the applicants to this point. I have a great passion for public transportation and a love of the T, as well as an appreciation and gratitude for the troubles and hard work of the MBTA and DOT! That very week, I had sat for two hours on a train with a broken engine. The committee now weighed our program against the engine fixes, a false comparison. It appeared that the choice was between \$75k for a small suburban transit program with small ridership, vs. \$75k to buy an entire train full of commuters. The reality is that the important fixes to these locomotives (\$75k for each one) is only one tiny part of the very, very large cost of running that train. At the same time, the tiny Acton program with small ridership has had ripple effects in the region and state. As designed, it is a demonstration project, a pilot, and a very successful one. Our 60,000 population six-town, multi-RTA region will be the first ripple; our thirteen-town MAGIC subregion is the next, and the state and country are next—to benefit from lessons learned in Acton. Can we get people out of their cars in the suburbs? Will transit-dependent employees be lured to Clocktower, IBM, Cisco when the transit is here? Will congestion on suburban routes decrease, and train use increase, when travelers have options? Let's find out by finishing what we started!

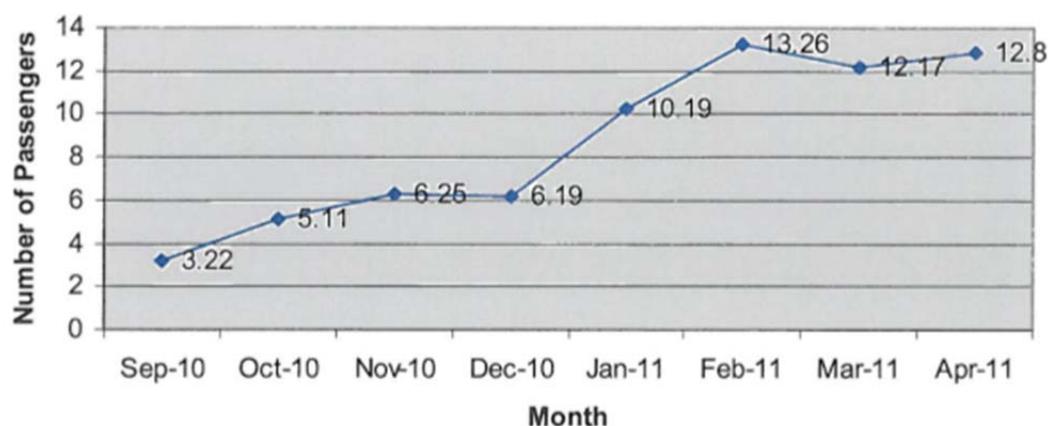
Please add the dial-a-ride portion of Acton's program back into the budget on Thursday. \$75,000. Or even a smaller amount, such as the level of funding we asked for a year ago when we first put in our year 2 request. We do not plan to remain an on-demand service, ultimately, but a flexible fixed route service.

Thank you very much. See you Thursday. Sincerely,

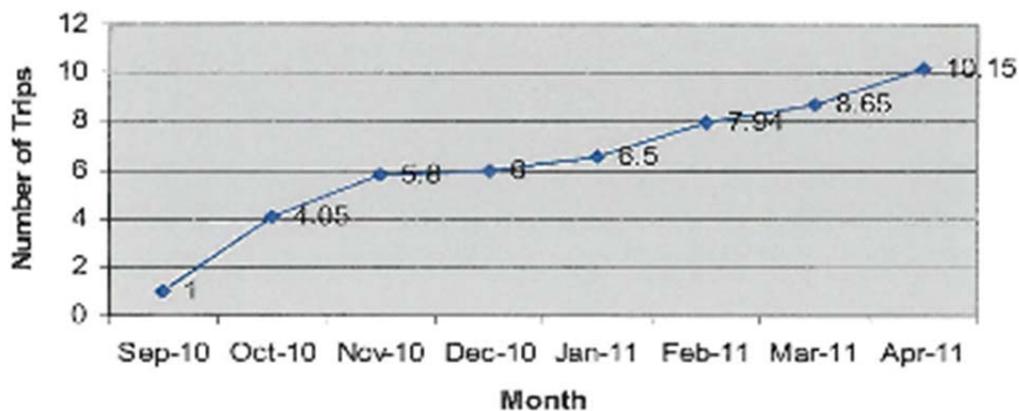
Franny Osman, 16 Half Moon Hill, Acton, MA 01720, tel. 978 621 7330, [frannyola@aol.com](mailto:frannyola@aol.com)



**Rail Shuttle Average Passenger Trips Per Day**



**Dial-A-Ride Average Passenger Trips Per Day**





# TOWN OF FRAMINGHAM

Memorial Building, 150 Concord Street, Room 121, Framingham, MA 01702  
508-532-5400 | 508-532-5409 (fax) | selectmen@framinghamma.gov | www.framinghamma.gov

**Town Manager**  
Julian M. Suso, ICMA-CM

**Assistant Town Manager**  
David R. Williams  
June 13, 2011



**Board of Selectmen**  
Jason A. Smith, Chair  
Charles J. Sisitsky, Vice Chair  
Laurie Lee, Clerk  
A. Ginger Esty  
Dennis L. Giombetti

Jeffrey B. Mullan, MassDOT Secretary and CEO  
Chairman, Boston Region MPO  
10 Park Plaza  
Suite 2150  
Boston, MA 02116-3968

Reference: Comments on FFY 2011-2014 Transportation Improvement Program  
Reconstruction of Route 126 (Concord Street) - FRAMINGHAM  
**Project Identification No: 606209**

Dear Secretary Mullan:

On behalf of the Framingham Board of Selectmen, I urgently request your continued support of our efforts to revitalize downtown Framingham. As you are aware, the Town of Framingham has been advancing the design of critically needed roadway and intersection improvements together with associated streetscape upgrades along Route 126 in the downtown area. This project is supported by both the community and District 3.

The Town has funded the 25% Design and Framingham's project team is in the process of reviewing MassDOT's 25% Design comments and working towards the design public hearing to be conducted by MassDOT. The Town's costs for completing the 25% Design have been in excess of \$350,000. In advance of the anticipated roadway project, the Town also recently completed downtown water and sewer system improvements at a cost of over \$3,800,000.

The Town has made a significant investment in this project and the preceding utility improvements predicated on a \$4,500,000 Federal Earmark provided by TEA 21 (Section 1602, Project Number 684). That Earmark is now in serious jeopardy and will be rescinded on September 30, 2011 if aggressive and immediate action is not taken to save it. We have been advised that in order to preserve the \$4.5 million Earmark for improvements to Route 126, 10% of the Earmark must be encumbered prior to the termination of this federal fiscal year.

It is our desire to encumber \$450,000 prior to September 30, 2011 for contractual services to complete the final design of the roadway improvements. It is our understanding that a TIP amendment may be a



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## **Town Manager**

Julian M. Suso, ICMA-CM

## **Assistant Town Manager**

David R. Williams

## **Board of Selectmen**

Jason A. Smith, Chair

Charles J. Sisitsky, Vice Chair

Laurie Lee, Clerk

A. Ginger Esty

Dennis L. Giombetti

prerequisite to continuing and completing the design, which will allow us to avoid the planned revocation of the Earmark. Accordingly, we are respectfully requesting an amendment to the FFY 2011 element of the FFY 2011-2014 TIP in the amount of \$450,000. We suggest that the Town's investment to date would easily cover the 20% local match to these federal funds.

Given the planned elimination of Earmarks on the federal level, expeditious action is essential. The Town, the region and the State cannot afford to lose this Earmark. We therefore urge your favorable consideration of our request for an immediate amendment to the FFY 2011 TIP.

Your attention to this matter will be deeply appreciated.

Please feel free to contact my office at (508) 532-5400 at any time if any additional information is needed.

Very truly yours,

BOARD OF SELECTMEN

Jason A. Smith, Chairman

cc: Lt. Governor Timothy Murray  
Congressman Edward Markey  
Senator Karen Spilka  
Representative Tom Sannicandro  
Representative Chris Walsh  
Framingham Board of Selectmen  
Hayes Morrison, Boston MPO  
Guy Bresnahan, MassDOT Office Transportation Planning  
Lawrence Cash, MassDOT Project Management  
Arthur Frost, MassDOT District 3  
Ann Sullivan, MassDOT District 3  
Barry Lorion, MassDOT District 3  
Julian Suso, Town Manager  
Peter Sellers, DPW Director  
Paul Barden, DPW Deputy Director  
Bill Sedewitz, DPW Chief Engineer



Town of Stow  
**BOARD OF SELECTMEN**

Stow Town Building  
380 Great Road  
Stow, Massachusetts 01775  
(978) 897-4515 selectmen@stow-ma.gov Fax (978) 897-4631

June 16, 2011

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

Re: Assabet River Rail Trail -- Long Range Transportation Plan: *Paths to a Sustainable Region*

Dear Mr. Mohler:

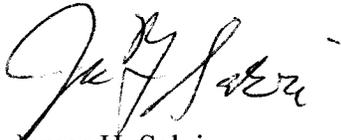
I am writing on behalf of the Stow Board of Selectmen, which voted at its June 14, 2011 meeting to support the continued inclusion of the Assabet River Rail Trail (ARRT) in the Boston Region Metropolitan Planning Organization's Long Range Transportation Plan (LRTP): *Paths to a Sustainable Region*. Indeed, the Board of Selectmen also voted to urge that funding for this project be included in the 2011-15 timeframe of the LRTP, rather than the 2016-20 timeframe, and that the ARRT (project 650431) be included in the Transportation Improvement Plan (TIP) for 2012 – 2015 with Stow added to the municipalities with Acton and Maynard as originally listed.

As you know, the Assabet River Rail Trail (ARRT) has High Priority Project (HPP) classification with earmarked federal funding. The Town of Stow has acquired a two-mile right of way for the ARRT and would like to connect to the Acton-Maynard segment presently under design. There is sufficient HPP money in the earmark to provide the 80% of design funds necessary for the two-mile section in Stow. Our Town Meeting voters appropriated the Town's 20% share last year, and we have a town committee actively engaged in design functions. With the Stow section designed, we will then have a five-mile, continuous section of trail ready for construction in FY2014. Thus, we applaud your inclusion of the project in the LRTP. Given the Town's already-existing level of

commitment, we also urge you to include the ARRT, and the Stow section of the ARRT, in the LRTP for 2011-15 and in the TIP for 2012-15.

The ARRT Steering Committee continues to work collaboratively to bring about the next phase of the trail. Moreover, this trail has been supported as a priority project by the MAGIC subregion, per its letter to you of April 26, 2010.

Thank you for your attention to this matter.

A handwritten signature in black ink, appearing to read "James H. Salvie". The signature is written in a cursive style with a large initial "J" and "S".

James H. Salvie  
Chair, Board of Selectmen



# Town of Franklin

355 East Central Street • Franklin, Massachusetts 02038-1352  
Department of Planning & Community Development

June 17, 2011

Boston Region Metropolitan Planning Organization  
Transportation Planning and Programming Committee  
10 Park Plaza, Suite 2150  
Boston, MA 02116

Re: Request for Amendment to Project # 604988, Franklin - Reconstruction  
of Route 140, Main Street & Emmons Street (Downtown Enhancements)

Dear Committee Members:

Earlier this year the Town of Franklin contacted MassDOT requesting issuance of an amendment to our design agreement (Agreement Number 57347) for the Town's Downtown roadway and enhancement project (MHD Project # 604988). The project is funded through a \$5 million High Priority Project earmark, and local and State matching funds.

In September 2009 the Town executed a \$504,000 contract with a consulting company for design and engineering of the project; the contract is funded by the HPP earmark (\$403,520; 80%), and the Town is providing the match requirement (\$100,880; 20%). Since that time the Town and its consulting team have completed a substantial portion of the project's design and engineering and developed preliminary cost estimates.

The Town believes the HPP grant and required twenty percent State and local match will be sufficient to construct more roadway and streetscape improvements than what was proposed in the original scope of work. For that reason the town would like to expand the project work area to include the remainder of Main Street, between the Pleasant Street intersection and the intersection of Maple and Lincoln Streets.

Consultant services required to expand the geographic limits of the project include design and engineering, functional design report, right of way permanent takings, and construction administration. In addition, the Town's consulting company has requested a small contract increase for work within the original project scope of work, as the original scope substantially underestimated the number of permanent takings and related engineering and meetings. The cost of all additional consulting work mentioned above is \$62,500

To pay for the additional work the Town of Franklin would like \$50,000 to come from the \$5 million High Priority Project earmark. The Town will cover the twenty percent (\$12,500) State and local match. Earlier this week MassDOT informed the Town it supported the \$50,000 amendment to Agreement Number 57347 and would draft related documents, but the Town would need to request an amendment to the FFY 2011 element of the FFYs 2011-2014 Transportation Improvement Program.



The Town of Franklin requests the Boston MPO include \$50,000 of the \$5 million High Priority Project grant funding in the FFY 2011 element, and program the remainder of the Federal HPP grant and State match (approximately \$5.7 million for construction) for FFY 2013.

Be assured the Town of Franklin will not request additional funds beyond what is already targeted for the construction of MHD Project # 604988. Please contact me at 508-520-4907 or [btaberner@franklin.ma.us](mailto:btaberner@franklin.ma.us), or Jeffrey Nutting, Franklin's TIP Contact at 508-520-4949, should you require additional information or have questions or concerns. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Bryan W. Taberner". The signature is fluid and cursive, with a large loop at the beginning and a long horizontal stroke at the end.

Bryan W. Taberner, AICP  
Director of Planning and Community Development

Cc: Jeffrey D. Nutting, Franklin Town Administrator and TIP Contact  
David Mohler, Deputy Secretary for Planning, MassDOT  
Ronald Dionne, P.E., District Highway Director, District 3  
Hayes Morrison, Transportation Improvement Program Manager, CTPS  
Robert Cantoreggi, Director of Public Works

**THE COMMONWEALTH OF MASSACHUSETTS**  
**MASSACHUSETTS HIGHWAY DEPARTMENT**  
**INTEROFFICE CORRESPONDENCE**

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**TO:** Thomas Broderick, P.E., Acting Chief Engineer  
**ATTN:** Guy Rezendes, P.E., Utilities Engineer  
**FROM:** Ronald E. Dionne, P.E., District Highway Director  
**DATE:** June 16, 2011  
**SUBJECT:** **Franklin – Franklin Center (Project No. 604988)**  
**Request to amend Design Agreement #57347**

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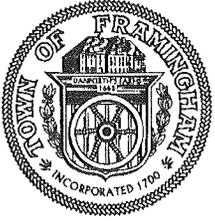
The District is in receipt of a request from the Town of Franklin to amend Design Agreement #57347. The funding for the agreement was identified in SAFETEA-LU legislation (HPP 4279/ MA 198) to “design and construct roadway and streetscape improvements in Franklin.” The proposed amendment involves the design work associated with extending the limits of work, a more extensive right of way effort, and an expanded public process.

The Town requests that the limits be extended to include Main Street, between Pleasant Street and Maple Street, a distance of 1,500 feet. The work within these limits includes roadway resurfacing, construction of ADA compliant sidewalks, roadway lighting, traffic calming devices and streetscape/landscape improvements. With respect to the additional right of way effort, the proposed project will require additional permanent takings than originally anticipated. Finally, the expanded public process requires additional meetings and associated preparation that were not accounted for in the original consultant contract. The work hour estimate associated with these items is \$62,000. A copy of the Town’s request, scope of work and fee estimate is attached for your consideration.

The District has reviewed the requested amendment and considers the changes in the scope and estimate to be reasonable for the proposed improvements. Additionally, the District believes these changes reflect the intention of the funding. The District recommends that the agreement be amended for an additional \$50,000, the federal portion (80%) of the design costs. The Town is requesting that the \$50,000 in federal funds be included in Amendment 4 of the Boston TIP, which is currently out for public comment.

If you have any questions or require additional information, please call Ann Sullivan, Projects Engineer, at (508) 929-3868.

AES\  
cc: Guy Rezendes w/enclosures  
Projects File  
Main Office File



# TOWN OF FRAMINGHAM

Memorial Building, 150 Concord Street, Room 121, Framingham, MA 01702  
508-532-5400 | 508-532-5409 (fax) | selectmen@framinghamma.gov | www.framinghamma.gov

## Town Manager

Julian M. Suso, ICMA-CM

## Assistant Town Manager

David R. Williams

## Board of Selectmen

Jason A. Smith, Chair  
Charles J. Sisitsky, Vice Chair  
Laurie Lee, Clerk  
A. Ginger Esty  
Dennis L. Giombetti

June 24, 2010

David Mohler, Chairman  
Boston Region MPO  
State Transportation Building  
10 Park Plaza, Suite 2150  
Boston, Massachusetts 02116

Re: **Revised TIP Amendment Request & Project Funding Plan  
Reconstruction of Route 126 (Concord Street), Framingham  
Project Number 606209**

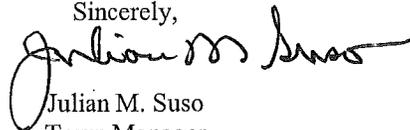
Dear Chairman Mohler:

In a letter to Secretary Mullan dated June 13, 2011, the Town, in order to preserve a \$4.5M TEA-21 earmark, requested a TIP amendment to include the remaining design work for the above referenced project. On June 20, 2011, representatives from the Town, Congressman Markey's office, MassDOT, and FHWA met with Framingham's legislative delegation to discuss the proposed TIP amendment and the preservation of this critical earmark.

Based on the discussions at this meeting, the Town is requesting that the TIP amendment include not only the remaining design work but also the construction. We request that the design work be programmed for FFY2011 and the construction for FFY2013. To expedite this request, the Town has agreed to fund the 20% design match (approximately \$108,000). This commitment is in addition to the approximately \$3.5M in local funding the Town has agreed to provide towards the construction. We also acknowledge that the Town is responsible for any costs associated with the right-of-way acquisition.

We appreciate your continued support for this project. If you have any questions or your office needs any additional information in order to prepare the TIP amendment package, please contact me at (508) 532-5400.

Sincerely,



Julian M. Suso  
Town Manager

CC: Congressman Edward Markey  
Senator Karen Spilka  
Representative Tom Sannicandro  
Representative Chris Walsh  
Framingham Board of Selectmen  
Hayes Morrison, MassDOT  
Guy Rezendes, MassDOT

William Sedewitz, DPW Chief Engineer  
Paul Barden, DPW Deputy Director  
Peter Sellers, DPW Director  
Rick Marquis, FHWA  
Ann Sullivan, MassDOT District 3  
Arthur Frost, MassDOT District 3  
Guy Bresnahan, MassDOT