



March 19, 2013

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

Re: FFY 2013 Transportation Improvement Program Amendment  
Essex Coastal Scenic Byway Wayfinding Signage System

Dear Mr. Mohler:

On behalf of the Essex National Heritage Commission, I am writing to request that the Essex Coastal Scenic Byway Wayfinding Signage System be programmed into the proposed draft Amendment Four to the FFY 2013 element of the FFYs 2013-2016 Transportation Improvement Program. The project qualifies for TIP programming under Section 1C, Federal Aid Non-Target Projects.

As announced by the Federal Highway Administration (FHWA) on August 17, 2011, Essex Heritage was awarded competitive grant funding by the FHWA through its National Scenic Byway Discretionary Grant Program. Non-federal matching funds are to be provided by the Massachusetts Department of Transportation. MassDOT and FHWA have approved the project scope of work and budget, and the Department and Essex Heritage are currently reviewing a draft contract.

The Essex Coastal Scenic Byway Wayfinding Signage System project entails the planning, fabrication, and installation of directional signage along the entire 85-mile route of the state-designated Essex Coastal Scenic Byway. The goal of the project is to enhance the visitor experience by ensuring the safe and efficient passage of all byway travelers through the provision of a comprehensive directional signage system that is informative, functional and accessible.

A high priority recommendation of the byway's federally funded corridor management plan (March 2011), the signage system will further establish the transportation route's brand identity. The signs are a key component of the visitor readiness package that will support future designation of the route as a National Scenic Byway.

The Essex Coastal Scenic Byway is a partnership initiative of Essex National Heritage Commission, the congressionally designated, nonprofit steward of the Essex National Heritage Area. The byway's 13 communities and numerous stakeholders are working together to leverage its heritage, business and human resources to generate economic and quality of life benefits for the region.

Thank you for your assistance in facilitating this amendment. Please feel free to contact Bill Steelman of my staff at (978) 740-0444 with any questions regarding the project.

Sincerely,

A handwritten signature in black ink, appearing to be "Annie C. Harris".

Annie C. Harris  
Executive Director

cc: Sean Pfalzer, CTPS  
Bill Palmer, MassDOT OTP

**Kenneth J. Krause**  
50 Mystic Street Medford, MA 02155  
781-396-0920 [kenneth.krause@comcast.net](mailto:kenneth.krause@comcast.net)

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April 3, 2013

Mr. David Mohler  
Chair, Boston Region MPO  
State Transportation Building  
Suite 2150, Ten Park Plaza  
Boston, MA 02116

Dear Mr. Mohler,

Thank you for the opportunity to comment on the proposed draft Amendment Four to the Federal Fiscal Year (FFY) 2013 element of the Boston Region Metropolitan Planning Organization's FFYs 2013-16 Transportation Improvement Program (TIP).

I wish to register my support for the programming of Statewide Congestion Mitigation and Air Quality Program funding for the purchase of 10 new locomotives for MBTA commuter rail service.

These new HSP46 diesel-electric locomotives will provide a long overdue improvement to the commuter rail fleet, as they will replace the GP40MC locomotives that were manufactured between 1978 and 1980 and are the oldest currently in operation. The new HSP46 locomotives will also meet the Environmental Protection Agency Tier 3 emission standards, and are estimated to reduce diesel fuel use by 10,200 gallons per locomotive. This expenditure is a very appropriate use of CMAQ funds.

I would also ask that the MPO make a recommendation to the MBTA on where these locomotives will be put into service when they become available, which is expected to be at the end of 2014, according to TIP Manager Sean Pfalzer.

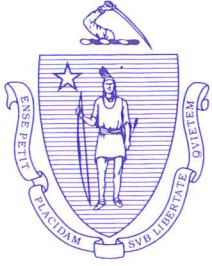
On January 1, 2015, the Commonwealth is required to implement a series of interim emission reduction offset projects for failing to complete the Green Line Extension (GLX) to Somerville and Medford by the State Implementation Plan (SIP) deadline of December 31, 2014.

I suggest that the MPO request that the new locomotives be assigned to the Lowell and Fitchburg commuter rail lines, which travel in the GLX corridor, in order to help bring about the emission reductions equal to or greater than the reductions projected for the Green Line Extension itself, as specified in the SIP regulation.

Thank you for your consideration.

*Ken Krause*

Ken Krause  
50 Mystic St.  
Medford, MA 02155



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

**WILLIAM C. GALVIN**  
**STATE REPRESENTATIVE**  
6TH NORFOLK DISTRICT  
STATE HOUSE, ROOM 448  
TEL. (617) 722-2582  
FAX (617) 722-2879

CHAIRMAN  
House Committee on Personnel and Administration  
  
William.Galvin@MAhouse.gov

Boston Region Metropolitan Planning Organization  
10 Park Plaza, Suite 2150  
Boston, MA 02116-3968

April 8, 2013



Dear Planning Board,

I am writing to request 2013- 2016 Transportation Improvement Program (TIP) funding for a project supported by the town of Canton that would allow for improvements to the I95/I93 Interchange and the Dedham Street Corridor. These enhancements would greatly increase public safety and alleviate traffic.

The Dedham Street Corridor project has been in the planning stage for many years, but this project has become time sensitive with the proposal of a 2.1 million square foot development planned for the area. This new construction will contain 750,000 square feet of retail, 500,000 square feet of office space, and 850,000 square feet for residential use. Currently, I95/I93 and the Dedham Street Corridor have problems with traffic congestion, and this additional development will make transportation impossible.

This project is long overdue and has been in the planning stage for many years. With the pending construction project at University Station it is essential that this project is funded for the 2013- 2016 cycle.

I truly appreciate your consideration. Please contact me with any questions.

Sincerely,

A handwritten signature in blue ink that reads "William C. Galvin".

William C. Galvin

# Town of Canton, Massachusetts

## OFFICE OF THE SELECTMEN

BOARD OF SELECTMEN

UPPER MEMORIAL HALL  
801 WASHINGTON STREET  
CANTON, MA 02021

POLICE COMMISSIONERS  
BOARD OF PUBLIC WORKS  
LICENSING BOARD

TEL: (781) 821-5000  
FAX: (781) 821-2935  
EMAIL: [bfriel@town.canton.ma.us](mailto:bfriel@town.canton.ma.us)

TOWN ADMINISTRATOR  
WILLIAM T. FRIEL

April 9, 2013

Boston Region Metropolitan Planning Organization  
10 Park Plaza, Suite 2150  
Boston, MA 02116-3968

Dear Planning Board:

We are writing to request 2013-2016 Transportation Improvement Program (TIP) funding for improvements to the Dedham Street corridor in Canton. This project was originally developed as part of the I-93/95 Interchange Project in Canton; however, it offers significant enhancements to transportation access and safety independent of the interchange project.

The Dedham Street improvements were originally envisioned to replace access from the Blue Hill Drive and University Avenue areas to I-95 south as that access would no longer be available from north of the interchange with the completion of the I-93/95 Interchange project. The on-ramp from Dedham Street to I-95 southbound has already been constructed, but that ramp is restricted to serving traffic from Dedham Street eastbound, cutting off the majority of Canton. The remaining improvements, including providing access to the existing on-ramp from Dedham Street westbound and constructing the northbound off-ramp, will provide the following benefits:

- Improved access to the Route 128 Commuter Rail and Amtrak Station
- Direct access from existing and proposed economic activity centers, including Shawmut Park in Canton, the proposed University Station in Westwood, and the vacant former Cumberland Farms headquarters building
- Reduced traffic volumes and improved safety on heavily congested local roadways
- Improvements to the Dedham Street bridge over I-95

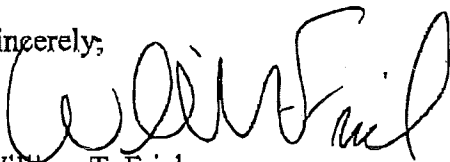
Currently, all traffic destined to the Route 128 Commuter Rail/Amtrak Station must remain on I-95 northbound to the University Avenue exit. During weekday morning peak periods, this section of I-95 northbound experiences heavy congestion resulting in appreciable delays for these transit passengers. The proposed northbound off-ramp would allow for more efficient access from I-95 northbound to the transit station, reducing overall travel times and enhancing transit ridership.

The Dedham Street corridor has developed into an important economic area within Canton and Westwood, but many properties have languished in recent years due to access limitations. The addition of the northbound off-ramp and westbound access to the existing southbound on-ramp would provide a direct connection to I-95 south for potential development sites and existing commercial properties. Currently, all traffic for these destinations must travel on local roads through Canton and other surrounding communities. Local Canton roadways experience heavy congestion each morning and afternoon with long delays and above average crash rates. These delays and safety deficiencies limit the development potential of these properties that otherwise enjoy ideal locations near to Routes I-95 and 128.

Likely development projects include University Station, a 2.1 million square-foot mixed-use development proposed in Westwood, and the former Cumberland Farms headquarters in Canton. These two properties have sat inactive for a number of years and would be significantly enhanced by improvements to the Dedham Street corridor. University Station as currently proposed will experience challenges for employees, residents, and patrons accessing the facility from the south without improvements to the Dedham Street corridor. The former Cumberland Farms headquarters building has sat vacant for a number of years and the ability to directly access the adjacent interstate roadway would enhance the prospects for this property to be developed into a contributing commercial property, which is of great importance to the Town of Canton. A number of existing commercial developments, including Shawmut Park in Canton (a 1.2 million square-foot office park) are located in close proximity to I-95 along Dedham Street and their traffic generation contributes the congestion and safety problems on local Canton roadways.

The Dedham Street corridor improvements are needed independent of the overall I-93/95 interchange improvements and offer benefits for safety, transit access, congestion reduction, and regional economic development. With the current progress on the University Station project and existing transportation deficiencies within Canton and surrounding communities, we request that the Dedham Street improvements be funded in the 2013-2016 cycle, independent of the I-93/95 Interchange project.

Sincerely,



William T. Friel,  
Town Administrator

WTF/jb

Cc: Board of Selectmen  
Lou Ross, Town Counsel  
Representative William Galvin



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**CITY OF CAMBRIDGE**  
Community Development Department

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**BRIAN P. MURPHY**

Assistant City Manager for  
Community Development

**SUSAN GLAZER**

Deputy Director for  
Community Development

April 9, 2013

David Mohler  
Boston MPO Executive Secretary  
10 Park Plaza  
Boston, MA 02116

RE: Draft FFYs 2012-2015 TIP

Dear Mr. Mohler:

Thank you for the opportunity to comment on the Metropolitan Planning Organization's (MPO) Amendment #4 for FY 2013 element of the Transportation Improvement Program (TIP).

The City of Cambridge is ready to submit its 100% design to MassDOT for the Cambridge Common. As part of the final reviews, it came to our attention that the portion of Mass. Avenue within the project limits could no longer be restored through a mill and overlay process but needs full depth reconstruction. This work will increase the cost estimate for the project by approximately \$400,000 so we are requesting additional funds be placed on the TIP to cover that cost increase.

As you are aware, the Cambridge Common is a transportation hub as well as an historic part that is in desperate need of basic repairs to pathways that are crumbling, flooding due to poor drainage and inaccessible entrances and spaces to those with disabilities. The Cambridge Common project, in addressing significant deficiencies in multi-modal transportation access, is in close alignment to MassDOT's GreenDot Policy directive to, "Promote the healthy transportation options of walking, bicycling, and public transit." More than 10,000 pedestrians, bus riders and cyclists use this historic open space at the edge of Harvard Square every day.

I appreciate the MPO's on-going support of the Cambridge Common project and the funding provided to date. Thank you for the opportunity to comment on this document. Please contact Bill Deignan with any questions you might have at (617) 349-4632. Thank you.

Very truly yours,

  
Brian P. Murphy

Assistant City Manager for Community Development