

Table B-1: Summary of Written Comments on the Draft FFY 2015 UPWP, with Proposed MPO Responses

ID	Date	Affiliation	Name/Title	Summary of Comment	MPO Response
1	5/28/2014	Conservation Law Foundation (CLF)	Rafael Mares, Staff Attorney	Supports the inclusion of the Fairmount Line Station Access Analysis (#11249), which the Conservation Law Foundation (CLF) suggested to the MPO, in the UPWP. Notes that this analysis is designed to complement and help complete the Boston Redevelopment Authority's work by analyzing impediments to walking or biking in areas within a quarter mile of Fairmount Line stations. Notes that this information would be useful to the MBTA and the City of Boston in making the stations more accessible to pedestrians and bicyclists, and would make the Fairmount Line a continued success overall.	The MPO appreciates the Conservation Law Foundation's (CLF's) proposal and support for the Fairmount Line Station Access Analysis. This study will provide an opportunity to enhance access to the Fairmount Line, particularly for neighboring communities.
2	5/28/2014	WalkBoston	Wendy Landman, Executive Director	Supports the Fairmount Line Station Access Analysis (#11249). Notes that the Fairmount Corridor presents Boston's southern neighborhoods with the opportunity to benefit from improved transportation opportunities and that easy walking access to the Fairmount stations is needed to realize this potential. Describes variations in the settings and pedestrian travel conditions surrounding several Fairmount Line stations. Strongly supports the assessment and development of recommendations to ensure safe and convenient walking access to the stations so they may become catalysts for neighborhood revitalization.	The MPO appreciates WalkBoston's support for the Fairmount Line Station Access Analysis. This study will provide an opportunity to enhance transportation access to the Fairmount Line, particularly for neighboring communities.

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Table B-1: Summary of Written Comments on the Draft FFY 2015 UPWP, with Proposed MPO Responses (continued)

ID	Date	Affiliation	Name/Title	Summary of Comment	MPO Response
3	6/8/2014	Somerville resident	Joel N. Weber II	<p>Suggests topics for study related to CTPS's (2012) <i>Improving the Southeast Expressway: A Conceptual Plan</i> report. These include the necessity of four Red Line tracks south of Savin Hill; the travel-time benefits of skipping the Savin Hill stop on the Braintree Line; whether flyovers could provide a low-cost alternative to proposed tunneling, the potential benefits of rerouting MBTA Route 15 bus service to serve Savin Hill Station directly; alternative options for double-tracking the Old Colony commuter rail line between Braintree and South Station to reduce the severity of single-track bottlenecks; and a low cost-version of the Southeast Expressway preferential lane extension, potentially to include an extension of the existing zipper lane to just north of the Southampton Street ramp and/or a restricted-access preferential lane design.</p> <p>Also suggests an analysis of whether battery-powered buses running through the Pleasant Street Incline (now closed) could provide the benefits that a Green Line branch along the Silver Line 5 (SL5) or MBTA bus Route 28 corridors could provide (assuming similar available right-of-way and stopping patterns for the bus and Green Line transit modes).</p>	<p>The MPO appreciates the comments and study suggestions pertaining to the <i>Improving the Southeast Expressway: A Conceptual Plan</i> report. The MPO will consider these suggestions when developing the FFY 2016 UPWP.</p>

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Table B-1: Summary of Written Comments on the Draft FFY 2015 UPWP, with Proposed MPO Responses (continued)

ID	Date	Affiliation	Name/Title	Summary of Comment	MPO Response
4	6/10/2014	Commonwealth of Massachusetts House of Representatives	Byron Rushing, State Representative, Ninth Suffolk District	Supports the Core Capacity Constraints study (#23326), which initially was proposed by State Senator William Brownsberger. Notes that the study would provide: much-needed information about existing or potential constraints on the roadway and public transit system during peak hours; the impact on the transportation system of future development and redevelopment in the area; and the capacity of possible transportation projects in the area to meet projected demand.	The MPO appreciates Representative Rushing's support for, and participation in the development of, the Core Capacity Constraints study. This study should provide the MPO with valuable information for planning for the transportation system in the region's core, and for better responding to present and future constraints on mobility.
5	6/16/2014	Commonwealth of Massachusetts Senate	William N. Brownsberger, State Senator, Second Suffolk and Middlesex District	Supports the Core Capacity Constraints study (#23326). Notes that the pace of growth in the core neighborhoods of Boston continues to place a strain on an already taxed transportation system, and that congestion and poor public transit service has the potential to inhibit growth and drive businesses and residents out of the city. Notes that the Core Capacity Constraints study would provide clarity to policy makers and planners as they decide what major transit investments are needed to accommodate future growth.	The MPO appreciates Senator Brownsberger's initiation of and participation in the development of the Core Capacity Constraints study. This study should provide the MPO with valuable information for planning for the transportation system in the region's core, and for better responding to present and future constraints on mobility.

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Table B-1: Summary of Written Comments on the Draft FFY 2015 UPWP, with Proposed MPO Responses (continued)

ID	Date	Affiliation	Name/Title	Summary of Comment	MPO Response
6	6/16/2014	Somerville resident	Joel N. Weber II	Requests a study of the costs and benefits of a potential new Red Line North Cambridge infill station between Davis and Alewife stations, where the Red Line crosses Massachusetts Avenue. Suggests that an infill station at this location could provide a transfer point for the Route 77 bus, support more efficient bus service in Cambridge, and increase transit ridership and perhaps encourage more transit-oriented development. Requests an objective comparison of the costs and benefits of a North Cambridge infill station on the Red Line to those of the proposed extension of the Green Line to Route 16 in Medford before money is committed to one project or another.	The MPO appreciates this suggestion for a UPWP study of a potential Red Line infill station in North Cambridge. The MPO will share this proposal with the MBTA to see if there are opportunities for further study.
7	6/16/2014	Somerville resident	Joel N. Weber II	<p>Supports opportunities for bicyclists to transport bicycles across Boston Harbor during rush hour in a reasonable fashion. Inquires whether research has been done on two topics:</p> <ul style="list-style-type: none"> • The increase in Blue Line frequency that would be needed to allow rush-hour bicycle access, the number and cost of additional train sets (and whether these could be parked at night), and the cost of needed power distribution upgrades. Suggests that some Blue Line trains may not need to run to Wonderland during rush hour, if bicycle access demand was higher at stations close to Boston Harbor. 	The MPO appreciates these suggestions related to supporting bicycle transportation across Boston Harbor. These suggestions have been forwarded to MPO staff involved in bicycle and pedestrian planning, and the MPO will consider these suggestions when developing the FFY 2016 Unified Planning Work Program.

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Table B-1: Summary of Written Comments on the Draft FFY 2015 UPWP, with Proposed MPO Responses (continued)

ID	Date	Affiliation	Name/Title	Summary of Comment	MPO Response
7	6/16/2014	Somerville resident	Joel N. Weber II	<p><i>(continued from previous page)</i></p> <ul style="list-style-type: none"> Whether ferry service would be a viable alternative for bringing bikes across Boston Harbor (if service frequency, prices, and payment methods were comparable to rapid transit service), and the cost for such service. Suggests a ferry terminal near the East Boston Greenway, connecting to a dock near Aquarium Station, as a possible option. <p>Suggests these two topics for study in the MPO's Unified Planning Work Program if studies have not already been completed.</p>	<i>(see previous page)</i>
8	6/16/2014	Somerville resident	Joel N. Weber II	<p>Requests construction of a path along the Watertown Branch Railroad from Fresh Pond to the Charles River to connect the Minuteman Bikeway and the Fitchburg Cutoff Path to the Dudley White Path systems, to be funded through the MPO's Transportation Improvement Program (TIP). Requests studies to support development of this path in the MPO's Unified Planning Work Program, if they have not already been conducted. Also notes the need to connect a link between Nichols Avenue and School Street in Watertown to the Paul Dudley White path system.</p>	<p>The MPO appreciates these suggestions related to supporting bicycle connections in Cambridge and Watertown. In 2013, the state Department of Conservation and Recreation (DCR) purchased Boston and Maine Corporation (B&M) railroad right-of-way between Grove Street in Watertown and Huron Avenue in Cambridge. In that same year, the City of Cambridge purchased an approximately one-quarter-mile segment of the former B&M Watertown Branch railroad corridor.</p>

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Table B-1: Summary of Written Comments on the Draft FFY 2015 UPWP, with Proposed MPO Responses (continued)

ID	Date	Affiliation	Name/Title	Summary of Comment	MPO Response
8	6/16/2014	Somerville resident	Joel N. Weber II	<i>(see previous page)</i>	<i>(continued from previous page)</i> Both purchases were made to support planned extensions of the Watertown-Cambridge Greenway, an off-road path between the Minuteman Bikeway and paths along the Charles River. Phase 1 of the Greenway, which opened in 2011, is a one-mile segment that connects the Watertown Mall and businesses near Arlington, Nichols, and Coolidge streets in Watertown to residential areas of Watertown and to Domenik Flippello Park. The MPO will forward these comments to the cities of Watertown and Cambridge to support future Greenway planning and implementation. These suggestions also have been forwarded to MPO staff involved in bicycle and pedestrian planning, and the MPO will consider these suggestions when developing the FFY 2016 Unified Planning Work Program.

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Table B-1: Summary of Written Comments on the Draft FFY 2015 UPWP, with Proposed MPO Responses (continued)

ID	Date	Affiliation	Name/Title	Summary of Comment	MPO Response
9	6/16/2014	Somerville resident	Joel N. Weber II	Requests construction of a bicycle route from Paul Revere Park in Charlestown to the Northern Strand Community Trail that is well protected from automobile traffic, to be funded through the MPO's Transportation Improvement Program (TIP). Notes that the Rutherford Avenue reconstruction project will likely include a separated path to cover a connection through Charlestown, and that reducing speed limits and narrowing vehicle lanes to reduce vehicle speeds on the Route 99 bridge over the Mystic River could increase bicyclist safety. Requests that construction of a reasonably direct, separated route between the Route 99 Bridge and the Northern Strand Community Trail be funded through the TIP. Requests that a study addressing this connection be completed through the UPWP if necessary.	The MPO appreciates these suggestions related to this proposed bicycle connection between Charlestown and the Northern Strand Community Trail. The MPO has forwarded these comments to MPO staff involved in bicycle and pedestrian planning for their information, and will consider these suggestions when developing the FFY 2016 Unified Planning Work Program. The MPO will also forward these comments to MassDOT staff involved in transportation projects in the vicinity of Route 99 and the Northern Strand Community Trail.
10	6/16/2014	Somerville resident	Joel N. Weber II	Suggests research into a third Green Line extension branch as a way to optimize the use of the McGrath Highway corridor. This proposed Green Line branch could run from the proposed College Avenue Station and branch off into the McGrath Highway (Route 28) corridor in Somerville—potentially stopping at Pearl Street and Broadway—and turn onto Mystic Avenue to stop near Temple Street. Suggests that, given sufficient space for a dedicated transit right-of way on Mystic Avenue, this proposed Green Line Extension branch could continue into Medford square, or to an I-93 park-and-ride station. Suggests that the branch could run in a dedicated section of the street, but	The MPO appreciates this suggestion for a third Green Line Extension branch in the McGrath Highway Corridor. The MPO will share this proposal with the MBTA to see if there are opportunities for further study.

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Table B-1: Summary of Written Comments on the Draft FFY 2015 UPWP, with Proposed MPO Responses (continued)

ID	Date	Affiliation	Name/Title	Summary of Comment	MPO Response
10	6/17/2014	Somerville resident	Joel N. Weber II	<p><i>(continued from previous page)</i></p> <p>requests that this Green Line branch be made fully wheelchair accessible, and that transit signal priority be used to allow train speeds that are comparable to grade-separated service.</p> <p>Identifies some potential challenges related to constructing this proposed Green Line Extension branch, including accommodating the junction between McGrath Highway and the Lowell commuter rail line, and suggests tunneling or grade separation to address these challenges.</p> <p>Requests an estimate of the costs and benefits of this third Green Line Extension branch so that the cost-effectiveness of all or part of this proposal could be compared to the proposed Green Line Extension Phase 2 project (to Route 16) included in the MPO's Transportation Improvement Program (TIP).</p>	<i>(see previous page)</i>

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Table B-1: Summary of Written Comments on the Draft FFY 2015 UPWP, with Proposed MPO Responses (continued)

ID	Date	Affiliation	Name/Title	Summary of Comment	MPO Response
11	6/17/2014	Commonwealth of Massachusetts House of Representatives	Jay Livingstone, State Representative, Eighth Suffolk District	Support for the Core Capacity Constraints study (#23326).	The MPO appreciates Representative Livingstone's support for, and participation in the development of, the Core Capacity Constraints study. This study should provide the MPO with valuable information for planning for the transportation system in the region's core, and for better responding to present and future constraints on mobility.
12	6/18/2014	Boston resident	Elliot Laffer	<p>Supports the Core Capacity Constraints study (#23326) of the transportation systems in Boston and surrounding communities. Notes that transportation options for travelers moving between the I-93 and Tobin Bridge corridors and the Fenway/Longwood Medical Area have been, and continue to be, heavily stressed.</p> <p>Suggests that a study might be expanded beyond the analysis MassDOT has conducted on the Bowker Overpass and potential additional Turnpike ramps to incorporate other ways that the surrounding transportation system can be strengthened. Notes that Back Bay and the Longwood Medical Area employment generators should not be choked off by inadequate transportation, given their importance to the regional economy. Adds that transportation initiatives should not harm the qualities that have made these and the surrounding areas vital and attractive neighborhoods for residents.</p>	The MPO appreciates Mr. Laffer's support for the Core Capacity Constraints study. This study should provide the MPO with valuable information for planning for the transportation system in the region's core, and for better responding to present and future constraints on mobility.

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Table B-1: Summary of Written Comments on the Draft FFY 2015 UPWP, with Proposed MPO Responses (continued)

ID	Date	Affiliation	Name/Title	Summary of Comment	MPO Response
13	6/19/2014	Allston residents	Matthew Danish, Paola Ferrer, Harry Mattison, and Jessica Robertson	<p>Provides comments on the Massachusetts Turnpike Allston Interchange Traffic Study (#53219). [Note: This study is funded by MassDOT, and MPO staff will be working as consultants.] Requests that the outcomes of the Interchange Improvement Project help create a healthier neighborhood by reducing air pollution from the Massachusetts Turnpike and by preserving neighborhood streets as low-stress, low-traffic ways.</p> <p>Identifies priorities for the Interchange Project and affected areas, including safety; connectivity, including connections within Allston and between Allston and Cambridge and the Charles River; multimodalism; land use consistent with city and regional housing, economic development, and transportation goals; the preservation and expansion of open space; improved conditions for the residents most affected by I-90; and support for MassDOT's GreenDOT and Mode-Shift goals.</p> <p>Lists the following guidelines for MPO staff to use when working on the Interchange Study:</p> <ul style="list-style-type: none"> • Supporting the mode-shift goal by making choices supporting growth in walking, biking, and public transportation modes, rather than in driving • Accounting for induced demand when modeling future traffic volumes [Note: Induced demand, in a transportation context, refers to the phenomenon in which there is demand for travel increases in response to transportation infrastructure improvements.] 	<p>Through the Massachusetts Turnpike Allston Interchange Study, MPO staff will be supporting MassDOT's project team in assessing existing traffic conditions and providing various types of forecasts to enable MassDOT's project team to evaluate various project alternatives. The MassDOT project team is responsible for overall project management, identifying project alternatives and defining specific analysis tasks to be carried out by MPO staff. The MPO thanks Mr. Danish, Ms. Ferrer, Mr. Mattison, and Ms. Robertson for this feedback, and has relayed the identified priorities and guidelines to the MassDOT project team for consideration.</p>

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Table B-1: Summary of Written Comments on the Draft FFY 2015 UPWP, with Proposed MPO Responses (continued)

ID	Date	Affiliation	Name/Title	Summary of Comment	MPO Response
13	6/19/2014	Allston residents	Matthew Danish, Paola Ferrer, Harry Mattison, and Jessica Robertson	<p data-bbox="842 326 1213 350"><i>(continued from previous page)</i></p> <ul style="list-style-type: none"> <li data-bbox="842 391 1465 448">• Planning to maintain current vehicular capacity, to avoid the induced demand effect <li data-bbox="842 480 1465 537">• Planning to maintain current vehicular capacity, to avoid the induced demand effect <li data-bbox="842 570 1465 691">• Planning for increased walking, biking, and public transportation capacity to create a beneficial induced-demand effect for these modes <li data-bbox="842 724 1465 878">• Considering the creation of an off-street bicycle-pedestrian path along the Turnpike from approximately the Franklin Street area to the Paul Dudley White Path and to Cambridge via the Grand Junction Bridge <li data-bbox="842 911 1465 1089">• Including the proposed “West Station” transit station in models, and test out all possible locations and levels of service (such as commuter rail or diesel-multiple-unit [DMU] service, particularly from Cambridge Street to Babcock Street <li data-bbox="842 1122 1465 1219">• Quantifying and considering the impact of various alternatives and the effect they will have on park land along the Charles River 	<i>(see previous page)</i>

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Table B-1: Summary of Written Comments on the Draft FFY 2015 UPWP, with Proposed MPO Responses (continued)

ID	Date	Affiliation	Name/Title	Summary of Comment	MPO Response
14	6/19/2014	Fenway Community Development Corporation (CDC)	Dorr Fox, Co-Chair, Urban Village Committee Richard Pendleton, Co-Chair, Urban Village Committee Louvere Walker, Board President	<p>Supports the Core Capacity Constraints study (#23326), based on a letter of joint support from Senators Brownsberger and Chang-Díaz and Representatives Fox, Livingstone, and Rushing. Notes that the transportation network in the Fenway supports walkability and transit access, but expresses concern about its ability to support increased usage generated by new and proposed residential, commercial, and other institutional development. Highlights the need to continue to provide a reasonable travel experience to access the Museum of Fine Arts and other area institutions. Notes also that public transit in the area operates near and, at times, beyond capacity.</p> <p>Stresses that state legislators and transportation agencies must have an in-depth perspective on the issues and needs of a variety of constituencies, including residents and businesses in the Fenway, to envision and pursue initiatives for optimal future funding of the transportation network, in this area and by extension, throughout the center of the metropolitan area. Notes that an in-depth study of current plans and trends should help ensure smarter growth and sufficient transit system capacity.</p>	<p>The MPO appreciates the Fenway Community Development Corporation's support for the Core Capacity Constraints study. This study should provide the MPO with valuable information for planning for the transportation system in the region's core, and for better responding to present and future constraints on mobility.</p>

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Table B-1: Summary of Written Comments on the Draft FFY 2015 UPWP, with Proposed MPO Responses (continued)

ID	Date	Affiliation	Name/Title	Summary of Comment	MPO Response
15	6/19/2014	Neighborhood Association of the Back Bay (NABB)	Howard M. Kassler, Chair	Supports the Core Capacity Constraints study (#23326), initially proposed by Senator Brownsberger. Notes support for a similar proposal submitted in February 2013 by Senators Brownsberger and Chang-Díaz, and Representatives Rushing, Fox, and Walz. Notes that with the exponential current and anticipated real estate development within and around Boston, this study is essential, and requests that this study be fully funded and undertaken in a timely way.	The MPO appreciates the support of Neighborhood Association of the Back Bay (NABB) for the Core Capacity Constraints study. This study should provide the MPO with valuable information for planning for the transportation system in the region's core, and for better responding to present and future constraints on mobility.
16	6/19/2014	495/MetroWest Partnership	Paul F. Matthews, Executive Director Jessica Strunkin, Deputy Director	Identifies transportation challenges—including increasing traffic congestion, increasing vehicle miles traveled, highway capacity issues, gaps in public transit, and aging transportation infrastructure—which threaten the quality of life and economic well-being of the 495/MetroWest Region, an economic engine for the commonwealth. Supports the following MPO-funded studies in the draft FFY 2015 UPWP: <ul style="list-style-type: none"> Addressing Safety, Mobility, and Access on Subregional Priority Roadways: FFY 2015 (#13266). Regional Model Enhancement (#11244). Subregional Support Activities (#MAPC2). Notes that local input is important to UPWP and Transportation Improvement Program (TIP) development. 	The MPO appreciates the 495/MetroWest Partnership's support for, and interest in participating in, the UPWP studies mentioned, and will relay this information to project and program managers. The MPO will consider locations in the 495/MetroWest region when selecting locations for Priority Corridors for LRTP Needs Assessment: FFY 2015 and other UPWP Projects. The MPO's UPWP Committee considered the Hudson/Marlborough Suburban Mobility Study when developing a recommendation for studies for inclusion in the FFY 2015 UPWP. While this project was not recommended as an FFY 2015

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Table B-1: Summary of Written Comments on the Draft FFY 2015 UPWP, with Proposed MPO Responses (continued)

ID	Date	Affiliation	Name/Title	Summary of Comment	MPO Response
16	6/19/2014	495/MetroWest Partnership	Paul F. Matthews, Executive Director Jessica Strunkin, Deputy Director	<p data-bbox="835 337 1205 363"><i>(continued from previous page)</i></p> <ul data-bbox="884 402 1465 829" style="list-style-type: none"> <li data-bbox="884 402 1465 574">• Regional Transit Service Planning Technical Support (#11244). Appreciates past support for the 495/MetroWest region through this program, but notes that a more complete system remains a goal and priority for the 495/MetroWest Partnership. <li data-bbox="884 613 1465 667">• Community Transportation Technical Assistance Program (#13150/MAPC9) <li data-bbox="884 706 1465 829">• Priority Corridors for LRTP Needs Assessment: FFY 2015 (#13262). Hopes that FFY 2015 work includes roadways and segments in the 495/MetroWest region. <p data-bbox="835 862 1465 915">Supports the following agency-funded studies in the draft FFY 2015 UPWP:</p> <ul data-bbox="884 954 1465 1256" style="list-style-type: none"> <li data-bbox="884 954 1465 1078">• Foxborough JARC Transit Feasibility Study (#43321). Hopes this work will produce new transit service options for the 495/MetroWest Region, particularly in Foxborough. <li data-bbox="884 1117 1465 1256">• Work related to All-Electronic Tolling (AET) as part of MassDOT Statewide Planning and Research Program Support. Hopes that this work will improve AET modeling and implementation. 	<p data-bbox="1493 337 1862 363"><i>(continued from previous page)</i></p> <p data-bbox="1493 402 1923 850">study, in FFY 2014, MPO staff will provide technical assistance on transit service needs and options in Hudson and Marlborough through the Regional Transit Service Planning Technical Support: FFY 2014. The MPO will consider opportunities to build on the findings of this technical assistance activity, as well as opportunities to provide assistance to RTAs and TMAs that serve the 495/MetroWest Region, as part of its transit planning and future UPWP development activities.</p>

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Table B-1: Summary of Written Comments on the Draft FFY 2015 UPWP, with Proposed MPO Responses (continued)

ID	Date	Affiliation	Name/Title	Summary of Comment	MPO Response
16	6/19/2014	495/MetroWest Partnership	Paul F. Matthews, Executive Director Jessica Strunkin, Deputy Director	<p data-bbox="835 326 1205 355"><i>(continued from previous page)</i></p> <ul style="list-style-type: none"> <li data-bbox="884 391 1436 626">• South Station Expansion Project: Support (#12311,12320-23). Recognizes the importance of South Station expansion to 495/MetroWest commuters and employers, and considers it a major priority for advancement of the Fitchburg, Framingham/Worcester, and Franklin commuter rail lines. <li data-bbox="884 662 1318 719">• Downtown Framingham Strategy Development. <li data-bbox="884 755 1381 812">• Downtown Framingham Traffic Impact Analysis. <p data-bbox="835 847 1121 876">Requests that the MPO:</p> <ul style="list-style-type: none"> <li data-bbox="884 912 1465 1089">• Consider the 495/MetroWest Partnership in efforts to publicize the Community Transportation Technical Assistance Program. Recommends that the MPO use groups like to the 495/MetroWest Partnership to coordinate key stakeholders. <li data-bbox="884 1125 1465 1308">• Provide continued support for the MetroWest Regional Transit Authority (RTA), the Greater Attleboro RTA, the Montachusett RTA, the Worcester RTA, the MetroWest/495 Transportation Management Association (TMA), and the Crosstown Connect TMA. 	<i>(see previous page)</i>

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Table B-1: Summary of Written Comments on the Draft FFY 2015 UPWP, with Proposed MPO Responses (continued)

ID	Date	Affiliation	Name/Title	Summary of Comment	MPO Response
16	6/19/2014	495/MetroWest Partnership	Paul F. Matthews, Executive Director Jessica Strunkin, Deputy Director	<i>(continued from previous page)</i> <ul style="list-style-type: none"> Reconsider inclusion of the Hudson/Marlborough Suburban Mobility Study (project F-4 in the FFY 2015 UPWP Universe of Proposed New Projects). Notes that the study appears to be a logical first step in addressing transit needs in the region. <p>Applauds the inclusion of economic development as one of the MPO's stated goals, and thanks the MPO for its attention to suburban transportation needs. Expresses interest in participating in the above identified initiatives and studies, as well as any projects in the 495/MetroWest region where its assistance could be helpful.</p>	<i>(see previous page)</i>
17	6/19/2014	Commonwealth of Massachusetts Senate	Sonia Chang-Díaz, State Senator, Second Suffolk District	<p>Notes that the transportation systems in the city of Boston and surrounding communities are heavily utilized, and that it is crucial that these systems are able to meet current demand and accommodate future growth. Supports Senator William Brownsberger's request for a study that will:</p> <ul style="list-style-type: none"> Document, for current conditions, where there are capacity constraints on the transportation systems in the city of Boston and the surrounding communities 	<p>The MPO appreciates Senator Chang-Díaz's feedback and support for Senator's Brownsberger's proposal, which has been developed into the Core Capacity Constraints study (#23326). This study would provide the MPO with valuable information to support its planning for the transportation system in the region's core, and better respond to present and future constraints on mobility.</p>

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Table B-1: Summary of Written Comments on the Draft FFY 2015 UPWP, with Proposed MPO Responses (continued)

ID	Date	Affiliation	Name/Title	Summary of Comment	MPO Response
17	6/19/2014	Commonwealth of Massachusetts Senate	Sonia Chang-Díaz, State Senator, Second Suffolk District	<p data-bbox="835 326 1220 355"><i>(continued from previous page)</i></p> <ul style="list-style-type: none"> <li data-bbox="884 391 1444 545">• Quantify how future developments will impact transportation systems in order to support an understanding of the extent to which congestion will limit future development <li data-bbox="884 586 1444 773">• Examine possible major transportation system investments with an emphasis on transit investments in the study area, in order to support an understanding of whether they will be sufficient to meet projected demand 	<i>(see previous page)</i>