

**Public Comments on the Draft FFYs 2015-18
Transportation Improvement Program**

PROJECT(S) / ISSUE(S)	AFFILIATION	NAME	REQUEST/ SUPPORT/ OPPOSE	COMMENT
Assabet River Rail Trail	Resident	Kelly Richards	Support	Supports inclusion of the Assabet River Rail Trail in the FFYs 2015-2018 TIP. States that the bike path will improve quality of life for me and my family.
Assabet River Rail Trail	Town of Acton, Board of Selectmen	Mike Gowing, Chair	Support	Support inclusion of the Assabet River Rail Trail in the federal fiscal years (FFYs) 2015-2018 TIP. State that the project provides a significant transportation connection that will strengthen regional economic and environmental sustainability. The project will connect the South Acton Commuter Rail Station to downtown Maynard, an important regional employment center. Note that the Town of Acton is committed to bringing the project design to 100% completion for construction in FFY 2015.
Assabet River Rail Trail	Town of Maynard, Board of Selectmen	Brendon Chetwynd, Chair	Support	Support inclusion of the Assabet River Rail Trail in the FFYs 2015-2018 TIP. State that the project provides a significant transportation connection that will strengthen regional economic and environmental sustainability. The project will connect the South Acton Commuter Rail Station to downtown Maynard, an important regional employment center. Note that the Town of Acton is committed to bringing the project design to 100% completion for construction in FFY 2015.
Bicycle and Pedestrian Facility Investments	Resident, City of Somerville	Joel N. Weber, II	Request	Requests inclusion of funding for the following projects in the FFYs 2015-2018 TIP: a complete off-road Mystic River bicycle and pedestrian path connecting the Alewife Greenway Bike Path to the Route 99 bridge; improvements to the Paul Dudley White path along the Charles River and extension of the path upstream; path extension along the Neponset River; completion of the section of the Central Massachusetts Rail Trail within the Boston region; close gaps in the path system near Fenway and Park Drive in the vicinity of Brookline Avenue and in the vicinity of the River Road/ Huntington Avenue intersection; and a road diet providing dedicated bicycle facilities on the Arborway between Pond Street and Centre Street.
Bicycle Sharing Stations	Resident, City of Somerville	Joel N. Weber, II	Request	Requests inclusion of funding for bicycle sharing stations in the FFYs 2015-2018 TIP at the following locations: intersection of Cedar Street and the Somerville Community Path; Alewife Station; Grove Street in Somerville north of the Somerville Community Path; intersection of Somerville Community Path and Willow Avenue; along the Northern Strand Community Trail; along the Minuteman Commuter Bikeway in Arlington.

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Bike Path Connection, Fresh Pond to Charles River	Resident, City of Somerville	Joel N. Weber, II	Request	Requests inclusion of the construction of a bicycle path along the Watertown Branch Railroad to interconnect the Minuteman Bicycle Path and Fitchburg Cutoff Path with the Paul Dudley White path system along the Charles River in the FFYs 2015-18 TIP. Also requests that potentially necessary studies for this project be included in the Unified Planning Work Program (UPWP).
Bike Path, Paul Revere Park to Northern Strand Community Path	Resident, City of Somerville	Joel N. Weber, II	Request	Requests inclusion of the construction of a bicycle path connecting Paul Revere Park and Northern Strand Community Path in the FFYs 2015-18 TIP. Expresses concern that the road diet proposal for Rutherford Avenue would not include a separated path along the Charlestown section of the project. Requests that potentially necessary studies of this project be included in the UPWP.
Bruce Freeman Rail Trail	Resident, Town of Sudbury	Carole Wolfe	Oppose	Opposes funding of the Bruce Freeman Rail Trail in the FFYs 2015-2018 TIP. States the asphalt trail and human activity would negatively impact the surrounding wildlife. Adds that the cost/benefit of the trail has not been objectively explored. Notes that most trail users drive to suburban trails, and believes that rail trails are better suited for heavily populated, youth-oriented areas.
Bruce Freeman Rail Trail	Resident, Town of Sudbury	Daniel A. DePompei	Oppose	Opposes inclusion of funding for the Bruce Freeman Rail Trail in the FFYs 2015-2018 TIP. Expresses concern that the project does not comply with local environmental bylaws and storm water regulations. Raises questions whether the project triggers Massachusetts Environmental Policy Act (MEPA) thresholds and whether MassDOT design requirements take precedence over local environmental bylaws and storm water regulations. Notes that the project right-of-way is located in a wetland, and proposes that MassDOT consider alternative alignments or alternate design standards for the trail.

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Bruce Freeman Rail Trail	Resident, Town of Belmont	John Dieckmann	Support	Supports the continued inclusion of Phases 2A, 2B, and 2C of the Bruce Freeman Rail Trail in the TIP. States that this trail is part of a critical regional network of off-road shared use paths for non-motorized modes of transportation that also includes the Mass Central Rail Trail, Assabet River Rail Trail, Minuteman Trail, Charles River paths, Northern Strand Trail, and Alewife Greenway. Hopes that most of these paths will eventually be linked together in a seamless network. States that the project will provide a safe alternative to automobile transportation, enhance economic development, stimulate tourism, serve as a recreational resource and a place for healthy exercise.
Bruce Freeman Rail Trail	Resident, Town of Concord	Dean Sullender	Support	Supports inclusion of the Bruce Freeman Rail Trail in the FFYs 2015-2018 TIP. States that this trail will be a vital resource for all local communities nearby and will provide a desperately needed safe route for non-automobile transportation. Believes that the BFRT will open an important corridor for people of all ages who want to ride, skate, run, or walk.
Bruce Freeman Rail Trail		Kimber Lynn Drake	Support	Supports inclusion of the Bruce Freeman Rail Trail in the FFYs 2015-2018 TIP. States that her family will use this trail because it will provide a safe alternative to the streets and provide a place to bicycle, run, and walk.
Bruce Freeman Rail Trail		Ram Narayan	Support	Supports inclusion of the Bruce Freeman Rail Trail in the FFYs 2015-2018 TIP. States that the constructed portion between Chelmsford and Westford continues to see more users. Believes that the path is a low-cost way to keep the general population healthy and offers alternatives for commuters.
Bruce Freeman Rail Trail		J. Jeremiah Breen	Support	Supports inclusion of the Bruce Freeman Rail Trail in the FFYs 2015-2018 TIP. States that he is a frequent user of the BFRT and notes that the trail is much safer than cycling on the street.

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GHG emission reduction determination for multi-use path projects; Greater Emphasis on Freight Movement and Economic Vitality in the TIP Evaluation Criteria; Reporting of Bike/Ped Investments	Resident, Town of Sudbury	Pat Brown	Request	<p>Expresses concern that predicted GHG emission reductions by MPO staff overestimate actual GHG emission reductions. Notes the Bruce Freeman Rail Trail calculations as an example (calculations attached). Suggests that the methodology be updated to consider factors such as connection to transit, recreational trail use, and seasonal fluctuations in mode.</p> <p>Expresses concern with the TIP project evaluation criteria. States that new multi-use paths should not be eligible for points under the Maintenance, Modernization, and Efficiency category. Also states that the TIP project evaluation criteria do not adequately value the importance of freight mobility. Notes that freight movement and economic vitality are national goals under MAP-21 and urges the MPO to make freight a greater priority in the transportation planning process through revisions to the TIP evaluation criteria. Requests that detailed project evaluation results be made available to the public.</p> <p>Requests that the MPO expand reporting on bicycle and pedestrian investments as components of "complete street" projects. States that enhanced reporting will better capture the level of investment for bicycle and pedestrian facilities and help determine the most cost-effective means of increasing bicycle and pedestrian mode share.</p>
Green Line Extension Project (both phases)	City of Medford	Michael J. McGlynn, Mayor	Support	Regarding the Green Line Extension, Phase 1, requests that the MBTA name the station at Tufts the Tufts/Medford Station. Regarding the Green Line Extension, Phase 2, does not want to see funding for the project removed from the TIP, but has serious concerns about the potential for taking of commercial properties at and adjacent to 200 Boston Avenue in Medford.
Green Line Extension Project (both phases)	Resident, City of Medford	Bob FitzPatrick	Support	Supports continued inclusion for both phases of the Green Line Extension in the FFYs 2015-18 TIP: Extension to College Avenue with the Union Square Spur and Phase 2 from College Avenue to Mystic Valley Parkway/Route 16. States the economic opportunities that will be created by the project and the expansion to underserved communities will be of tremendous value to the region.

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Green Line Extension Project (both phases)	Resident, City of Medford	Elisabeth Bayle	Support	Supports continued inclusion of the Green Line Extension in the FFYs 2015-2018 TIP, especially the College Avenue to Route 16 segment of the project in FFYs 2015-18. State the project is legally mandated to serve Medford Hillside will offer opportunities for transit-oriented development and extend frequent, affordable, non-polluting public transportation to a greater population. Expresses concern that the project names conflate Medford Hillside and College Avenue, though these locations are geographically distinct. References documentation regarding the location of Medford Hillside.
Green Line Extension Project (both phases)	Tufts University	Mary R. Jeka, Senior Vice President and General Counsel	Support	Support continued inclusion of the Green Line Extension in the FFYs 2015-2018 TIP. State that the project will provide valuable connections for the Tufts community by providing direct access to their local communities, facilitating more cross-school activities and linking their Medford/Somerville Campus to their Health Sciences Campus in Boston. State they are currently examining transportation demand issues for their three Massachusetts campuses, noting that public transportation - particularly the subway system - figures significantly in their deliberations as they search for means to reduce use of personal vehicles on their campuses.
Green Line Extension Project (both phases)	Resident, City of Medford	John Roland Elliott	Support/ Request	Supports continued inclusion for both phases of the Green Line Extension in the FFYs 2015-18 TIP: Extension to College Avenue with the Union Square Spur and Phase 2 from College Avenue to Mystic Valley Parkway/Route 16. Expresses ongoing concern that the project names conflate Medford Hillside and College Avenue, though these locations are geographically distinct. References documentation regarding the location of Medford Hillside.

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Green Line Extension Project (both phases); GHG Modeling; Red Line-Blue Line Connector	Conservation Law Foundation	Rafael Mares, Staff Attorney	Support/ Request	<p>Support continued inclusion of the Green Line Extension in the FFYs 2015-18 TIP, in particular, for the use of flexed highway funds for the College Avenue to Route 16 segment of the project in FFYs 2016-18. State the project will provide public transportation to a densely populated and underserved part of the region. Note that the project will produce a reduction in vehicle miles traveled (VMT) and help meet the Commonwealth's obligations pursuant to the Global Warnings Solutions Act (GWSA) and GreenDOT. Also note that the project will help MassDOT comply with the State Implementation Plan (SIP).</p> <p>Applaud the MPO for providing information on the GHG emission impacts of most TIP projects, but request that the MPO evaluate emission impacts for each project in order to compare projects under consideration, make appropriate choices, assess the total GHG emissions profile of the TIP, and assure it is decreasing over time.</p> <p>Request that MPO maintain sufficient funding for the design of the Red Line/Blue Line Connector by increasing the amount programmed to reflect inflation from delaying work on the project.</p>
Green Line Extension Project (both phases); Tri-Community Bikeway; Bruce Freeman Rail Trail; Montvale Avenue Reconstruction (Woburn); Safe Routes to School; MBTA Infrastructure	Resident, City of Medford	Ken Krause	Support	<p>Supports continued inclusion of the Green Line Extension in the FFYs 2015-2018 TIP, especially the use of flexed highway funds for the College Avenue to Route 16 segment of the project in FFYs 2016-18. States that in addition to providing light rail to a transit-underserved area, the GLX will complete the design and construction of the Community Path extension from Somerville to Cambridge. Adds that the new Green Line maintenance and storage facility in Somerville will improve operational efficiency for the entire Green Line.</p> <p>Supports inclusion of the following projects in the Highway Program of the FFYs 2015-2018 TIP: Tri-Community Bikeway in Winchester, Stoneham, and Woburn; Phase 2B of the Bruce Freeman Rail Trail; Montvale Avenue Reconstruction in Woburn; Safe Routes to School programs in Bedford, Everett, Milton, Revere, Saugus, Somerville, Watertown, and Weymouth.</p> <p>Supports inclusion of the following projects in the Transit Program of the FFYs 2015-2018 TIP: Government Center Station Renovation, the acquisition of new buses, and the acquisition of new Red and Orange Line cars.</p>

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Green Line Extension Project (Phase 2), College Avenue to Mystic Valley Parkway/Route 16	Green Line Advisory Group for Medford (GLAM)	Carolyn Rosen, Chairperson and Dr. William Wood	Oppose	<p>Opposes funding for the Green Line Extension, Phase 2 (to Route 16) and asks that the MPO instead use the funds to remove the MBTA car barn from Haines Square in Medford. States that removing this car barn, and eliminating the diesel impacts from the well inhabited neighborhood should be a priority to benefit air quality, reduce climate change, and reduce exposure of people in environmental justice neighborhoods.</p> <p>States that there is a legal mandate that the terminus for the GLX project is College and Boston Avenues. References a court decision of August 2, 2013, and says that since that decision, extending the GLX to Route 16 is extending it to a terminus that is no longer reasonable or legal.</p> <p>Describes GLAM's views on what it sees as various legal aspects of the August 2, 2013 court decision. Proposes what GLAM sees as possible implications of the MPO's continuing to propose the GLX to Route 16.</p> <p>States that the African American and disability community in the vicinity of the project will be negatively affected.</p>
Green Line Extension Project (Phase 2), College Avenue to Mystic Valley Parkway/Route 16	NAACP, Mystic Valley Area	Neil Osborne, Esq., President	Oppose	<p>Opposes the inclusion of the Green Line Extension beyond College Avenue to Mystic Valley Parkway/Route 16 in the FFYs 2015-18 TIP. Expresses concern that that families will get priced out of the historically African-American community of West Medford. States that economically forcing away families of color far outweighs any proposed gains of the project. Adds that the College Avenue terminus will provide all of the transportation benefits of the Green Line extension to the West Medford community.</p>
Green Line Extension Project (Phase 2), College Avenue to Mystic Valley Parkway/Route 16	Resident, City of Medford	Anita Nagem	Oppose	<p>Opposes the inclusion of the Green Line Extension beyond College Avenue to Mystic Valley Parkway/Route 16 in the FFYs 2015-18 TIP. States that abutters had not been notified of plans to allocate funding for the design of a Route 16 station. States that Medford Hillside is a largely residential neighborhood that is currently well-served by public transportation, and the proposed station would negatively impact the neighborhood. States that the project would increase traffic, noise, and create health concerns.</p>

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Green Line Extension Project (Phase 2), College Avenue to Mystic Valley Parkway/Route 16	Resident, City of Medford	Robert F. Wyatt	Oppose	Opposes the continued inclusion of the Green Line Extension beyond College Avenue to Mystic Valley Parkway/Route 16 in the FFYs 2015-18 TIP. States that commuters from outlying communities have many viable options to travel into Boston, including the commuter rail, the Red Line via Alewife Station, and buses. Believes that the project will create noise, parking problems, and the reduce diversity in the community.
Green Line Extension Project (Phase 2), College Avenue to Mystic Valley Parkway/Route 16	Resident, City of Medford	Raymond J. Nagem, Sr.	Oppose	Opposes the inclusion of the Green Line Extension beyond College Avenue to Mystic Valley Parkway/Route 16 in the FFYs 2015-18 TIP. States that College Avenue had previously been the designated terminus for the Green Line Extension. States that environmental and societal impact studies for a Route 16 station have not been completed, and notes that there is significant neighborhood opposition to the station. Suggests that design of the station be put off until a new round of public hearings and the release of impact studies.
Green Line Extension Project (Phase 2), College Avenue to Mystic Valley Parkway/Route 16	Residents, City of Medford	David Peters, Joseph Bianco, and Carol Bianco	Oppose	Oppose the inclusion of the Green Line Extension beyond College Avenue to Mystic Valley Parkway/Route 16 in the FFYs 2015-18 TIP. State that the Green Line mandated terminus is College Avenue. Express concern that extending the Green Line to Route 16 will have environmental and quality of life impacts, and displace existing residents.
Green Line Extension Project (Phase 2), College Avenue to Mystic Valley Parkway/Route 16	Residents, City of Medford	Mary Anne Adduci, Agnes McCarvill, Max Charles, John Harrington, Ana de Pina, Helen Matthews and Barbara Monagle	Oppose	Oppose the inclusion of the Green Line Extension beyond College Avenue to Mystic Valley Parkway/Route 16 in the FFYs 2015-18 TIP. State that the Route 16 station would negatively impact residents in the neighborhood by increased exposure to diesel particulates, added unattractive barrier walls, and loss of mature trees and vegetation. Also express concern that the project would result in increased traffic to an already congested Route 16 corridor, commercialization of the Medford area, and gentrification around the Route 16 station. Note that several public transportation options already exist in the area, and feels that MassDOT maintenance projects are of higher priority than the Green Line Extension.

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Green Line Extension Project (Phase 2), College Avenue to Mystic Valley Parkway/Route 16	Workers and Residents within the Route 16 Medford area	David Kilpatrick, Whitfield Jeffers, Terry Carter, Gwen Lee, Arles Parry, Joseph Jones, Jill Tanner, Dorothy Tucker, Elna Gavin, Cortland Dugger, Robert Shinereck and Rachel Tanner	Oppose	Oppose the inclusion of the Green Line Extension beyond College Avenue to Mystic Valley Parkway/Route 16 in the FFYs 2015-18 TIP. State that the Green Line mandated terminus is College Avenue. Express concern that extending the Green Line to Route 16 will have environmental and quality of life impacts, and displace existing residents.
Green Line Extension Project (Phase 2), College Avenue to Mystic Valley Parkway/Route 16	Resident, City of Medford	Paul Morrissey	Oppose	Opposes the inclusion of the Green Line Extension beyond College Avenue to Mystic Valley Parkway/Route 16 in the FFYs 2015-18 TIP. States that the Green Line mandated terminus is College Avenue. Express concern that extending the Green Line to Route 16 will have environmental and quality of life impacts, and displace existing residents.
Green Line Extension Project (Phase 2), College Avenue to Mystic Valley Parkway/Route 16	Resident, City of Medford	Mary Kangas	Oppose	Opposes the inclusion of the Green Line Extension beyond College Avenue to Mystic Valley Parkway/Route 16 in the FFYs 2015-18 TIP. Expresses concern that the project will displace residents, eliminate businesses, and disrupt traffic in Medford. Notes that alternate public transportation options exist in the area.
Green Line Extension Project (Phase 2), College Avenue to Mystic Valley Parkway/Route 16	Resident, City of Medford	Rosemary Portrait	Oppose	Opposes the inclusion of the Green Line Extension beyond College Avenue to Mystic Valley Parkway/Route 16 in the FFYs 2015-18 TIP. Expresses concern that the project will displace residents, eliminate businesses, and disrupt traffic in Medford. Notes that alternate public transportation options exist in the area.

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Green Line Extension Project (Phase 2), College Avenue to Mystic Valley Parkway/Route 16	Residents, City of Medford	Dara Glass, Adam Dean, & Mary Glass	Oppose	Oppose the inclusion of the Green Line Extension beyond College Avenue to Mystic Valley Parkway/Route 16 in the FFYs 2015-18 TIP. State that the Green Line mandated terminus is College Avenue. Express concern that extending the Green Line to Route 16 will have environmental and quality of life impacts, and displace existing residents.
Green Line Extension Project (Phase 2), College Avenue to Mystic Valley Parkway/Route 16		John Recinito	Oppose	Opposes the inclusion of the Green Line Extension beyond College Avenue to Mystic Valley Parkway/Route 16 in the FFYs 2015-18 TIP. States that the Green Line mandated terminus is College Avenue. Expresses concern that extending the Green Line to Route 16 will have environmental and quality of life impacts, and displace existing residents.
Green Line Extension Project (Phase 2), College Avenue to Mystic Valley Parkway/Route 16	Resident, City of Somerville	Lee Auspitz	Support/ Request	<p>Supports continued inclusion of the Green Line Extension to Route 16/Mystic Valley Parkway in the FFYs 2015-18 TIP.</p> <p>Requests changing the designation of "Medford Hillside" to "Tufts University" because the station is surrounded by Tufts-owned land, the designation would align GLX with MBTA practice both system-wide and locally, there is community objection to the use of Medford Hillside, and the issue has implications for federal funding. Notes that the Office of Management and Budget (OMB) has the discretion to independently review geospatial compliance and an instance of geospatial non-compliance thus puts at unnecessary risk for penalty, forfeiture or delay more than \$650 million in federal funds.</p> <p>References a congressional letter sign by Congressmen Capuano and Petri that requests that the GLX New Starts application use maps that are in compliance with federal geospatial standards.</p>
Green Line Extension Project (Phase 2), College Avenue to Mystic Valley Parkway/Route 16	Resident, City of Medford	Elliot Jokelson	Support	Supports the inclusion of the Green Line Extension beyond College Avenue to Mystic Valley Parkway/Route 16 in the FFYs 2015-18 TIP. States that a Route 16 station would benefit Medford by connecting the city to Somerville, Cambridge, and Boston.

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Green Line Extension Project (Phase 2), College Avenue to Mystic Valley Parkway/Route 16	Resident, City of Medford	Lina C. Palmacci	Support	Supports the inclusion of the Green Line Extension beyond College Avenue to Mystic Valley Parkway/Route 16 in the FFYs 2015-18 TIP. States that the extension would be beneficial to herself and her family.
Green Line Extension Project (Phase 2), College Avenue to Mystic Valley Parkway/Route 16	Resident, City of Medford	Norma M. B. Thompson	Support	Supports the inclusion of the Green Line Extension beyond College Avenue to Mystic Valley Parkway/Route 16 in the FFYs 2015-18 TIP. States that the extension would be beneficial to herself and her family.
Green Line Extension Project (Phase 2), College Avenue to Mystic Valley Parkway/Route 16	Resident, City of Medford	Debra Agliano	Support	Supports the inclusion of the Green Line Extension beyond College Avenue to Mystic Valley Parkway/Route 16 in the FFYs 2015-18 TIP. States that they are very excited for the Green Line to be extended to Medford.
Green Line Extension Project (Phase 2), College Avenue to Mystic Valley Parkway/Route 16	Resident, City of Medford	Janice D'Amore	Support	Supports the inclusion of the Green Line Extension beyond College Avenue to Mystic Valley Parkway/Route 16 in the FFYs 2015-18 TIP. States that the Green Line allows for the best access to key area of Boston, and that access to public transportation will relieve the overburdened roadways in Medford.
Green Line Extension Project (Phase 2), College Avenue to Mystic Valley Parkway/Route 16	Resident, City of Medford	Matthew Alford	Support	Supports the inclusion of the Green Line Extension beyond College Avenue to Mystic Valley Parkway/Route 16 in the FFYs 2015-18 TIP. States that the project will be good for the community.

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Green Line Extension Project (Phase 2), College Avenue to Mystic Valley Parkway/Route 16	Resident, City of Medford	Peter Brenton	Support	Supports the inclusion of the Green Line Extension beyond College Avenue to Mystic Valley Parkway/Route 16 in the FFYs 2015-18 TIP. States that the project will accommodate the high demand of transit users in the area, may eliminate the need for commuter rail stops at West Medford station, and help reduce local traffic congestion.
Green Line Extension Project (Phase 2), College Avenue to Mystic Valley Parkway/Route 16	Resident, City of Somerville	Lee Auspitz	Request	Requests CTPS to research the following questions: 1) Will OMB Circular A-16 ("Coordination of Geographic Information, and Related Spatial Data Activities") apply to agency Master Agreements for the release of federal matching funds for GLX Phases I and II? 2) With respect to Medford Hillside, were current maps for GLX developed in coordination or conformity to pre-existing federal geospatial guidance? 3) With respect to Medford Hillside are GLX digital geospatial data consistent with or validated by other usage by a) local or statewide public bodies (MassGIS, MBTA bus route maps, City of Medford maps) b) public and private digital services (Google, Mapquest, Microsoft, USGS, etc)?
Improvements to Green Line and MBTA bus routes	Resident, City of Somerville	Joel N. Weber, II	Request	Requests inclusion of funding in the FFYs 2015-2018 TIP for the following projects: upgrade of the B and C Branches of the Green Line to accommodate low-floor Type 8 Breda cars; installation of transit signal priority technology at every traffic signal along the B and C Branches; and lengthening of the B and C Branch platforms to accommodate 3-car trains. Requests modification to the ROW of the B, C, and E Branches to accommodate buses with rubber tires. States that this modification will eliminate potentially dangerous interactions between buses and bicyclists. Requests the MBTA explore the feasibility of a new bus route that would begin at Cleveland Circle along the 86 bus route, stopping at Kendall Square, New Lechmere, Community College Station, Chelsea Station, and continuing along the 117 bus route.

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Intersection and Signal Improvements, Route 9 and Village Square/Gateway East (Brookline)	Boston Children's Hospital	Charles Weinstein, Vice President of Real Estate, Planning and Development	Support	Support inclusion of funding for the Gateway East project in Brookline in the FFYs 2015-18 TIP. State the project will increase regional mobility by providing on-street bicycle accommodations and enhanced crossing opportunities at busy sections of Route 9 and Brookline Village. Development of Brookline Place is largely dependent on these improvements in pedestrian and vehicular access. This project represents a significant step forward in making the area more livable and walkable for residents. Note that the town's 25% design plans are under review by MassDOT.
Intersection and Signal Improvements, Route 9 and Village Square/Gateway East (Brookline)	Massachusetts House of Representatives	Frank I. Smizik, State Representative	Support	Supports inclusion of funding for the Gateway East project in Brookline in the FFYs 2015-18 TIP. The project addresses the need for greater regional mobility, and will benefit residents of Brookline and the region. This project will enhance bicycle and pedestrian mobility, and will provide improved access to public transportation, places of employment, and cultural locations. Notes that Brookline's design team is working with MassDOT to advance 25% design plans.
Intersection and Signal Improvements, Route 9 and Village Square/Gateway East (Brookline)	Massachusetts Senate	Cynthia Stone Creem, State Senator	Support	Supports inclusion of funding for the Gateway East project in Brookline in the FFYs 2015-18 TIP. The project addresses the need for greater regional mobility, and will benefit residents of Brookline and the region. This project will enhance bicycle and pedestrian mobility, and will provide improved access to public transportation, places of employment, and cultural locations. Notes that Brookline's design team is working with MassDOT to advance 25% design plans.
MBTA Accessibility	Resident, City of Somerville	Joel N. Weber, II	Request	<p>Requests that the TIP and the MBTA's Capital Improvement Program be revised to include a complete list of all MBTA stations which are not currently accessible for wheelchair users, and the estimated date when they are expected to become accessible.</p> <p>Requests that the following stations be made accessible for Type 8 low-floor cars within the next three years: Boylston, Hynes, Symphony, Riverway, Mission Park, Wollaston Station, all stations on the B, C, and D branches of the Green Line, and all commuter rail stations with over 500 daily boardings.</p> <p>Expresses concern about the continued use of mini-high platforms utilized by wheelchair users to board the Type 7 high-floor cars on the Green Line.</p>

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Middlesex Turnpike Improvements (Phase 3), Crosby Drive North to Manning Road	Middlesex 3 Coalition, Board of Directors	Stephanie J. Cronin, Executive Director	Support	Support inclusion of Middlesex Turnpike Improvements from Crosby Drive North to Manning Road in the FFYs 2015-2018 TIP. State that there have been real estate improvements, and job creation and retention along the corridor, and Phase 3 infrastructure improvements are critical to meet growing transportation demands, as well as to reduce congestion and improve safety. The upgrades will alleviate a substandard arterial road network, promote economic growth, and encourage investment in the area.
Policy Guidance	MassDOT	Clinton Bench, Deputy Executive Director, Office of Transportation Planning		<p>Encourage the MPOs to review the current Notices of Proposed Rulemaking for the Safety Performance Measures and Highway Safety Improvement Program and integrate the anticipated performance metrics into the TIP process.</p> <p>Reiterate the importance of ensuring that the MPO process is accessible to all individuals, including members of the Title VI, Environmental Justice, and Limited English Proficiency communities, and encourage a continued emphasis on engaging these populations.</p> <p>Commend the MPO for its efforts in holding MPO meetings to present the TIP development process, and urge the MPO to ensure that the TIP is fully accessible to members of the public.</p> <p>Urge the MPO to continue to seek ways to incorporate goals of reducing GHG emissions, promoting healthy transportation options, and promoting smart growth development in the planning process.</p> <p>Note proposed updates to the draft FFYs 2015-18 TIP.</p>

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Reconstruction of Melnea Cass Boulevard (Boston); Replacement of Massachusetts Avenue/Commonwealth Avenue Bridge (Boston); Intersection and Signal Improvements at Route 9 and Village Square/Gateway East (Brookline); Rehabilitation of Carlton Street Footbridge (Brookline)	Medical Academic and Scientific Community Organization, Inc. (MASCO)	Sarah Hamilton, Vice President of Area Planning and Development	Support	<p>Support inclusion of the Reconstruction of Melnea Cass Boulevard in the FFYs 2015-2018 TIP. The project will create safer and more pleasant pedestrian crossings and conditions while positioning the corridor for improved bus transportation between neighborhoods and employment centers within the larger region.</p> <p>Support inclusion of the Replacement of the Massachusetts Avenue/Commonwealth Avenue Bridge in the FFYs 2015-2018 TIP. State that MASCO shuttles carry 855,000 passenger trips per year across the bridge and there are over 2,600 Longwood Medical Area employees residing in Cambridge and Somerville who rely on safe and efficient roadways.</p> <p>Support inclusion of the Intersection and Signal Improvements at Route 9 and Village Square/Gateway East in the FFYs 2015-2018 TIP. States the project will improve park crossings within the Emerald Necklace system and enhance access and safety for pedestrians and bicyclists.</p> <p>Support inclusion of the Rehabilitation of the Carlton Street Footbridge in the FFYs 2015-2018 TIP. State that the project will create a safer alternative for pedestrians who are currently crossing the MBTA right-of-way at Longwood Station.</p>
Reconstruction of Route 109/Main Street (Medway)	Massachusetts House of Representatives	Jeffrey N. Roy & John V. Fernandes	Support	Support inclusion of funding for the Reconstruction of Route 109/Main Street in Medway in the FFYs 2015-18 TIP. State that Route 109 represents a high-volume regional roadway operating in a fast growing residential, commercial, and manufacturing hub. The project will facilitate regional traffic, ensure ADA compliance, improve signal timing, avoid street flooding, encourage greater business development along Main Street, and improve bike pathways and pedestrian sidewalks.
Reconstruction of Route 109/Main Street (Medway)	Town of Medway	Suzanne Kennedy, Town Administrator	Support	Support inclusion of funding for the Reconstruction of Route 109/Main Street in Medway in the FFYs 2015-18 TIP. The project will reconstruct two miles of Main Street through the town's primary business district and provide sidewalks, streetlights, pedestrian amenities, traffic flow and safety improvements. State that this project combined with some municipal zoning initiatives presently under development are stimulating discussion among property owners about new options for additional investment in the community.

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PROJECT(S) / ISSUE(S)	AFFILIATION	NAME	REQUEST/ SUPPORT/ OPPOSE	COMMENT
Reconstruction of Route 85/Maple Street and Reconstruction of Farm Road, Cook Lane to Route 20 (Marlborough)	City of Marlborough	Arthur G. Vigeant, Mayor	Support/ Request	<p>Supports inclusion of the Reconstruction of Route 85/Maple Street in the FFYs 2015-2018 TIP. States the corridor is extremely important, and the proposed roadway and pedestrian safety improvements are critical to the area.</p> <p>Requests inclusion of the Reconstruction of Farm Road, from Cook Lane to Route 20 in the FFYs 2015-2018 TIP. States the road is narrow and winding and has inconsistent bicycle and pedestrian facilities. There are approximately ten reported crashes along Farm Road in this area annually, several involving bicycles and pedestrians. The Assabet River Rail Trail Communities Bicycle and Pedestrian Network Plan has identified this section of Farm Road as being an important corridor where a bike lane should be installed. Wider shoulders and new sidewalks will increase the connectivity of existing bicycle and pedestrian facilities in the area, improving access to recreational, educational, commercial, and residential areas.</p>
Rehabilitation of the Carlton Street Footbridge (Brookline)	Town of Brookline, Department of Public Works	Andrew M. Pappastergion, Commissioner of Public Works	Support	Supports inclusion of the Rehabilitation of the Carlton Street Footbridge in the FFYs 2015-2018 TIP. States local funding is programmed fully through final design and that the 25% design submission is currently under review. Notes that the Town of Brookline anticipate submitting the 75% design submission in fall 2014.
Somerville Community Path; Green Line Extension Project (both phases)	Melrose Pedestrian & Bicycle Committee	Tom Buske & Steve Leibman, Co-Chairs	Support/ Request	<p>Support inclusion of the Somerville Community Path and the Green Line Extension Project in the FFYs 2015-2018 TIP. State the Community Path extension will confer to the GLX full multi-modality, emergency egress, ADA-compliant access to MBTA stations, in addition to a utility corridor and a maintenance route.</p> <p>Request the MPO ensure that the Cedar Street to Lowell Street phase of the Community Path is completed by September 2014.</p> <p>Request that the MPO focus less on highway expansion projects and focus more on biking, pedestrian, and transit projects. State this would be consistent with Commonwealth's Mode Shift 2030 goal.</p>

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PROJECT(S) / ISSUE(S)	AFFILIATION	NAME	REQUEST/ SUPPORT/ OPPOSE	COMMENT
Somerville Community Path; Green Line Extension Project (both phases)	Resident, City of Somerville	Karen Molloy	Support/ Request	<p>Supports inclusion of the Somerville Community Path and the Green Line Extension Project in the FFYs 2015-2018 TIP. States the Community Path extension will confer to the GLX full multi-modality, emergency egress, ADA-compliant access to MBTA stations, in addition to a utility corridor and a maintenance route.</p> <p>Requests the MPO ensure that the Cedar Street to Lowell Street phase of the Community Path is completed by September 2014.</p> <p>Requests that the MPO focus less on highway expansion projects and focus more on biking, pedestrian, and transit projects. States this would be consistent with Commonwealth's Mode Shift 2030 goal.</p>
Somerville Community Path; Green Line Extension Project (both phases)	Resident, City of Somerville	Marjorie Gere	Support/ Request	<p>Supports inclusion of the Somerville Community Path and the Green Line Extension Project in the FFYs 2015-2018 TIP. States the Community Path extension will confer to the GLX full multi-modality, emergency egress, ADA-compliant access to MBTA stations, in addition to a utility corridor and a maintenance route.</p> <p>Requests the MPO ensure that the Cedar Street to Lowell Street phase of the Community Path is completed by September 2014.</p> <p>Requests that the MPO focus less on highway expansion projects and focus more on biking, pedestrian, and transit projects. States this would be consistent with Commonwealth's Mode Shift 2030 goal.</p>
Somerville Community Path; Green Line Extension Project (both phases)	Resident, City of Somerville	Sonia Lipson	Support/ Request	<p>Supports inclusion of the Somerville Community Path and the Green Line Extension Project in the FFYs 2015-2018 TIP. States the Community Path extension will confer to the GLX full multi-modality, emergency egress, ADA-compliant access to MBTA stations, in addition to a utility corridor and a maintenance route.</p> <p>Requests the MPO ensure that the Cedar Street to Lowell Street phase of the Community Path is completed by September 2014.</p> <p>Requests that the MPO focus less on highway expansion projects and focus more on biking, pedestrian, and transit projects. States this would be consistent with Commonwealth's Mode Shift 2030 goal.</p>

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PROJECT(S) / ISSUE(S)	AFFILIATION	NAME	REQUEST/ SUPPORT/ OPPOSE	COMMENT
Somerville Community Path; Green Line Extension Project (both phases)	Resident, City of Somerville	Jeffrey A. Leclair	Support/ Request	<p>Supports inclusion of the Somerville Community Path and the Green Line Extension Project in the FFYs 2015-2018 TIP. States the Community Path extension will confer to the GLX full multi-modality, emergency egress, ADA-compliant access to MBTA stations, in addition to a utility corridor and a maintenance route.</p> <p>Requests the MPO ensure that the Cedar Street to Lowell Street phase of the Community Path is completed by September 2014.</p> <p>Requests that the MPO focus less on highway expansion projects and focus more on biking, pedestrian, and transit projects. States this would be consistent with Commonwealth's Mode Shift 2030 goal.</p>
Somerville Community Path; Green Line Extension Project (both phases)	Resident, City of Somerville	Janet Campbell	Support/ Request	<p>Supports inclusion of the Somerville Community Path and the Green Line Extension Project in the FFYs 2015-2018 TIP. States the Community Path extension will confer to the GLX full multi-modality, emergency egress, ADA-compliant access to MBTA stations, in addition to a utility corridor and a maintenance route.</p> <p>Requests the MPO ensure that the Cedar Street to Lowell Street phase of the Community Path is completed by September 2014.</p> <p>Requests that the MPO focus less on highway expansion projects and focus more on biking, pedestrian, and transit projects. States this would be consistent with Commonwealth's Mode Shift 2030 goal.</p>
Somerville Community Path; Green Line Extension Project (both phases)	Resident, City of Somerville	Cynthia Snow	Support/ Request	<p>Supports inclusion of the Somerville Community Path and the Green Line Extension Project in the FFYs 2015-2018 TIP. States the Community Path extension will confer to the GLX full multi-modality, emergency egress, ADA-compliant access to MBTA stations, in addition to a utility corridor and a maintenance route.</p> <p>Requests the MPO ensure that the Cedar Street to Lowell Street phase of the Community Path is completed by September 2014.</p> <p>Requests that the MPO focus less on highway expansion projects and focus more on biking, pedestrian, and transit projects. States this would be consistent with Commonwealth's Mode Shift 2030 goal.</p>

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PROJECT(S) / ISSUE(S)	AFFILIATION	NAME	REQUEST/ SUPPORT/ OPPOSE	COMMENT
Somerville Community Path; Green Line Extension Project (both phases)	Residents, City of Somerville	Resa Blatman & Stefan Cooke	Support/ Request	<p>Support inclusion of the Somerville Community Path and the Green Line Extension Project in the FFYs 2015-2018 TIP. State the Community Path extension will confer to the GLX full multi-modality, emergency egress, ADA-compliant access to MBTA stations, in addition to a utility corridor and a maintenance route.</p> <p>Request that the MPO ensure that the Cedar Street to Lowell Street phase of the Community Path is completed by September 2014.</p> <p>Request that the MPO focus less on highway expansion projects and focus more on biking, pedestrian, and transit projects. State this would be consistent with Commonwealth's Mode Shift 2030 goal.</p>
Somerville Community Path; Green Line Extension Project (both phases); I-95/I-93 Canton Interchange; Bruce Freeman Rail Trail; Assabet River Rail Trail; Tri Community Bikeway; Wakefield-Lynnfield Rail Trail; Safe Routes to Schools; Bicycle/Pedestrian and Transit Allocation; Minuteman crossing of Mass Ave. Improvements (Arlington)	Friends of the Community Path	Lynn Weissman & Alan Moore, Co-Presidents	Support/ Oppose/ Request	<p>Request the MPO ensure that the Cedar Street to Lowell Street phase of the Community Path is completed by September 2014.</p> <p>Support inclusion of the Somerville Community Path and the Green Line Extension Project (Phases 1 and 2) in the FFYs 2015-2018 TIP. State that the Community Path extension will provide an efficient, elegant, and creative use of public space within the rail corridor. The Community Path will also provide an off-road bike/ped path connecting the Minuteman Bikeway network to the Charles River path network.</p> <p>Support inclusion of the following bike/ped projects in the FFYs 2015-2018 TIP: Bruce Freeman Rail Trail, Assabet River Rail Trail, Tri-Community Bikeway, Wakefield-Lynnfield Rail Trail, and Safe Routes to School programs in Milton, Saugus, and Somerville.</p> <p>Oppose inclusion of the I-95/I-93 Canton Interchange Improvement Project in the FFYs 2015-2018 TIP. State the project is inconsistent with the Commonwealth's Mode Shift 2030 goal, and believe that the money could be better spent on bike/ped projects and/or flexed to transit.</p> <p>Request that funding be withheld for the Minuteman Bikeway Connection in Arlington until the design includes a short section of cycletrack.</p>

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PROJECT(S) / ISSUE(S)	AFFILIATION	NAME	REQUEST/ SUPPORT/ OPPOSE	COMMENT
Support for projects in the Inner Core	A Better City	Richard A. Dimino, President & CEO	Support/ Request	<p>Support investments in transit maintenance, roadway modernization, bridge preservation, and transit expansion in the FFYs 2015-2018 TIP.</p> <p>Request that the following projects in Boston be considered for inclusion in the FFYs 2015-2018 TIP: Reconstruction of Causeway Street, Improvements to Boylston Street, and Reconstruction of Rutherford Avenue. State that these projects are critical components of the arterial network in Boston, and the improvements will support planned and ongoing development in the North Station, Fenway, and Sullivan Square neighborhoods.</p> <p>Urge the MPO to consider the following projects: Transportation Improvements in the Urban Ring Corridor, Silver Line Phase 3, and Design of the Red Line/Blue Line Connector. State that these projects support ongoing economic development and transportation efficiency in growth corridors of Boston.</p>
TIP Evaluation Criteria; Support for approximately 50 projects in the MetroWest subregion	495/MetroWest Partnership	Paul F. Matthews, Executive Director and Jessica Strunkin, Deputy Director	Support/ Request	<p>Express continued concern that the project scoring system favors dense urban communities and urge the MPO to consider regional equity when scoring projects. Encourage the MPO to consider the "economic benefit" of projects and recommend that the scoring system be based on a percentage of possible points. State that this may allow for communities without existing transit infrastructure to compare fairly with urban communities.</p> <p>Express ongoing support for MetroWest projects to be advertised in the FFYs 2014-17 TIP and programmed in the FFYs 2015-18 TIP. Reiterate support for approximately 35 MetroWest projects that are listed in the MPO's Universe of Projects due to limited transportation funding. Note that five of those projects in the MPO's Universe of Projects are also identified in the 495/MetroWest Region's 2014 Top Ten Transportation Nightmares (attachment to letter).</p> <p>Commend the MPO for providing a reliable funding stream to the MetroWest RTA and support the capital projects included in the TIP for the MWRTA to continue and expand their service.</p>

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PROJECT(S) / ISSUE(S)	AFFILIATION	NAME	REQUEST/ SUPPORT/ OPPOSE	COMMENT
TIP Programming	Regional Transportation Advisory Council	David Montgomery, Chair	Support/ Request	<p>Urge the MPO to commit to an equitable balance between small and large projects in the TIP. Encourage the MPO to urge MassDOT - when considering funding projects using non-federal aid (NFA) - to select projects that have already scored highly on the MPO's project evaluation list.</p> <p>Express concern about the impact of project cost increases that routinely occur as projects move through the design process and closer to construction, and urge MassDOT to prioritize containing such cost increases. Request the MPO initiate a discussion about the cost of police details including if and how such costs might be reduced over time. Also express concern that Green Line Extension Phase 2 project could well have cost increases that could ultimately make the project unaffordable for the MPO.</p> <p>Support more projects programmed that improve freight mobility within and through the region, and encourage the MPO to consider how such criteria could be sensibly added to existing TIP project evaluation ratings.</p>
TIP Programming; Support for projects in the MAGIC subregion	Minuteman Advisory Group on Interlocal Coordination (MAGIC)	Keith A. Bergman, Chair	Support/ Request	<p>Express concern about the impact of project cost increases that routinely occur as projects move through the design process and closer to construction. State that cost increases significantly disrupt TIP scheduling, cause delays for other projects, and prevent yet others from being programmed. Urge the MPO and MassDOT to better estimate 100% design costs when projects are initially programmed (even if they may only be at 25% design at the time of their programming) and whenever scope changes are considered for approval to give serious consideration to the rippling effects that associated cost increases could have on TIP funding and scheduling.</p> <p>Support for the following MAGIC priority projects in the FFYs 2015-18 TIP: Phases 2A, 2B, and 2C of the Bruce Freeman Rail Trail in Acton, Carlisle, Westford, and Concord; Assabet River Rail Trail in Acton and Maynard; Middlesex Turnpike/Crosby Drive Phase 3 in Bedford, Burlington, and Billerica; and Crosby's Corner (Route 2) in Concord and Lincoln. Urge the MPO to include the Reconstruction on Massachusetts Avenue in Lexington in the TIP if sufficient funds become available.</p>

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PROJECT(S) / ISSUE(S)	AFFILIATION	NAME	REQUEST/ SUPPORT/ OPPOSE	COMMENT
Tri-Community Bikeway, (Winchester, Stoneham, and Woburn)	Resident, Town of Winchester	Ann Sera, Winchester Town Meeting Member (Precinct 1)	Request	Expresses concern with certain details in the Preliminary ROW Plans for the project and requests revision of the Preliminary ROW Plans before the project is advertised for construction. Notes that the revisions could impact the budget and/or completion date of the project. Provides a 50-page report that contains the concerns identified and revisions proposed.
Tri-Community Bikeway, (Winchester, Stoneham, and Woburn)	Resident, Town of Stoneham	Julie Shulman	Support	Supports inclusion of the Tri-Community Bikeway in Winchester, Stoneham, and Woburn in the FFYs 2015-2018 TIP. States the project is a valuable resource for the three communities for recreational and transportation purposes. The project will provide a valuable path for safe exercise and family entertainment, along with an environmentally-conscious means to connect areas across Winchester, Stoneham, and Woburn.
Tri-Community Bikeway, (Winchester, Stoneham, and Woburn)	Residents, Town of Stoneham	Jeremy Doyle & Faye Doyle	Support	Support inclusion of the Tri-Community Bikeway in Winchester, Stoneham, and Woburn in the FFYs 2015-2018 TIP. State that the project is a valuable resource for the three communities for recreational and transportation purposes. The project will provide a valuable path for safe exercise and family entertainment, along with an environmentally-conscious means to connect areas across Winchester, Stoneham, and Woburn.
Tri-Community Bikeway, (Winchester, Stoneham, and Woburn)	Residents, Town of Stoneham	Sharon Brown & Allen Brown	Support	Support inclusion of the Tri-Community Bikeway in Winchester, Stoneham, and Woburn in the FFYs 2015-2018 TIP. State that the project is a valuable resource for the three communities for recreational and transportation purposes. The project will provide a valuable path for safe exercise and family entertainment, along with an environmentally-conscious means to connect areas across Winchester, Stoneham, and Woburn. State the project will enhance lives and property values, especially in Woburn and Stoneham.
Tri-Community Bikeway, (Winchester, Stoneham, and Woburn)	Residents, Town of Stoneham	William Previdi & Edith Previdi	Support	Support inclusion of the Tri-Community Bikeway in Winchester, Stoneham, and Woburn in the FFYs 2015-2018 TIP. State the project is a valuable resource for the three communities for recreational and transportation purposes. The project will provide a valuable path for safe exercise and family entertainment, along with an environmentally-conscious means to connect areas across Winchester, Stoneham, and Woburn.

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PROJECT(S) / ISSUE(S)	AFFILIATION	NAME	REQUEST/ SUPPORT/ OPPOSE	COMMENT
Tri-Community Bikeway, (Winchester, Stoneham, and Woburn)	Town of Winchester, Board of Selectmen	Jennifer N.S. Wilson, Chair	Support	Support inclusion of the Tri-Community Bikeway in Winchester, Stoneham, and Woburn in the FFYs 2015-2018 TIP. State that the safe, multi-modal trail will improve access to cultural and commercial locations, offer environmental and economic benefits. The project will also offer opportunities for future linkage with the Minuteman Bikeway and the proposed Green Line extension to Medford. Note that Winchester's engineering consultant submitted 75% design plans to MassDOT in 2012, and is currently working to complete the 100% design plans and required right-of-way documents.
Tri-Community Bikeway, (Winchester, Stoneham, and Woburn)	Resident, Town of Woburn	Michael McGee	Support	Supports inclusion of the Tri-Community Bikeway in the FFYs 2015-2018 TIP. States the project will minimize the need to drive to facilities in other communities for exercise or recreational activities.
Tri-Community Bikeway, (Winchester, Stoneham, and Woburn)	Town of Stoneham, Bikeway/ Greenway Committee	Anthony Wilson, Chair	Support	Support inclusion of the Tri-Community Bikeway in Winchester, Stoneham, and Woburn in the FFYs 2015-2018 TIP. The creation of the trail will connect schools, bus routes, and commuter rail stations. State the project will provide safe alternate transportation, reduce congestion, and support local businesses.
Tri-Community Bikeway, (Winchester, Stoneham, and Woburn)	Town of Stoneham, Board of Selectmen	Thomas Boussy, Chair	Support	Support inclusion of the Tri-Community Bikeway in Winchester, Stoneham, and Woburn in the FFYs 2015-2018 TIP. The creation of the trail will connect schools, bus routes, and commuter rail stations. State the project will provide safe alternate transportation, reduce congestion, and support local businesses.
Tri-Community Bikeway, (Winchester, Stoneham, and Woburn)	Town of Stoneham, Historical Commission	Marcia M. Wengen, Co-Chair	Support	Support inclusion of the Tri-Community Bikeway in Winchester, Stoneham, and Woburn in the FFYs 2015-2018 TIP. Note they are exploring transportation signage that could be placed on historic markers along the facility.
Tri-Community Bikeway, (Winchester, Stoneham, and Woburn)	Town of Winchester, Winchester Greenway Committee	Jamie Fosburgh, Chair	Support	Support inclusion of the Tri-Community Bikeway in Winchester, Stoneham, and Woburn in the FFYs 2015-2018 TIP. State the project is extremely important and meaningful for the three communities, and that it will save gas, alleviate roadway congestion, and reduce carbon dioxide emissions.

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PROJECT(S) / ISSUE(S)	AFFILIATION	NAME	REQUEST/ SUPPORT/ OPPOSE	COMMENT
Trolleybus Investments	Resident, City of Somerville	Joel N. Weber, II	Request	Requests that the MPO consider the cost-effectiveness of \$40 million in overhead power infrastructure (overhead wire and related infrastructure) for the MBTA's trolleybuses. Expresses concern that the overhead power infrastructure may become obsolete as vehicles could be replaced with newer technology. Proposes that the MBTA consider possible alternatives like battery-powered buses.