Appendix 3.1-C

CTPS South Coast Rail Travel Demand Analysis Results Memo (February 2009)

THE COMMONWEALTH OF MASSACHUSETTS
EXECUTIVE OFFICE OF TRANSPORTATION

EOT

DEVAL L. PATRICK
GOVERNOR

TIMOTHY P. MURRAY
LIEUTENANT GOVERNOR

BERNARD COHEN
SECRETARY

February 17, 2009

Secretary Ian Bowles
Executive Office of Energy and Environmental Affairs
100 Cambridge Street
Boston MA 02110

Re: **Environmental Notification Form, South Coast Rail Project**
EEA No. 14346

Dear Secretary Bowles:

The Executive Office of Transportation and Public Works (EOT) has prepared the attached Supplemental Ridership Memorandum for the South Coast Rail Project. This information presents the estimated ridership generated by each of the alternatives described in the ENF. The Draft EIS/EIR will contain a technical appendix with final detailed information.

We have sent this supplemental information to all persons who received the ENF (both those on the original mailing list and all persons who requested the ENF after the initial distribution), have posted it on the project website, and request that you publish notice of availability in the Environmental Monitor to allow full public review and comment. We anticipate that this will complete the public review of the ENF, and that the Certificate would be issued by March 27, 2009.

Thank you for your consideration of this request. We look forward to continuing to work with EEA through the planning process for this important project.

Respectfully,

Kristina Egan
South Coast Rail Manager
Executive Office of Transportation and Public Works

Enclosure: Supplemental Ridership Memorandum
Cc: See Distribution List

MEMORANDUM

TO: **Kristina Egan, EOTPW** **February 17, 2009**

FROM: **Scott Peterson**

RE: **South Coast Rail Travel Demand Analysis Results**

BACKGROUND

CTPS was asked by EOTPW to provide ridership forecasts for the South Coast Alternatives Analysis in October of 2007. In support of this request CTPS refined the regional travel demand model set that it maintains for assessing the impact of regionally significant transportation projects and land use alternatives on travel demand and air quality in the region.

The CTPS model being used in the South Coast Rail Study uses a modeling process consistent with that being used for other major transportation projects in eastern Massachusetts. The travel demand model being used in this study is also more sophisticated and thorough than models used in any previous study of transportation improvements to the Fall River and New Bedford area, relying less on sketch planning methods. It is a travel demand model refined specifically for the study area.

The model set that CTPS uses for forecasting travel demand is based on procedures and data that have evolved over many years and incorporates assumptions based on accepted practice, professional judgment, and policy decisions relating to items such as model method, service plans, and demographic assumptions. The modeling method being used in this analysis allows for a consistent and unbiased analysis of demand associated with different service plans that have been developed; it provides the fairest comparison between the options that is possible.

This memo is intended to provide you with an overview of the model, of the assumptions being used as input into the model, and of what the results of the travel demand analysis show by covering these four points:

1. How the ridership forecasts were developed using the regional travel demand model set
2. Describe what alternative the modeling work has examined to date
3. Identify the key assumptions for the alternatives examined
4. Present an overview of the analysis results for those alternatives

OVERVIEW OF THE MODEL

The model set is of the same type as those used in most large urban areas in North America. It is used to simulate existing travel conditions and to forecast future-year travel on the entire transportation system spanning eastern Massachusetts, for the transit, auto, and walk/bike

modes. The travel demand model is a tool that uses the best computer models, transportation networks, and input data available to CTPS at this time. The model set simulates the modes and routes of trips between areas in the modeled region. Population, employment, number of households, auto ownership, highway and transit levels of service, downtown parking costs, auto operating costs and transit fares are some of the most important inputs that are used in applying the model to a real world situation. These inputs are periodically updated so that the model set simulates current travel patterns with as much accuracy as possible.

The CTPS travel model set has been used in numerous modeling activities; examples include the Urban Ring Phase Two Study, the Silver Line Phase III Study, the Green Line Extension Study, and several Air Quality Conformity Determinations and Regional Transportation Plans for the Boston Region Metropolitan Planning Organization (MPO). In light of these activities, the four-step modeling methodology has been reviewed and accepted by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) for regional planning activities.

Major Features of the Model

Some important features of the model set are listed below.

- The modeled area encompasses 182 cities and towns in eastern Massachusetts. The area is divided into 2,918 internal Transportation Analysis Zones (TAZ's). There are 146 external stations around the periphery of the modeled area that allow for travel between the modeled area and adjacent areas of Massachusetts, New Hampshire, and Rhode Island.

- The model set was developed using data from a Household Travel Survey, an External Cordon Survey, several Transit Passenger Surveys, the 2000 U.S. Census data, an employment database for the region, and a vast database of ground counts of transit ridership and traffic volume data collected over the last decade. CTPS obtained the most current transit ridership data and highway volumes available to help calibrate the model for use in this study.

- The transportation system is broken down into three primary modes. The transit mode contains all the MBTA rail and bus lines, commuter boat services, regional transit agencies, and private express bus carriers. The auto mode includes all of the express highways, all of the principal arterials, and many minor arterials and local roadways. Walk/bike trips are also examined and are represented in the non-motorized mode.

- The model is set up to examine travel on an average weekday for four time periods. The time periods are AM peak (3 hrs.), Midday (6 hrs.), PM peak (3 hrs.), and Night (12 hrs.) The base year is 2006. The forecast year is 2030.

The Four-Step Model Methodology

The model set is based on the traditional four-step urban transportation planning process of trip generation, trip distribution, mode choice, and trip assignment. This process is used to estimate the daily transit ridership and highway traffic volumes, based on changes to the transportation system. The model set as it relates to transit takes into consideration data on service frequency (i.e. how often trains and buses arrive at any given transit stop), routing, travel time, transit

parking availability, and fares for all of the transit services. The model set on the roadway system is sensitive to roadway locations, connectivity, length, speeds, capacity, lanes, truck exclusions, turn prohibitions, and tolls. Results from the computer model provide us with detailed information relating to transit ridership demand and roadway travel.

The Four-Step Model

1. Trip Generation: In the first step, the total number of trips produced by the residents in the model area is calculated using demographic and socio-economic data. Similarly, the numbers of trips attracted by different types of land use such as employment centers, schools, hospitals, shopping centers etc., are estimated using land use data and trip generation rates obtained from travel surveys. All of these calculations are performed at the TAZ level.
2. Trip Distribution: In the second step, the model determines how the trips produced and attracted would be matched throughout the region. Trips are distributed based on transit and highway travel times between TAZ and the relative attractiveness of each TAZ.
3. Mode Choice: Once the total number of trips between all combinations of TAZ's is determined, the mode choice step of the model splits the total trips among the available modes of travel. The modes of travel are walk/bike, auto, and transit. To determine what proportions of trips each mode receives, the model takes into account the travel times and costs associated with these options. Some of the other variables used in the mode choice modeling are auto ownership rates, household size, and income.
4. Assignment: After estimating the number of trips by mode for all possible TAZ combinations, the model assigns them to their respective transportation networks, auto or transit. Reports are produced showing the transit and highway usage and the impact on regional air quality.

Application of the Model

Once the calibration was complete, the model was run for the forecast year, 2030, using future year inputs such as projected population and employment by TAZ, in addition to transportation system characteristics. The demographic forecasts were created by the local Regional Planning Agencies (RPAs) in the model area such as the Southeastern Regional Planning and Economic Development District (SRPEDD), Old Colony Planning Council (OCPC), and Metropolitan Area Planning Council (MAPC) for use in their last adopted Regional Transportation Plan (RTP). The land use assumptions do not include the possible casino development in Middleborough.

The transportation assumptions that were included in this study are those that are most likely to be built by 2030 and are included in the last federally approved and fiscally constrained Regional Transportation Plan of the RPA's that are in the model area. This includes the major transit projects being assumed in the State Implementation Plan, and included in the Boston Region RTP, such as the Green Line Extension to Medford, Fairmont Commuter Rail Station Improvements, and the Silver Line Phase III project. Examples of other transportation projects assumed in the analysis, based on the SRPEDD's and the OCPC's RTP's are:

OCPC RTP Projects

1. Widen Route 3 to six lanes from exit 16 to exit 12
2. Route 3 southbound on-ramp from Cranberry Road in Kingston at interchange 8
3. Route 106 widening to four lanes from Route 24 to Route 28 in West Bridgewater

SRPEDD RTP Projects

1. Route I-495 southbound on-ramp from Route 140 in Mansfield
2. Route 44 widening to four lanes from Route 58 in Carver to I-495 in Middleborough
3. Mansfield and Attleboro station parking expansion

Even though the OCPC identified the Wareham Buzzards Bay Commuter Rail Extension in their RTP, it was excluded in order to allow for a fair comparison of service plans that used the Middleborough branch at frequencies as close as possible to the other alternatives.

Ridership forecasts were developed for a 2030 no-build forecast year that assumes no transit improvements in the South Coast Rail corridor other than the existing private buses. For the build alternatives, the transportation network was updated to reflect the project improvements and the model re-run for the various options. The outputs of these model runs can then be compared to the no-build to see what changes in travel patterns occur to the transportation system due to the built project.

SCENARIOS EXAMINED

There have been nine model runs examined in detail. Their names and years are listed below:

1. Base Year – 2006
2. No-Build – Enhanced Bus – 2030
3. Alternative 1 – Through Attleboro, Option 1A(Diesel) – 2030
4. Alternative 1 – Through Attleboro, Option 1B (Electric) – 2030
5. Alternative 2 – Through Middleborough, Option 2A (Full) – 2030
6. Alternative 2 – Through Middleborough, Option 2B (Simple) – 2030
7. Alternative 4 – Through Stoughton, Option 4A (Diesel) – 2030
8. Alternative 4 – Through Stoughton, Option 4B (Electric) – 2030
9. Alternative 5 – Rapid Bus – 2030

SERVICE ASSUMPTIONS

In order to better compare the alternatives, the operating plan for each alternative was developed using the same base minimum acceptable service assumptions.

Alternatives 1, 2, and 4 assumed three peak period train trips to each terminal and Alternative 5 assumed one bus trip every 15 minutes, which meet the minimum service acceptable under the MBTA Service Delivery Policy.

Rail travel times were based on the 2030 operations simulations and reflect future improvements along the corridors. Rapid Bus travel times were developed based on constrained traffic conditions, where the alternative is envisioned to operate in mixed-traffic, and unconstrained flow within the exclusive bus lane.

Fares for all the alternatives were based on the current MBTA commuter rail monthly fare structure and would range from $1.48 to $5.68 for a one-way adult trip with free transfer to the MBTA Central Subway System.

Some of the key service assumption elements that are incorporated in the model for the different options are:

- Right-of-way
- Station location and access to surrounding areas
- Fare zones
- Station parking availability
- Station parking cost
- In-vehicle travel time between stations
- Dwell time at the stations
- Total run time of the line
- Availability of transfers to other transit modes and their times
- Headways by time period

An overview of some of the assumptions used for each alternative is presented in Table 1.

Table 1: Service Assumptions

Service Characteristic	Base	No-Build	Alt. 1, Option 1A	Alt. 1, Option 1B	Alt.2, Option 2A	Alt. 2, Option 2B	Alt. 4, Option 4A	Alt. 4, Option 4B	Alt. 5
Run Times to South Station									
Fall River (min.)	na	na	82	72	87	87	83	73	62
New Bedford (min.)	na	na	84	75	90	90	85	76	68
Peak Headways (min)									
Fall River (min.)	na	na	40	40	40	60	40	40	15
New Bedford (min.)	na	na	40	40	40	60	40	40	15
Taunton (min.)	na	na	20	20	20	30	20	20	15
New Stations Served	na	na	9	9	8	8	11	11	7
Existing Stations Served	na	na	8	8	9	9	8	8	na

OVERVIEW OF RESULTS

There are many performance measures that can be used to examine the effectiveness of a new transportation service. At this stage of analysis we have identified four key measures to inform the reader how the different options compare based on the travel demand model outputs:

1. Changes in Linked Transit Trips
2. Changes in Boardings by Mode
3. Boardings at Proposed New Stations
4. Changes in Vehicle Miles of Travel

Linked Transit Trips

The number of daily person trips is fixed in the region for 2030 for all alternatives. People can choose among one of three mode: walking/biking, transit, or auto, to get from point A to point B. A linked transit person trip refers to the entire trip by transit, regardless of how many transit modes they may use in the process. An increase in linked transit trips comes at the expense of one of the other modes. All of the alternatives show an increase in linked transit trips resulting in a decrease in auto person trips. A comparison of the number of linked transit trips for the seven alternatives; their relation to the No-build is shown in TABLE 2.

TABLE 2: Daily Linked Trips

Performance Measure	Base	No-Build	Alt. 1, Option 1A	Alt. 1, Option 1B	Alt.2, Option 2A	Alt. 2, Option 2B	Alt. 4, Option 4A	Alt. 4, Option 4B	Alt. 5
Total Linked Transit Trips	1,013,700	1,280,800	1,285,500	1,286,500	1,284,700	1,282,200	1,285,800	1,286,700	1,284,300
Change in Linked Transit Trips from No-Build	na	na	4,700	5,700	3,900	1,400	5,000	5,900	3,500

The results show over 1 million linked transit trips in eastern Massachusetts in the 2006 Base increasing to 1.28 million in the No-Build scenario for 2030. Alternative 4, Option 4B, has the highest number of new linked transit trips with 5,900, followed closely by Alternative 1, Option 1B, with 5,700. Alternative 4, Option 4A, and Alternative 1, Option 1A, have 5,000 and 4,700 new linked transit trips respectively. Alternative 2, Option 2A, and Alternative 5 have 3,900 and 3,500 new linked transit trips, respectively. Alternative 2, Option 2B, has the fewest number of linked transit trips with 1,400. Alternative 1, Option 1A, and Alternative 4, Option 4B, have similar run-times and headways and a similar number of new stations being added, which lends to their being comparable. The electrification option improves run times by about 10 minutes, which is why these options fare better in terms of new linked transit trips than their diesel counter-parts. Alternative 2, Option 2A, has similar headways to Alternatives 1 and 4 but it has slower run times, has fewer stations, and lacks connectivity to the Orange Line at Back Bay Station resulting in fewer linked trips when compared to Alternatives 1 and 4. Alternative 2, Option 2B, has the worst run-times, fewer stations, lacks connectivity to the Orange Line at Back Bay Station, and has worst headways, makes it attract the fewest trips from the auto mode of all the alternatives. An examination of the three other key performance measures discussed

below finds similar relationships, due to the same reasons relating to service plan and connectivity to the Orange Line.

Daily Boardings by Mode

This performance measure is the increase in daily boardings by mode in eastern Massachusetts. TABLE 3 shows that there are approximately 137,000 daily boardings on the commuter rail system, 68,500 inbound and 68,500 outbound in 2006 base. The commuter rail system boardings are expected to have increased to 159,800 in 2030. The increases range from 3,400 (Alternative 2, Option 2B) to 12,600 (Alternative 4, Option 4B). The only decrease is under Alternative 5, which draws 800 trips off of the commuter rail and into the rapid bus mode. Alternative 5 generates 6,800 daily boardings on the Rapid Bus mode.

TABLE 3: Daily Boardings by Mode

Performance Measure	Base	No-Build	Alt. 1, Option 1A	Alt. 1, Option 1B	Alt.2, Option 2A	Alt. 2, Option 2B	Alt. 4, Option 4A	Alt. 4, Option 4B	Alt. 5
CRR Boardings	137,000	159,800	170,400	171,800	167,600	163,200	171,000	172,400	na
Change in CRR Boardings from the NB/TSM	na	na	10,600	12,000	7,800	3,400	11,200	12,600	-800
Rapid Bus Boardings	na	na	na	na	na	na	na	na	6,800

Daily Boardings at the Proposed New Stations

All of the new stations are added in the South Coast area. In order to gauge the benefits for the study area that result from new service, apart from those that result from improvements to existing stations, one can examine the total boardings occurring at the new stations that may have been diversions from the auto or transit mode. Table 4 shows that Alternative 1, Option 1B, and Alternative 4, Option 4B, have the highest number of boardings, 4,900 and 4,700 respectively for reasons stated previously. They are followed closely by Alternative 1, Option 1A and Alternative 4, Option 4A, with 4,100 and 4,000 boardings respectively. Alternative 5 has 3,400 and the Alternative 2, Option 2A, has 2,200 boardings at the new stations. Alternative 2, Option 2B, has the fewest number of boardings at the new stations, with 1,500.

TABLE 4: Daily Boardings at the New Stations

Performance Measure	Base	No-Build	Alt. 1, Option 1A	Alt. 1, Option 1B	Alt.2, Option 2A	Alt. 2, Option 2B	Alt. 4, Option 4A	Alt. 4, Option 4B	Alt. 5
New Station Boardings	na	na	4,100	4,900	2,200	1,500	4,000	4,700	3,400
# of New Stations	na	na	9	9	8	8	11	11	7
Average # of Boardings at the New Stations	na	na	456	544	293	200	364	427	486

Daily Vehicle Miles of Travel (VMT)

The VMT measure quantifies how much mileage is reduced on the roadways due to people's switching from the auto mode to transit because of improvements to the transit system. This measure correlates with linked transit trips and air quality benefits; the latter will be quantified at a later date. The highest VMT reduction in the AM and PM peak periods combined is from Alternative 4, Option 4B, at 241,900 and the lowest one is from Alternative 2, Option 2B, with 64,400.

TABLE 5: Changes in Daily Peak Period VMT

Performance Measure	Base	No-Build	Alt. 1, Option 1A	Alt. 1, Option 1B	Alt.2, Option 2A	Alt. 2, Option 2B	Alt. 4, Option 4A	Alt. 4, Option 4B	Alt. 5
AM & PM Peak Period VMT	55,287,500	57,916,400	57,601,400	57,443,900	56,971,400	56,813,900	57,286,400	57,128,900	57,758,900
Reduction in VMT	na	na	178,600	228,000	163,800	64,400	195,000	241,900	157,500

DISCUSSION OF RESULTS

The land use, service plans, stations, and alignment/connectivity were the key factors in driving the demand shown in the tables. The model results show the effects of Alternatives 1 and 4 are much more similar than previous studies showed. This is due to service plans that are more similar than before. The differences between the Attleboro (Alternative 1A) and Stoughton (Alternative 4A) diesel as well as between the Attleboro (Alternative 1B) and Stoughton (Alternative 4B) electric options are negligible from a regional travel model perspective. The reason for the similarity is that the headways and runtimes for Alternatives 1 and 4 are very similar with the major difference being that Alternative 1 lacks two stations. Even though the number of new stations is less the Alternative 1 service still stops at several existing stations that have demand that can be accommodated via parking. The Orange Line connectivity was an advantage for Alternatives 1 and 4 over Alternatives 2 and 5. Alternative 2 A and B had consistently less favorable results because they had inferior run times and lack the Orange Line connectivity the Alternative 1 and 4 provided. Alternative 2, Option 2B, also has inferior headways to any of the other alternatives causing it to have less demand than Alternative 2, Option 2A. The results for the four performance measures presented above show similar relationships between the alternatives with Alternative 1 and 4 (Option 1B and 4B) producing slightly more favorable results that Alternative 1 and 4 (Option 1A and 4A). Alternative 2A and 5 were very close, although Alternative 5 did attract more boardings at the new stations. Alternative 2B consistently produced the least favorable travel demand results of all of the options.

Distribution List

This Supplemental Ridership Memorandum has been distributed to the following governmental agencies and other parties.

It is expected that notice of the availability of this Memorandum will be published in *The Environmental Monitor* on or about February 25, 2009. Per section 11.06(3) of the MEPA regulations, the public review period for this document lasts 20 days. We are asking that comments be due March 17, 2009.

Copies of this Supplemental Memorandum will also be posted on the project website (http://www.southcoastrail.com) and also made available at the listed municipal offices and libraries. To request a copy of this document, please contact Charlie Patton at (617) 357-5772 or at cpatton@reginavilla.com.

Federal Elected Officials

Senator Edward Kennedy
2400 JFK Building
Boston, MA 02203

Senator John Kerry
One Bowdoin Square
Tenth Floor
Boston, MA 02114

Representative William Delahunt, 10th District
South Shore Office
1250 Hancock Street
Suite 802-N
Quincy, MA 02169

Representative Barney Frank, 4th District
558 Pleasant Street #309
New Bedford, MA 02740

Representative Steven Lynch, 9th District
Boston Office
88 Black Falcon Avenue, Suite 340
Boston, MA 02210

Representative James McGovern
3rd District
218 S. Main Street
Suite 204
Fall River, MA 02721

Federal Agencies

Federal Highway Administration
United States Department of Transportation
Attn: Damaris Santiago
55 Broadway, 10th Floor
Cambridge, MA 02142

Federal Railroad Administration
United States Department of Transportation
Attn: Robert Martin
1200 New Jersey Avenue, SE
Mailstop #15
Washington, DC 20590

Federal Transit Administration
Transportation Systems Center
Attn: Mary Beth Mello
Kendall Square
55 Broadway, 9th floor
Cambridge, MA 02142-1093

National Park Service
Attn: Environmental Compliance Program
Boston Support Office
15 State Street
Boston, MA 02109

National Park Service
Attn: Environmental Compliance Program
Adams National Historical Park
135 Adams Street
Quincy, MA 02169

NOAA National Marine Fisheries Service
Attn: Chris Boelke
1 Blackburn Drive
Gloucester, MA 01930

United States Army Corps of Engineers, New England District
Attn: Alan R. Anacheka-Nasemann, PWS
Senior Project Manager/Ecologist
Regulatory Division (CENAE-R)
696 Virginia Road
Concord, MA 01742-2751

United States Environmental Protection Agency, New England
Attn: Timothy L. Timmerman
Environmental Scientist
Office of Environmental Review
Mail Code: RAA
1 Congress Street, Suite 1100
Boston, MA 02114-2023

United States Environmental Protection Agency, New England
Attn: Edward Reiner
Senior Wetland Scientist
1 Congress Street, Suite 1100 (CWP)
Boston, MA 02114-2023

United States Fish and Wildlife Service
New England Field Office
Attn: Maria Tur
70 Commercial Street, Suite 300
Concord, NH 03301

United States Fish and Wildlife Service
Northeast Regional Office
Attn: NEPA Coordinator
300 Westgate Center Drive
Hadley, MA 01035-9587

State Elected Officials

Representative Kevin Aguiar
State House
Room 23
Boston, MA 02133

Representative Fred Barrows
State House
Room 542
Boston, MA 02133

Senator Scott P. Brown
State House
Room 520
Boston, MA 02133

Representative Antonio F.D. Cabral
State House
Room 22
Boston, MA 02133

Representative Thomas J. Calter
State House
Room 237
Boston, MA 02133

Representative Christine E. Canavan
State House
Room 122
Boston, MA 02133

Representative Stephen R. Canessa
State House
Room 443
Boston, MA 02133

Representative Geraldine M. Creedon
State House
Room 473G
Boston, MA 02133

Representative Steven D'Amico
State House
Room 39
Boston, MA 02133

Representative James H. Fagan
State House
Room 163
Boston, MA 02133

Representative David L. Flynn
State House
Room 466
Boston, MA 02133

Representative William C. Galvin
State House
Room 167
Boston, MA 02133

Representative Patricia A. Haddad
State House
Room 473G
Boston, MA 02133

Senator Brian A. Joyce
State House
Room 413-A
Boston, MA 02133

Representative Louis L. Kafka
State House
Room 237
Boston, MA 02133

Senator Thomas P. Kennedy
State House
Room 277
Boston, MA 02133

Representative Robert M. Koczera
State House
Room 448
Boston, MA 02133

Representative John Lepper
State House
Room 128
Boston, MA 02133

Representative Michael J. Rodrigues
State House
Room 43
Boston, MA 02133

Senator Joan M. Menard
State House
Room 216
Boston, MA 02133

Representative William M. Straus
State House
Room 34
Boston, MA 02133

Senator Mark Montigny
State House
Room 511-A
Boston, MA 02133

Representative David B. Sullivan
State House
Room 279
Boston, MA 02133

Senator Marc R. Pacheco
State House
Room 312-B
Boston, MA 02133

Senator James E. Timilty
State House
Room 507
Boston, MA 02133

Representative Elizabeth A. Poirier
State House
Room 542
Boston, MA 02133

Senator Marian Walsh
State House
Room 405
Boston, MA 02133

Representative John F. Quinn
State House
Room 527-A
Boston, MA 02133

Representative Susan Williams Gifford
State House
Room 540
Boston, MA 02133

State Agencies

Central Transportation Planning Staff
Attn: Scott Peterson
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

Massachusetts Office of Coastal Zone Management
Attn: Project Review Coordinator
251 Causeway Street, Suite 800
Boston, MA 02114

Massachusetts Office of Coastal Zone Management
Attn: Leslie-Ann McGee, Director
251 Causeway Street, Suite 800
Boston, MA 02114

Department of Conservation and Recreation
Attn: Rick Sullivan, Commissioner
251 Causeway Street, Suite 600
Boston, MA 02114

Department of Conservation and Recreation
Attn: Nat Tipton, MEPA Coordinator
251 Causeway Street, Suite 600
Boston, MA 02114

DCR Division of Urban Parks
Attn: MEPA Coordinator
251 Causeway Street, Suite 600
Boston, MA 02114

DCR Areas of Critical Environmental Concern Program
Attn: Elizabeth Sorenson, Director
251 Causeway Street, Suite 700
Boston, MA 02114

DCR Areas of Critical Environmental Concern Program
Attn: Beth Suedmeyer, Inland Coordinator
251 Causeway Street, Suite 700
Boston, MA 02114

DCR Division of State Parks and Recreation
Attn: Andy Backman
251 Causeway Street, Suite 600
Boston, MA 02114

Department of Public Utilities
Attn: W. Robert Keating Commissioner
One South Station
Boston, MA 02110

Department of Telecommunications and Energy
Attn: MEPA Coordinator
One South Station
Boston, MA 02110

Department of Agricultural Resources
Attn: MEPA Coordinator
16 West Experiment Station
University of Massachusetts
Amherst, MA 01003

Department of Environmental Protection
Attn: Laurie Burt, Commissioner
c/o Philip Weinberg
One Winter Street
Boston, MA 02108

Department of Environmental Protection
Attn: Philip Weinberg
One Winter Street
Boston, MA 02108

Department of Environmental Protection
Attn: Jerome Grafe
One Winter Street
Boston, MA 02108

Department of Environmental Protection
Attn: John Felix
One Winter Street
Boston, MA 02108

Department of Environmental Protection, Air Quality Control Program
Attn: MEPA Coordinator
One Winter Street
Boston, MA

Department of Environmental Protection, Bureau of Resource Protection
Attn: Lealdon Langley/Mike Stroman Wetlands Program Chief
One Winter Street
Boston, MA 02108

Department of Environmental Protection, Northeast Regional Office
Attn: Nancy Baker
205B Lowell Street
Wilmington, MA 01887

Department of Environmental Protection, Southeast Regional Office
Attn: Sharon Stone
20 Riverside Drive
Lakeville, MA 02347

Department of Environmental Protection, Southeast Regional Office
Attn: Elizabeth Kouloheras
20 Riverside Drive
Lakeville, MA 02347

Department of Environmental Protection, Southeast Regional Office
Attn: Chris Ross
20 Riverside Drive
Lakeville, MA 02347

Department of Environmental Protection, Water Pollution Control Program
Attn: MEPA Coordinator
One Winter Street
Boston, MA 02108

Department of Environmental Protection, Wetlands and Waterways Control Program
Attn: Benjamin Lynch, Acting Chief
One Winter Street
Boston, MA 02108

Department of Public Health (DPH)
Attn: Director of Environmental Health
250 Washington Street
Boston, MA 02115

Massachusetts Department of Fish and Game
Attn: Mary Griffin, Commissioner
251 Causeway Street, #400
Boston, MA 02114

Division of Marine Fisheries
South Shore
Attn: Environmental Reviewer
838 South Rodney French Boulevard
New Bedford, MA 02744

Energy Facilities Siting Board
Attn: MEPA Coordinator
One South Station
Boston, MA 02110

Executive Office of Energy and Environmental Affairs
Attn: Secretary Ian A. Bowles
100 Cambridge Street, Suite 900
Boston, MA 02114

Executive Office of Energy and Environmental Affairs
Attn: David Cash
Assistant Secretary for Policy
100 Cambridge Street
Boston, MA 02114

Executive Office of Energy and Environmental Affairs
Attn: Robert O'Connor, Director of Land and Forest Conservation
100 Cambridge Street
Boston, MA 02114

Executive Office of Energy and Environmental Affairs, MEPA Office
Attn: Alicia McDevitt, Director
100 Cambridge Street, Suite 900
Boston, MA 02114

Executive Office of Energy and Environmental Affairs, MEPA Office
Attn: Aisling Eglington, MEPA Analyst
100 Cambridge Street, Suite 900
Boston, MA 02114

Executive Office of Energy and Environmental Affairs
Undersecretary for Policy
Attn: Ken Kimmel, Chief Counsel
100 Cambridge Street, Suite 900
Boston, MA 02114

Massachusetts Bay Transit Authority
Attn: Dan Grabauskas
General Manager
10 Park Plaza, 6th Floor
Boston, MA 02116-3969

Massachusetts Bay Transit Authority
Attn: Andrew D. Brennan
Director of Environmental Affairs
10 Park Plaza, 6th Floor
Boston, MA 02116

Massachusetts Bay Transit Authority
Attn: Joseph Cosgrove
Project Manager
10 Park Plaza, 5th Floor
Boston, MA 02116

Massachusetts Bay Transit Authority
Attn: Paul Regan, Executive Director
177 Tremont Street
Boston, MA 02111

Massachusetts Department of Agricultural Resources
Attn: Douglas W. Petersen
Commissioner
251 Causeway Street, Suite 500
Boston, MA 02114-2151

Massachusetts Division of Fisheries and Wildlife, NHESP
Attn: Wayne MacCallum, Director
c/o Jonathan Regosin
Regulatory Review Manager
Field Headquarters
1 Rabbit Hill Road
Westborough, MA 01581

Massachusetts Division of Fisheries and Wildlife
Attn: Jason Zimmer, District Manager
195 Bournedale Road
Buzzards Bay, MA 02532

Massachusetts Department of Fish and Game Natural Heritage and Endangered Species Program
Attn: Richard Lehan, General Counsel
251 Causeway Street, Suite 400
Boston, MA 02114

Massachusetts Highway Department, District 5
Attn: MEPA Coordinator
1000 County Street, Box 111
Taunton, MA 02780

Massachusetts Highway Department, Public/Private Development Unit
Attn: Lionel Lucien
10 Park Plaza, Room 3510
Boston, MA 02116-3969

Massachusetts Historical Commission
The MA Archives Building
Attn: Brona Simon, Executive Director
220 Morrissey Boulevard
Boston, MA 02125

Massachusetts Historical Commission
The MA Archives Building
Attn: John Patten
220 Morrissey Boulevard
Boston, MA 02125

Massachusetts Water Resource Authority
Attn: MEPA Coordinator
100 First Avenue
Charlestown Navy Yard
Boston, MA 02129

Dianne Madden
Mass Highway
10 Park Plaza, Room 4160
Boston, MA 02116

Richard Sullivan
Department of Conservation and Recreation
215 Causeway Street, Suite 600
Boston, MA 02114

Regional Agencies

Greater Attleboro Taunton Regional Transit Authority
Administrative Office
Attn: Francis Gay
10 Oak Street
Taunton, MA 02780-3950

Metropolitan Area Planning Council
Attn: Marc Draisen
60 Temple Place, 6th Floor
Boston, MA 02111

Old Colony Planning Council
Attn: Pat Ciaramella
70 School Street
Brockton, MA 02401-4097

Old Colony Planning Council
Attn: Robert Overholtzer
70 School Street
Brockton, MA 02401-4097

Southeastern Regional Planning and Economic Development District
Attn: Susan Peterson
88 Broadway
Taunton, MA 02780

Southeastern Regional Planning and Economic Development District
Attn: Stephen C. Smith
88 Broadway
Taunton, MA 02780

Southeastern Regional Transit Administration
Attn: Roland Hebert
700 Pleasant Street
New Bedford, MA 02740

Native American Tribes

Mashpee Wampanoag Indian Tribal Council
Attn: Mr. George Green Jr., THPO
483 Great Neck Road, South
P.O. Box 1048
Mashpee, Massachusetts 02649

Narragansett Indian Tribe
Attn: John Brown, THPO
PO Box 700
Wyoming, RI 02898

Wampanoag Tribe of Gay Head-Aquinnah
Attn: Bettina Washington, THPO
20 Black Brook Road
Aquinnah, MA 02535-9701

Municipalities

Acushnet
Board of Selectmen
Planning Board
Conservation Commission
Board of Health

Attleboro
Mayor Kevin Dumas
City Council
Planning Department
Conservation Commission
Health Department

Berkley
Board of Selectmen
Planning Department
Conservation Commission
Board of Health

Boston
Mayor Thomas M. Menino
City Council
Planning Department
Conservation Commission
Public Health Commission
Environment Department
Parks and Recreation Department

Braintree
Mayor Joseph C. Sullivan
City Council
Planning Board
Conservation Commission
Health Department

Canton
Board of Selectmen
Planning Board
Conservation Commission
Board of Health

Dartmouth
Select Board
Planning Board
Conservation Commission
Board of Health

Dedham
Board of Selectmen
Planning Board
Conservation Commission
Board of Health

Dighton
Board of Selectmen
Planning Board
Conservation Commission
Health Department

Easton
Board of Selectmen
Planning and Zoning Board
Conservation Commission
Board of Health
Historical Commission
Office of Town Administrators

Fairhaven
Board of Selectmen
Planning Board
Conservation Commission
Board of Health

Fall River
Mayor Robert Correia
City Council
Planning Department
Conservation Commission
Department of Health and Human Services

Fall River
Mayor Robert Correia
City Council
Planning Department
Conservation Commission
Department of Health and Human Services

Foxborough
Board of Selectmen
Planning Board
Conservation Commission
Board of Health

Freetown
Board of Selectmen
Planning Department
Conservation Commission
Board of Health

Lakeville
Board of Selectmen
Planning Board
Conservation Commission
Board of Health
Historical Commission

Mansfield
Board of Selectmen
Planning Board
Conservation Commission
Board of Health

Mattapoisett
Board of Selectmen
Planning Board
Conservation Commission
Board of Health

Middleborough
Board of Selectmen
Planning Department
Conservation Commission
Health Department
Office of Economic and Community Development

New Bedford
Mayor Scott W. Lang
City Council
Planning Department
Conservation Commission
Board of Health

Norton
Board of Selectmen
Planning Board
Conservation Commission
Board of Health
Fire/Rescue Department

Norwood
Board of Selectmen
Planning Board
Conservation Commission
Board of Health

Quincy
Mayor Thomas P. Koch
City Council
Planning Board
Conservation Commission
Board of Health

Raynham
Board of Selectmen
Planning Board
Conservation Commission
Health Department
Water District

Rehoboth
Board of Selectmen
Planning Board
Conservation Commission
Board of Health

Rochester
Board of Selectmen
Planning Board
Conservation Commission
Board of Health

Sharon
Board of Selectmen
Planning Board
Conservation Commission
Board of Health

Somerset
Board of Selectmen
Planning Board
Conservation Commission
Board of Health

Stoughton
Board of Selectmen
Planning Board
Conservation Commission
Board of Health

Swansea
Board of Selectmen
Planning Board
Conservation Commission
Board of Health

Taunton
Mayor Charles Crowley
City Council
Planning Board
Conservation Commission
Board of Health

Westport
Board of Selectmen
Planning Board
Conservation Commission
Board of Health

Libraries

State Transportation Library of Massachusetts
10 Park Plaza, 2nd Floor
Boston, MA 02116

Russell Memorial Library
88 Main Street
Acushnet, MA 02743

Attleboro Public Library
74 North Main Street
Attleboro, MA 02703

Berkley Public Library
3 North Main Street
Berkley, MA 02779

Boston Public Library
Central Library
700 Boylston Street
Boston, MA 02116

Thayer Public Library
798 Washington Street
Braintree, MA 02184

Canton Public Library
786 Washington Street
Canton, MA 02021

Southworth Library
732 Dartmouth Street
South Dartmouth, MA 02748

Dedham Public Library
43 Church Street
Dedham, MA 02026

Dighton Public Library
395 Main Street
Dighton, MA 02715

Ames Free Library
15 Barrows Street
North Easton, MA 02356

The Millicent Library
45 Center Street, P.O. Box 30
Fairhaven, MA 02719

Fall River Public Library
104 North Main Street
Fall River, MA 02720

Boyden Library
10 Bird Street
Foxborough, MA 02035

James White Memorial Library
5 Washburn Road
East Freetown, MA 02717

Lakeville Public Library
4 Precinct Street
Lakeville, MA 02347

Mansfield Public Library
255 Hope Street
Mansfield, MA 02048

Mattapoisett Free Public Library
7 Barstow Street
Mattapoisett, MA 02739

Middleborough Public Library
102 North Main Street
Middleborough, MA 02346

New Bedford Free Public Library
613 Pleasant Street
New Bedford, MA 02740

Norton Public Library
68 East Main Street
Norton, MA 02766

Norwood Morrill Memorial Library
33 Walpole Street (Rte 1A)
Norwood, MA 02062-0988

Thomas Crane Public Library
40 Washington Street
Quincy, MA 02169

Raynham Public Library
760 South Main Street
Raynham, MA 02767

Blanding Public Library
124 Bay State Road
Rehoboth, MA 02769

Joseph H. Plumb Memorial Library
17 Constitution Way
P.O. Box 69
Rochester, MA 02770

Sharon Public Library
11 N Main Street
Sharon, MA 02067

Somerset Public Library
1464 County Street
Somerset, MA 02726

Stoughton Library
84 Park Street
Stoughton, MA 02072

Swansea Public Library
69 Main Street
Swansea, MA 02777

Taunton Public Library
12 Pleasant Street
Taunton, MA 02780

Westport Free Public Library
408 Old County Road
Westport, MA 02790

Southeastern Massachusetts Commuter Rail Task Force Members

Melinda Ailes, Massachusetts Small Business Development Center

Kerrie Babin, Taunton Area Chamber of Commerce

George Bailey

Kyla Bennett, New England Public Employees for Environmental Responsibility

John Bullard, Vision 2020 Board of Directors

Bob Carney

Priscilla Chapman, Mass Audubon

David Colton

Christopher Cooney, MetroSouth Chamber of Commerce

Kenneth Fiola, Office of Economic Development

Thomas Fitzgerald

Leonard Flynn, Natural Resources Trust of Mansfield

Ruth Geoffroy

Louis F. Gitto

Heather Graf

Linda Grubb, Friends of the Assonet River

James Hartnett

Andy Jasmin

Susan Jennings, UMass Dartmouth

Robb Johnson, The Nature Conservancy

Rick King

Peter Kortright

Carolyn LaMarre, Taunton River Watershed Alliance

Reinald Ledoux, Brockton Area Transit Authority

Jill MacLean

Dan McGaffey

Chris McGowan

Jennifer Menard, South Coast Development Partnership

Paul Modlowski

Matthew Morrissey, New Bedford Economic Development Council

Arthur Motta, Southeastern Massachusetts CVB

Roy Nascimento, New Bedford Area Chamber of Commerce

Marty Newfield

Richard O'Flaherty

James Oliver

Steven J. Ouellette

Lisa Pacheco

Mark Rasmussen, The Coalition for Buzzards Bay

Edward Reese, Sr.

Bill Roth

Bruce Sauvageau

Richard Shafer, Taunton Industrial Development Commission

Kevin Shea

George Spatcher, Attleboro Area Chamber of Commerce

David Tibbetts, SouthCoast on Track

Henry Young

2002 Final EIR Commentors

James M. Azevedo
Robert Bartell
Elaine J. Baskin
Bertil and Leona Berglund
Rick L. Bermey
Craig and Ann Binney
Mark Bloom, H & L Bloom, Inc.
John T. Brine
Ann M. Brine
Carl Brugnoli
Burton Bryan
Dr. Walter Buchanan
Mr. and Mrs. Chris Carmichael
Nick Castellina
Mary Castellina
Larry Chapman
John M. Charbonneau
James C. Chihok
Carol H. Chisholm
Brenda Clemmey
Robert E. Clemmey
Christina and Jessica Cobb
David Paul Cobb
Daniel and Carol Cobb
Agnes and Daniel C. Cobb, Jr.
Carolyn A. Cole
Jean Thomas Coulombe
Gert Crabtree
Mark B. Crouch
John Dacey
John F. Dator, John F. Dator Agency
Mary A. Dempsey
Patricia A. DiSciullo
Heather J. Edlund
Brian Edlund
Jacqueline J. Farthing
Keith G. Farthing
Robin Riley Fast
Paul Ferry
Lawrence Finn
Jeanne M. Fleming
Ann L. Flynn
Kay Foster
Greg Galer
Peter Gay
Jay Gildea
Patricia L. and Jeffrey B. Gilson
Katherine Aucello Goyette
John L. Green, South Eastern Massachusetts Private Carrier Association
David and Amy Guflia
Michael L. Guyette
John Haederle
Herbert Hands
Edmund Hands
Jeffery H. Hanson
Fred Healey
Dorothy F. Hennessey
Elizabeth N. Hubbard
David Hubbard
Glenn Jefferson
Elizabeth Jipping
Stephen Keohane
Wayne Klockner, The Nature Conservancy
Gary A. Lambert, Jr.
Dorothy Latour
Daniel L. Lauzon
Carl D. Lavin
Richard Levine
Mr. and Mrs. Douglas Lewis
Katherine Foster and Leon Litchfield
Paul and Susan Male
Stephen Martyniak
Richard J. McCarthy
Lihm McDonald
Gerry McDonald
Timothy and Mary McEntee
Dianne Monnin
Benjamin Monnin

Jonny Monnin
Stephanie Monnin
H. Michael Nasif
Cheryl Neff
Michael A. Nelson
Victor Neumayer
Kevin O'Sullivan
Mary Otman
Wes Otman
John Paolin
Josie Piros
Helen Rasnicki
Susan Raysy
William H. Reidy
Mr. and Mrs. Leo Richard
Paul Riendeau
Ellen J. Ritchie
Shirley D'Agostino Robbins
E. Heidi Ricci, Massachusetts
Audubon Society
Jose Rodriguez
Frank A. Rozenas, Savemore Trust
Rob Russell
Eleanor A. Saunders
Philip Saunders, Jr.
Don Schwarz
Daniel F. and Amanda L. Shockley
Claire Shockley
Brian Shockley
Amy Skidmore
David Snigier, Jr.
Robert E. Spencer
Guy A. Spinelli
Brian and Elizabeth Starr
Richard Starr
Reid Starr
Marilyn Stoward
Janice Sullivan
Jennifer Sullivan
Jim Sullivan
Michael A. Taicher
Patricia Hunt and Philip A. Tanner
Grant Taylor
Kevin Truebon
Rebecca Turley
David and Annette Tweedy
Carole Waddell
Avery L. Williams
Effie Woods, Green Futures
Sally A. Zielinski, Massachusetts
Association of Conservation Commission

November 2008 ENF Commentors

Edgar Adams, Citizens
Against the Rail Extension
Sue Bass
Peggy Briggs
Virginia Buchanan
Suzanne Burke, Bishop Stang
High School
Paul Costa
Scott Costa, New Bedford
CEO Council
Barbara Craveiro
Frederick C. Dreyer Jr.
Laura D.
Elaine K. Dahlgren
Oliver Durrell, Plymouth
1000 Committee
Bruce E. Fernandes,
Fernandes & Charest, P.C.
Henry Foley
Dottie Fulginiti
Walter and Lisa Galas
Neil and Karen Gibbons
Todd Hall
Marissa Hunnewell

Elizabeth Isherwood, Moore and Isherwood Communications, Inc.
Charlie Jewell, Boston Water and Sewer Commission
Ardis Johnson
Judith Kohn, AD Makepeace
Richard Langseth, Greenwich Bay Watershed Group
Doug Leatham, Leatham & Associates
Mr. and Mrs. Brian Lewis
Mrs. Helen Lewis
Mr. and Mrs. Mark Lewis
Alfred Lima
Forrest Lindwall
Lynne Loewald
Gerald J. McDonald
Susan McGrath
Lisa McIntosh
Kari Mekler
Robert Melz
Donald J. Michaud
David Mittell
Peter J. Muise, First Citizen's Federal CreditUnion
Ronald O'Reilly
Rick Pace
Linda Paolucci
Steve Pearlman, Neponset River Watershed Association
James P. Purcell
Jennifer and Brian Reardon
R. Warren Ross
John Sbrega, Bristol Community College
Paula Schmidt
Maggie Schmitt, Tetra Tech Rizzo
Jean Shea
Arthur Slate
Robert Sloane, Walk Boston
Mark Sweeney
Steve Tyler
Wendy Van Dyke
Niek Veraart, The Louis Berger Group, Inc.
Paul Vigeant, University of Massachusetts Dartmouth
Nathan Viveiros
Mary Wessling Harrington, SouthCoast Media Group
Ken Zanoni