

Sean Pfalzer

From: Elisabeth Bayle
Sent: Tuesday, March 01, 2016 6:34 PM
To: 'Sean Pfalzer'; publicinformation@ctps.org
Subject: Boston Region MPO Public Comment for March 3, 2016 meeting, concerning the Green Line Extension

I am unable to attend the MPO meeting on Thursday, March 3, to deliver my comments in person. I hope these written comments will be considered.

Executive Summary:

Please DO NOT make any decision about reprogramming funds you have allocated towards the Route 16/Mystic Valley Parkway terminus station for the Green Line Extension until the current process of re-evaluating the project has been completed. Reallocating these funds to the first phase of the GLX project (or to any other use) at this time would be premature and a most unfortunate reversal of the vision and acuity you have shown in helping this project fulfill extremely long-standing and well-documented transportation needs of several communities.

More complete notes:

Here is a comment I sent to the Boston Region MPO on 10/29/14 on TIP Amendment One:

“Thank you for continuing to support the Green Line Extension, which is, in addition to being a legal SIP commitment, a critical project for the quality of life in many under-served communities in Medford and Somerville. I am especially heartened to see this sentence: “The Commonwealth is committed to fully funding this project with bond funds if New Starts is not awarded.”

Well, we did get New Starts funding of almost \$1 billion a little over a year ago, which would make a Medford Hillside resident and taxpayer such as myself believe that nothing could stop this essential project, already in construction for many months now, from going forward.

It seems that I am naive, but I submit once more for your consideration another comment that I made on 10/14/14 concerning the SIP Transit Commitments 2014 Status Report:

“The Preferred Build Alternative identified by MassDOT (then EOT) in February of 2009 after years of study and public participation was to extend the Green Line to Route 16/Mystic Valley Parkway (in other words, to Medford Hillside, not just to Tufts University at College Ave., which is unsuitable as a terminus). The opportunities for significant improvements in air quality, transit-oriented development, and quality of life that are made possible by building the Green Line Extension to Route 16 have been amply documented in the superb report on the Mystic Valley Parkway Green Line Extension Community Visioning Process which was completed in February 2012. (Report at http://mapc.org/sites/default/files/Final_Report_forweb.pdf, appendices at http://mapc.org/sites/default/files/Green_Line_report_Appendices.pdf.) Please fulfill the promise of the Extension by planning for and funding the Green Line Extension to the preferred terminus at Route 16 on as expeditious a timetable as possible.”

It is my sincere hope that you will provide leadership in making sure that all the work that lead up to the selection of the Preferred Build Alternative and the New Starts full funding grant agreement is not wasted. The Route 16 terminus

should not have been separated from the rest of the Green Line Extension project and every effort should be made to build the entire Extension through to Route 16/Mystic Valley Parkway.

Many thanks for your work and the opportunity to comment,

Elisabeth Bayle
Medford resident

Comment for March 3, 2016 meeting

TO: BOSTON REGION MPO
FROM: LEE AUSPITZ
RE: PREMATURE VOTE ON ROUTE 16

I write to request a deferral and reconsideration of the proposed TIP amendment, now scheduled for the March 16 MPO meeting, "to reallocate funds that the MPO has programmed for the Green Line Extension from College Avenue to Route 16 to the first phase of GLX" (description quoted from Sean Pfalzer, TIP Manager) .

The timing of this initiative undercuts all other elements of the orderly GLX reassessment process that was launched and publicized pursuant to the joint resolution of the MassDOT and Fiscal Control Boards. This overall process consists of coordinated efforts in value engineering and other cost-cutting opportunities, in creative redesign and reconfiguration, in public soundings through a series of open meetings, and in cost-sharing, revenue generation and value capture measures. The last of these—cost-sharing, revenue generation and value capture—now assigned to David Mohler on the GLX organization chart is the apparent rubric for the proposed TIP amendment.

However, in a public meeting in February MBTA General Manager Frank DePaola pledged that all such measures would await the outcome of other coordinated tasks. This is simple common sense. Before we decide what, where and how much to cut, we need to have a budget overview, we need to take public soundings, we need to examine tradeoffs among the various project elements, we need to design an overall cost sharing package in which contributions are mutually reinforcing and leveraging. It may indeed work out that Route 16 plans are scaled back when all the evidence is weighed, but to jump the gun and eliminate it without the commonsense preliminaries can only serve to embitter the conversation, undercut the work of other members of the GLX team, undermine the good faith needed to raise funds from stakeholders, and drag all of us into a needlessly confrontational posture before the GLX team has completed its own board-mandated work.

My thanks, as always, for the opportunity to comment. I regret that an out-of-town commitment prevents me from attending in person.

Lee Auspitz



Town of Winchester

Richard C. Howard,
Town Manager

Board of Selectmen
71 Mt. Vernon Street
Winchester, MA 01890
Phone: 781-721-7133
Fax: 781-756-0505
townmanager@winchester.us

April 12, 2016

David Mohler, Chair
Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

RE: STATEMENT OF SUPPORT FOR GREEN LINE EXTENSION FROM COLLEGE AVENUE TO MYSTIC VALLEY PARKWAY/ROUTE 16

Dear Mr. Mohler:

As a neighboring community of the terminus of the Green Line Extension, we call on the Massachusetts Department of Transportation (MassDOT), the Massachusetts Bay Transportation Authority (MBTA), and the Boston Region Metropolitan Planning Organization (Boston MPO) to continue to provide sufficient funding for Phase 2 of the Green Line Extension Project from College Avenue to Mystic Valley Parkway/Route 16.

The extension of the Green Line to Route 16 is an essential project for our region and beyond. The station would bring over 10,000 people within walking distance of a light rail stop, reduce traffic congestion in our corridor, and improve our region's air quality. Compared with terminating the line at College Avenue, the Route 16 terminus will produce an estimated additional reduction in vehicle miles traveled of more than 10% and decrease greenhouse gas emissions by an additional 5% percent. The Route 16 station also will provide fair and equitable access to transit—and thus to increased economic and educational opportunities—to five additional state-defined environmental justice communities (two in Somerville, two in Medford, and one in Arlington). It will also increase the healthy transportation options of walking, biking, and public transit in our region and support additional transit-oriented development, as well as employment and housing opportunities.

We therefore urge MassDOT, MBTA, and the Boston MPO to **not** reprogram the funding currently set aside on the Boston MPO's FY2016-FY2020 TIP for Phase 2 of the Green Line Extension Project. If, after careful study of all new cost-estimating information, reprogramming is determined to be unavoidable in order to sustain commitments to Phase 1 of the program, then we urge all parties to reiterate the region's commitment to continue the planning and design and funding of Phase 2 with a goal of ultimate implementation of the project.

Thank you for your consideration of this request.

Sincerely,


Richard C. Howard,
Town Manager

APR 22 2016

/pcm

cc: Mayor Curtatone, Somerville
Mayor Burke, Medford

Sean Pfalzer

From: Jennifer Rowe
Sent: Thursday, April 28, 2016 7:03 AM
To: Sean Pfalzer
Cc: Lourenço Dantas
Subject: Boston Region MPO Public Comment for Arpil 28, 2016 meeting, concerning the Green Line Extension

----- Forwarded message -----

From: Elisabeth Bayle <ebayle@bayle.com>
Date: Wednesday, April 27, 2016
Subject: Boston Region MPO Public Comment for Arpil 28, 2016 meeting, concerning the Green Line Extension
To: david.mohler@state.ma.us
Cc: publicinformation@ctps.org

I am unable to attend the MPO meeting on Thursday, April 28, to deliver my comments in person. I hope these written comments will be considered.

Executive Summary:

Please DO NOT make any decision about reprogramming funds you have allocated towards the Route 16/Mystic Valley Parkway terminus station for the Green Line Extension at least until the current process of re-evaluating the project has been completed in May, 2016. Reallocating these funds to the first phase of the GLX project (or to any other use) at this time would be premature and a most unfortunate reversal of the vision and acuity you have shown in helping this project fulfill extremely long-standing and well-documented transportation needs of several communities, not to mention the legal commitment to construct the Green Line Extension to Medford Hillside. (It has finally been acknowledged that College Avenue is NOT in Medford Hillside, whereas Route 16/Mystic Valley Parkway is.

More complete notes:

Here is a comment I sent to the Boston Region MPO on 10/29/14 on TIP Amendment One:

“Thank you for continuing to support the Green Line Extension, which is, in addition to being a legal SIP commitment, a critical project for the quality of life in many under-served communities in Medford and Somerville. I am especially heartened to see this sentence: **“The Commonwealth is committed to fully funding this project with bond funds if New Starts is not awarded.”**”

Well, we did get New Starts funding of almost \$1 billion in January, 2015, which would make a Medford Hillside resident and taxpayer such as myself believe that nothing could stop this essential project, which had begun construction, from going forward.

It seems that I am naive, but I submit once more for your consideration another comment that I made on 10/14/14 concerning the SIP Transit Commitments 2014 Status Report:

“The Preferred Build Alternative identified by MassDOT (then EOT) in February of 2009 after years of study and public participation was to extend the Green Line to Route 16/Mystic Valley Parkway (in other words, to Medford Hillside, not just to Tufts University at College Ave., which is unsuitable as a terminus). The opportunities for significant improvements in air quality, transit-oriented development, and quality of life that are made possible by building the Green Line Extension to Route 16 have been amply documented in the superb report on the Mystic Valley Parkway Green Line Extension Community Visioning Process which was completed in February 2012. (Report at http://mapc.org/sites/default/files/Final_Report_forweb.pdf, appendices at http://mapc.org/sites/default/files/Green_Line_report_Appendices.pdf.) Please fulfill the promise of the Extension by planning for and funding the Green Line Extension to the preferred terminus at Route 16 on as expeditious a timetable as possible.”

It is my sincere hope that you will provide leadership in making sure that all the work that lead up to the selection of the Preferred Build Alternative and the New Starts Full Funding Grant Agreement is not wasted. The Route 16 terminus should not have been separated from the rest of the Green Line Extension project and every effort should be made to build the entire Extension through to Route 16/Mystic Valley Parkway with all deliberate speed.

Many thanks for your work and the opportunity to comment,

Elisabeth Bayle

Medford resident

Sean Pfalzer

From: Lourenço Dantas
Sent: Thursday, April 28, 2016 8:43 AM
To: Sean Pfalzer
Subject: FW: Vote on Route 16 Funding Should Be Deferred

From: John Roland Elliott [mailto:JohnRolandElliott@Comcast.net]
Sent: Thursday, April 28, 2016 7:38 AM
To: publicinformation@ctps.org; david.mohler@state.ma.us
Subject: Vote on Route 16 Funding Should Be Deferred

Date: 28-Apr-2016
To: Boston Region MPO
From: John Roland Elliott
Re: Vote on Route 16 Funding Should Be Deferred

In summary:

1. There is a comprehensive review of the GLX underway and it is scheduled to report out in a few weeks.
2. In all matters, we have come to expect the MPO to base your decisions on the best information that is available or will be available on a reasonable schedule.
3. I implore you to defer voting on changes to your Route 16 funding posture until you have the benefit of the review's analysis.

Full comment:

For nine or so years (since 2006), I have been following the progress (and lack thereof) on the long-needed, oft-promised and repeatedly-delayed Green Line Extension. I have made many public comments:

- comments offering congratulations when, in 2009, MassDOT (then EOT or perhaps still EOTPW) demonstrated more wisdom than I thought they possessed by naming Route 16 as the preferred terminus;
- comments confessing horror when they subsequently amputated the Route 16 leg and relegated it to some mythical unfunded later phase;
- comments expressing gratitude when, in 2011, the MPO programmed funding that preserved the only practical terminus, Route 16, as an uncertain but likely eventuality ;
- comments of delight when, in 2012, MAPC demonstrated the immeasurable benefits that a Route 16 terminus could portend for parts of Medford, Somerville and Arlington and sketched ways to achieve those benefits;
- responding to the 2013 SIP, comments that demonstrated a stranglehold on the obvious by pointing out how, of the possibilities considered, *only* the Route 16 terminus fulfilled the goals;
- comments of outrage and indignation when, in 2015, outlandish cost forecasts imperiled the entire project, jeopardizing \$1B in federal funding, risked sacrificing the benefits of costs already incurred and threatened to foreclose the possibility of ever having safe, economical, reliable, environmentally conscientious transportation for tens of thousands of people who have been waiting decades for it;

- comments (I hope every year for the last five years) of continuing enthusiastic, heartfelt gratitude as the MPO continued its support for the Route 16 terminus.

So, here we are one more time. Kindly consider the following:

Given the number of threats and challenges the Route 16 terminus has survived – given periods of tepid support from Medford city government (a situation now corrected by the ballot), given mistrust and suspicion in the Medford populace fueled by parochialism and fear-mongering (largely overcome at last), given a political climate where it is unclear that government *at any level* is capable of doing *anything* right and unclear that MassDOT, in its current form, has the technical and managerial acumen to fulfill its mandate – notwithstanding survival of all those threats, the unkindest existential threat to the only sensible GLX terminus seems now to have emerged.

The promise of funding from the MPO has supported and sustained this critical piece of infrastructure for five years and a multi-faceted project review is underway, just weeks short of a final report. It is inconceivable that, at this point, the MPO would consider cannibalizing the Route 16 leg to fund the first stage of the GLX. The ongoing project evaluation may conclude 1) that “After rescoping, redesign and re-procurement, we can build it within the FFGA budget.” or 2) that “The whole damn idea was misguided and should be scrapped.” or 3) someplace in between. It would seem that the rational course for the MPO to follow would be to postpone any action that would adjust funding for Route 16 until after the review is complete and after everyone involved has had an opportunity to digest the conclusions reached by the review. And I hope you will do just that.

Regards,



John Roland Elliott
34 Emery Street
Medford Hillside, MA
02155-5307

Memo to Metropolitan Planning Organization

Date: 4 May 2016

Subject: Support for Full Completion of the Green Line Extension

From: Edward Starr, Representative of Arlington Transportation Advisory
Committee to the Board of Selectmen

Completing the Green Line Extension to Rt. 16 will have a major positive impact on residents living in Cambridge, Somerville, Medford, and Arlington for decades and decades to come. Passing this by will be a major missed opportunity to improve the future quality of life for the tens of thousands of residents, many with lower incomes, by providing accessibility to mass transit, reducing vehicle traffic and improving air quality (as required by court order). How can we pass this by? The future value of this project to citizens and businesses of the Commonwealth will far surpass the budget issues of today.

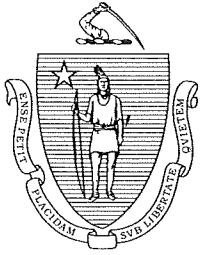
Arlington strongly supports Phases 1 and 2 of the project. Arlington's Town Manager presented at the FMCB meeting in March 2016 and spoke to support the project and stated that it needed to continue to Rt. 16 to be most effective. Arlington's interest is, in part, that the southeastern area of Arlington has many below median income households that will be within ½ mile of the Rt. 16 Station. These residents would benefit greatly from the GLX, and DCR has already provided excellent pathways to get to the future Rt. 16 station without driving.

The original work schedule for the project required that commuter rail be able to continue its normal schedules. This would require the contractor to have the track operational each day, allowing only the late night hours to work. This would clearly be very inefficient and expensive, and in addition be very risky to the public. A more reasonable alternative would be to work on a section at a time, using buses to replace the trains in the section where the contractor is working. This approach would allow the contractor to work efficiently and hugely reduce the cost and the risks to the public and the project.

Arlington would like to see the following actions:

- a) Fund Phase 1 of the project with the reductions proposed by Mr. Wright
- b) Establish a reasonable work schedule for the contractor to work efficiently and lower the risks to public and project
- c) Continue the Phase 2 funding for the design and environmental work for extension to Rt. 16 as programmed by the MPO so that there will not be a gap between Phases. Such a gap would add significantly to the cost.

Please do not miss this opportunity to provide these improvements to a dense and underserved part of the Greater Boston area. If you fail to continue the full project, this opportunity will be lost and future generations will be the losers. If you make this happen, for many decades in the future, residents of this area will thank you for taking these actions. The benefits of the full project will add to the Commonwealth's growth, both economically and environmentally.



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

May 6, 2016

David Mohler, Chairman
Boston Region Metropolitan Planning Organization
10 Park Plaza
Boston, MA 02116

Dear Mr. Mohler;

As state legislators representing the future service area of the Green Line Extension (GLX), we write in strong support of the Phase 2 extension of the Green Line, from College Avenue to Route 16 in Medford. We greatly appreciate the MPO's ongoing support for the project over the past few years.

As you know, a terminus at Route 16 will provide numerous opportunities for economic development in the region, as well as improvements in air quality and mobility. In particular, this site serves a number of state-designated environmental justice communities facing intense traffic congestion. By increasing transportation access and reducing congestion, Phase 2 of the GLX project will improve corridor mobility, boost transit ridership, ensure equitable distribution of transit services, and support opportunities for sustainable development.

We understand that Phase 2 of GLX can only be built if we move forward with Phase 1, and appreciate the Administration's dedicated effort to reduce project costs over the past several months. However, if, during the 30-day public comment period on the proposed TIP Amendment to reprogram Phase 2 GLX funds to Phase 1, you decide that Route 16 funds would not be needed for the Phase 1 project budget, we respectfully request that you consider reverting these funds back to Phase 2. In addition, we request that you include Route 16 in the later years of the Long Range Transportation Plan.

Thank you for your consideration and for your continued support of the GLX Phase 2 project.

Sincerely,

Representative Christine P. Barber
34th Middlesex District

Representative Sean Garballey
23rd Middlesex District

Senator Patricia Jehlen
3rd Middlesex District

Representative Denise Provost
27th Middlesex District

Representative Timothy J. Toomey
26th Middlesex District

From: ["sonia lipson" via Public Information](#)
To: cciampa@mbta.com; wrightj@wseinc.com; katherine.fichter@state.ma.us; constituent.services@state.ma.us; masscip@state.ma.us; Stan.Rosenberg@masenate.gov; Robert.DeLeo@mahouse.gov; publicinformation@ctps.org; kquackenbush@ctps.org; speterson@ctps.org; cclaude@ctps.org
Subject: Meeting this Monday on funding for the GLX and CPX
Date: Friday, May 06, 2016 5:48:47 PM

SUBJECT:

GLX, Community Path Extension, GLX to Route 16, Transportation Revenue Sources

To the MassDOT Board, the MBTA Fiscal Management and Control Board, the Boston MPO:

I'm writing to request that that MassDOT, the MBTA, and the MPO carry out the following important actions:

- 1) **Public Review.** Ensure that any proposed Green Line Extension (GLX) and Community Path Extension (CPX) re-design options, new budget estimates, and financing options have a period for public review and comment before they can be voted on by the boards.
- 2) **Full GLX.** Fund and build the full GLX with a fully off-street CPX, with GLX stations at Union Square. There should be no Commuter Rail substitutions the GLX, because of the carcinogenic diesel pollution of commuter rail trains stopping and starting, given that the GLX is an air quality mitigation project. The full GLX/CPX should be integral to MassDOT's 2017-2021 Capital Investment Plan (CIP).
- 3) **Full CPX.** Ensure that the full multi-use Community Path Extension is built as part of the GLX. The CPX cannot be built after the GLX is constructed, because the CPX needs to share infrastructure with the GLX, along with heavy construction machinery in the railroad right-of-way during construction
- 4) **Better CPX Design.** Adopt the Friends of the Community Path (FCP) design proposals for a fully off-street CPX from Lowell Street to Water Street at NorthPoint, rather than connecting the path to a fast, polluted highway.

If on street path is required, I would expect it to be sufficiently set apart so as to make it safe, whether that be a raised, designated path or separate way fully out of traffic. I have personally experienced every kind of traffic accident that can occur to a bicyclist on heavily used roads such as McGrath Highway, which is my path to work. I am 59 years old and can not heal as quickly as before - I need to stay safe!

As shown, the FCP design is within the \$27 Million FFGA budget, and has the following advantages over the design proposed by the interim GLX Team. The FCP design:

- Keeps the CPX fully off-road, instead of re-routing the path in the Environmental Justice section of East Somerville to a fast, polluted Rt 28 McGrath/O'Brien Highway
- Maintains all CPX street access points, instead of losing path-to-street access on the 0.8-mile stretch from School St. to Washington St.
- Keeps the CPX on the one side of the corridor, which is safer and easier for crossings

5) **GLX to Route 16.** The GLX should be built to Route 16. If it turns out the Route 16 (Phase 2) MPO funding is not needed for Phase 1 GLX, then it should be reprogrammed back to Phase 2. Route 16. GLX-to-Rt16 should be integral to MassDOT's 2017-2021 CIP.

Thank you,

Sonia Lipson
22 Prospect Hill Avenue
Somerville, MA 02143

From: [Seth Avakian](mailto:Seth.Avakian@state.ma.us)
To: cciampa@mbta.com; wrightj@wseinc.com; katherine.fichter@state.ma.us; constituent.services@state.ma.us; masscip@state.ma.us; Stan.Rosenberg@masenate.gov; Robert.DeLeo@mahouse.gov; publicinformation@ctps.org; kquackenbush@ctps.org; speterson@ctps.org; cclaude@ctps.org
Subject: GLX & CPX support
Date: Friday, May 06, 2016 3:59:14 PM

Dear Senator Rosenberg, MassDOT Board, MBTA Fiscal Management and Control Board, and Boston MPO:

I am a Somerville resident, consistent voter and citizen who cares deeply about our environment, the health of urban areas, and good government.

I understand that the GLX and CPX cost estimates were out of control, and I appreciate the efforts that have been underway to control costs. I also understand that many of you are supporters of the GLX and CPX, and I appreciate your hard work on bringing this project to fruition.

I'm writing to request that that MassDOT, the MBTA, and the MPO carry out the following important actions:

- 1) **Public Review.** Ensure that any proposed Green Line Extension (GLX) and Community Path Extension (CPX) re-design options, new budget estimates, and financing options have a period for public review and comment before they can be voted on by the boards.
- 2) **Full GLX.** Fund and build the full GLX with a fully off-street CPX, with GLX stations at Union Square. There should be no Commuter Rail substitutions the GLX, because of the carcinogenic diesel pollution of commuter rail trains stopping and starting, given that the GLX is an air quality mitigation project. The full GLX/CPX should be integral to MassDOT's 2017-2021 Capital Investment Plan (CIP).
- 3) **Full CPX.** Ensure that the full multi-use Community Path Extension is built as part of the GLX. The CPX cannot be built after the GLX is constructed, because the CPX needs to share infrastructure with the GLX, along with heavy construction machinery in the railroad right-of-way during construction
- 4) **Better CPX Design.** Adopt the Friends of the Community Path (FCP) design proposals for a fully off-street CPX from Lowell Street to Water Street at NorthPoint, rather than connecting the path to a fast, polluted highway.

FCP CPX Design: <https://drive.google.com/open?id=0B7qVAVTOJ3PjRmp2eWk4V3pMbTQ>

FCP CPX Budget: <https://drive.google.com/open?id=0B7qVAVTOJ3PjZIBoVTZKVDIkaHc>

Compare to CPX design proposed by Interim GLX Team at similar cost on 4/13:

http://www.somervillestep.org/wp-content/uploads/2016/05/path_0416.png

As shown, the FCP design is within the \$27 Million FFGA budget, and has the following advantages over the design proposed by the interim GLX Team. The FCP design:

- Keeps the CPX fully off-road, instead of re-routing the path in the Environmental Justice section of East Somerville to a fast, polluted Rt 28 McGrath/O'Brien Highway
- Maintains all CPX street access points, instead of losing path-to-street access on the 0.8-mile stretch from School St. to Washington St.
- Keeps the CPX on the one side of the corridor, which is safer and easier for crossings

5) **GLX to Route 16.** The GLX should be built to Route 16. If it turns out the Route 16 (Phase 2) MPO funding is not needed for Phase 1 GLX, then it should be reprogrammed back to Phase 2. Route 16. GLX-to-Rt16 should be integral to MassDOT's 2017-2021 CIP.

Thank you,

Seth Avakian
25 Raymond Ave,
Somerville, MA 02144



Friends of the Community Path
112 Belmont Street, Somerville, MA 02143
617.776.7769 friendspath@yahoo.com
facebook.com/FriendsoftheCommunityPath
twitter.com/pathfriends

Date: May 6, 2016

Re: GLX, Community Path Extension, GLX to Route 16, Transportation Revenue Sources

To the MassDOT Board, MBTA Fiscal Management & Control Board, and the Boston MPO:

We are writing on behalf of the Friends of the Community Path, a regional group with more than 1,500 members, to request that that MassDOT, the MBTA, and the MPO carry out the following important actions:

1) Public Review. Ensure that any proposed Green Line Extension (GLX) and Community Path Extension (CPX) re-design options, new budget estimates, and financing options have a period for public review and comment before they can be voted on by the boards.

2) Full GLX. Fund and build the full GLX with a fully off-street CPX, with GLX stations at Union Square and Route 16. There should be no Commuter Rail substitutions the GLX, because of the carcinogenic diesel pollution by commuter rail trains stopping and starting, given that the GLX is an air quality mitigation project. The full GLX/CPX should be integral to MassDOT's 2017-2021 Capital Investment Plan (CIP).

3) Full CPX. Ensure that the full multi-use Community Path Extension is built as part of the GLX. The CPX cannot be built after the GLX, because the CPX needs to share GLX infrastructure, along with heavy construction machinery in the right-of-way during construction

4) Better CPX Design. Adopt the Friends of the Community Path (FCP) design proposals for a fully off-street CPX from Lowell Street to Water Street at NorthPoint, rather than connecting the path to a fast, polluted highway. We request that these design concepts be built into the GLX design and construction bids.

FCP CPX Design: <https://drive.google.com/open?id=0B7qVAVTOJ3PjRmp2eWk4V3pMbTQ>

FCP CPX Budget: <https://drive.google.com/open?id=0B7qVAVTOJ3PjZIBoVTZKVDIkaHc>

Compare to CPX design proposed by Interim GLX Team at similar cost on 4/13:

http://www.somervillestep.org/wp-content/uploads/2016/05/path_0416.png

As shown, the FCP design is within the \$27 Million FFGA budget. The FCP design also has the following advantages over the design proposed by the interim GLX Team:

- Keeps the CPX fully off-road, instead of re-routing the path (in the Environmental Justice section of East Somerville) to a fast and polluted Rt 28 McGrath/O'Brien Highway
- Maintains all CPX street access points, instead of losing path-to-street access on the 0.8-mile stretch from School St. to Washington St.
- Keeps the CPX on the one side of the corridor, which is safer and easier for crossings.

5) GLX to Route 16. The GLX should be built to Route 16. If it turns out that the Route 16 (Phase 2) MPO funding is not needed for Phase 1 GLX, then the Route 16 funding should be reprogrammed back to Phase 2. Route 16. GLX-to-Rt16 should be integral to MassDOT's 2017-2021 CIP.

The Route 16 GLX Station:

- Has the highest projected daily boardings of *any* of the GLX stations
- Will serve five state-designated environmental justice communities in Medford, Arlington and Somerville
- Is the Medford station with the most potential for economic development, housing development/redevelopment, and tax revenue
- Is only station that fulfills the state's legal commitment to extend Green Line service to Medford Hillside.

Thank you for your consideration of this public comment.

Sincerely,

Lynn Weissman and Alan Moore, Co-Presidents

The mission of the Friends of the Community Path is to extend the Community Path along the future GLX, to link the Minuteman and Charles River multi-use path networks.

TO:

cciampa@mbta.com, wrightj@wseinc.com, katherine.fichter@state.ma.us, constituent.services@state.ma.us, masscip@state.ma.us, Stan.Rosenberg@masenate.gov, Robert.DeLeo@mahouse.gov, publicinformation@ctps.org, kquackenbush@ctps.org, speterson@ctps.org, cclaude@ctps.org

CC:

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From: [Kevin Donovan](#)
To: cciampa@mbta.com; wrightj@wseinc.com; katherine.fichter@state.ma.us; constituent.services@state.ma.us; masscip@state.ma.us; Stan.Rosenberg@masenate.gov; Robert.DeLeo@mahouse.gov; publicinformation@ctps.org; kquackenbush@ctps.org; speterson@ctps.org; cclaude@ctps.org
Subject: Build the Green Line Extension
Date: Friday, May 06, 2016 3:06:09 PM

To the MassDOT Board, the MBTA Fiscal Management and Control Board, the Boston MPO:

I'm writing to request that that MassDOT, the MBTA, and the MPO fund and build the full GLX with a fully off-street CPX, with GLX stations at Union Square. There should be no Commuter Rail substitutions the GLX, because of the carcinogenic diesel pollution of commuter rail trains stopping and starting, given that the GLX is an air quality mitigation project. The full GLX/CPX should be integral to MassDOT's 2017-2021 Capital Investment Plan (CIP).

Thank you,
Kevin Donovan
42 Marshall St., Somerville MA

--
Kevin Donovan
Mobile: 603 703 3057

From: [Gwendolen Noyes](mailto:Gwendolen.Noyes@state.ma.us)
To: cciampa@mbta.com; wrightj@wseinc.com; katherine.fichter@state.ma.us; constituent.services@state.ma.us; masscip@state.ma.us; Stan.Rosenberg@masenate.gov; Robert.DeLeo@mahouse.gov; publicinformation@ctps.org; kquackenbush@ctps.org; speterson@ctps.org; cclaude@ctps.org
Subject: GLX, Community Path Extension, GLX to Route 16, Transportation Revenue Sources
Date: Saturday, May 07, 2016 7:44:43 PM

To the MassDOT Board, the MBTA Fiscal Management and Control Board, the Boston MPO:

I'm writing to request that that MassDOT, the MBTA, and the MPO carry out the following important actions:

- 1) **Public Review.** Ensure that any proposed Green Line Extension (GLX) and Community Path Extension (CPX) re-design options, new budget estimates, and financing options have a period for public review and comment before they can be voted on by the boards.
- 2) **Full GLX.** Fund and build the full GLX with a fully off-street CPX, with GLX stations at Union Square. There should be no Commuter Rail substitutions the GLX, because of the carcinogenic diesel pollution of commuter rail trains stopping and starting, given that the GLX is an air quality mitigation project. The full GLX/CPX should be integral to MassDOT's 2017-2021 Capital Investment Plan (CIP).
- 3) **Full CPX.** Ensure that the full multi-use Community Path Extension is built as part of the GLX. The CPX cannot be built after the GLX is constructed, because the CPX needs to share infrastructure with the GLX, along with heavy construction machinery in the railroad right-of-way during construction
- 4) **Better CPX Design.** Adopt the Friends of the Community Path (FCP) design proposals for a fully off-street CPX from Lowell Street to Water Street at NorthPoint, rather than connecting the path to a fast, polluted highway.

FCP CPX Design: <https://drive.google.com/open?id=0B7qVAVTOJ3PjRmp2eWk4V3pMbTQ>

FCP CPX Budget: <https://drive.google.com/open?id=0B7qVAVTOJ3PjZIBoVTZKVDIkaHc>

Compare to CPX design proposed by Interim GLX Team at similar cost on 4/13:

http://www.somervillestep.org/wp-content/uploads/2016/05/path_0416.png

As shown, the FCP design is within the \$27 Million FFGA budget, and has the following advantages over the design proposed by the interim GLX Team. The FCP design:

- Keeps the CPX fully off-road, instead of re-routing the path in the Environmental Justice section of East Somerville to a fast, polluted Rt 28 McGrath/O'Brien Highway
- Maintains all CPX street access points, instead of losing path-to-street access on the 0.8-mile stretch from School St. to Washington St.
- Keeps the CPX on the one side of the corridor, which is safer and easier for crossings

5) **GLX to Route 16.** The GLX should be built to Route 16. If it turns out the Route 16 (Phase 2) MPO funding is not needed for Phase 1 GLX, then it should be reprogrammed back to Phase 2. Route 16. GLX-to-Rt16 should be integral to MassDOT's 2017-2021 CIP.

Thank you,

--

Gwendolen G. Noyes
Oaktree Development
84 Sherman St
Cambridge, MA 02140
617 491 9100 x 101

From: [Ellen](#)
To: cciampa@mbta.com; wrightj@wseinc.com; katherine.fichter@state.ma.us; constituent.services@state.ma.us; masscip@state.ma.us; Stan.Rosenberg@masenate.gov; Robert.DeLeo@mahouse.gov; publicinformation@ctps.org; kquackenbush@ctps.org; speterson@ctps.org; cclaude@ctps.org
Subject: GLX and Community Path
Date: Saturday, May 07, 2016 12:55:06 PM

To the MassDOT Board, the MBTA Fiscal Management and Control Board, the Boston MPO:

I'm writing to urge that that MassDOT, the MBTA, and the MPO follow through with the construction of the GLX and the Community Path. Five important elements matter to me:

- 1) Public Review. As someone who has attended public meetings about the GLX, I believe that the input of my neighbors and I not only improve the projects' design, ensuring it meets the community's needs but also help build public support to financially support this crucial improvement to infrastructure. Civic engagement is critical to the health of our democracy in general and to this project, specifically. Please, ensure that any proposed Green Line Extension (GLX) and Community Path Extension (CPX) re-design options, new budget estimates, and financing options have a period for public review and comment before they can be voted on by the boards.
- 2) Full GLX. Fund and build the full GLX with a fully off-street CPX, with GLX stations at Union Square. There should be no Commuter Rail substitutions the GLX, because of the carcinogenic diesel pollution of commuter rail trains stopping and starting, given that the GLX is an air quality mitigation project. The full GLX/CPX should be integral to MassDOT's 2017-2021 Capital Investment Plan (CIP).
- 3) Full CPX. While public transit is an essential element of the GLX, bicycle and pedestrian paths are also an important element in the overall transportation system in our city. Bike commuting has increased enormously in the last decade. Companies like GE choose to come to Boston because of its compact size and "liveability." Bike transport is an essential element of these characteristics. Furthermore, given that housing prices in the region are high, many students, young families and people beginning their careers are able to afford housing by forgoing the purchase and maintenance of an auto. The CPX makes bicycle commuting convenient and safe. Please ensure that the full multi-use Community Path Extension is built as part of the GLX. The CPX cannot be built after the GLX is constructed, because the CPX needs to share infrastructure with the GLX, along with heavy construction machinery in the railroad right-of-way during construction
- 4) Better CPX Design. As stated above a safe bicycle path is crucial to our region's economic health. A path that connects to a high speed, congested roadway is not acceptable. It does not mitigate the pollution problems which led to the mandate to build the GLX in the first place. Adopt the Friends of the Community Path (FCP) design proposals for a fully off-street CPX from Lowell Street to Water Street at NorthPoint, rather than connecting the path to a fast, polluted highway.

FCP CPX Design: <https://drive.google.com/open?id=0B7qVAVTOJ3PjRmp2eWk4V3pMbTQ>

FCP CPX Budget: <https://drive.google.com/open?id=0B7qVAVTOJ3PjZIBoVTZKVDIkaHc>

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- Keeps the CPX on the one side of the corridor, which is safer and easier for crossings

5) GLX to Route 16. The GLX should be built to Route 16. If it turns out the Route 16 (Phase 2) MPO funding is not needed for Phase 1 GLX, then it should be reprogrammed back to Phase 2. Route 16. GLX-to-Rt16 should be integral to MassDOT's 2017-2021 CIP.

Thank you,
Ellen Shea
97 Moreland Street
Somerville, MA 02145

From: [david.feeney](mailto:david.feeney@state.ma.us)
To: cciampa@mbta.com; wrightj@wseinc.com; katherine.fichter@state.ma.us; constituent.services@state.ma.us; masscip@state.ma.us; Stan.Rosenberg@masenate.gov; Robert.DeLeo@mahouse.gov; publicinformation@ctps.org; kquackenbush@ctps.org; speterson@ctps.org; cclaude@ctps.org
Subject: GLX, Community Path Extension, GLX to Route 16, Transportation Revenue Sources
Date: Sunday, May 08, 2016 4:30:08 PM

To the MassDOT Board, the MBTA Fiscal Management and Control Board, the Boston MPO:

I'm writing to request that that MassDOT, the MBTA, and the MPO carry out the following important actions:

0) The GLX & CPX are the future! They will be here long after we are gone. They are very important! They are what help make this area GREAT!

1) Public Review. Ensure that any proposed Green Line Extension (GLX) and Community Path Extension (CPX) re-design options, new budget estimates, and financing options have a period for public review and comment before they can be voted on by the boards.

2) Full GLX. Fund and build the full GLX with a fully off-street CPX, with GLX stations at Union Square. There should be no Commuter Rail substitutions the GLX, because of the carcinogenic diesel pollution of commuter rail trains stopping and starting, given that the GLX is an air quality mitigation project. The full GLX/CPX should be integral to MassDOT's 2017-2021 Capital Investment Plan (CIP).

3) Full CPX. Ensure that the full multi-use Community Path Extension is built as part of the GLX. The CPX cannot be built after the GLX is constructed, because the CPX needs to share infrastructure with the GLX, along with heavy construction machinery in the railroad right-of-way during construction

4) Better CPX Design. Adopt the Friends of the Community Path (FCP) design proposals for a fully off-street CPX from Lowell Street to Water Street at NorthPoint, rather than connecting the path to a fast, polluted highway.

FCP CPX Design: <https://drive.google.com/open?id=0B7qVAVTOJ3PjRmp2eWk4V3pMbTQ>

FCP CPX Budget: <https://drive.google.com/open?id=0B7qVAVTOJ3PjZIBoVTZKVDIkaHc>

Compare to CPX design proposed by Interim GLX Team at similar cost on 4/13:
http://www.somervillestep.org/wp-content/uploads/2016/05/path_0416.png

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Maintains all CPX street access points, instead of losing path-to-street access on the 0.8-mile stretch from School St. to Washington St.

Keeps the CPX on the one side of the corridor, which is safer and easier for

crossings

5) GLX to Route 16. The GLX should be built to Route 16. If it turns out the Route 16 (Phase 2) MPO funding is not needed for Phase 1 GLX, then it should be reprogrammed back to Phase 2. Route 16. GLX-to-Rt16 should be integral to MassDOT's 2017-2021 CIP.

Kind Regards,

david feeney
16 whipple st
somer ville ma 02144

From: [Richard Curran](#)
To: [Richard Curran](#); cciampa@mbta.com; wrightj@wseinc.com; katherine.fichter@state.ma.us; constituent.services@state.ma.us; masscip@state.ma.us; Stan.Rosenberg@masenate.gov; Robert.DeLeo@mahouse.gov; publicinformation@ctps.org; kquackenbush@ctps.org; speterson@ctps.org; cclaude@ctps.org; [Gary S. Trujillo](mailto:Gary.S.Trujillo)
Subject: Somerville Community Path
Date: Sunday, May 08, 2016 7:23:12 PM

To Whom It May Concern:

After attending the Somerville High School presentation reviewing concerns related to the \$100 million projected cost for the two mile proposed bike and walking path segment of the OSPCD Community Path in Somerville, it seems obvious to me that the project must be revised and amended. The MBTA's counterproposal of \$20 million in expenses seems more in line with a realistic plan. At the same time, I greatly appreciate the efforts of the "Friends of the Community Path" in designing with some detail an improved vision of this project. It seems they have shown some expertise and experience in approaching the serious concerns related to the tunnel hazards and Msgr. McGrath risks in the MBTA proposal while keeping the costs under \$20 million. The Friends recommendations using more economical materials and designs should be seriously reviewed by subject matter experts and accommodated if at all possible.

Fr. Richard G. Curran, Ed.D.
CAC Member
Somerville Catholic Collaborative
Patronage of St. Joseph
264 Washington Street -- Union Square
Somerville, MA. 02143-3313

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CAC Member
Somerville Catholic Collaborative

Fr. Richard G. Curran, Ed.D.
Somerville Catholic Collaborative
264 Washington Street -- Union Square
Somerville, MA. 02143-3313

Tel: (617)-666-4140 or (617)-666-2087

Cell: (774)-269-2256

e-mail: frcurran@hotmail.com

From: ["Jennifer Haefeli" via Public Information](#)
To: cciampa@mbta.com; wrightj@wseinc.com; katherine.fichter@state.ma.us; constituent.services@state.ma.us; masscip@state.ma.us; Stan.Rosenberg@masenate.gov; Robert.DeLeo@mahouse.gov; publicinformation@cpts.org; kquackenbush@cpts.org; speterson@cpts.org; cclaude@cpts.org
Subject: GLX, Community Path Extension, GLX to Route 16, Transportation Revenue Sources
Date: Sunday, May 08, 2016 11:09:22 PM

Dear members of the MassDOT Board, the MBTA Fiscal Management and Control Board, and the Boston MPO:

I am writing in support of the Green Line Extension (GLX) and to request that the state honor its legal and moral obligations to complete the Green Line Extension in its entirety. It is incredible to me that the state could sink so much money into something and then consider walking away or doing it halfway, with complete disregard for the long term implications of such actions. The poor management and contracting practices of those originally charged with carrying out the Green Line Extension are not the fault of the communities that want to see the GLX or the thousands of people who would benefit from it, and we should not be punished for their poor performance. My understanding is that the contract for the project was written in such a way that it allowed the contracted company to increase its costs along the way - and this is the reason the predicted costs of the project have increased. That is just the monetary cost of the project though. The cost of not doing the project is so much higher - the cost of additional cars on the roads, and the pollution, stress, and emotional toll that represents; the cost of polluted air for the people in communities near the highway; the legal costs the state will likely face if it does not proceed, as it is legally obligated to counter the polluting impact of the Big Dig with a project like the Green Line Extension. Obviously no one wants to see cost overruns like those experienced with the Big Dig. But the question isn't whether or not to proceed - it's how to manage the project effectively and who to put in charge. It's not a question of whether to proceed; it should be a question of *how* to proceed to ensure quality transportation options for the people of Massachusetts.

I urge you to move forward with the GLX in its entirety and to build the Community Path Extension as part of the GLX to ensure that people north of Boston can be connected to the city not only by train, but also by foot, bicycle, and stroller. As the world looks for ways to ease our clogged highways through self-driving cars and other means, we have an important and critical opportunity to help get cars off the highway and provide more sustainable means of moving people between the city and the surrounding communities. To paraphrase someone commenting at one of the meetings about the Green Line Extension - how many people look around today and say, gee, I wish they wouldn't have built the red line? Very few, if any. Please think about the ramifications for our state and the impacted communities not just today, but decades into the future. The time to build the Green Line Extension is now. And if you're going to do something, you should do it right- that means in its entirety with full stations, the full extension, and a Community Path Extension

alongside it.

To be more specific, I ask that MassDOT, the MBTA, and the MPO carry out the following important actions:

1. Ensure Public Review.

Ensure that any proposed Green Line Extension (GLX) and Community Path Extension (CPX) redesign options, new budget estimates, and financing options have a period for public review and comment before they can be voted on by the boards.

2. Fund and Build the Full GLX.

Fund and build the full GLX with a fully off-street CPX and with GLX stations at Union Square. Given that the GLX is an air quality mitigation project, there should be no Commuter Rail substitutions for the GLX because of the carcinogenic diesel pollution of commuter rail trains stopping and starting. The full GLX/CPX should be integral to MassDOT's 2017-2021 Capital Investment Plan (CIP).

3. Build the Full CPX.

Ensure that the full, multi-use Community Path Extension is built as part of the GLX. The CPX cannot be built after the GLX is constructed because the CPX needs to share infrastructure, along with heavy construction machinery in the railroad right-of-way during construction, with the GLX.

4. Adopt a Better CPX Design.

Adopt the Friends of the Community Path (FCP) design proposals for a fully off-street CPX from Lowell Street to Water Street at NorthPoint, rather than connecting the path to a fast, polluted highway where no one really could or should ride or walk.

FCP CPX Design: <https://drive.google.com/open?id=0B7qVAVTOJ3PjRmp2eWk4V3pMbTQ>

FCP CPX Budget: <https://drive.google.com/open?id=0B7qVAVTOJ3PjZlBoVTZKVDlkaHc>

Compare to CPX design proposed by Interim GLX Team at similar cost on 4/13: http://www.somervillestep.org/wp-content/uploads/2016/05/path_0416.png

As shown, the FCP design is within the \$27 Million FFGA budget, and has the following advantages over the design proposed by the interim GLX Team:

- Keeps the CPX fully off-road, instead of re-routing the path in the Environmental Justice section of East Somerville to a fast, polluted Rt 28

McGrath/O'Brien Highway

- Maintains all CPX street access points, instead of losing path-to-street access on the 0.8-mile stretch from School St. to Washington St.
- Keeps the CPX on one side of the corridor, which is safer and easier for crossings

5. Build the GLX to Route 16.

The GLX should be built to Route 16. If it turns out the Route 16 (Phase 2) MPO funding is not needed for Phase 1 GLX, then it should be reprogrammed back to Phase 2. GLX-to-Rt16 should be integral to MassDOT's 2017-2021 CIP.

Sincerely,

Jennifer Haefeli
12 Pembroke St.
Somerville, MA

From: [Christopher Hogan](mailto:Christopher.Hogan@state.ma.us)
To: cciampa@mbta.com; wrightj@wseinc.com; katherine.fichter@state.ma.us; constituent.services@state.ma.us; masscip@state.ma.us; Stan.Rosenberg@masenate.gov; Robert.DeLeo@mahouse.gov; publicinformation@ctps.org; kquackenbush@ctps.org; speterson@ctps.org; cclaude@ctps.org
Subject: GLX, Community Path Extension, GLX to Route 16, Transportation Revenue Sources
Date: Sunday, May 08, 2016 4:07:20 PM

To the MassDOT Board, the MBTA Fiscal Management and Control Board, the Boston MPO:

I'm writing to you as a member of the Friends of the Community Path and Somerville Transportation Equity Partnership to express my support for the entire Green Line Extension and Community Path Project.

For more than five years I've owned a home adjacent to the commuter rail corridor near Magoun Square, and I know all too well the sacrifices that have been made by the residents of Somerville in the interest of transportation infrastructure, not for the city, or the metro area, but for the entire region and the commonwealth as a whole. Despite having no stops within walking distance, despite living in an extremely dense and economically important city, I listen to commuter rail trains whiz past all day long and freight trains rumbling through at night and still have to walk over twenty minutes to get to the nearest train service. I also drive on roads that are choked by traffic coming in from the North of the city, which studies have shown increased remarkably as a result of the big dig.

I've also spent the past 12 years living, working, and paying taxes in the commonwealth and hearing horror stories about how the big dig ballooned in cost from 14 to 26 billion dollars, and how the state is obligated, not just morally to support these projects in the interest of Somerville's residents that have given so much and thus far gotten nothing in return, but legally, under the clean air act. This project must be built, it is your duty.

It is therefore repugnant to me that the idea of cancelling this project is even remotely an item of discourse. This is not a 26 billion dollar project that serves only to increase pollution and economically wasteful traffic, nor is it a project that primarily benefits people wealthy enough to afford cars, gasoline, and houses in the suburbs. This is a 3 billion dollar project that benefits everyone, across all economic strata, and that will reduce traffic and pollution, and that is being funded by 1 billion dollars of federal money. And yet we are still giving consideration to the possibility of cancelling this project, let alone gutting it and leaving it a husk of its former self.

Mark my words, if this project does not go on as planned it will be a decision that haunts the city, the region, and the entire commonwealth for another decade, and then the project will just start all over again from square one, at higher interest rates and without federal funding, because **it is completely necessary and a natural consequence of the rising population and economic centrality of the effected communities**. This project will not go away if it is killed, it will only be kicked down the road for another generation to deal with later.

With that in mind I'd like to request that MassDOT, the MBTA, and the MPO carry out the following important actions:

- 1) **Public Review.** Ensure that any proposed Green Line Extension (GLX) and Community Path Extension (CPX) re-design options, new budget estimates, and financing options have a period for public review and comment before they can be voted on by the boards.
- 2) **Full GLX.** Fund and build the full GLX with a fully off-street CPX, with GLX stations at Union Square. There should be no Commuter Rail substitutions the GLX, because of the carcinogenic diesel pollution of commuter rail trains stopping and starting, given that the GLX is an air quality mitigation project. The full GLX/CPX should be integral to MassDOT's 2017-2021 Capital Investment Plan (CIP).
- 3) **Full CPX.** Ensure that the full multi-use Community Path Extension is built as part of the GLX. The

CPX cannot be built after the GLX is constructed, because the CPX needs to share infrastructure with the GLX, along with heavy construction machinery in the railroad right-of-way during construction

4) **Better CPX Design.** Adopt the Friends of the Community Path (FCP) design proposals for a fully off-street CPX from Lowell Street to Water Street at NorthPoint, rather than connecting the path to a fast, polluted highway.

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Thank you,
Christopher Hogan
104 Vernon St, Somerville MA 02145

From: [Mark Nahabedian](mailto:Mark.Nahabedian)
To: cciampa@mbta.com; katherine.fichter@state.ma.us; wrightj@wseinc.com; masscip@state.ma.us; Stan.Rosenberg@masenate.gov; Robert.DeLeo@mahouse.gov; publicinformation@ctps.org; kquackenbush@ctps.org; speterson@ctps.org; cclaude@ctps.org
Subject: Green line and path extensions, and general MBTA management issues
Date: Sunday, May 08, 2016 7:33:34 PM

To the MassDOT Board, the MBTA Fiscal Management and Control Board, the Boston MPO:

My original intent with this message was to support a fully functional implementation of the Green Line extension to both Union Square and Route 16, and the Community Path extension as proposed by Friends of the Community Path. I wholeheartedly support both the community path extension and the Green Line extension and the efforts of Friends of the Community Path to make them come to fruition. I feel strongly about this even though I live near Central Square and would not benefit on a daily basis. I greatly appreciate that these extensions will broaden the area that I can get to by T and by bicycle from my home near Central Square, Cambridge.

This afternoon however I experienced another one of those occasional events that I've experienced for decades that reinforce my belief that the T is endemically badly managed.

I boarded the inbound train at Andover shortly after 4:30pm. There was a man in a wheelchair waiting by the lift since the raised platform has been closed for months. I don't understand how it can take so long to fix a raised platform but that's beside the point. I overheard the conductor tell the man that the lift wasn't working and the man reply that it had been working earlier. I think the conductor tried to make the lift work because we were in the station for an additional 10 minutes.

I later heard that the man was not able to board. At the time I boarded the train I checked for alerts on the Haverhill line and it said that the platform was closed but that the lift was available. I told the conductor this when he came to check my ticket and that the alert system needed to be updated. He said he didn't know how to do that.

When we arrived at North station I went to the ticket window to report the problem to them. The first ticket agent I spoke with expressed concern but directed me to another window. I was confused about what window I was being directed to and the person at the next window told me his job was just to sell tickets.

That kind of set me off.

The mission of the MBTA, and every one of its employees, is to provide efficient transportation for the general public, getting each of us from where we are now to the place we need to be next.

That management has failed to communicate this mission to its employees is a failure of management.

That the conductor knew that the lift was broken but the alert system didn't because the conductor didn't know how to report it is a failure of management.

That bus drivers are afraid to report safety issues to their supervisors but feel they need to go through a union steward instead is a failure of management. This is from a conversation I had with a bus driver over a decade ago so maybe labor relations have gotten better since then, but I doubt it.

That riders observe acts of kindness by T employees but are afraid to write messages of appreciation or commendation for fear that the employee might be exposed to disciplinary action is a failure of management.

The clerk at the information window did sound like he knew how to report the broken lift. I see that the alert system now reports that the lift is out of service. Someone did their job.

All that said, I'm grateful that the T is available to me and works as well as it does, but there is obviously a lot of room for improvement, which could come about if every member of the organization is allowed to take the responsibility to make it better.

Mark Nahabedian
66 Prospect Street
Cambridge MA

From: gst@webruary.org
To: cciampa@mbta.com; wrightj@wseinc.com; katherine.fichter@state.ma.us; constituent.services@state.ma.us; masscip@state.ma.us; Stan.Rosenberg@masenate.gov; Robert.DeLeo@mahouse.gov; publicinformation@ctps.org; kquackenbush@ctps.org; speterson@ctps.org; cclaude@ctps.org
Subject: support for Friends alternative GLX community path proposal
Date: Sunday, May 08, 2016 7:55:26 PM

Dear MBTA planners,

I have attended all but the most recent of the meetings held in Somerville at which the MBTA has presented its thinking about a viable GLX plan, including provisions for the community path. At a recent meeting at the high school, I heard the presentation regarding a scaled-back version of the community path, which, we were told, bring down the cost of that component from \$100 million to about \$20 million. However, I have extreme concerns regarding features of that version of the path, especially as regards a piece which would be considered to be provided by the McGrath highway, and by how fairly lengthy sections of the path would, if I understand correctly, be achieved by means of what has been called variously a "box" or tunnel.

I have at the most recent of these meetings I attended heard the testimony of various members of the Friends of the Community Path and others concerning their alternative proposal, which I understand to be in the same price range as the alternative design proposed by the MBTA. My understanding is that the Friends proposal does not require the extensive "box" sections and provides an alternative route that does not consider a stretch of McGrath highway to be part of the path, nor does it require areas where the path would have to descend and then ascend over areas of quite some distance, which is especially difficult to manage for handicapped persons and at least some cyclists (myself being one, as I am "getting on in years" and have increasing difficulty managing slopes).

I urge those responsible for selecting a plan for the community path to carefully consider the Friends design, which I am now in the process of reviewing myself. I feel strongly that there should be discussion of the merits of this scheme, in whole or in part, and that before a decision is made on the final design, we be given a report on the findings of that consideration.

Sincere best regards,

Gary Trujillo
7 Allen Street
Somerville, MA 02143
gst@webruary.org

From: [Fred Berman](#)
To: cciampa@mbta.com; wrightj@wseinc.com; katherine.fichter@state.ma.us; masscip@state.ma.us; publicinformation@ctps.org; kquackenbush@ctps.org; speterson@ctps.org; cclaude@ctps.org
Cc: ["Jehlen, Patricia \(SEN\)"](#); denise.provost@state.ma.us; ["Rep. Christine Barber"](#)
Subject: Support for funding the Green Line/Community Path Extension
Date: Sunday, May 08, 2016 6:16:58 PM

Dear MBTA, DOT, Boston MPO, and Fiscal Management and Control Board Staff Involved in GLX/CPX Decision Making,

As 20-year Somerville residents, environmentalists, and advocates for transit, pedestrian, and bicycle alternatives to dependence on cars, we strongly urge you to approve a Greenline Extension (GLX) alternative that gets at least as far as Tufts University, and eventually to Route 16, and an extension of the Community Path (CPX) that takes riders all the way to the new Lechmere station.

Unfortunately, we both work and cannot attend tomorrow's meeting, but we trust that you will consider the tremendous level of community support, and the compelling economic and environmental logic behind the GLX/CPX.

That full Green Line extension (at least to Tufts University, with a second stage extension to Route 16) and the full Community Path extension should be incorporated in the MassDOT's 2017-2021 Capital Investment Plan (CIP).

It would be unconscionable if a meaningful extension of the Green Line, and a coterminous accompanying Community Path extension are not approved for go-ahead, despite a 20-30 year-old promise and legal commitment, based on a federally specified obligation to fund transit that would mitigate Big Dig generated traffic and pollution.

Creating local commuter rail stops is not a substitute for the GLX, because of the carcinogenic diesel pollution that would be released by the commuter rail trains if they stopped and restarted at each such station. The original mandate for the GLX is air quality mitigation; only a full GLX would accomplish that purpose (with the Community Path Extension).

We are not apologists for the MBTA's initial extravagant station designs, or for the costs generated by the MBTA's out-of-the-blue decision to design stations in such a way that pedestrians never have to walk across the tracks... as they do on every other Green Line, and on many transit lines across the country. We certainly can and should avoid unnecessary costs, as we seek to keep costs down.

Basic station design should include some shelters from the rain, but there are extremely cheap designs already in use at bus stops and existing Green Line and Orange Line T stations.

A coterminous Community Path is a critically important adjunct to the GLX, just as the Southwest Community Corridor is an integral part of the Orange Line rebuild during the last generation of T improvements. A Community Path provides safe pedestrian and bicycle access to stations, and an important alternative to car travel between Somerville, Cambridge, and Boston.

If the Community Path is not completed now, it will be much more expensive, if not impossible to build later, because the CPX needs to share infrastructure with the GLX, along with heavy construction machinery in the railroad right-of-way during construction. The Friends of the Community Path (FCP) has developed a lower cost alternative that (a) is fully off-street, unlike the DOT-suggested route that dumps cyclists and pedestrians onto McGrath Highway; (b) maintains all CPX street access points, instead of losing path-to-street access on the 0.8-mile stretch from School St. to Washington St.; and (c) keeps the CPX on one side of the corridor, which is safer and easier for crossings.

FCP CPX Design: <https://drive.google.com/open?id=0B7qVAVTOJ3PjRmp2eWk4V3pMbTQ>

FCP CPX Budget: <https://drive.google.com/open?id=0B7qVAVTOJ3PjZlBoVTZKVDlkaHc>

Thank you,

Fred Berman and Lori Segall
25 Cherry St.
Somerville, MA 02144
fredlori@rcn.com
617-776-0503

_____ Information from ESET NOD32 Antivirus, version of virus signature
database 13457 (20160508) _____

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

Janey Tallarida
68 Charnwood Road
Medford, MA 02155
jtallarida@gmail.com

May 9, 2016

To: the MassDOT Board, the MBTA Fiscal Management and Control Board, the Boston MPO:

SUBJECT: GLX, Community Path Extension, Transportation Revenue Sources

Dear Committee Members:

In 2014, the MBTA had a record 400.8 million trips, and since 2007, the number cyclists in Boston has doubled. Now, more than ever, infrastructure to accommodate alternative modes of transportation is critical. The Green Line Extension (GLX) and the Community Path Extension (CPX) are essential components of our future transportation infrastructure.

I'm writing to request that that MassDOT, the MBTA, and the MPO carry out the following important actions:

- 1) **Public Review.** Ensure that any proposed Green Line Extension (GLX) and Community Path Extension (CPX) re-design options, new budget estimates, and financing options have a period for public review and comment before they can be voted on by the boards.
- 2) **Full GLX.** Fund and build the full GLX with a fully off-street CPX, with GLX stations at Union Square. There should be no Commuter Rail substitutions for the GLX, because of the carcinogenic diesel pollution of commuter rail trains stopping and starting, given that the GLX is an air quality mitigation project. The full GLX/CPX should be integral to MassDOT's 2017-2021 Capital Investment Plan (CIP).
- 3) **Full CPX.** Ensure that the full multi-use Community Path Extension is built as part of the GLX. The CPX cannot be built after the GLX is constructed, because the CPX needs to share infrastructure with the GLX, along with heavy construction machinery in the railroad right-of-way during construction
- 4) **Better CPX Design.** Adopt the Friends of the Community Path (FCP) design proposals for a fully off-street CPX from Lowell Street to Water Street at NorthPoint, rather than connecting the path to a fast, polluted highway.

FCP CPX Design: <https://drive.google.com/open?id=0B7qVAVTOJ3PjRmp2eWk4V3pMbTQ>

FCP CPX Budget: <https://drive.google.com/open?id=0B7qVAVTOJ3PjZlBoVTZKVDlkaHc>

Compare to CPX design proposed by Interim GLX Team at similar cost on
4/13: http://www.somervillestep.org/wp-content/uploads/2016/05/path_0416.png

As shown, the FCP design is within the \$27 Million FFGA budget, and has the following advantages over the design proposed by the interim GLX Team. The FCP design:

- Keeps the CPX fully off-road, instead of re-routing the path in the Environmental Justice section of East Somerville to a fast, polluted Rt 28 McGrath/O'Brien Highway
- Maintains all CPX street access points, instead of losing path-to-street access on the 0.8-mile stretch from School St. to Washington St.
- Keeps the CPX on the one side of the corridor, which is safer and easier for crossings

5) **GLX to Route 16.** The GLX should be built to Route 16. If it turns out the Route 16 (Phase 2) MPO funding is not needed for Phase 1 GLX, then it should be reprogrammed back to Phase 2. Route 16. GLX-to-Rt16 should be integral to MassDOT's 2017-2021 CIP.

Thank you for your consideration and hard work,

Janey Tallarida
68 Charnwood Road
Medford, MA 02155

From: buckriverdesigns@gmail.com on behalf of [Janie Katz-Christy](#)
To: [Christine Ciampa](#); wrightj@wseinc.com; katherine.fichter@state.ma.us; constituent.services@state.ma.us; masscip@state.ma.us; Stan.Rosenberg@masenate.gov; Robert.DeLeo@mahouse.gov; publicinformation@ctps.org; kquackenbush@ctps.org; speterson@ctps.org; cclaude@ctps.org
Subject: PLEASE SUPPORT the Green Line, Community Path Extension, and NO Fare Increases
Date: Monday, May 09, 2016 10:12:22 AM

Dear members of the MassDOT Board, the MBTA Fiscal Management and Control Board and the Boston MPO:

As the mother of 3 teens, wife, and resident since 1980 on the Cambridge/Somerville line, wife of a Medford school teacher, and an architect, I cannot stress enough how much we rely on an affordable, effective, and extensive MBTA and a working bike path. It is at the core of why we live where we do, have a relatively low carbon footprint, and where we would like to see our tax dollars spent.

How else can the legislature hope to halt climate change? We - and you - owe it to our children to do all we can to make this project happen.

In fact, our family feels so strongly about this that we have contributed our own money and resources to help the design and promotion of the Community Path Extension (CPX). We also never begrudge the MBTA our funds, though it is heartbreaking to see the state's lack of adequate investment.

See Item #4 below.

In particular, I'm writing to request MassDOT, the MBTA, and the MPO do the following:

- 1) **Public Review.** Ensure that any proposed Green Line Extension (GLX) and CPX re-design options, new budget estimates, and financing options have a period for public review and comment before they can be voted on by the boards.
- 2) **Full GLX.** Fund and build the full GLX with a fully off-street CPX, with GLX stations at Union Square. Do not substitute Commuter Rail for the GLX, because of the carcinogenic diesel pollution of commuter rail trains stopping and starting, as the GLX is an air quality mitigation project. The full GLX/CPX should be integral to MassDOT's 2017-2021 Capital Investment Plan (CIP).
- 3) **Full CPX.** Ensure that the full multi-use Community Path Extension is built as part of the GLX. The CPX cannot be built after the GLX is constructed, because the CPX needs to share infrastructure with the GLX, along with heavy construction machinery in the railroad right-of-way during construction
- 4) **Better CPX Design.** Adopt the Friends of the Community Path (FCP) design proposals for a fully off-street CPX from Lowell Street to Water Street at NorthPoint, rather than connecting the path to a fast, polluted highway.

FCP CPX Design: <https://drive.google.com/open?id=0B7qVAVTOJ3PjRmp2eWk4V3pMbTQ>

FCP CPX Budget: <https://drive.google.com/open?id=0B7qVAVTOJ3PjZIBoVTZKVDIkaHc>

Compare to CPX design proposed by Interim GLX Team at similar cost on 4/13:

http://www.somervillestep.org/wp-content/uploads/2016/05/path_0416.png

As shown, the FCP design is within the \$27 Million FFGA budget, and has the following advantages over the design proposed by the interim GLX Team. The FCP design:

- Keeps the CPX fully off-road, instead of re-routing the path in the Environmental Justice section of East Somerville to a fast, polluted Rt 28 McGrath/O'Brien Highway
- Maintains all CPX street access points, instead of losing path-to-street access on the 0.8-mile stretch from School St. to Washington St.
- Keeps the CPX on the one side of the corridor, which is safer and easier for crossings

5) **GLX to Route 16.** The GLX should be built to Route 16. If it turns out the Route 16 (Phase 2) MPO funding is not needed for Phase 1 GLX, then it should be reprogrammed back to Phase 2. Route 16. GLX-to-Rt16 should be integral to MassDOT's 2017-2021 CIP.

6) **NO FARE INCREASES!** Until the MBTA and Commuter Rail equipment and services are upgraded to run effectively and extensively throughout the region so that they are comparable to what can be had by cars, do not continue the downward spiral of less service and higher fares. It is crucial to have a robust, extensive, and publicly funded public transit system to maintain the quality of life in the commonwealth and the region. In fact, reducing the fares or making them free would be the better alternative.

Please feel free to reach out to me and my family for more information.

Thank you,

Jane (Katz) Katz-Christy
166A Elm Street
Porter Sq.
N. Cambridge, MA 02140
617 625 3822

From: [Joshua E. Elvander](mailto:Joshua.E.Elvander@cciampa.com)
To: cciampa@mbta.com; wrightj@wseinc.com; katherine.fichter@state.ma.us; constituent.services@state.ma.us; masscip@state.ma.us; Stan.Rosenberg@masenate.gov; Robert.DeLeo@mahouse.gov; publicinformation@cpts.org; kquackenbush@cpts.org; speterson@cpts.org; cclaude@cpts.org
Subject: GLX, Community Path Extension, GLX to Route 16, Transportation Revenue Sources
Date: Monday, May 09, 2016 10:57:14 AM

Dear members of the MassDOT Board, the MBTA Fiscal Management and Control Board, and the Boston MPO:

I am writing in support of the Green Line Extension (GLX) and to request that the state honor its legal, moral and environmental obligations to complete the Green Line Extension in its entirety. Our greater community has repeatedly realized the benefits of improved and sophisticated mass transit opportunities. To decline to make these investments is to take a pass on an opportunity to improve our community via easier commutes, cleaner air, increased business opportunities and a better quality of life.

I have lived in the Winter Hill area of Somerville for 10 years. The planned GLX extension would run 75 yards from my home. The construction that we have endured so far has been sizable, and those headaches were the price of progress, inconveniences I have been happy to take on for the sake of this project. All that construction is presently on hold. The inconvenience remains, while the progress is now uncertain.

I urge you to move forward with the GLX in its entirety and to build the Community Path Extension as part of the GLX to ensure that people north of Boston can be connected to the city not only by train, but also by foot, bicycle, and stroller. As the world looks for ways to ease our clogged highways through self-driving cars and other means, we have an important and critical opportunity to help get cars off the highway and provide more sustainable means of moving people between the city and the surrounding communities. To paraphrase someone commenting at one of the meetings about the Green Line Extension – how many people look around today and say, gee, I wish they wouldn't have built the red line? Very few, if any. Please think about the ramifications for our state and the impacted communities not just today, but decades into the future. The time to build the Green Line Extension is now. And if you're going to do something, you should do it right- that means in its entirety with full stations, the full extension, and a Community Path Extension alongside it.

To be more specific, I ask that MassDOT, the MBTA, and the MPO carry out the following important actions:

1. Ensure Public Review.

Ensure that any proposed Green Line Extension (GLX) and Community Path Extension (CPX) redesign options, new budget estimates, and financing options have a period for public review and comment before they can be voted on by the boards.

2. Fund and Build the Full GLX.

Fund and build the full GLX with a fully off-street CPX and with GLX stations at Union Square. Given that the GLX is an air quality mitigation project, there should be no Commuter Rail substitutions for the GLX because of the carcinogenic diesel pollution of commuter rail trains stopping and starting. The full GLX/CPX should be integral to MassDOT's 2017-2021 Capital Investment Plan (CIP).

3. Build the Full CPX.

Ensure that the full, multi-use Community Path Extension is built as part of the GLX. The CPX

cannot be built after the GLX is constructed because the CPX needs to share infrastructure, along with heavy construction machinery in the railroad right-of-way during construction, with the GLX.

4. Adopt a Better CPX Design.

Adopt the Friends of the Community Path (FCP) design proposals for a fully off-street CPX from Lowell Street to Water Street at NorthPoint, rather than connecting the path to a fast, polluted highway where no one really could or should ride or walk.

FCP CPX Design: <https://drive.google.com/open?id=0B7qVAVTOJ3PjRmp2eWk4V3pMbTQ>

FCP CPX Budget: <https://drive.google.com/open?id=0B7qVAVTOJ3PjZlBoVTZKVDlkaHc>

Compare to CPX design proposed by Interim GLX Team at similar cost on 4/13:

http://www.somervillestep.org/wp-content/uploads/2016/05/path_0416.png

As shown, the FCP design is within the \$27 Million FFGA budget, and has the following advantages over the design proposed by the interim GLX Team:

- Keeps the CPX fully off-road, instead of re-routing the path in the Environmental Justice section of East Somerville to a fast, polluted Rt 28 McGrath/O'Brien Highway
- Maintains all CPX street access points, instead of losing path-to-street access on the 0.8-mile stretch from School St. to Washington St.
- Keeps the CPX on one side of the corridor, which is safer and easier for crossings

5. Build the GLX to Route 16.

The GLX should be built to Route 16. If it turns out the Route 16 (Phase 2) MPO funding is not needed for Phase 1 GLX, then it should be reprogrammed back to Phase 2. GLX-to-Rt16 should be integral to MassDOT's 2017-2021 CIP.

Sincerely,

Josh Elvander
12 Pembroke St.
Somerville, MA

From: [Jennifer Fries](mailto:Jennifer.Fries@state.ma.us)
To: christine.ciampa@state.ma.us; cciampa@mbta.com; wrightj@wseinc.com; katherine.fichter@state.ma.us; constituent_services@state.ma.us; masscip@state.ma.us; Stan.Rosenberg@masenate.gov; Robert.DeLeo@mahouse.gov; publicinformation@ctps.org; ctps@ctps.org; kquackenbush@ctps.org; speterson@ctps.org; cclaude@ctps.org
Cc: friendspath@yahoo.com
Subject: The Green Line Extension and Community Path - promises to keep
Date: Tuesday, May 10, 2016 9:05:30 AM

SUBJECT:

GLX, Community Path Extension, GLX to Route 16, Transportation Revenue Sources

To the MassDOT Board, the MBTA Fiscal Management and Control Board, the Boston MPO:

I'm a North Cambridge resident, and the Green Line Extension and the Community Path are important to my quality of life, both as a potential user of the services and as a citizen with asthma looking to reduce pollution. As a parent, having safe, off-street bicycle routes is also important to me. The idea of having a bicycle path on the McGrath Highway is ridiculous. I'm writing to request that that MassDOT, the MBTA, and the MPO carry out the following important actions:

- 1) Public Review. Ensure that any proposed Green Line Extension (GLX) and Community Path Extension (CPX) re-design options, new budget estimates, and financing options have a period for public review and comment before they can be voted on by the boards.
- 2) Full GLX. **Fund and build the full GLX** with a fully off-street CPX, with GLX stations at Union Square. There should be no Commuter Rail substitutions on the GLX, because of the carcinogenic diesel pollution of commuter rail trains stopping and starting, given that the GLX is an air quality mitigation project. The full GLX/CPX should be integral to MassDOT's 2017-2021 Capital Investment Plan (CIP).
- 3) Full CPX. Ensure that the full multi-use Community Path Extension is built as part of the GLX. The CPX cannot be built after the GLX is constructed, because the CPX needs to share infrastructure with the GLX, along with heavy construction machinery in the railroad right-of-way during construction
- 4) Better CPX Design. Adopt the Friends of the Community Path (FCP) design proposals for a fully off-street CPX from Lowell Street to Water Street at NorthPoint, rather than connecting the path to a fast, polluted highway.

- FCP CPX Design: <https://drive.google.com/open...>

- FCP CPX Budget: <https://drive.google.com/open...>

- Compare to CPX design proposed by Interim GLX Team at similar cost on 4/13:
http://www.somervillestep.org/.../uploa.../2016/05/path_0416.png

The FCP design is within the \$27 Million FFGA budget, and has the following advantages over the design proposed by the interim GLX Team. The FCP design:

* Keeps the CPX fully **off-road**, instead of re-routing the path in the Environmental Justice section of East Somerville to a fast, polluted Rt 28 McGrath/O'Brien Highway

* Maintains all CPX street access points, instead of losing path-to-street access on the 0.8-mile stretch from School St. to Washington St.

* Keeps the CPX on the one side of the corridor, which is safer and easier for crossings

5) GLX to Route 16. The GLX should be built to Route 16. If it turns out the Route 16 (Phase 2) MPO funding is not needed for Phase 1 GLX, then it should be reprogrammed back to Phase 2. GLX-to-Rt16 should be integral to MassDOT's 2017-2021 CIP.

Thank you,
Jennifer Fries

13 /12 Cedar Street

Cambridge, MA 02140

From: resablatman@gmail.com on behalf of resa_blatman
To: masscip@state.ma.us; christine.ciampa@state.ma.us; cciampa@mbta.com; katherine.fichter@state.ma.us; constituent_services@state.ma.us; Stan.Rosenberg@masenate.gov; Robert.DeLeo@mahouse.gov; publicinformation@ctps.org; kquackenbush@ctps.org; cclaude@ctps.org
Subject: Capital Investment Plan (CIP) public comment: GLX, Community Path Extension, GLX to Route 16, Transportation Revenue Sources
Date: Friday, May 13, 2016 4:09:39 PM

To MassDOT and the MassDOT Board:

I am commenting here on MassDOT's 2017-2021 Capital Investment Plan (CIP) <http://www.massdot.state.ma.us/InformationCenter/CapitalInvestmentPlan.aspx>

Green Line Extension Project

- 1) Please keep moving forward to fund and build the full GLX** with a full, fully off-street Community Path Extension (CPX), with GLX stations at Union Square and Route 16.
- 2) GLX Public Process.** Please ensure that any proposed Green Line Extension (GLX) and Community Path Extension (CPX) re-design options, new budget estimates, and financing options have a period for public review and comment before they can be voted on by the boards.
- 3) Capital Expenses, not GLX Costs.** Please remove these system-wide investments – the Vehicle Maintenance Facility and 24 new Green Line vehicles -- from the GLX budget and move them to MBTA capital expenses for state of good repair.
- 4) Please fund the full, fully off-street CPX,** from Lowell Street to Water Street at NorthPoint, as part of the GLX. The full and fully-off road CPX should be required as part of the GLX bidding process, with the next GLX Team working with Friends of the Community Path and stakeholders on the design.
- 5) Please build the GLX to Route 16.** If needed, funds should be reprogrammed to GLX Phase 2.
- 6) There should be no Commuter Rail substitutions** in the GLX(an air quality mitigation project), because of the carcinogenic diesel pollution of commuter rail trains stopping and starting. .

*******More Bike, Pedestrian and Transit Funds*******

I'd like to see much greater funding for bicycle and pedestrian projects, ADA access, and clean transit.

CIP Public Hearing Locations to Better Represent Population Density

Please schedule more future CIP Hearings in the Boston Metro Area, such as Somerville and Cambridge to represent population and job density, and diversity.

Transportation Revenue: Tolls and Congestion Pricing

Please implement tolls on I-93 and road congestion pricing. It is unfair to charge fares for each transit trip, but not for trips on all major roads and highways.

Thank you,
Resa Blatman & Stefan Cooke
42 Bartlett Street
Somerville, MA 02145

From: [Kate Brigham](mailto:Kate.Brigham@state.ma.us)
To: masscip@state.ma.us; christine.ciampa@state.ma.us; cciampa@mbta.com; katherine.fichter@state.ma.us; constituent_services@state.ma.us; Stan.Rosenberg@masenate.gov; Robert.DeLeo@mahouse.gov; publicinformation@ctps.org; kquackenbush@ctps.org; cclaude@ctps.org
Subject: Capital Investment Plan (CIP) public comment: GLX, Community Path Extension, GLX to Route 16, Transportation Revenue Sources
Date: Friday, May 13, 2016 1:35:07 PM

To MassDOT and the MassDOT Board:

I am commenting here on MassDOT's 2017-2021 Capital Investment Plan (CIP) <http://www.massdot.state.ma.us/InformationCenter/CapitalInvestmentPlan.aspx>

Green Line Extension Project

- 1) Please keep moving forward to fund and build the full GLX** with a full, fully off-street Community Path Extension (CPX), with GLX stations at Union Square and Route 16.
- 2) GLX Public Process.** Please ensure that any proposed Green Line Extension (GLX) and Community Path Extension (CPX) re-design options, new budget estimates, and financing options have a period for public review and comment before they can be voted on by the boards.
- 3) Capital Expenses, not GLX Costs.** Please remove these system-wide investments – the Vehicle Maintenance Facility and 24 new Green Line vehicles -- from the GLX budget and move them to MBTA capital expenses for state of good repair.
- 4) Please fund the full, fully off-street CPX**, from Lowell Street to Water Street at NorthPoint, as part of the GLX. The full and fully-off road CPX should be required as part of the GLX bidding process, with the next GLX Team working with Friends of the Community Path and stakeholders on the design.
- 5) Please build the GLX to Route 16.** If needed, funds should be reprogrammed to GLX Phase 2.
- 6) There should be no Commuter Rail substitutions** in the GLX(an air quality mitigation project), because of the carcinogenic diesel pollution of commuter rail trains stopping and starting. .

More Bike, Pedestrian and Transit Funds

I'd like to see much greater funding for bicycle and pedestrian projects, ADA access, and clean transit.

CIP Public Hearing Locations to Better Represent Population Density

Please schedule more future CIP Hearings in the Boston Metro Area, such as Somerville and Cambridge to represent population and job density, and diversity.

Transportation Revenue: Tolls and Congestion Pricing

Please implement tolls on I-93 and road congestion pricing. It is unfair to charge fares for each transit trip, but not for trips on all major roads and highways.

Thank you,
Kate Brigham

50 Bow St, Unit 11, Somerville, MA 02143

From: alice_grossman
To: publicinformation@ctps.org
Subject: GLX
Date: Friday, May 13, 2016 2:53:35 PM

I am retired and walk on the community path daily. I would ride my bike into boston if I could! I will certainly take the subway there!

Reduce pollution! Help make healthier happier citizens and our community more economically attractive. It will reap much more in taxes and economic development for a very ordinary investment! It's a mandate. Find a way! The people demand it! Somerville has suffered too long. Let us fly!!!

SUBJECT:

Capital Investment Plan (CIP) public comment:
GLX, Community Path Extension, GLX to Route 16, Transportation Revenue Sources

DRAFT LETTER

To MassDOT and the MassDOT Board:

I am commenting here on MassDOT's 2017-2021 Capital Investment Plan (CIP)

<http://www.massdot.state.ma.us/InformationCenter/CapitalInvestmentPlan.aspx>

Green Line Extension Project

1) Please keep moving forward to fund and build the full

GLX with a full, fully off-street Community Path Extension (CPX), with GLX stations at Union Square and Route 16.

2) GLX Public Process. Please ensure that any proposed Green Line Extension (GLX) and Community Path Extension (CPX) re-design options, new budget estimates, and financing options have a period for public review and comment before they can be voted on by the boards.

3) Capital Expenses, not GLX Costs. Please remove these system-wide investments – the Vehicle Maintenance Facility and 24 new Green Line vehicles -- from the GLX budget and move them to MBTA capital expenses for state of good repair.

4) Please fund the full, fully off-street CPX, from Lowell Street to Water Street at NorthPoint, as part of the GLX. The full and fully-off road CPX should be required as part of the GLX bidding process, with the next GLX Team working with Friends of the Community Path and stakeholders on the design.

5) Please build the GLX to Route 16. If needed, funds should be reprogrammed to GLX Phase 2.

6) There should be no Commuter Rail substitutions in the GLX(an air quality mitigation project), because of the carcinogenic diesel pollution of commuter rail trains stopping and starting. .

More Bike, Pedestrian and Transit Funds

I'd like to see much greater funding for bicycle and pedestrian projects, ADA access, and clean transit.

CIP Public Hearing Locations to Better Represent Population Density

Please schedule more future CIP Hearings in the Boston Metro Area, such as Somerville and Cambridge to represent population and job density, and diversity.

Transportation Revenue: Tolls and Congestion Pricing

Please implement tolls on I-93 and road congestion pricing. It is unfair to charge fares for each transit trip, but not for trips on all major roads and highways.

Thank you,
Alice Grossman
13 Robinson street
Somerville Ma 02145

18yr resident

Sent from my iPhone
Sent from my iPhone



13 May 2016

SUBJECT:

Capital Investment Plan (CIP) public comment:
GLX, Community Path Extension, GLX to Route 16, Transportation Revenue Sources

To MassDOT and the MassDOT Board:

I am commenting here on MassDOT's 2017-2021 Capital Investment Plan (CIP)
<http://www.massdot.state.ma.us/InformationCenter/CapitalInvestmentPlan.aspx>

As a community organization focused on environmental justice, racial and health equity, we agree with the comments of our partners and colleagues and Somerville, and would like to take the opportunity to highlight a few of these we feel are essential about the Green Line Extension Project.

1) Please fund the full, fully off-street CPX, from Lowell Street to Water Street at NorthPoint, as part of the GLX. The full and fully-off road CPX should be required as part of the GLX bidding process, with the next GLX Team working with Friends of the Community Path and stakeholders on the design.

2) Please keep moving forward to fund and build the full GLX with a full, fully off-street Community Path Extension (CPX), with GLX stations at Union Square and Route 16.

2) GLX Public Process. Please ensure that any proposed Green Line Extension (GLX) and Community Path Extension (CPX) re-design options, new budget estimates, and financing options have a period for public review and comment before they can be voted on by the boards.

3) Capital Expenses, not GLX Costs. Please remove these system-wide investments – the Vehicle Maintenance Facility and 24 new Green Line vehicles -- from the GLX budget and move them to MBTA capital expenses for state of good repair.

4) There should be no Commuter Rail substitutions in the GLX (an air quality mitigation project), because of the carcinogenic diesel pollution of commuter rail trains stopping and starting. .

Transportation Revenue: Tolls and Congestion Pricing

Please implement tolls on I-93 and road congestion pricing. It is unfair to charge fares for each transit trip, but not for trips on all major roads and highways.

Thank you for your attention and the hard work and time that has gone into this process so far,

Chris Mancini
Executive Director

From: [Ann Peralta](#)
To: masscip@state.ma.us; christine.ciampa@state.ma.us; cciampa@mbta.com; katherine.fichter@state.ma.us; constituent.services@state.ma.us; Stan.Rosenberg@masenate.gov; Robert.DeLeo@mahouse.gov; publicinformation@ctps.org; kquackenbush@ctps.org; cclaude@ctps.org
Subject: Capital Investment Plan (CIP) public comment: GLX, Community Path Extension, GLX to Route 16, Transportation Revenue Sources
Date: Friday, May 13, 2016 2:27:55 PM

To MassDOT and the MassDOT Board:

I am commenting here on MassDOT's 2017-2021 Capital Investment Plan (CIP) <http://www.massdot.state.ma.us/InformationCenter/CapitalInvestmentPlan.aspx>

I would like to request that you:

- 1) Fund and build the full GLX project.**
- 2) Fund the full, fully off-street community path**, from Lowell Street to Water Street at NorthPoint, as part of the GLX. The full and fully-off road CPX should be required as part of the GLX bidding process, with the next GLX Team working with Friends of the Community Path and stakeholders on the design.
- 3) Make no Commuter Rail substitutions** in the GLX (an air quality mitigation project), because of the carcinogenic diesel pollution of commuter rail trains stopping and starting.

Also, I'd like to see:

More Bike, Pedestrian and Transit Funds

I'd like to see much greater funding for bicycle and pedestrian projects, ADA access, and clean transit.

Thank you for your consideration,
Ann Peralta
25 Warwick Street
Somerville, MA 02145

From: [Robert Reardon](mailto:Robert.Reardon@state.ma.us)
To: masscip@state.ma.us; christine.ciampa@state.ma.us; ciciampa@mbta.com; katherine.fichter@state.ma.us; constituent_services@state.ma.us; Stan.Rosenberg@masenate.gov; Robert.DeLeo@mahouse.gov; publicinformation@ctps.org; kquackenbush@ctps.org; cclaude@ctps.org
Subject: Capital Investment Plan (CIP) public comment: GLX, Community Path Extension, GLX to Route 16, Transportation Revenue Sources
Date: Friday, May 13, 2016 1:48:45 PM
Attachments: [ATT00001.txt](#)

To MassDOT and the MassDOT Board:

As a Somerville resident and homeowner since 1981 who has raised three children in the public schools and is committed to the quality of life in Somerville, I am commenting here on MassDOT's 2017-2021 Capital Investment Plan (CIP).

RE: Green Line Extension Project:

- 1) Please keep moving forward to fund and build the full GLX** with a full, fully off-street Community Path Extension (CPX), with GLX stations at Union Square and Route 16.
- 2) GLX Public Process.** Please ensure that any proposed Green Line Extension (GLX) and Community Path Extension (CPX) re-design options, new budget estimates, and financing options have a period for public review and comment before they can be voted on by the boards.
- 3) Capital Expenses, not GLX Costs.** Please remove These are system-wide investments – the Vehicle Maintenance Facility and 24 new Green Line vehicles -- and thereby should be removed from the GLX budget and moved to MBTA capital expenses for state of good repair.
- 4) Please fund the full, fully off-street CPX,** from Lowell Street to Water Street at NorthPoint, as part of the GLX. The full and fully-off road CPX should be required as part of the GLX bidding process, with the next GLX Team working with Friends of the Community Path and stakeholders on the design. As a family who rides bikes the proposed route along McGrath highway is just not good or safe, try it on a bike yourself or walk it even imaging the proposed improvements! Off street is needed especially in this section.
- 5) Please build the GLX to Route 16.** If needed, funds should be reprogrammed to GLX Phase 2.
- 6) There should be no Commuter Rail substitutions** in the GLX(an air quality mitigation project), because of the carcinogenic diesel pollution of commuter rail trains stopping and starting. .

More Bike, Pedestrian and Transit Funds

I'd like to see much greater funding for bicycle and pedestrian projects, ADA access, and clean transit.

CIP Public Hearing Locations to Better Represent Population Density

Please schedule more future CIP Hearings in the Boston Metro Area, such as Somerville and Cambridge to represent population and job density, and diversity.

Transportation Revenue: Tolls and Congestion Pricing

Please implement tolls on I-93 and road congestion pricing. It is unfair to charge fares for each transit trip, but not for trips on all major roads and highways.

Thank you,
Robert J. Reardon (and family)
27 Gilman Terrace #2
Somerville, MA 02145
Cell:617-596-8132
bob@sonicus.net

From: [Cynthia Snow](mailto:Cynthia.Snow@state.ma.us)
To: masscip@state.ma.us; christine.ciampa@state.ma.us; cciampa@mbta.com; katherine.fichter@state.ma.us; constituent_services@state.ma.us; Stan.Rosenberg@masenate.gov; Robert.DeLeo@mahouse.gov; publicinformation@ctps.org; kquackenbush@ctps.org; cclaude@ctps.org
Subject: Capital Investment Plan (CIP) public comment: GLX, Community Path Extension, GLX to Route 16, Transportation Revenue Sources
Date: Friday, May 13, 2016 2:33:26 PM

To MassDOT and the MassDOT Board:

I am commenting here on MassDOT's 2017-2021 Capital Investment Plan (CIP)
<http://www.massdot.state.ma.us/InformationCenter/CapitalInvestmentPlan.aspx>

Green Line Extension Project

1) Please keep moving forward to fund and build the full GLX with a full, fully off-street Community Path Extension (CPX), with GLX stations at Union Square and Route 16. This is a remarkable opportunity to improve both transit and bicycling/walking along this corridor, which has already seen extensive new construction along its route.

2) GLX Public Process. Please ensure that any proposed Green Line Extension (GLX) and Community Path Extension (CPX) re-design options, new budget estimates, and financing options have a period for public review and comment before they can be voted on by the boards.

3) Capital Expenses, not GLX Costs. Please remove these system-wide investments – the Vehicle Maintenance Facility and 24 new Green Line vehicles -- from the GLX budget and move them to MBTA capital expenses for state of good repair.

4) Please fund the full, fully off-street CPX, from Lowell Street to Water Street at NorthPoint, as part of the GLX. The full and fully-off road CPX should be required as part of the GLX bidding process, with the next GLX Team working with Friends of the Community Path and stakeholders on the design. I already use existing bicycle paths at both ends of this project, and this missing link is absolutely key to making it a useful bicycle transportation route.

5) Please build the GLX to Route 16. If needed, funds should be reprogrammed to GLX Phase 2.

6) There should be no Commuter Rail substitutions in the GLX(an air quality mitigation project), because of the carcinogenic diesel pollution of commuter rail trains stopping and starting. .

More Bike, Pedestrian and Transit Funds

I'd like to see much greater funding for bicycle and pedestrian projects, ADA access, and clean transit.

CIP Public Hearing Locations to Better Represent Population Density

Please schedule more future CIP Hearings in the Boston Metro Area, such as Somerville and Cambridge to represent population and job density, and diversity.

Transportation Revenue: Tolls and Congestion Pricing

Please implement tolls on I-93 and road congestion pricing. It is unfair to charge fares for each transit trip, but not for trips on all major roads and highways. Those of us who do not drive are already paying via taxes (or high rents that go to taxes) for roads, yet we are getting few benefits from these funds.

Thank you,
Cynthia Snow
323 Tappan St.
Brookline, MA 02445

From: buckriverdesigns@gmail.com on behalf of [Janie Katz-Christy](#)
To: masscip@state.ma.us; [Chris Ciampa](#); [Christine Ciampa](#); katherine.fichter@state.ma.us;
constituent_services@state.ma.us; Stan.Rosenberg@masenate.gov; Robert.DeLeo@mahouse.gov;
publicinformation@ctps.org; kquackenbush@ctps.org; cclaude@ctps.org
Subject: Capital Investment Plan (CIP) public comment: Minimize pollution, improve health, enable safer active transportation and encourage cheaper, greener shared ground and water transit
Date: Friday, May 13, 2016 3:17:40 PM

Dear all, including MassDOT and the MassDOT Board,

I have included my previous note below, so I won't re-introduce myself.

I am commenting on MassDOT's 2017-2021 Capital Investment Plan (CIP) <http://www.massdot.state.ma.us/InformationCenter/CapitalInvestmentPlan.aspx>

I keep wondering why the Commonwealth, with our wise and well-educated leaders, spend so much of our collective collected monies on the projects which are THE MOST polluting, dangerous and risky to human (and other animals') health at the individual and public levels?! It is so short-sighted and very frustrating.

More Bike, Pedestrian, Transit (including supporting sustainable water transportation Funds

I'd like to see much greater funding for bicycle and pedestrian projects, sailing and other clean, sustainable, affordable transit.

CIP Public Hearing Locations to Better Represent Population Density

Please schedule more future CIP Hearings in the Boston Metro Area, such as Somerville and Cambridge to represent density of population and jobs.

Transportation Revenue: Gas Tax, Tolls, and Congestion Pricing

Please revisit raising gas taxes, as the time could not be more appropriate. Implement tolls and fees on road usage, explore congestion pricing, and make transit very inexpensive, if not free. It is unfair to charge fares for each transit trip, but not for trips on roads and highways.

Green Line Extension (GLX) and Community Path Extension (CPX) Project

1) Fund the full, fully off-street CPX from Lowell Street to Water Street at NorthPoint, as part of the GLX. The full and fully-off road CPX should be required as part of the GLX bidding process, with the next GLX Team working with Friends of the Community Path and stakeholders on the design.

2) Please keep moving forward to fund and build the full GLX with a full, fully off-street CPX, with GLX stations at Union Square and Route 16.

3) GLX Public Process. Please ensure that any proposed GLX and CPX re-design options, new budget estimates, and financing options have a period for public review and comment before they can be voted on by the boards.

3) Capital Expenses, not GLX Costs. Please remove these system-wide investments – the Vehicle Maintenance Facility and 24 new Green Line vehicles -- from the GLX budget and move them to MBTA capital expenses for state of good repair.

5) Please build the GLX to Route 16. If needed, funds should be reprogrammed to GLX Phase 2.

6) There should be no Commuter Rail substitutions in the GLX (an air quality mitigation project), because of the carcinogenic diesel pollution of commuter rail trains stopping and starting. .

Thank you so much,
Jane Katz
166A Elm St.
N. Cambridge, MA 02140

----- Forwarded message -----

From: **Janie Katz-Christy** <jkatzchristy@gmail.com>

Date: Mon, May 9, 2016 at 10:12 AM

Subject: PLEASE SUPPORT the Green Line, Community Path Extension, and NO Fare Increases

To: Christine Ciampa <cciampa@mbta.com>, wrightj@wseinc.com,
katherine.fichter@state.ma.us, constituent.services@state.ma.us, masscip@state.ma.us,
Stan.Rosenberg@masenate.gov, Robert.DeLeo@mahouse.gov, publicinformation@ctps.org,
kquackenbush@ctps.org, speterson@ctps.org, cclaude@ctps.org

Dear members of the MassDOT Board, the MBTA Fiscal Management and Control Board and the Boston MPO:

As the mother of 3 teens, wife, and resident since 1980 on the Cambridge/Somerville line, wife of a Medford school teacher, and an architect, I cannot stress enough how much we rely on an affordable, effective, and extensive MBTA and a working bike path. It is at the core of why we live where we do, have a relatively low carbon footprint, and where we would like to see our tax dollars spent.

How else can the legislature hope to halt climate change? We - and you - owe it to our children to do all we can to make this project happen.

In fact, our family feels so strongly about this that we have contributed our own money and resources to help the design and promotion of the Community Path Extension (CPX). We also never begrudge the MBTA our funds, though it is heartbreaking to see the state's lack of adequate investment.

See Item #4 below.

In particular, I'm writing to request MassDOT, the MBTA, and the MPO do the following:

- 1) **Public Review.** Ensure that any proposed Green Line Extension (GLX) and CPX re-design options, new budget estimates, and financing options have a period for public review and comment before they can be voted on by the boards.
- 2) **Full GLX.** Fund and build the full GLX with a fully off-street CPX, with GLX stations at Union Square. Do not substitute Commuter Rail for the GLX, because of the carcinogenic diesel pollution of commuter rail trains stopping and starting, as the GLX is an air quality mitigation project. The full GLX/CPX should be integral to MassDOT's 2017-2021 Capital Investment Plan (CIP).
- 3) **Full CPX.** Ensure that the full multi-use Community Path Extension is built as part of the GLX. The CPX cannot be built after the GLX is constructed, because the CPX needs to share infrastructure with the GLX, along with heavy construction machinery in the railroad right-of-way during construction
- 4) **Better CPX Design.** Adopt the Friends of the Community Path (FCP) design proposals for a fully off-street CPX from Lowell Street to Water Street at NorthPoint, rather than connecting the path to a fast, polluted highway.

FCP CPX Design: <https://drive.google.com/open?id=0B7qVAVTOJ3PjRmp2eWk4V3pMbTQ>
FCP CPX Budget: <https://drive.google.com/open?id=0B7qVAVTOJ3PjZIBoVTZKVDIkaHc>

Compare to CPX design proposed by Interim GLX Team at similar cost on 4/13:
http://www.somervillestep.org/wp-content/uploads/2016/05/path_0416.png

As shown, the FCP design is within the \$27 Million FFGA budget, and has the following advantages over the design proposed by the interim GLX Team. The FCP design:

- o Keeps the CPX fully off-road, instead of re-routing the path in the Environmental Justice section of East Somerville to a fast, polluted Rt 28 McGrath/O'Brien Highway
- o Maintains all CPX street access points, instead of losing path-to-street access on the 0.8-mile stretch from School St. to Washington St.
- o Keeps the CPX on the one side of the corridor, which is safer and easier for crossings

5) **GLX to Route 16.** The GLX should be built to Route 16. If it turns out the Route 16 (Phase 2) MPO funding is not needed for Phase 1 GLX, then it should be reprogrammed back to Phase 2. Route 16. GLX-to-Rt16 should be integral to MassDOT's 2017-2021 CIP.

6) **NO FARE INCREASES!** Until the MBTA and Commuter Rail equipment and services are upgraded to run effectively and extensively throughout the region so that they are comparable to what can be had by cars, do not continue the downward spiral of less service and higher fares. It is crucial to have a robust, extensive, and publicly funded public transit system to maintain the quality of life in the commonwealth and the region. In fact, reducing the fares or making them free would be the better alternative.

Please feel free to reach out to me and my family for more information.

Thank you,

Jane (Katz) Katz-Christy
166A Elm Street
Porter Sq.
N. Cambridge, MA 02140
[617 625 3822](tel:6176253822)



Friends of the Community Path
112 Belmont Street, Somerville, MA 02143
617.776.7769 friendspath@yahoo.com
facebook.com/FriendsoftheCommunityPath
twitter.com/pathfriends

Date: May 13, 2016

Re: Capital Investment Plan (CIP) Public Comment:
GLX, Community Path Extension, GLX to Route 16, More Bike/Ped/Transit
Funding, Transportation Revenue Sources

To MassDOT and the MassDOT Board:

Thank you for the opportunity to comment on MassDOT's 2017-2021 Capital Investment Plan (CIP). Today, May 13 at 5:00pm is the comment deadline:
<http://www.massdot.state.ma.us/InformationCenter/CapitalInvestmentPlan.aspx>

We are writing on behalf of the Friends of the Community Path, a regional group with more than 1,500 members, to request the following be integral the the CIP.

Green Line Extension Project

1) Thank you for moving the GLX closer to fruition. Please fund and build the full GLX with a full, fully off-street Community Path Extension (CPX), with GLX stations at Union Square and Route 16.

2) Public Process. Please ensure that any proposed Green Line Extension (GLX) and Community Path Extension (CPX) re-design options, new budget estimates, and financing options have a period for public review and comment before they can be voted on by the boards.

3) Capital Expenses, not GLX Costs. Both the Vehicle Maintenance Facility and 24 new Green Line vehicles are system costs – not just specific to the GLX project. There for , these costs should be moved out of the GLX budget and re-allocated to capital expenses for MBTA state of good repair.

4) Full and fully off-street CPX. Ensure that the full multi-use Community Path Extension is built as part of the GLX. The CPX cannot be built after the GLX is constructed, because the CPX needs to share infrastructure with the GLX, along with heavy construction machinery in the railroad right-of-way during construction

As such, please adopt the Friends of the Community Path (FCP) design proposals for a fully off-street CPX from Lowell Street to Water Street at NorthPoint.

The full and fully-off road CPX needs to be required as part of the GLX bidding process, with the next GLX Team working with Friends of the Community Path and stakeholders on the design.

The Friends of the Community Path design for the CPX enjoys several advantages over that proposed by the interim GLX Team:

FCP CPX Design and Budget:

<https://drive.google.com/.../0B7qVAVTOJ3PjRmp2eWk4V3pMbTQ/view>

Compare to CPX design proposed by Interim GLX Team at similar cost on 4/13:
http://www.somervillestep.org/wp-content/uploads/2016/05/path_0416.png

- The FCP design keeps the CPX fully off-road and connecting to NorthPoint Path at 22 Water Street -- instead of *eliminating* the path from Washington Street to NorthPoint from the GLX project and re-routing it to a fast and polluted Route 28 McGrath/O'Brien Highway. Note that this eliminated CPX section is in the Environmental Justice section of East Somerville.
- The FCP design maintains all CPX street access points -- instead of losing path-to-street access on the 0.8-mile stretch from School St. to Washington St.
- The FCP design keeps the CPX on the one side of the corridor, which is safer and easier for crossings -- instead of zigzagging between the North and South side of the GLX corridor
- Note the full, fully-off-road CPX is part of the FTA New Starts Full Funding Grant agreement. The \$1 Billion New Starts FFGA for the GLX clearly states (p.25) : *"The Somerville Community Path will provide a bike/pedestrian link as well as emergency egress from Lowell Street Station along the corridor to Water Street near the relocated Lechmere Station."*

5) The GLX should be built to Route 16. If it turns out the Route 16 (Phase 2) MPO funding is not needed for Phase 1 GLX, then it should be reprogrammed back to Phase 2. Route 16. GLX-to-Rt16 should be integral to MassDOT's 2017-2021 CIP.

6) There should be no Commuter Rail substitutions the GLX, because of the carcinogenic diesel pollution of commuter rail trains stopping and starting, given that the GLX is an air quality mitigation project.

Recommending More Bicycle, Pedestrian and Transit Funding

Please allocate much greater funding for bicycle and pedestrian mode share, ADA access, and clean transit. This is inconsistent with MassDOT's Mode shift goal to triple the state's transportation mode share of bike/walk/transit by 2030.

CIP Public Hearing Locations to Better Represent Population Density

Please schedule a greater number of future CIP Hearings in the Boston Metro Area and adjacent towns such as Somerville and Cambridge to accurately represent population density, job density, and diversity.

Transportation revenue: Tolls and Congestion Pricing

Please implement fair-minded revenue sources such as tolls on I-93 and road congestion pricing. It is unfair to charge transit fares for each trip, but not for trip on major roads and highways. Maybe trips to/from Massachusetts are from New Hampshire residents who do not even pay taxes here.

Thank you for your hard work and consideration of this public comment.

Sincerely,

Lynn Weissman and Alan Moore, Co-Presidents

The mission of the Friends of the Community Path is to extend the Community Path along the future GLX, to link the Minuteman and Charles River multi-use path networks.

TO:

masscip@state.ma.us, christine.ciampa@state.ma.us, cciampa@mbta.com,
katherine.fichter@state.ma.us, constituent.services@state.ma.us,
masscip@state.ma.us, Stan.Rosenberg@masenate.gov,
Robert.DeLeo@mahouse.gov, publicinformation@ctps.org, kquackenbush@ctps.org,
cclaude@ctps.org

CC:

stephanie.pollack@state.ma.us, frank.depaola@state.ma.us, swoelfel@mbta.com,
info@glxinfo.com, scott.hamwey@dot.state.ma.us, publicinformation@bostonmpo.org,
publicinformation@ctps.org, spfalzer@ctps.org, speterson@ctps.org, cclaude@ctps.org,
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salvucci@mit.edu, mayor@somervillema.gov, mayor@cambridgema.gov, mayor@medford.org,
tsnyder@somervillema.gov, mglavin@somervillema.gov, gproakis@somervillema.gov,

BRawson@somervillema.gov, Jmolina@somervillema.gov, Patricia.Jehlen@state.ma.us, jarred.rose@masenate.gov, denise.provost@MAHouse.gov, Jordan.Neerhof@mahouse.gov, Timothy.Toomey@mahouse.gov, William.Sutton@mahouse.gov, Christine.Barber@mahouse.gov, Claire.Teylouni@mahouse.gov, Sal.DiDomenico@masenate.gov, Paul.Donato@mahouse.gov, Sean.Garballey@mahouse.gov, matthew.hartman@masenate.gov, john.rosenberry@mahouse.gov, aldermanconnolly@gmail.com, MJRossetti@somervillema.gov, aldermansullivan@aol.com, william.a.white@verizon.net, M.Niedergang@comcast.net, mmclaughlin@somervillema.gov, mheuston@hotmail.com, RMcWatters@somervillema.gov, tony@tonylafuente.com, lancedavisward6@gmail.com, katjana@katjana.org, mackey@somervillechamber.org, barbara.rubel@tufts.edu, wlandman@walkboston.org, mark.e.chase@gmail.com, dcarr@cube3studio.com, hvanaels@gmail.com, reisnere51@gmail.com, wigzamore@gmail.com, kenneth.krause@comcast.net, EBourassa@mapc.org, wdeignan@cambridgema.gov, lpeterson@cambridgema.gov, rrossi@cambridgema.gov, jalves@cambridgema.gov, tobrien@hyminvestments.com, denison@gmail.com, kara@livablestreets.info, steve@livablestreets.info, jackie@livablestreets.info, snutter@gmail.com, bikeinfo@massbike.org, richard@massbike.org, bostongreenroutes@somervillebikes.org, djessicamink@gmail.com, rosenblum.jeff@gmail.com, jason@bostoncyclistsunion.org, bwolfson@bostoncyclistsunion.org, TReardon@mapc.org, chris@groundworksomerville.org, juliaprangle@gmail.com, rmares@clf.org, info@somervillebikes.org, kencarlson8@gmail.com, kegan@t4ma.org, cticotsky@t4ma.org, jostroff@t4ma.org, dleblanc@somervillecdc.org, jlauspitz@comcast.net, gsdistler2@gmail.com, arondon@ma-smartgrowth.org, andre@ma-smartgrowth.org, bkearney@walkboston.org, bsloane@walkboston.org, lbrukilacchio@challiance.org, mhjaquith@gmail.com, barbarabroussard@comcast.net, grandjunctionpath@gmail.com, pfurth@coe.neu.edu, JohnRolandElliott@Comcast.net, jeremy@transitmatters.info, tkaplan@gbls.org, kmolloy@gmail.com, rachy.rb2@gmail.com, jonah@petri.us, alan@pathfriends.org, friendspath@yahoo.com

From: [Gary S. Trujillo](mailto:Gary.S.Trujillo)
To: masscip@state.ma.us; christine.ciampa@state.ma.us; cciampa@mbta.com; katherine.fichter@state.ma.us; constituent.services@state.ma.us; Stan.Rosenberg@masenate.gov; Robert.DeLeo@mahouse.gov; publicinformation@ctps.org; kquackenbush@ctps.org; cclaude@ctps.org
Subject: GLX: further support for FCP alternative proposal
Date: Friday, May 13, 2016 4:06:32 PM
Attachments: [Attached Message Part.txt](#)

To MassDOT and the MassDOT Board:

I am in complete support of the initiative taken by Friends of the Community Path, as expressed in the letter included below, especially what is talked about in point (4) concerning the need for a complete path which does not involve use of the McGrath highway. As a cyclist who wants a safe route for myself and my fellow bicycle commuters and recreational riders, and who has personally experienced the dangers involved in trying to deal with vehicular traffic along that stretch of road, I want to urge careful consideration of the FCP alternative proposal, and the issuance of a detailed report concerning any deficits, such as those referred to briefly in response to a question from the MassDOT board at the recent GLX meeting downtown, which I attended, which you may feel after study might be connected with that plan (in this case, it had to do with maintenance of metal structures, I believe). I'm sure that those who proposed that plan would be happy to work with you to resolve whatever remaining issues you may have identified.

Thanks for all the effort you are putting into this matter, and for whatever else is required to produce a GLX that serves all our needs.

Best regards,

Gary Trujillo
Somerville

--

I am commenting here on MassDOT's 2017-2021 Capital Investment Plan (CIP)
<http://www.massdot.state.ma.us/InformationCenter/CapitalInvestmentPlan.aspx>

Green Line Extension Project

- 1) Please keep moving forward to fund and build the full GLX** with a full, fully off-street Community Path Extension (CPX), with GLX stations at Union Square and Route 16.
- 2) GLX Public Process.** Please ensure that any proposed Green Line Extension (GLX) and Community Path Extension (CPX) re-design options, new budget estimates, and financing options have a period for public review and comment before they can be voted on by the boards.
- 3) Capital Expenses, not GLX Costs.** Please remove these system-wide investments -- the Vehicle Maintenance Facility and 24 new Green Line vehicles -- from the GLX budget and move them to MBTA capital expenses for state of good repair.
- 4) Please fund the full, fully off-street CPX,** from Lowell Street to Water Street at NorthPoint, as part of the GLX. The full and fully-off road CPX should be required as part of the GLX bidding process, with the next GLX Team working with Friends of the

Community Path and stakeholders on the design.

5) Please build the GLX to Route 16. If needed, funds should be reprogrammed to GLX Phase 2.

6) There should be no Commuter Rail substitutions in the GLX(an air quality mitigation project), because of the carcinogenic diesel pollution of commuter rail trains stopping and starting. .

More Bike, Pedestrian and Transit Funds

I'd like to see much greater funding for bicycle and pedestrian projects, ADA access, and clean transit.

CIP Public Hearing Locations to Better Represent Population Density

Please schedule more future CIP Hearings in the Boston Metro Area, such as Somerville and Cambridge to represent population and job density, and diversity.

Transportation Revenue: Tolls and Congestion Pricing

Please implement tolls on I-93 and road congestion pricing. It is unfair to charge fares for each transit trip, but not for trips on all major roads and highways.

Thank you,

From: [Hayward Zwerling](#)
To: masscip@state.ma.us; christine.ciampa@state.ma.us; cciampa@mbta.com; katherine.fichter@state.ma.us; constituent.services@state.ma.us; Stan.Rosenberg@masenate.gov; Robert.DeLeo@mahouse.gov; publicinformation@ctps.org; kquackenbush@ctps.org; cclaude@ctps.org
Subject: In support of the GREEN LINE EXTENSION and COMMUNITY PATH EXTENSION
Date: Friday, May 13, 2016 2:18:29 PM

Dear Sirs,

I'm writing in support of the Green line extension project.

As you know, there are far too many cars in and around Boston. I spend hours in traffic on a weekly basis. This is bad for the environment, bad for my health and a waste of my time.

Either we need get some cars off the road or we need to stop allowing businesses to be built in/around Boston. As the latter option is ridiculous, our only option is to get some cars off the road, as there is no room for additional cars in/around Boston and widening the roads will not solve that problem The ONLY solution to our transit problem is to provide an alternative means of transportation besides cars, and thus we must improve our public infrastructure and public mass transit systems.

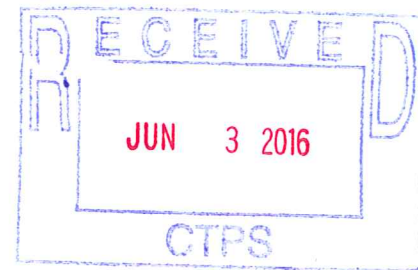
My wife and I walk on the Somerville community path, at the end of our work day, at least several times a week for pleasure and exercise. If you have not recently walked the path, I can assure you that it is heavily used both for pleasure, dog walking, commuting to/from work and for exercise. If the path extends all the way from Route 16 to Boston, it would get even more use as it would make it possible for to ditch our cars and walked into Boston.

People in the upper 10-20% of your society's income bracket, like myself, certainly can afford to pay additional taxes for a cause that will undoubtedly improve the livability of our community. In fact, I am reasonably certain that many people would be willing to pay more taxes if the money will be used to improve public infrastructure and public mass transit and thus reduce the time they spend commuting to/from work.

I plead with you, please fully fund the Community Path Extension and the Green Line extension all the way to Route 16 and consider a tax increase, on those who can afford it, to pay for these project and to also pay-off the MBTA's debt.

Hayward Zwerling, M.D.
15 Elston St
Somerville, MA
mobile: 978/407-0101
HZMD@me.com

May 31, 2016



Mr. Sean Pfalzer
Metropolitan Planning Organization
10 Park Plaza - Room 2150
Boston MA 02116

Re: Public Comments on Green Line Extension Funding

Dear Mr. Pfalzer:

I agree with the Baker Administration's recent decision to move the Green Line Extension money, that had been earmarked for the planning of a "potential" Route 16 Station, to the current Lechmere to College Ave phase of the project.

At this point in time, I think it would be premature to even consider, or to even do any type of planning for a "potential" Route 16 Station, given that the completion date, and the planning of the Lechmere to College Ave portion of the project are still being recalculated and re-designed, and completion of this phase of the project is still not yet a reality. In my opinion, I also think it would be fiscally, and all-around irresponsible for the MPO, DOT, or the FTA to either set-aside, or to commit any money or any resources to plan for a future "potential" Route 16 Station until the Lechmere to College Ave portion of the project is totally finished, and all it's stations are open to the public. Only then would we/you be able to truly assess whether or not there is actually a legitimate public transit need, and desire to add another station at the Route 16 location, or whether the station at College Ave is sufficient.

Although the cities of Cambridge & Somerville will be contributing some money to help with the Lechmere to College Ave Budget Shortfall, it seems reasonable that they should do so, since all, except the College Ave station, will be located within their respective city limits. Tufts University will benefit most from the College Ave station, so they (rather than the city of Medford) should be asked to make a contribution towards the project's Budget Shortfall as well. For the record, I am strongly opposed to having the city of Medford contribute any funds to the Lechmere to College Ave portion of this project, just in case such a proposal ever comes up.

Going forward, I also think a point of clarification is needed so the public is not misled, and they will have an accurate understanding as to exactly where a "potential" Route 16 Station will be located, and will understand that two cities (Somerville and Medford), and not just "Medford" have been playing behind-the-scene roles in this "potential" station site thus far. Therefore, whenever a Route 16 Station is mentioned in the future (by either the MPO, DOT, or by the Press), it would be more accurate to describe it's location as being "on the Somerville/Medford city boundary line", instead of describing it's location as "Medford" alone. Most of the public is NOT currently aware that the proposed site of a "potential" Route 16

May 31, 2016

Mr. Sean Pfalzer

Re: Public Comments on Green Line Extension Funding

Page 2

Station literally sits right-on-top of the Somerville/Medford city boundary lines that zig-zag in-and-out at that exact location. So, depending on the final footprint of both the proposed Route 16 Station, and it's adjacent station property and grounds, some portion of it will most likely be in Somerville, and some portion of it will be in Medford. If any funding assistance is sought in the future for a Route 16 Station, Somerville as well as Medford should be asked to make equal contributions to the project if a Budget Shortfall is anticipated.

Lastly, I am a senior citizen, and I do NOT have a computer, and do NOT have access to E-Mail, so I rely, on newspapers (and sometimes, word-of-mouth from friends) to obtain information about your Public Meetings and their scheduled dates and locations. I thought that the MPO and the DOT did a good-job in notifying the public via both the Boston Globe, and The Medford Transcript newspapers about the Green Line Public Meetings that were scheduled for 3/23/16, 4/13/16, 4/27/16, and 5/5/16. However, since I don't have access to E-Mail, I was unaware that the 5/5/16 Public Meeting had been cancelled, so I went to the hall that evening, and found that a cub-scout meeting was being held there, instead of the Green Line Meeting! The scout leader said some other people has arrived there earlier, and had also been looking for the Green Line Meeting; but, he had no information about it. There wasn't even a sign on the door to say that the Green Line Meeting had been cancelled! Therefore, for future reference, if the MPO, or DOT cancel a pre-advertised meeting from this point on, and there is not enough lead-time to notify the public via newspapers, then you should ask the Medford Police Dept. if they could send-out a recorded public-service telephone call to residents via their reverse-911 system to notify the residents of such a meeting cancellation. Similarly the Medford Police Dept. can also use their same system to remind residents of Public Meetings that have been already advertised in the press, and via E-Mail, just to make sure that people like me are aware that such a meeting will be held, on a specified date and place.

Sincerely,



Mary Anne Adduci
2 North Street
Medford MA 02155-4319

Phone; 781-396-5138

June 6, 2016

TO: BOSTON MPO

FROM: Lee Auspitz

RE: COMMENT ON DRAFT 2016-20 TIP AMENDMENT #4--extending my remarks of July 2, 2016

I should like to acknowledge that this comment is made possible by the outstanding transparency of Boston MPO processes and documents. In December 2014 I testified before a joint panel of FTA/FHWA, as part of the federal re-certification process, that Boston MPO provides a model in citizen participation and public outreach, not merely by virtue of following hospitable procedures but, more importantly, by an attitude of openness to self-correction. It is in that spirit that this comment is made.

* * *

Draft Amendment #4 (reprinted below) presents four problems: 1) inconsistency with the current GLX budget, 2) defective process, 3) failure to address all relevant contingencies, 4) lack of clarity about underlying aims. These are understandable given the rush to assemble a package from multiple jurisdictions for the May 9 MassDOT/FMFCB board deadline. As the submissions from all sources remain in draft form, the aim of this comment is to spur further refinement of the reprogramming.

To make my own position clear: I support the reprogramming of GLX-2 funds into GLX-1 as needed to meet unavoidable overruns in the original ~\$2B budget. As it happens, I also should like to see GLX-2 (Route 16) preserved as a live option, but my comments here are quite independent of this policy preference.

1. Inconsistency of documents

In both written and tabular forms, Amendment #4 is discrepant with the budgetary submission in the report submitted to the MassDOT Board and Fiscal Management and Control Board (FMFCB) by the Interim Project Management Team (IPMT). The IPMT submission, which was passed on to FTA, limits the MPO contribution to the 80% *federal* portion of GLX-2 funds (\$152.1M out of a total of \$190.1M). By contrast, the text of Draft Amendment #4 resolution refers to “the funding currently programmed...” (not the *federal* funding currently programmed). The tabular representation of Amendment #4 also presents the sum to be reprogrammed as the full six-year \$190.1M, broken down by source (\$152.1 federal \$38M non-federal) and year (\$158M of the \$190.1M during 2016-20, the remaining \$32M during 2021). Any outside reader of the resolution and the tabular presentation of it would conclude that the entire sum of \$190.1M including the \$38M state share is to be reprogrammed into GLX-1 over six years, \$158M of it for the five years covered by the 2016-2020 TIP. The draft MBTA Capital Improvement Plan also treats GLX-2 as an integrated \$190M commitment with a non-federal 20% share.

2. Defective Process

What explains the \$38M discrepancy? At this time, the only other source of non-federal funds committed to GLX-1 is the \$75M Somerville-Cambridge contribution, so a switch to municipal support as the 20% non-federal match would appear to account for the \$38M. A glancing reference to this substitution can be heard on the tape of the hour-long MPO discussion of Amendment #4. And there is also a strongly expressed MassDOT opinion that the \$38 million “state” share can be withdrawn at any time because “to be brutal, it is state money.” This is a misunderstanding. Once MPO has obligated state funds to trigger a federal match, a further MPO process is required to alter this obligation, as Amendment #4 recognizes. In other words, once programmed the \$38M is no longer unencumbered, revocable state money, but rather committed matching money under a federally mandated process.

There is no evidence either in the taped discussion or in Draft Amendment #4 that MPO has voted to approve the substitution of municipal for state funds as the triggering mechanism. To the contrary, Amendment #4 refers to funds “currently programmed”—meaning both the 80% federal and 20% state shares already on the books for GLX-2. Nor is there any recognition of use of their funds for substitution in the letters of intent from the two municipalities. It is questionable whether FHWA can properly accept or FTA can properly approve swapping the state \$38M share for other non-federal support without a duly recorded MPO vote authorizing the switch. To be sure, in approving the original FFGA, Region I of FTA took an uncritical stance towards several of MassDOT’s self-certifications. But given the discredited results, it would be imprudent to rely on similar laxity in the future.

3. Failure to address all relevant contingencies

Should Draft Amendment #4 be revised to authorize the switch of the non-federal share from the state to the municipalities? This is more than a question of wording. The answer hinges on a realistic assessment of likely budgetary scenarios for GLX-1. Under the pressures of the moment, Draft Amendment #4 anticipated only two outcomes: a “go” versus a “no-go” decision on the future of GLX-1 on May 9. Now that there is a provisional green light on the project, a more graduated view of relevant contingencies is required.

The Letter of Intent from the City Manager of Cambridge, for example, addresses the possibility of an under-budget outcome. Cambridge specifies that its funds are pledged on an as needed basis only. The City will require that any excess be credited or rebated to it proportionately, as a matter of first priority in use of excess funds. A written communication to this writer from the President of the Somerville Board of Aldermen states “that [Cambridge’s] give-back provision would of course have to be in any agreement with Somerville, as well.”

Draft Amendment #4 contains its own a condition of budgetary “necessity” but this is not yet graduated to meet the contingency of partial need. It is all or nothing. By contrast, the facts and budget, as now reported by IPMT, suggest outcomes ranging from under-budget performance to the full \$2.3B now contemplated. The IPMT presented on May 9 headlines a \$73M funding shortfall if only the \$152M federal share is used, so there is no ground in it for withholding the \$38M state share.

On the other hand, there are contingency provisions in the IPMT budget that permit a more optimistic view. IPMT provides allocated contingencies within each cost center based on the pro forma FFGA 30%, as well as a project-wide \$182 unallocated contingency based on a probabilistic (stochastic) model. Though no quantitative appendix is provided, the contingency additions to the base budget without would appear to build in a high margin of safety in the \$2.3B IPMT total.

It is, however, sobering to recall how quickly the earlier FFGA 30% contingency was gobbled up. Also, it should be noted that the empirical element in the unallocated IPMT contingency is not based on project-specific or even Massachusetts-specific risk assessment but on a generic formula derived from federal projects nationwide.

In sum, the facts as we now know them make it prudent *both* to keep all available outside funds in play and then some to protect against further overruns, *and* at the same to recognize the possibility of under-budget performance.

4. Conclusion—clarifying underlying aims

If the previous, largely technical points are accepted, the most prudent course is to keep the entire state-plus-federal \$190M in play--as indeed the current wording provides--until the project is well advanced, and to add to it municipal contributions plus any new economies and cost-sharing measures that may take shape. If excess funds materialize during the operational phase, the most equitable course is to provide that rebates, if any, be made on a proportionate basis, following the Cambridge proviso and applying it to Boston MPO reprogrammed funds as well. The MassDOT submission to FTA would then need to be revised to harmonize with the final version of TIP Amendment #4.

Of course, it would also be procedurally acceptable for MPO to take the reverse tack and vote explicitly to switch the non-federal \$38M match from state to municipal sources. This would create a \$38M slush fund for MassDOT to relieve budgetary pressures over the coming six years. It could be presented as fulfilling a blanket directive to cap “new” state funds for GLX at zero. For the reasons outlined above, this course has the countervailing flaws of prematurely garnishing funds that GLX-1 may need, that FTA may require and that the contributing municipalities (or a group of individual taxpayers within them) may contest.

In either case, the choice resides with Boston MPO.

* * * *

Mr. Auspitz has been active in transit-oriented citizen participation since 1974. In 2015 his previous submissions to Boston MPO and related bodies were the basis of two TIP amendments.

TEXT OF DRAFT AMENDMENT #4

Marc Draisen's motion

Seconded by Jim Gillooly

The Boston Region MPO votes to send out for a 30-day period of public comment its intention to move the funding currently programmed for the Green Line Extension (GLX) from College Avenue to Route 16 to the first phase the GLX from Lechmere Station to College Avenue. This 30-day period will allow for a revised scope, procurement method, and budget to be provided to the MPO to confirm the necessity of these funds to be reprogrammed.

In doing so the MPO recognizes and incorporates into the record of this vote the commitment by the Secretary of MassDOT to file by December 31, 2016 an environmental notification form under the Massachusetts Environmental Protection Act (MEPA) for the second phase of the GLX from College Avenue to Route 16 in Medford, and after such filing to carry forward the MEPA review process to its conclusion, so long as the Lechmere to College Avenue portion of the GLX continues to go forward.

Mail Type: contact_page_mail
Date Sent: Mon, 06/06/2016 - 9:06pm
From: Sheehan.t@gmail.com
To: emoore@ctps.org
User IP: [REDACTED]
Address: [Public Participation Plan] GLX
Subject: **Body:**
Body:

Terry Sheehan (Sheehan.t@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

Why aren't we asking if tufts will pay for a station in exchange for rights to build over it?

ZIP code: 02155

Kenneth J. Krause
50 Mystic Street Medford, MA 02155
781-396-0920 kenneth.krause@comcast.net

June 8, 2016

David Mohler, Chair
Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

Dear Mr. Mohler,

Thank you for the opportunity to comment on Amendment 4 to the Boston Region Metropolitan Planning Organization's (MPO) Transportation Improvement Program (TIP) for Federal Fiscal Years 2016-20.

This amendment is of particular interest to public transportation, environmental, and environmental justice advocates in Medford, as it proposes to move a large portion of the funding currently programmed for Phase 2 of the Green Line Extension (GLX) project — the section from College Avenue Station in Medford to a station at Route 16 on the Medford/Somerville line — to Phase 1 of the GLX, which includes the Medford Branch from Lechmere Station in Cambridge to College Avenue; the Union Square Branch; the extension of the Somerville Community Path; and construction of a Green Line maintenance and storage facility in Somerville.

Medford residents have a long record of supporting the entire Green Line Extension project, in particular the Route 16 station. Their advocacy in support of Route 16 helped persuade MassDOT in February 2009 to select it as its Preferred Full Build Alternative and site of the ultimate terminus of the Medford Branch. However, in July 2009, MassDOT announced that it was separating the Route 16 station into a second phase, saying it did not identify a source of funding to build it by the state's legally mandated deadline to extend the GLX to Somerville and Medford, Dec. 31, 2014.

MassDOT immediately set out to secure funding for Phase 2 through the Boston Region MPO, and for the last several years, Medford (and Somerville) wholeheartedly supported and applauded the Boston MPO's yearly funding allocation to GLX Phase 2, which amounted to \$190 million in the FFY2016-20 TIP approved in July 2015.

The revelation in August 2015 that the cost of GLX Phase 1 had escalated and the project would be put on hold for a re-evaluation was disappointing and disconcerting. However, as has been the case throughout the 12-year project history, Medford advocates participated vigorously in the public process that followed and provided constructive input to the Interim Program Management Team (IMPT) on how cost reductions could be achieved without losing the core functionality of the GLX, compromising full accessibility, or jeopardizing the federal full funding grant agreement.

Which brings me to TIP Amendment 4, which on May 5, 2016, the Boston MPO voted to release for a 30-day public comment period that would "allow for a revised project scope, procurement method, and budget to be provided to the MPO to confirm the necessity of these funds to be reprogrammed."

Having thoroughly reviewed the IMPT's report on the GLX as presented to the MBTA Fiscal and Management Control Board and the MassDOT Board of Directors on May 9, 2016, I do not believe

that the MPO has sufficient information “to confirm the necessity” of the Phase 2 funds being reprogrammed for Phase 1. Therefore, MPO members should not vote on the TIP amendment that was approved for public comment on May 5 until they are satisfied that all cost-saving measures for Phase 1 have been examined by the IMPT. This clearly was not the case with the May 9 IMPT report, which stated:

“The IPMT developed a list of additional cost reductions beyond those noted in this report that have merit but could not be pursued at this time due to time constraints. These items primarily involve the project’s design criteria and include such items as viaduct train loading criteria, station lighting level criteria, stray current criteria, pile design criteria for Broadway Bridge, geotechnical design criteria, and excavated material disposal criteria. The IPMT believes that the future inclusion of these criteria revisions could yield additional savings in the Design-Build process beyond those in the redesign budget estimate.”

These six areas identified by but not examined by the IMPT have the potential to yield significant costs savings. In addition, there are several other cost-saving and value-capture ideas that have not been fully explored, including:

- Limited additional shutdowns of the Lowell commuter rail line between West Medford Station and North Station (replaced by express bus service), including mid-day weekday closings, to expedite GLX Phase 1 construction and potentially save tens of millions of dollars.
- Further modifications of the commuter rail service during construction, such as single-track operation and allowing contractors to provide their own flaggers.
- The sale of 13 acres of Commonwealth-owned tidelands within the 45-acre North Point project. The state could sell these lands to the developer at market rate, thus adding \$80 million in one-time revenue that could be allocated toward GLX Phase 1.
- Returning excess land takings, particularly in the area of the storage and maintenance facility, to the free market (and tax rolls), generating an estimated \$27 million to \$33 million.
- Examining more closely citizen-sourced proposals for value engineering, particularly with regard to the Somerville Community Path design, another \$20 million to \$50 million in potential savings.
- Negotiating additional financial contributions from Tufts University for certain costs associated with the College Avenue and Ball Square stations, both of which will serve the campus community.
- Pursuing contributions from developers that have built or are planning projects adjacent to Green Line stations, including Maxwell’s Green (Lowell Street Station) and the apartment complex being planned for 640 Boston Avenue (Ball Square Station). Nearly 5,500 new condos, homes and apartments are expected to take shape over the next 20 to 30 years along the Green Line extension, according to the Metropolitan Area Planning Council.

I maintain that Phase 1 of the GLX, including a complete Community Path to Lechmere, can be built and the new project budget of \$2.28 billion can be met with the \$996 million committed from the commonwealth, the \$996 million federal match, the \$75 million committed from the communities of Cambridge and Somerville, and additional costs savings from measures still not fully evaluated, including those listed above. Therefore, before the MPO votes on TIP Amendment 4, it should request another presentation by the IMPT and any other MassDOT consultants that have been

working on value engineering and value capture that includes additional analysis of further cost-saving measures.

Now, I fully acknowledge and understand the need for Phase 1 of the GLX to be fully funded in order for Phase 2 to follow. Therefore, if and/or when TIP Amendment 4 is voted on, I propose that a resolution be attached to it, stipulating that if the Phase 2 MPO money is not needed for Phase 1, it will be reprogrammed for Phase 2 in the first available fiscal year time bands. Similar language appears in the letters of intent by the cities of Cambridge and Somerville to contribute their combined \$75 million in funds for GLX Phase 1: that is, if the money is not needed, it will be credited or rebated to the cities, proportionately.

Lastly regarding TIP Amendment 4, I note with appreciation and support the Commonwealth's commitment in it to continuing planning for the Route 16 station, including the filing of an Environmental Notification Form with the Massachusetts Environmental Policy Act Office by Dec. 31, 2016, and the completion of an Environmental Impact Report for Phase 2 provided Phase 1 of the project advances.

Finally, I remind the Boston MPO members as they consider TIP Amendment 4 that a permanent terminus at College Avenue does not fulfill the state's legal obligations for the Green Line Extension project, as stated in the State Implementation Plan, to ensure compliance with the National Ambient Air Quality Standard for ozone. That is, MassDOT must construct an extension of the Green Line "from Lechmere Station to Medford Hillside." Voluminous historical data and references unequivocally demonstrate that the College Avenue station is *not* in Medford Hillside; therefore, only the Mystic Valley Parkway/Route 16 station would fulfill the SIP commitment.

Further, the Route 16 station will significantly increase the GLX's contribution to improved regional mobility, cleaner air, and a cleaner Mystic River; access to rail transit for five state-designated environmental justice communities (2 in Medford, 2 in Somerville, 1 in Arlington); and unlock significant economic development and redevelopment potential in the station vicinity in Medford and West Somerville. The Route 16 station is projected to create the largest reduction of vehicle miles traveled (VMT) and the largest shift of auto trips to transit of *any* of the GLX stations.

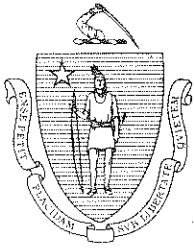
This is of paramount importance, as a report released on June 7, 2016, by the organization A Better City quantified the strain that that development in Boston will place on the existing transportation system by 2030: 80,000 more cars and trucks on the road every work day (up 5% from 2010). "If we're not successful in moving these people to transit," said ABC executive director Rick Dimino, "the implications are nightmarish."

The Boston MPO can help prevent this nightmare by requiring that all GLX cost-saving measures be evaluated and implemented before any funds are unnecessarily taken away from those currently allocated to Route 16. Then, the Commonwealth will have the money to construct its entire Preferred Full Build Alternative of the GLX Medford Branch — from Lechmere Station to Route 16.

Thank you for your consideration of these comments.



Ken Krause
50 Mystic Street
Medford, MA 02155



The Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES
STATE HOUSE, BOSTON 02133-1054

CHRISTINE P. BARBER
STATE REPRESENTATIVE
34th MIDDLESEX DISTRICT
SOMERVILLE AND MEDFORD

Committees:
Health Care Financing
Public Health
Personnel and Administration
Environment, Natural Resources
and Agriculture
STATE HOUSE, ROOM 236
TEL. (617) 722-2430
Christine.Barber@MAhouse.gov

June 8, 2016

David Mohler, Chairman
Boston Region Metropolitan Planning Organization
10 Park Plaza
Boston, MA 02116

RE: Comments on GLX Route 16 amendment to TIP

Dear Mr. Mohler;

I greatly appreciate the MPO's ongoing support for the Green Line Extension (GLX) Project, particularly for the Phase 2 of the extension from College Avenue to Route 16, over the past many years.

I support the recent MPO vote to amend the TIP funding currently programmed for the Route 16 portion to Phase 1 of the GLX Project, since Phase 2 of GLX can only be built if we move forward with Phase 1. In addition, I am pleased that the TIP amendment included a requirement for MassDOT to conduct a full MEPA review process for the Route 16 portion of the project.

During the 30-day comment period, MassDOT did provide a revised project scope and budget. I do have concerns, however, that not all cost savings measures were fully examined, particularly suspension of commuter rail service for longer time periods. Because I do not feel that all cost saving avenues have been adequately studied, I thus remain hopeful that a Route 16 terminus for the GLX project will continue to be considered when future funding resources become available, particularly if this money is not ultimately used for Phase 1.

As you know, a terminus at Route 16 will provide numerous opportunities for economic development in the region, as well as improvements in air quality and mobility. In particular, this site serves a number of state-designated environmental justice communities facing intense traffic congestion. By increasing transportation access and reducing congestion, Phase 2 of the GLX project will improve corridor mobility, boost transit ridership, ensure equitable distribution of transit services, and support opportunities for sustainable development.

Finally, I respectfully request that you include Route 16 in the later years of the Long Range Transportation Plan.

Thank you for your consideration and for your continued support of the GLX Phase 2 project.

Sincerely,

A handwritten signature in cursive script, appearing to read "Ch. Barber".

Representative Christine P. Barber
34th Middlesex District

To:

Boston Region Metropolitan Planning Organization

From:

John Roland Elliott, Emery Street, Medford Hillside

Subject:

Comments on *Transportation Improvement Program Amendment 4 - Fiscal Years 2016-20*.

The Green Line Extension to Medford and Somerville is quite likely the single most important transportation project that will be undertaken in the Boston area in this century. Without the *complete* GLX – Green Line service to Medford Hillside – the project currently constituted as Phase 1 falls a mile short of fulfilling both the spirit and the letter of its goal as laid out in the SIP. It would be a mistake to transfer funds away from planning for completion of the GLX from College Avenue to Route 16/Mystic Valley Parkway without acknowledging that 1) completion is necessary and 2) funding for Phase 2 must be restored somehow.

The trivially-true tautological observation that Phase 2 is impossible without Phase 1 does not absolve the Commonwealth of its obligation to complete the GLX. Obligations to the citizens of the Commonwealth are not contingent on MassDOT's ability to identify and hire honest construction contractors who are free of greed and prepared to deliver without diligent and competent oversight by MassDOT; nor are obligations contingent on successful extortion of funding from the cities and towns that are long overdue for compensation for decades of highway-delivered air pollution; and a windfall for Phase 1 in the form of a transfusion of Phase 2 funding should not be provided without insistence that the Commonwealth backfill support for Phase 2 somehow. If the MPO elects to divert Phase 2 funds to Phase 1, it should do so only with assurances from the Commonwealth – assurances with dire consequences if they renege – that the Commonwealth will fund the efforts that the diverted monies were to have paid for.

Delivering the Green Line to College Avenue decidedly does not complete the Green Line Extension as it is defined by the SIP in five critical ways:

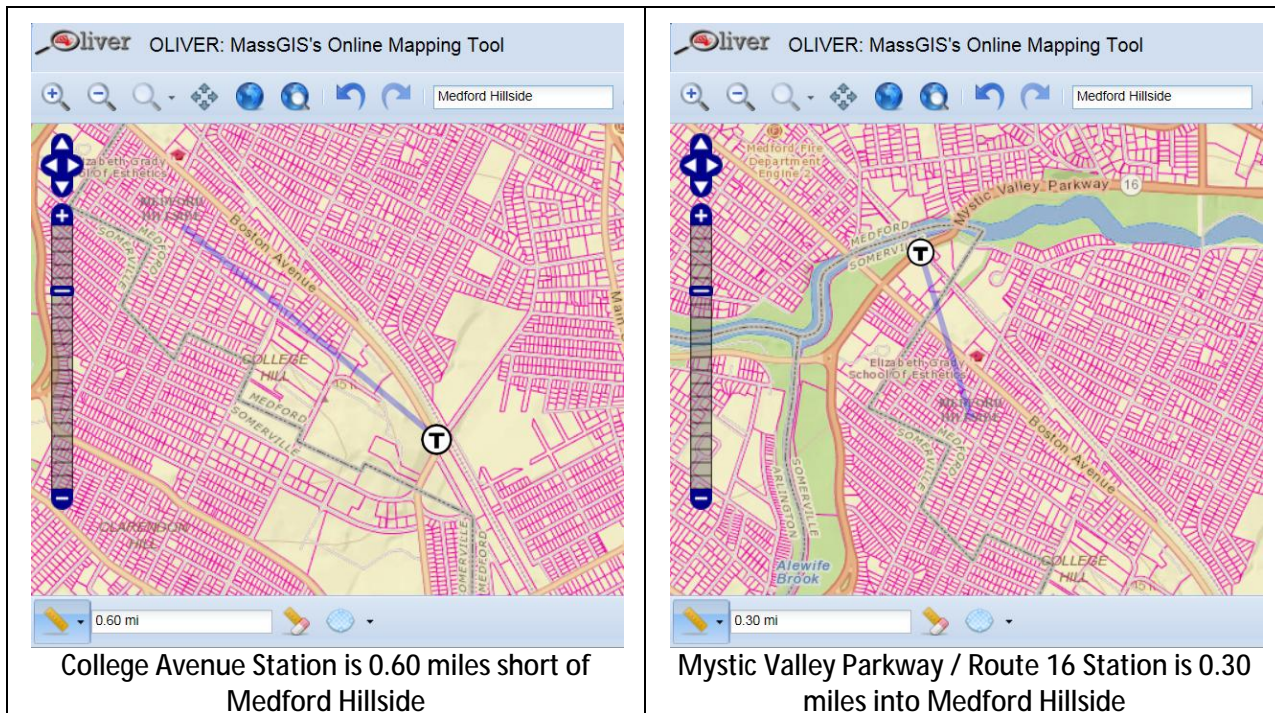
1. A terminus at College Avenue does not extend the Green Line to its mandated destination, Medford Hillside, much less by the end of 2014, as the SIP required.

Then, because the Extension is prematurely truncated at College Avenue rather than continuing to its required destination,

2. The boost to transit ridership is inadequate.
3. Mobility and air quality improvements fall far short of potential.
4. Distribution of transit services continues to be unfair and imbalanced.
5. Opportunities for sustainable development are foreclosed.

SIP Requirement to extend the Green Line from Lechmere Station to Medford Hillside

The *SIP Requirement* unambiguously identifies Medford Hillside as the destination of the Green Line Extension, mentioning it by name twice in the first sentence of the *Requirement*. I, and others, have repeatedly provided overwhelming and incontrovertible evidence that the planned location of College Avenue Station is outside the boundaries of Medford Hillside. A compendium of such evidence can be found at <https://app.box.com/shared/t499nbnoa8> including historical, commercial and governmental references, with an addendum at <https://app.box.com/s/v0128xso4l2tpl8tkc7o>. The Commonwealth's own MassGIS Online Mapping Tool at http://maps.massgis.state.ma.us/map_ol/oliver.php also demonstrates that the planned site of the College Avenue Station is a full 0.60 miles short of Medford Hillside. For comparison, Mystic Valley Parkway / Route 16 Station location is 0.30 miles into Medford Hillside.



So long as the northernmost stop on the Green Line is at College Avenue, the Commonwealth has failed to meet its obligation to extend the Green Line to Medford Hillside.

Transit Ridership Boost as a purpose of the Green Line Extension Project

The purpose of the GLX project, as repeated in the *State Implementation Plan – Transit Commitments May 2016 Monthly Status Report*, includes five points. The second of these is “boost transit ridership”. It seems axiomatic that this purpose is best served by locating stations in and nearby to densely-populated residential neighborhoods. MassGIS’s Online Mapping Tool demonstrates the inadequacy of a College Avenue Station in this regard with the preferred MVP/R16 station shown for comparison.

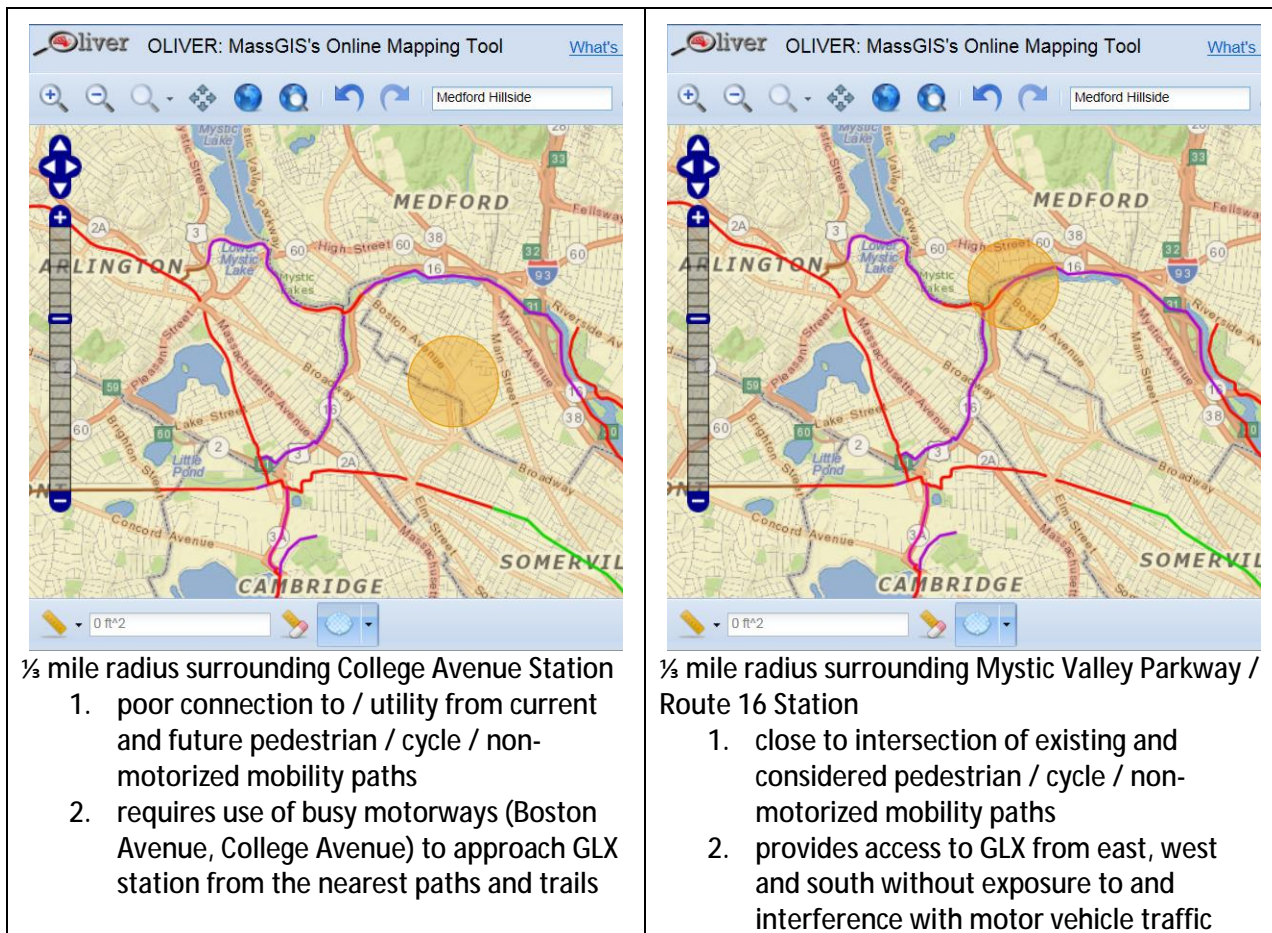


With a final stop for the Green Line Extension at College Avenue, the ridership boost is inadequate. The densely populated residential neighborhoods that were to be served by bringing the Green Line to Medford Hillside are isolated from the College Avenue Station by the Tufts University campus. A station that would capture ridership from Medford Hillside, West Medford, North Somerville and parts of Arlington remains nearly a mile farther north on the right-of-way. The boosts that would be had from serving affordable and senior housing near a Mystic Valley Parkway / Route 16 Station are probably entirely lost when the nearest GLX Station is more than a mile away at College Avenue.

Purposes of Improvement of Mobility and Air Quality

The SIP explicitly lists two further purposes of the project – to “improve corridor mobility” and to “improve regional air quality”. Pedestrian, cycle and other non-motorized modes of mobility, in addition to contributing to mobility and air quality purposes, have the added advantage of promoting health and fitness in the citizens of the Commonwealth. MassGIS’s Mapping Tool – in particular its display of existing, planned and considered cycle and pedestrian paths – shows how ill-suited College Avenue Station is for multi-modal trips that take advantage of the Commonwealth’s paths and trails.

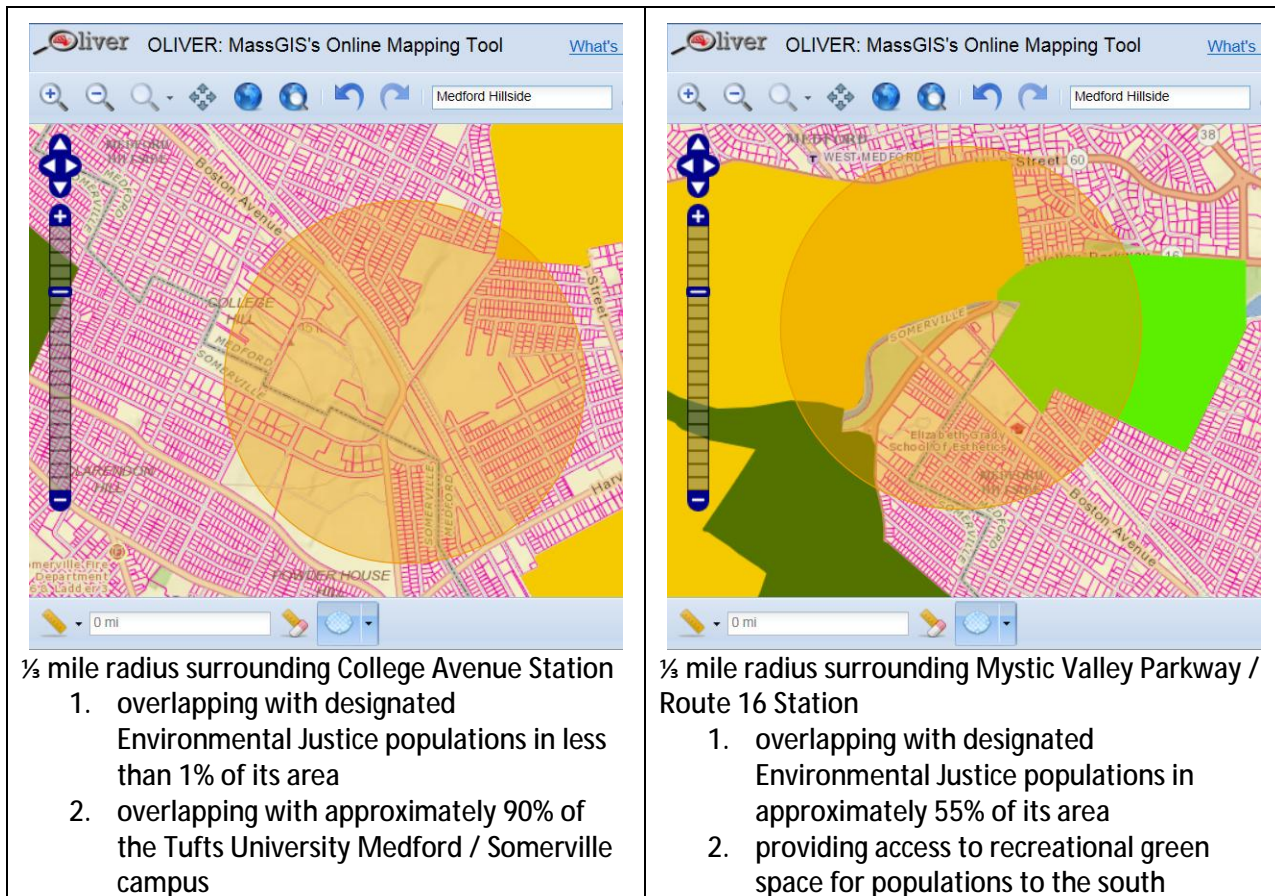
(Key: — Existing, — Existing Unimproved, — Underway, — Considered.)



The Commonwealth continues to devote resources to providing its citizens with attractive healthy alternatives to the privately-owned internal combustion engine. One such amenity, serving both recreational and mobility pursuits, is the DCR’s network of trails and paths. Locating the final stop of the GLX at College Avenue, a mile away from any path or trail (that exists, is under construction, is planned or is being considered), compromises the utility of the trail and path network and undermines return on investment from it. The Mystic Valley Parkway / Route 16 Station is at the intersection of two pedestrian / cycle arteries.

Transit Services distributed equitably by the Green Line Extension

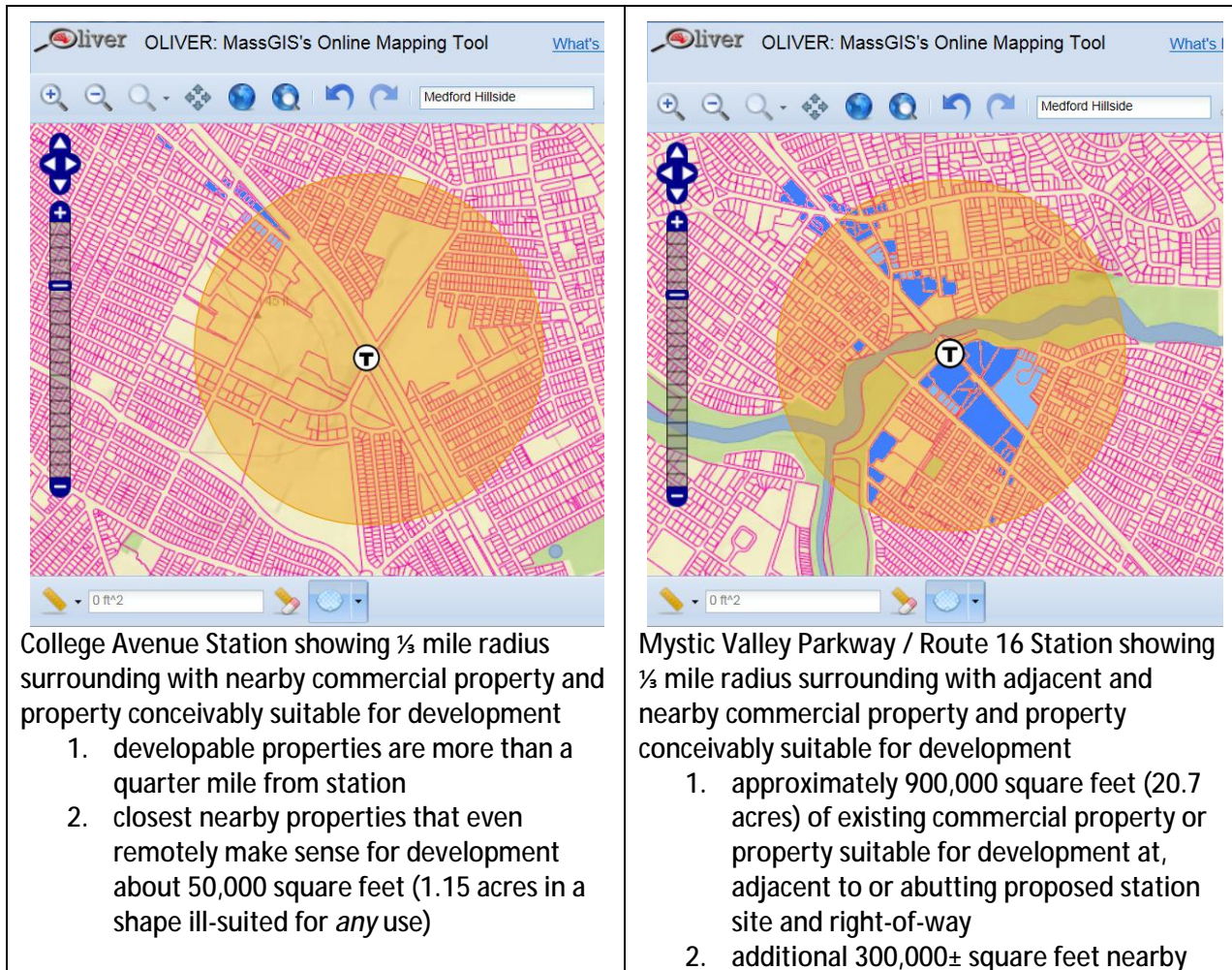
Also in the stated purpose of the GLX project is “ensure equitable distribution of transit services”. Public transportation projects frequently have been criticized for neglecting the communities and populations that need services the most – e.g., the poor, the elderly and the linguistically-marginalized – and disproportionately burdening those populations with inconvenience and environmental impact as the transit accommodations are constructed and eventually operated. MassGIS’s Mapping Tool depicts Environmental Justice populations as identified by the 2010 census and demonstrates the failure of a terminus at College Avenue to deliver services equitably. (Key to EJ areas: ■ Minority, ■ Income, ■ Minority and Income)



Located at the campus’ center of gravity, the College Avenue Station location does a spectacular job of serving Tufts University. To reach College Avenue, the rail right-of-way runs through South Medford and requires the reconstruction of the bridge at Harvard Avenue, disrupting traffic and introducing (albeit temporarily) noise pollution and construction dust to the neighborhood, which happens to house an identified Environmental Justice population. Having subjected an EJ population to inconvenience and harm to quality of life in order to deliver service to Tufts University, it is downright unjust not to extend the service beyond College Avenue Station to a site where it would serve another cluster of EJ citizens.

Support for Sustainable (Transit-oriented) Development

The final stated purpose of the GLX project is “support opportunities for sustainable development”. The planned College Avenue Station is entirely surrounded by the Tufts University campus making TOD adjacent to the station impossible. In stark contrast, at or adjacent to the site of a Mystic Valley Parkway / Route 16 Station, there is property that is either already commercial or is residential but conceivably suited to redevelopment. (Key: ■ existing commercial property, ■ existing residential use conceivably practical for development, identified by author rather than by MassGIS)



Properties practical for sustainable development around College Avenue Station are few, minuscule, poorly-situated and inappropriately-shaped. In stark contrast, a Mystic Valley Parkway / Route 16 Station would achieve the development goals of the SIP, as demonstrated by Metropolitan Area Planning Council's *Mystic Valley Parkway Green Line Extension Community Visioning Process*, which MAPC conducted fall 2012.

In conclusion ...

To my surprise and relief, in January 2009 MassDOT (EOT at the time) identified Mystic Valley Parkway / Route 16 as the preferred terminus for the Green Line Extension. Subsequently, to my shock and horror, MassDOT has backpedaled and variously adopted assorted dishonest and disingenuous postures contending that the Green Line Extension concluding at College Avenue Station

1. *In fact*, extends the Green Line to Medford Hillside (because in one map we found, the second "d" in "Medford" is to the southeast of Winthrop Street.)
2. If not *in fact*, at least *in spirit* extends to Medford Hillside as there are things nearby that have "hillside" in their names.
3. Serves Medford Hillside by virtue of being within a mile of it.
4. Achieves the same air-quality benefits as extending the Green Line to Medford Hillside, so ... close enough.

No amount of cartographical legerdemain or *trompe l'oeil* is going to relocate Medford Hillside to contain College Avenue Station. History, including more than a century of use of the term Medford Hillside, defends against revisionist attempts to define College Avenue Station as part of Medford Hillside. Geographic authorities including the *US Geological Survey*, *Board on Geographic Names* and the Commonwealth's *Information Technology Division- MassGIS* confirm that Medford Hillside is well north of the College Avenue Station.

The SIP's long-standing and well-established requirements and unambiguously-stated purposes for the Green Line Extension, coupled with reliable demographic information, demonstrate the wisdom of identifying Medford Hillside as the destination rather than some location short of Medford Hillside. A Medford Hillside terminus, e.g., one at Mystic Valley Parkway / Route 16, brings the Green Line to a large prospective ridership, includes EJ communities in its catchment, connects with non-motorized mobility infrastructure and accesses areas that can support sustainable development.

The Green Line Extension as currently constituted in Phase 1, with a final stop at College Avenue, fails to meet the SIP's definition and it fails to achieve any of its five purposes adequately. So long as the Commonwealth uses College Avenue Station as the conclusion of the Green Line Extension, it has failed to satisfy the SIP and failed its citizens.

If the MPO reallocates Phase 2 funding to Phase 1 without obtaining irrevocable commitments to fulfill the laudable goals identified in the SIP, the MPO is enabling MassDOT to cheat the citizens of the Commonwealth out of the services we are due. Rather than be an accomplice, I urge you to preserve the support for Route 16 as the proper terminus, support you have wisely and responsibly provided after it became needed in 2009.

Gratefully,



John Roland Elliott

From: [Elisabeth Bayle](#)
To: publicinformation@ctps.org; ctps@ctps.org
Subject: Comment letter on Draft 2016-20 TIP Amendment 4
Date: Wednesday, June 08, 2016 2:41:21 PM

Executive Summary:

Please DO NOT reprogram funds you have allocated towards the Route 16/Mystic Valley Parkway terminus station for the Green Line Extension. Reallocating these funds to the first phase of the GLX project (or to any other use) at this time would be premature and a most unfortunate reversal of the vision and acuity you have shown in helping this project fulfill extremely long-standing and well-documented transportation needs of several communities.

More complete notes:

In a June 6, 2016 column in the Boston Globe titled "Transportation must connect communities to opportunity"* , U.S. Secretary of Transportation Anthony Foxx wrote the following:

“First, we must understand that transportation is essential to opportunity; second, we have to acknowledge that past wrongs were committed and must not be repeated; and third, so that we are always inclusive, transportation decisions must be made by, with, and for the people impacted by them.”

For almost 10 years, I have been participating with many other dedicated stakeholders in the incredibly arduous effort to get the Commonwealth to fulfill its legal SIP commitment to bring the Green Line Extension to Medford Hillside (which means Route 16/Mystic Valley Parkway, per the extensive evidence, including historical, commercial and governmental references, at <https://app.box.com/shared/t499nbnoa8> and <https://app.box.com/s/v0128xso4l2tpl8tkc7o>).

The Green Line Extension has been in various stages of discussion since at least the 1970s. The reason it has been under discussion, review, analysis, and had finally begun to be built until the recent decimation of the project is the very obvious, very long-standing need, which has been well-documented in many voluminous presentations and reports. (For a sample, see <http://greenlineextension.eot.state.ma.us/documents.html> . The fact sheet from Winter 2009 describing the preferred full build alternative to Mystic Valley Parkway/Route 16 and its purpose and benefits is here: http://greenlineextension.eot.state.ma.us/documents/about/FactSheets/GreenLineFactSheet_F_lowRes.pdf)

The opportunities for significant improvements in air quality, transit-oriented development, and quality of life that are made possible by building the Green Line Extension to Route 16 have been amply documented in the excellent report on the Mystic Valley Parkway Green Line Extension Community Visioning Process which was completed in February 2012. (Report at http://mapc.org/sites/default/files/Final_Report_forweb.pdf, appendices at http://mapc.org/sites/default/files/Green_Line_report_Appendices.pdf.)

It is extremely unfortunate and short-sighted that the Green Line Extension was split into two phases in 2009. It didn't make sense then, and it doesn't make sense now. The two phases need to be joined back together to the extent possible, not further separated.

Please continue to show the leadership that the MPO has previously demonstrated in supporting the Green Line Extension to Route 16/Medford Hillside. In doing so you will be helping to mitigate past wrongs and significantly improve the health, mobility, and opportunity of tens of thousands of residents for generations. In addition, you will be showing all those who have contributed so much energy, creativity, and dedication to this project over decades that their government can fulfill its commitments and truly change lives for the better.

Many thanks for your work and the opportunity to comment,

Elisabeth Bayle
Medford resident

*See Anthony Foxx column at <http://www.bostonglobe.com/opinion/2016/06/05/transportation-must-connect-communities-opportunity/eiF83AOXyOW3swIEYwpP5I/story.html>

From: [Alan Moore](#)
To: jramsay@mbta.com; publicinformation@ctps.org; David.Mohler@state.ma.us; [Friends of the Community Path](#); tbent@bentelectric.com; speterson@ctps.org; ebourassa@mapc.org; cclaude@ctps.org; lwiener@town.arlington.ma.us; spfalzer@ctps.org
Subject: Important Comments on 4th Amendment to the FFYs 2016–20 TIP due today, June 8
Date: Wednesday, June 08, 2016 4:40:56 PM

To the Boston Region MPO:

Thank you for the opportunity to provide the following public comment on Amendment 4 to the Boston Region Metropolitan Planning Organization's Transportation Improvement Program (TIP) for Federal Fiscal Years 2016-2020.

Please do not approve the transfer of funds from the Route 16 GLX extension to the first phases of the GLX until and unless:

- MassDOT realizes the additional hundreds of millions the GLX in savings by temporarily shutting down the commuter rail and re-routing the Downeaster during GLX construction and by eliminating unnecessary viaducts and lowering and shortening other viaducts.
- Includes a full, off-road Community (which can be done within the \$27 million FFGA budget and much less than the original \$100 million amount).
- Identify replacement funding for the Route 16 GLX extension.

Thank you very much,

Sincerely,

Alan Moore

23 Cherry St.

Somerville, MA 02144



Friends of the Community Path
112 Belmont Street, Somerville, MA 02143
617.776.7769 friendspath@yahoo.com
facebook.com/FriendsoftheCommunityPath
twitter.com/pathfriends

Date: June 8, 2016

Re: Comments on 4th Amendment to the FFYs 2016–20 TIP

To the Boston MPO:

Thank you for the opportunity to comment on Amendment 4 to the Boston Region Metropolitan Planning Organization's (MPO) Transportation Improvement Program (TIP) for Federal Fiscal Years 2016-2020. We are writing on behalf of the Friends of the Community Path, a regional group with more than 1,500 members.

We express here our support for the various recommendations made by Lee Auspitz.

We also support the comments of Ken Krause, who asked that all GLX cost-saving measures be evaluated and implemented before any funds are unnecessarily taken away from those currently allocated to GLX-to-Route-16 and (*we add here*) other parts of the GLX, including the Community Path Extension (CPX).

It is worth a reminder here that the CPX is, by far, the top-ranked priority in the MPO's 2014 evaluation of regional bicycle network gaps (p. 45, see #255, Somerville):
http://www.ctps.org/Drupal/data/pdf/programs/livability/MPO_0515_Bicycle_Network.pdf

Despite this highest MPO ranking, the CPX has been drastically truncated by the Interim (now outgoing) GLX Team. Their design would:

1. Eliminate the CPX section from Washington Street to NorthPoint (~1/2 mile) from the GLX project and re-route it to a someday, fast, and polluted Route 28 McGrath/O'Brien Highway. Note that this eliminated CPX section is in the Environmental Justice section of East Somerville, connecting Somerville and Cambridge
2. Lose all the street access points on the 0.8-mile stretch from School St. to Washington St. in Somerville
3. Zigzag between the North and South side of the GLX corridor in Somerville

By contrast, the Friends of the Community Path Alternative Design for the Community Path Extension (CPX) <https://drive.google.com/file/d/0B7qVAVTOJ3PjRmp2eWk4V3pMbTQ/view> enjoys several advantages over that proposed by the Interim GLX Team:

1. The FCP design keeps the CPX fully off-road and connecting to NorthPoint Path at 22 Water Street in Cambridge
2. The FCP design maintains all CPX street access points -
3. The FCP design keeps the CPX on the one side of the corridor, which is safer and easier for crossing

We appreciate this opportunity to share our perspectives.

Thank you for your hard work and consideration of this public comment.

Sincerely,

Lynn Weissman and Alan Moore, Co-Presidents

The mission of the Friends of the Community Path is to extend the Community Path along the future GLX, to link the Minuteman and Charles River multi-use path networks.

To:

publicinformation@ctps.org, David.Mohler@state.ma.us, ebourassa@mapc.org, jramsay@mbta.com, tbent@bentelectric.com, lwiener@town.arlington.ma.us, spfalzer@ctps.org, speterson@ctps.org, cclaude@ctps.org, alan@pathfriends.org



For a thriving New England

CLF Massachusetts 62 Summer Street
Boston MA 02110
P: 617.350.0990
F: 617.350.4030
www.clf.org

June 8, 2016

VIA EMAIL (publicinformation@ctps.org)

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

RE: FFY 2016-20 Transportation Improvement Program (TIP) Amendment Four

Dear Mr. Mohler:

I am writing on behalf of the Conservation Law Foundation (CLF) to provide the following comments on the Boston Region Metropolitan Planning Organization's (MPO) draft of a fourth amendment to the FFYs 2016–20 TIP and to urge the MPO to reject the amendment. Amendment Four proposes to reallocate the funding currently programmed for the Green Line Extension from College Avenue to Route 16 to the phase of the project from Lechmere Station to College Avenue. CLF is a nonprofit, member-supported regional environmental organization working to conserve natural resources, protect public health, and promote thriving communities for all in the New England region. CLF has long supported a better transportation system for the Boston Region, Massachusetts, and New England and was instrumental in securing the Massachusetts State Implementation Plan (SIP) transit system improvements in metropolitan Boston in which the Green Line Extension is included.

Additional Cost Reductions Eliminate Need for Reprogramming of MPO Funding

On May 5, 2016, the MPO voted to release Amendment Four for a 30-day public review comment period explicitly subject to the opportunity to confirm the necessity of these funds to be reprogrammed since a revised project scope, procurement method, and budget for the extension to College Avenue was not yet available at that time. On May 9, 2016, the Interim Project Management Team's (IPMT) report on Green Line Extension was submitted to the Massachusetts Bay Transportation Authority (MBTA) Fiscal and Management Control Board (FMCB) and the Massachusetts Department of Transportation (MassDOT) Board of Directors and made available to the public. This report includes a redesigned project scope, a description of the cost savings and cost reductions considered, and an overall budget estimate of \$2.288 billion. This new information provides the MPO with the opportunity to consider more closely the need for Amendment Four.

CLF has thoroughly reviewed the IPMT report and associated presentation and encourages the members of the MPO to do the same. Based on this newly available information, it is clear that there are much better options available to fund the phase of Green Line Extension from Lechmere Station in Cambridge to College Avenue than to shift limited MPO target funding programmed for

the project's terminus at Route 16. The IPMT has developed a list of additional cost reductions beyond those noted in the report that have merit but were not pursued due to time constraints.¹ While the complete list was not included in the report, the document states that it includes changes to project design criteria that could yield additional savings in the procurement process beyond those in the redesign budget estimate.

Most notably, however, the IPMT did not have the opportunity to consider the full potential of savings from commuter rail interruptions during construction of the Green Line Extension, a major efficiency improvement that would reduce project costs immensely. Included in the new budget estimate are only 25 weekends of commuter rail diversions per year.² The IPMT also considered potential night work and summer shut-downs, but did not evaluate the savings from additional efficiencies during construction, such as single-track operations, mid-day shutdowns of commuter rail service, longer shut-downs of eight weeks at a time during the height of the construction period, and allowing contractors to provide their own flagging services. During all closures, commuters would be provided with alternative service, such as an express bus from the West Medford Station to downtown Boston for the Lowell Line.

Such broader commuter rail interruptions were discussed and endorsed conceptually by the IPMT, but the cost savings were not estimated, although they are likely to be formidable. Other transportation projects have seen significant cost savings as a result of temporary closures or breaks in service. Most recently and closely geographically, the temporary closure of Government Center during its construction saved close to 20% of the total project cost, despite the fact that Blue Line trains were continuing to pass through the construction site.³ In 2013, the Chicago Transit Authority (CTA) saved 18% of the total costs of its Red Line South Reconstruction project, which rebuilt 10.2 miles of track, through a complete five-month interruption as compared to only weekend service closures.⁴ In New York City, the Metropolitan Transportation Authority (MTA) is currently planning to rehabilitate thirty subway stations. Rather than closing these stations on nights and weekends only, the MTA is planning to shut down entire stations for an average six to twelve-months per station to expedite renovations and save money. A similar approach for the Green Line Extension, which is being constructed in an active rail corridor, needs to be evaluated. For the Green Line Extension even just 10% in savings would add up to \$230 million, obviating the need for reprogramming the funding set aside for the Green Line Extension from College Avenue to Route 16. At 15%, which is still conservative in comparison to the other projects described above, the savings would be \$345 million.

¹ Green Line Extension Interim Project Management Team, *Report to the MBTA Fiscal and Management Control Board and the MassDOT Board of Directors* (May 9, 2016), p. 5.

² Id at 27.

³ See http://www.mbtta.com/uploadedfiles/Riding_the_T/GovtCtr.pdf, p.27.

⁴ See http://www.transitchicago.com/news_initiatives/projects/redsouth/about.aspx#faq



Extension to College Avenue Only does not Fulfill Clean Air Act Legal Requirement

The purpose of the Massachusetts SIP is to ensure compliance with the National Ambient Air Quality Standard for ozone. Because motor vehicles are the predominant sources of ozone precursor emissions in the area, the SIP relies on strategies to reduce vehicle miles traveled (VMT). The extension of the Green Line, an important transportation control measure (TCM), is therefore an essential element of the SIP.

To comply with the SIP, and a legal agreement with CLF, MassDOT must construct an extension of the Green Line “from Lechmere Station to Medford Hillside.” 310 C.M.R. 7.36(2)(j)1. The Green Line Extension to College Avenue, without the Route 16 terminus, does not comply with the SIP, since Medford Hillside’s well-documented historical boundaries do not include the location of the station at the intersection of College Avenue and Boston Avenue. Historical and modern maps, as well as published references to the neighborhood clearly demonstrate that the proposed project does not reach the Medford Hillside. A terminus at Route 16 would fulfill the SIP requirement to extend the Green Line to Medford Hillside.

As a result of this legal requirement, reprogramming the funding set aside for this part of the extension would only transfer any funding challenge from one part of the project to another, without solving it. In other words, the Commonwealth would continue to be obligated to extend the Green Line beyond College Avenue, but without the benefit of MPO target funding. Additional cost reductions, as outlined above, would therefore be significantly better suited to round out the new budget than the MPO target funding.

Route 16 Station will Provide Huge Benefits

A Route 16 terminus will greatly improve the benefits expected from the Green Line Extension. This final segment of the extension will produce an estimated reduction in VMT of more than ten percent of those expected from the extension, more than any other new station. It also will provide more equitable access to transit—and thus to increased economic and educational opportunities—to five state-defined environmental justice communities (two in Somerville, two in Medford, and one in Arlington).

In addition, the terminus at Route 16 provides the best opportunity for transit-oriented development. A walkable, bikeable, neighborhood scale transit-oriented development node at the station would provide new opportunities for mixed-income housing, job creation, and increased tax revenue. The Metropolitan Area Planning Council (MAPC) estimated the benefits that could be derived from the construction of the potential station to include 117 additional market-rate housing units, 55 additional senior housing units, four additional low-income family housing units, 15,000 square feet of added commercial/retail space, 67,000 square feet of added office space, and 240 new jobs. This would double the existing tax revenue in the area of the station area.



Conclusion

When the MPO voted to release Amendment Four for public review and comment it did not have the benefit of the IPMT report and new budget estimate. Now that it is clear that the project budget of \$2.288 billion can be met with \$996 million from the federal New Starts grant, \$996 million in state funding, \$75 million in local funding, and the remainder of \$221 million from cost reductions not included in the current estimate, the MPO should reject the amendment in its final vote and request that the MBTA and MassDOT evaluate the full potential of the cost reductions measures, including broader commuter rail interruptions, first. Reprogramming the funding would leave a critical transportation project in the region without funding and the Commonwealth with a legal obligation for which funding would have to be identified regardless in the future.

Thank you for your consideration of these comments. If you have any questions, I can be reached by phone at (617) 850-1739 or by email at rmares@clf.org.

Sincerely,

A handwritten signature in blue ink that reads "Rafael Mares".

Rafael Mares
Vice President and Program Director
Healthy Communities and Environmental Justice

cc Anne McGahan
Chief Planner
Central Transportation Planning Staff
10 Park Plaza, Suite 2150
Boston, MA 02116

Alexandra Kleyman
TIP Manager
Central Transportation Planning Staff
10 Park Plaza, Suite 2150
Boston, MA 02116



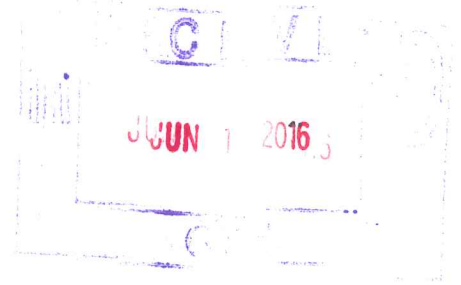
City of Medford

Office of the Mayor

Room 202, City Hall

Medford, Massachusetts 02155

Telephone (781) 393-2408



STEPHANIE MUCCINI BURKE
MAYOR

FAX (781) 393-2514

TDD (781) 393-2516

David Mohler, Chairman
Boston Region MPO
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116-3968



Dear Chairman Mohler:

Please accept these comments on the proposed Amendment Number Four to the 2016-2020 Transportation Improvement Program (TIP).

As I have expressed previously, the extension of the Green Line to Rt.16 is an essential infrastructure investment. The project provides opportunities for job creation and expansion of housing opportunities, increased MBTA ridership, a single seat ride to Boston, improved transit access, as well as air quality improvements.

Amendment Number Four has been advertised for public comment while the MBTA Fiscal Control and Management Board and the MassDOT Board of Directors evaluates scope, procurement and financing scenarios to reduce the projected funding gap. Of issue is the reprogramming of \$158 million dollars of Phase 2 funds to Phase 1. While some information has been presented, I continue to have concerns that the reprogramming of funds is being made prematurely and that additional information and options should be more fully explored prior to reprogramming of the full amount of Phase 2 funds.

The City of Medford is most affected by this decision. While I applaud the MPO's acknowledgement of Secretary Pollack's commitment to file an Environmental Notification Form under the Massachusetts Protection Act (MEPA) by December 31,2016 for Phase 2, the reprogramming of the full amount at this time appears irreversible. A timely and informed decision can be made when the FTA has completed its review and approval of scope, procurement and cost estimates.

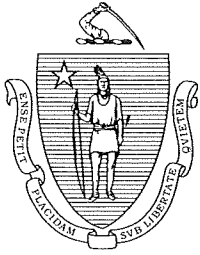
I ask for your support of reprogramming only the amounts necessary to proceed on Design, Federal Review and Procurement at this time.

Thank you for consideration of these comments.

Very truly yours,


Stephanie M. Burke, Mayor

Cc: Marc Draisen, Executive Director
Metropolitan Area Planning Council



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

May 6, 2016

David Mohler, Chairman
Boston Region Metropolitan Planning Organization
10 Park Plaza
Boston, MA 02116

Dear Mr. Mohler;

As state legislators representing the future service area of the Green Line Extension (GLX), we write in strong support of the Phase 2 extension of the Green Line, from College Avenue to Route 16 in Medford. We greatly appreciate the MPO's ongoing support for the project over the past few years.

As you know, a terminus at Route 16 will provide numerous opportunities for economic development in the region, as well as improvements in air quality and mobility. In particular, this site serves a number of state-designated environmental justice communities facing intense traffic congestion. By increasing transportation access and reducing congestion, Phase 2 of the GLX project will improve corridor mobility, boost transit ridership, ensure equitable distribution of transit services, and support opportunities for sustainable development.

We understand that Phase 2 of GLX can only be built if we move forward with Phase 1, and appreciate the Administration's dedicated effort to reduce project costs over the past several months. However, if, during the 30-day public comment period on the proposed TIP Amendment to reprogram Phase 2 GLX funds to Phase 1, you decide that Route 16 funds would not be needed for the Phase 1 project budget, we respectfully request that you consider reverting these funds back to Phase 2. In addition, we request that you include Route 16 in the later years of the Long Range Transportation Plan.

Thank you for your consideration and for your continued support of the GLX Phase 2 project.

Sincerely,

Representative Christine P. Barber
34th Middlesex District

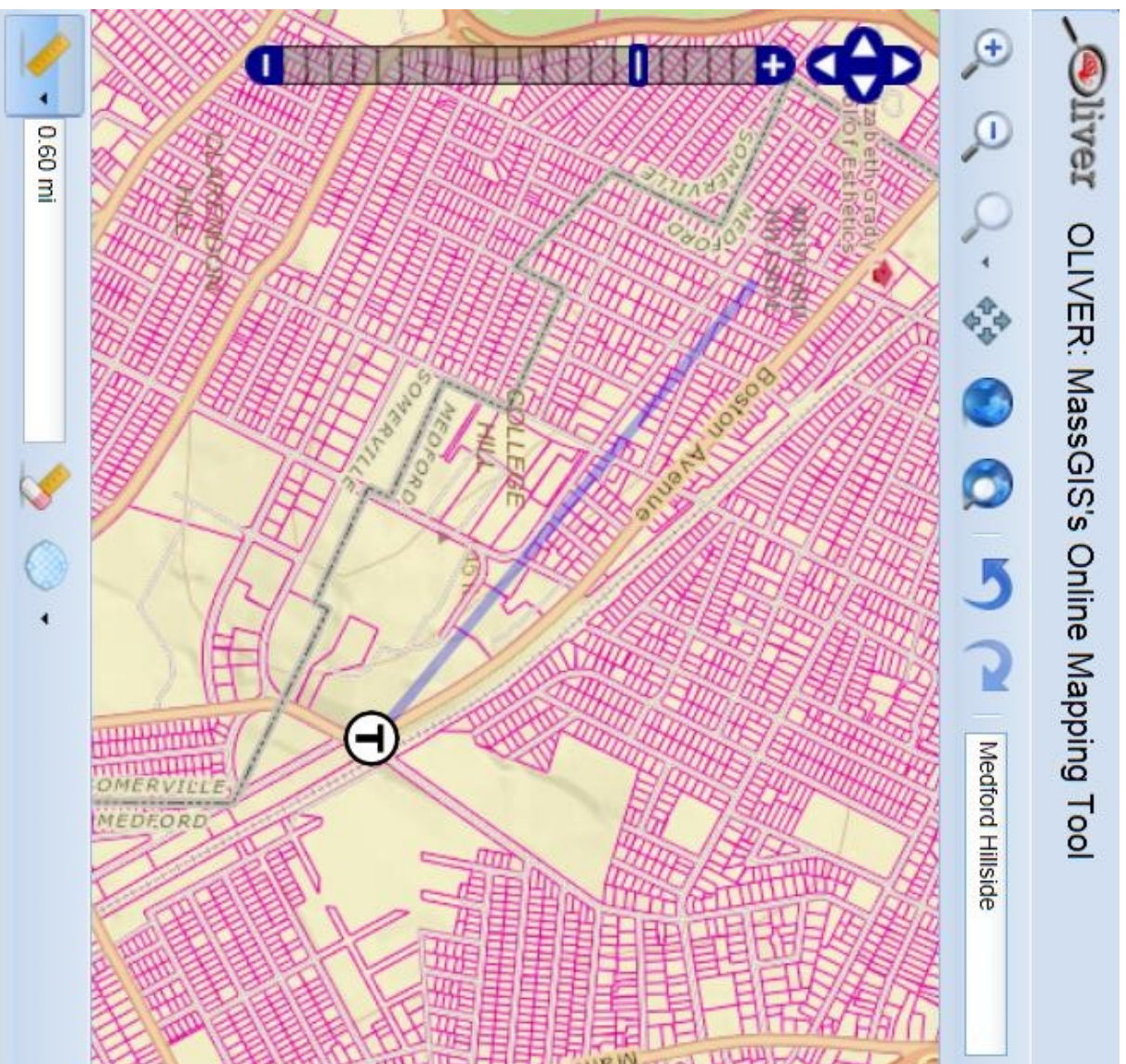
Representative Sean Garballey
23rd Middlesex District

Senator Patricia Jehlen
3rd Middlesex District

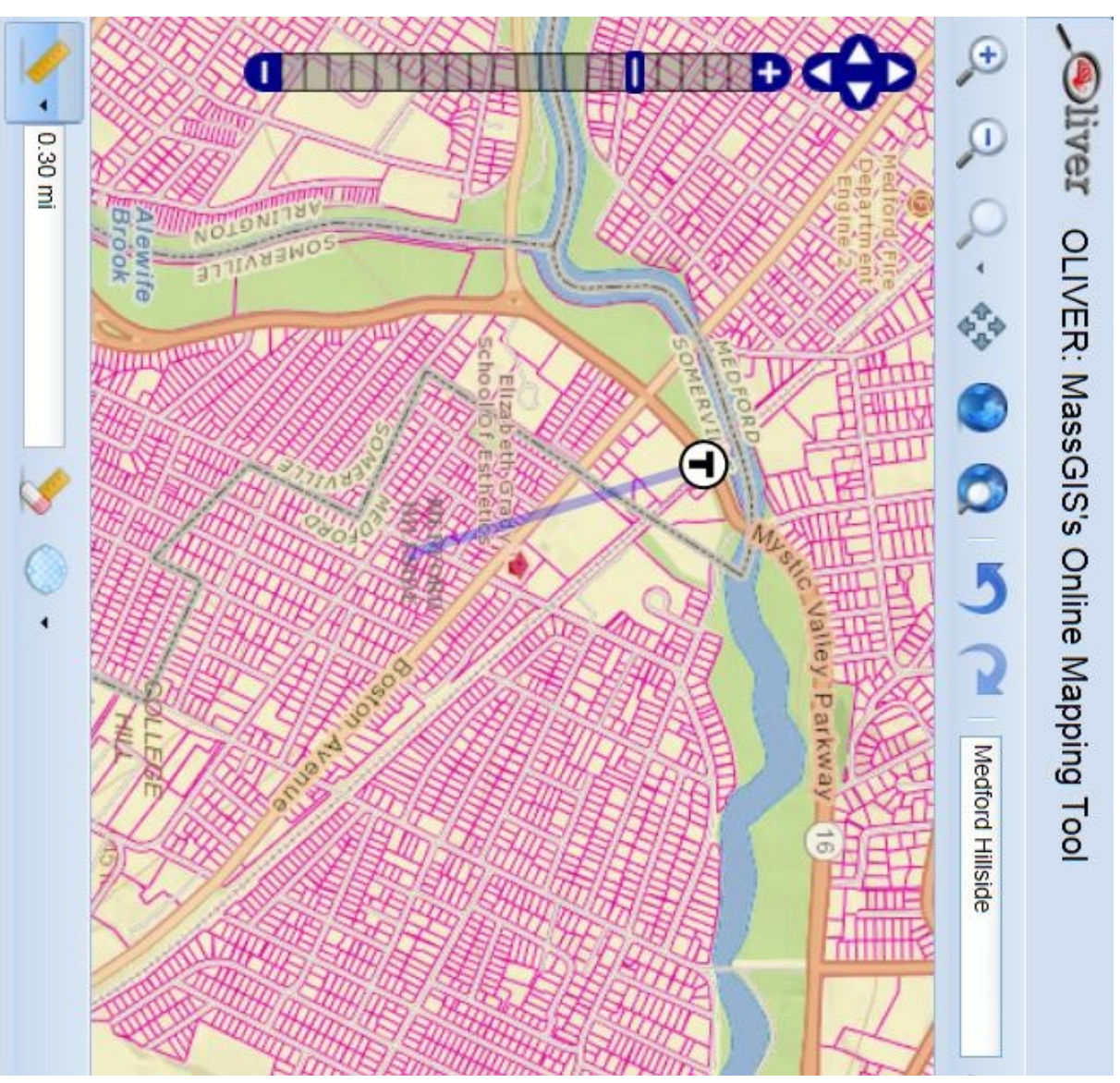
Representative Denise Provost
27th Middlesex District

Representative Timothy J. Toomey
26th Middlesex District

Extend the Green Line from Lechmere Station to Medford Hillside



College Avenue Station is
0.60 miles short of Medford Hillside



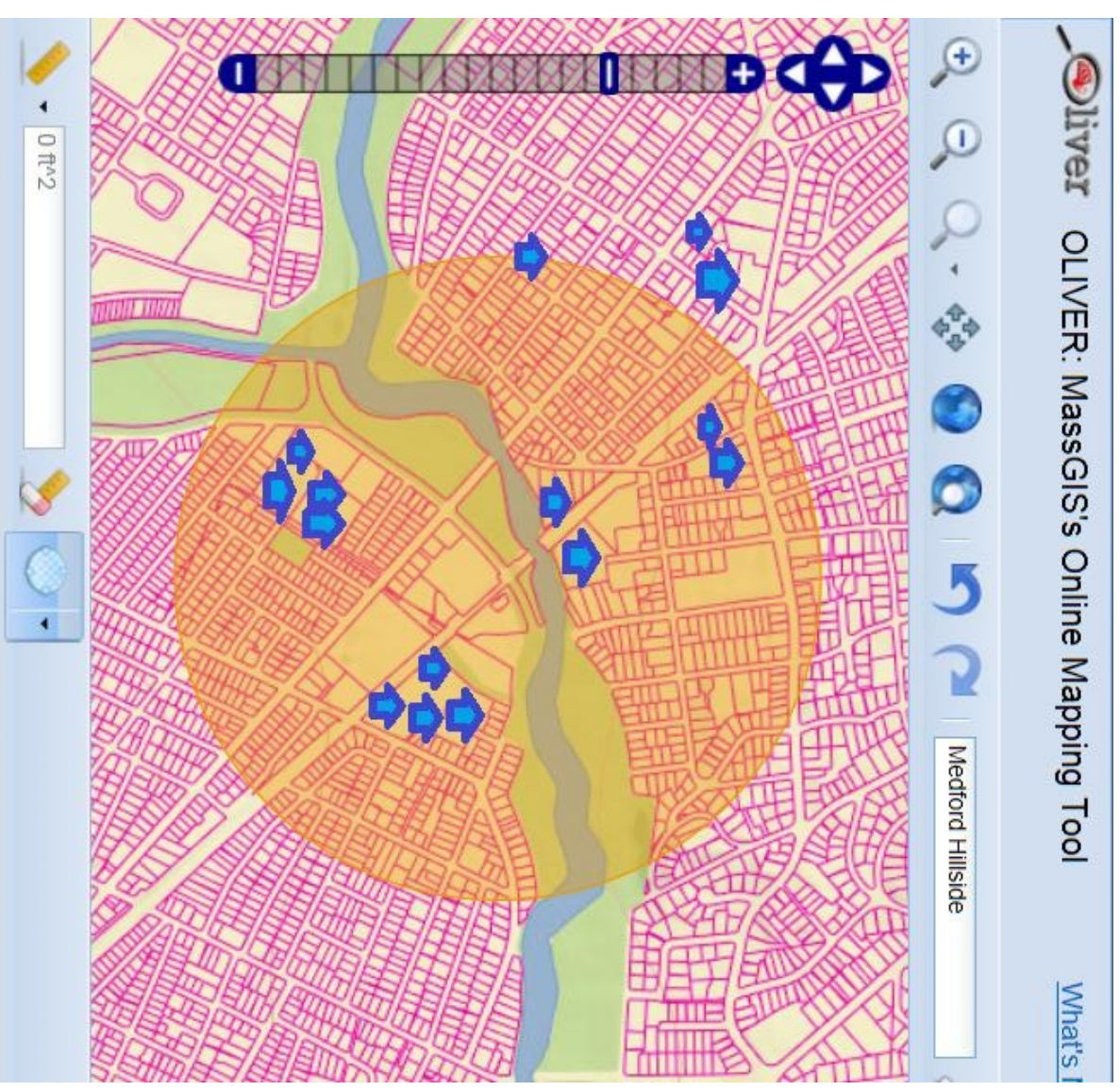
Mystic Valley Parkway / Route 16 Station is
0.30 miles into Medford Hillside

Boost Transit Ridership



1/4 mile radius surrounding College Avenue Station with markers added (by author) for apartment buildings and dormitories

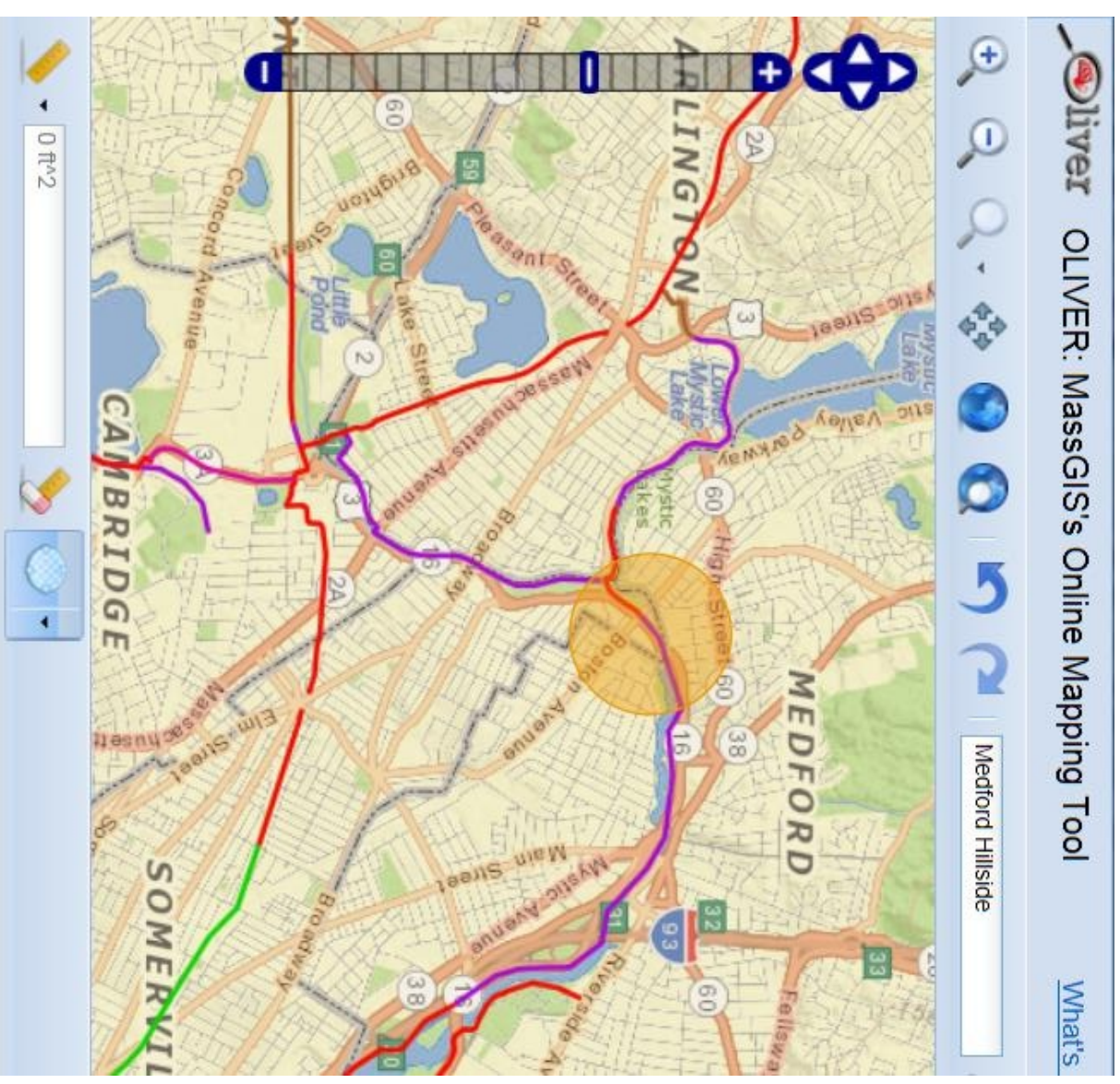
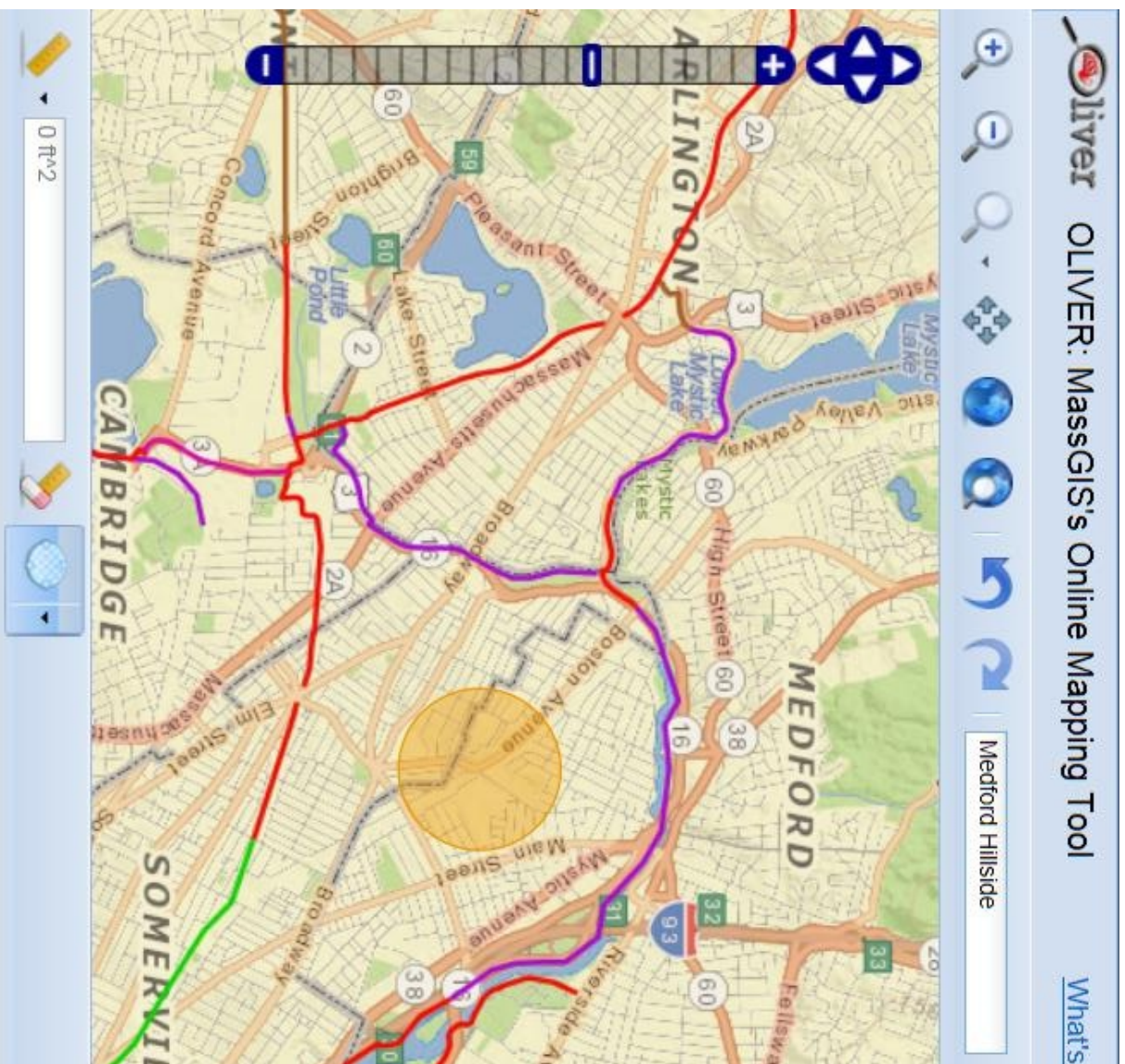
1. station's surrounding property is predominantly non-residential (Tufts University)
2. the few high-density residential locations are farthest from the station



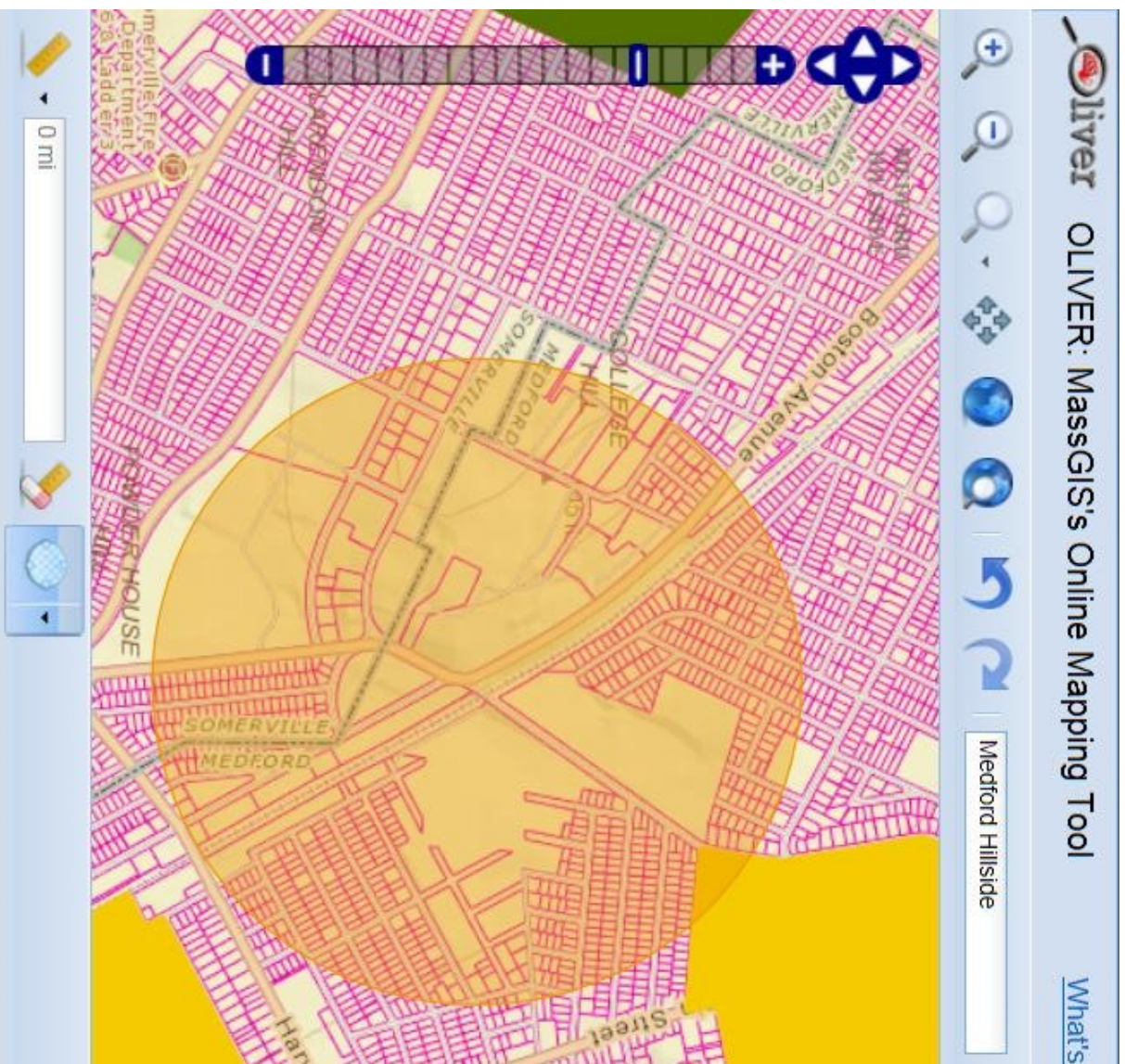
1/4 mile radius surrounding Mystic Valley Parkway / Route 16 Station with markers added (by author) for apartment buildings, senior living, etc.

1. station has smaller non-residential surrounding (predominantly green space)
2. considerable high-density residential locations near the station

Improve Mobility and Air Quality (Key: - Existing, - Existing Unimproved, - Underway, - Considered paths)



Distribute Transit Services equitably (Key to EJ areas: ■ Minority, ■ Income, ■ Minority and Income)



1/4 mile radius surrounding College Avenue Station

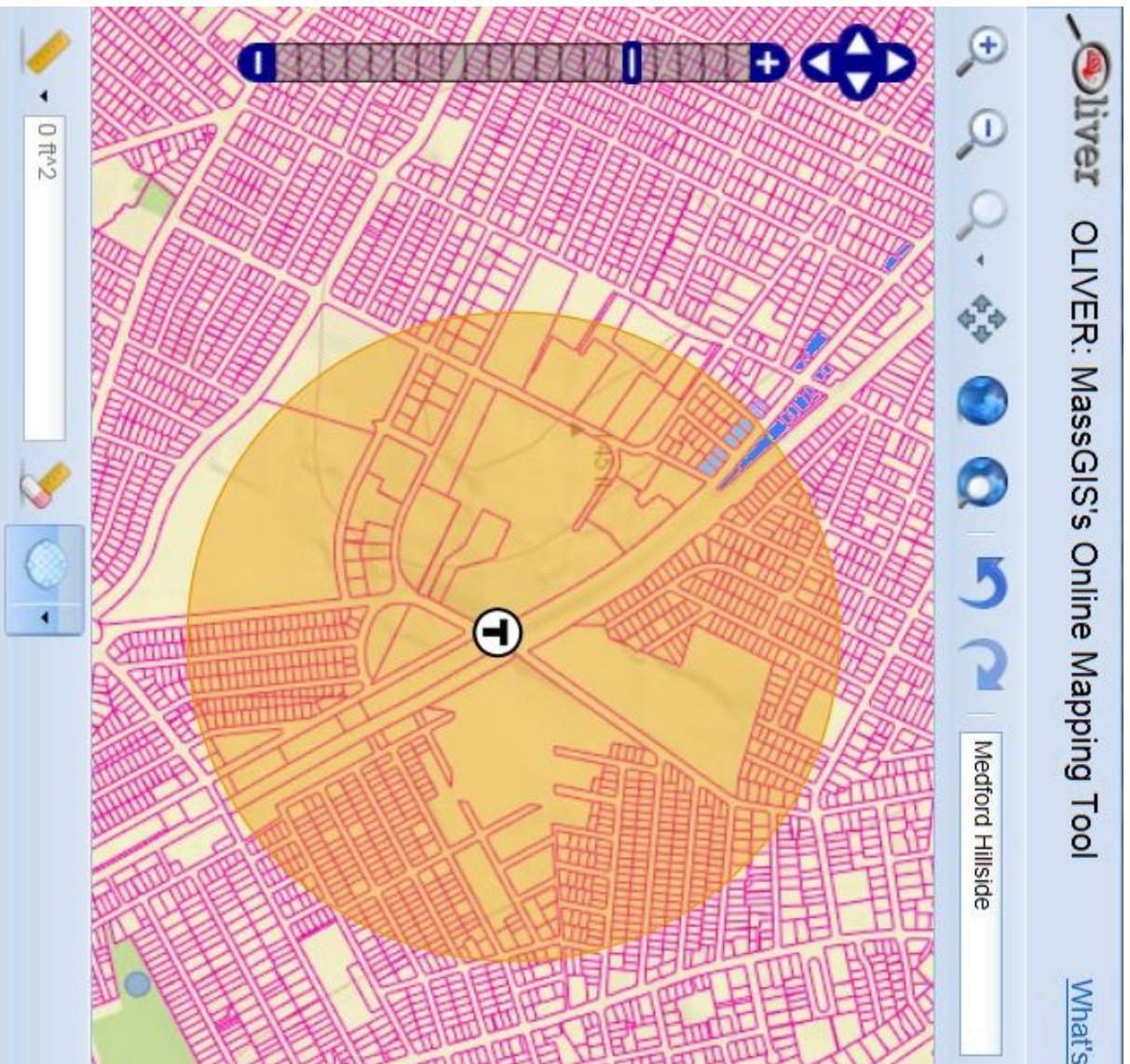
1. overlapping with designated Environmental Justice populations in less than 1% of its area
2. overlapping with approximately 90% of the Tufts University Medford / Somerville campus



1/4 mile radius surrounding Mystic Valley Parkway / Route 16 Station

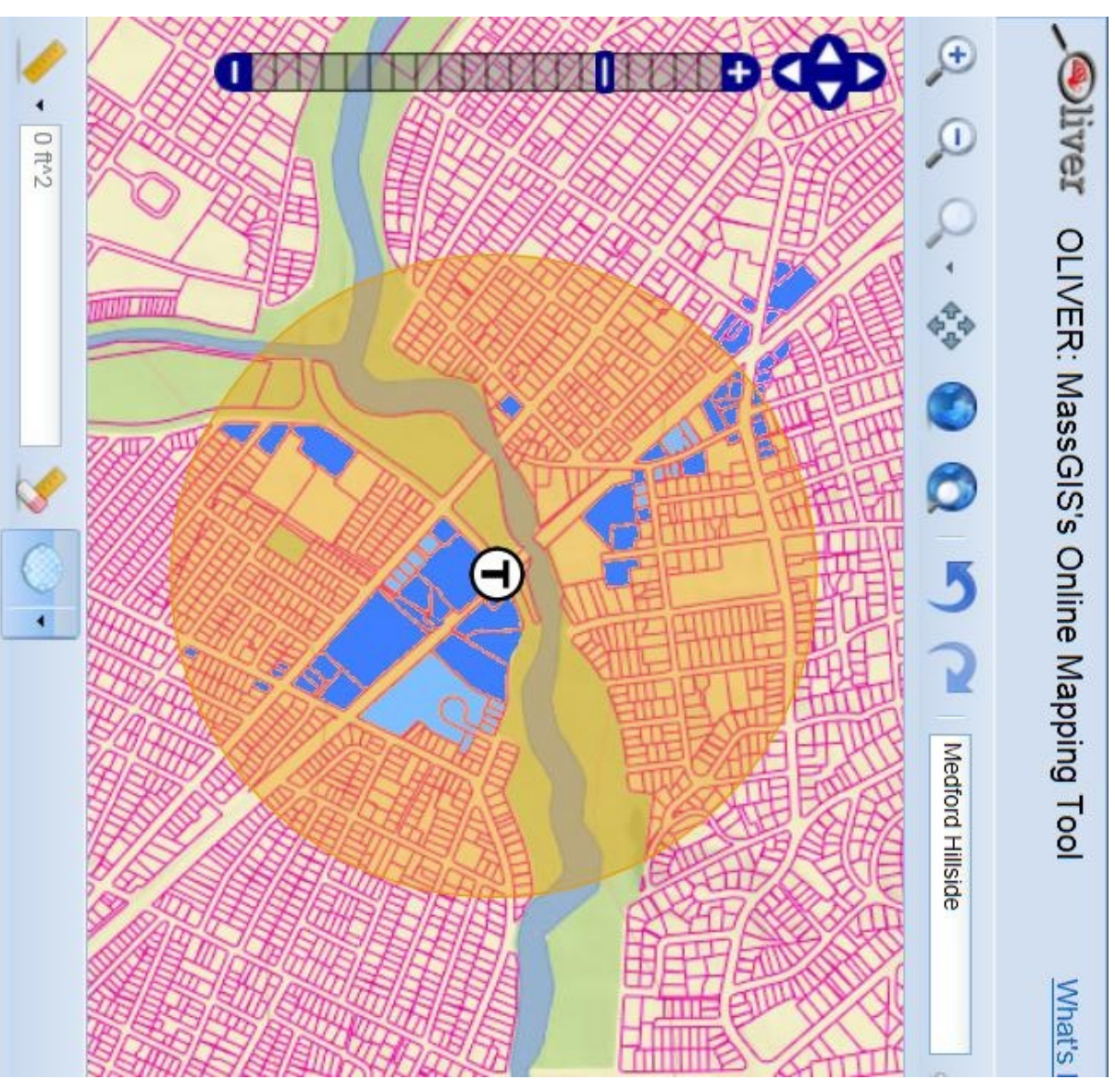
1. overlapping with designated Environmental Justice populations in approximately 55% of its area
2. providing access to recreational green space for populations to the south

Promote sustainable (Transit-oriented) Development (Key: ■ existing commercial property, ■ practical for development)



College Avenue Station showing 1/4 mile radius surrounding with nearby commercial property and property conceivably suitable for development

1. developable properties are more than a quarter mile from station
2. closest nearby properties that even remotely make sense for development about 50,000 square feet (1.15 acres) in a shape ill-suited for any use



Mystic Valley Parkway / Route 16 Station showing 1/4 mile radius surrounding with nearby commercial property and property conceivably suitable for development

1. approximately 900,000 square feet (20.7 acres) of existing commercial property or property suitable for development at, near station site and right-of-way
2. additional 300,000± square feet (6.89 acres) nearby

Relative risks in best spatial epidemiology studies on high mobile pollution exposures at residence:
Cardiovascular deaths - **50% + higher (solid)**

Lung cancer deaths - **50% + higher (solid)**

Childhood asthma - **50% + higher (solid)**

Childhood autism - **100% + higher (emerging)**

Direct traffic exposures (small acute studies):

Heart attacks - **3X higher** - but cyclists - **4X higher**

Cyclist dose - **4X to 6X higher** due to ventilation

EKG ST segment depression - **2X higher** - oxygen crisis in heart

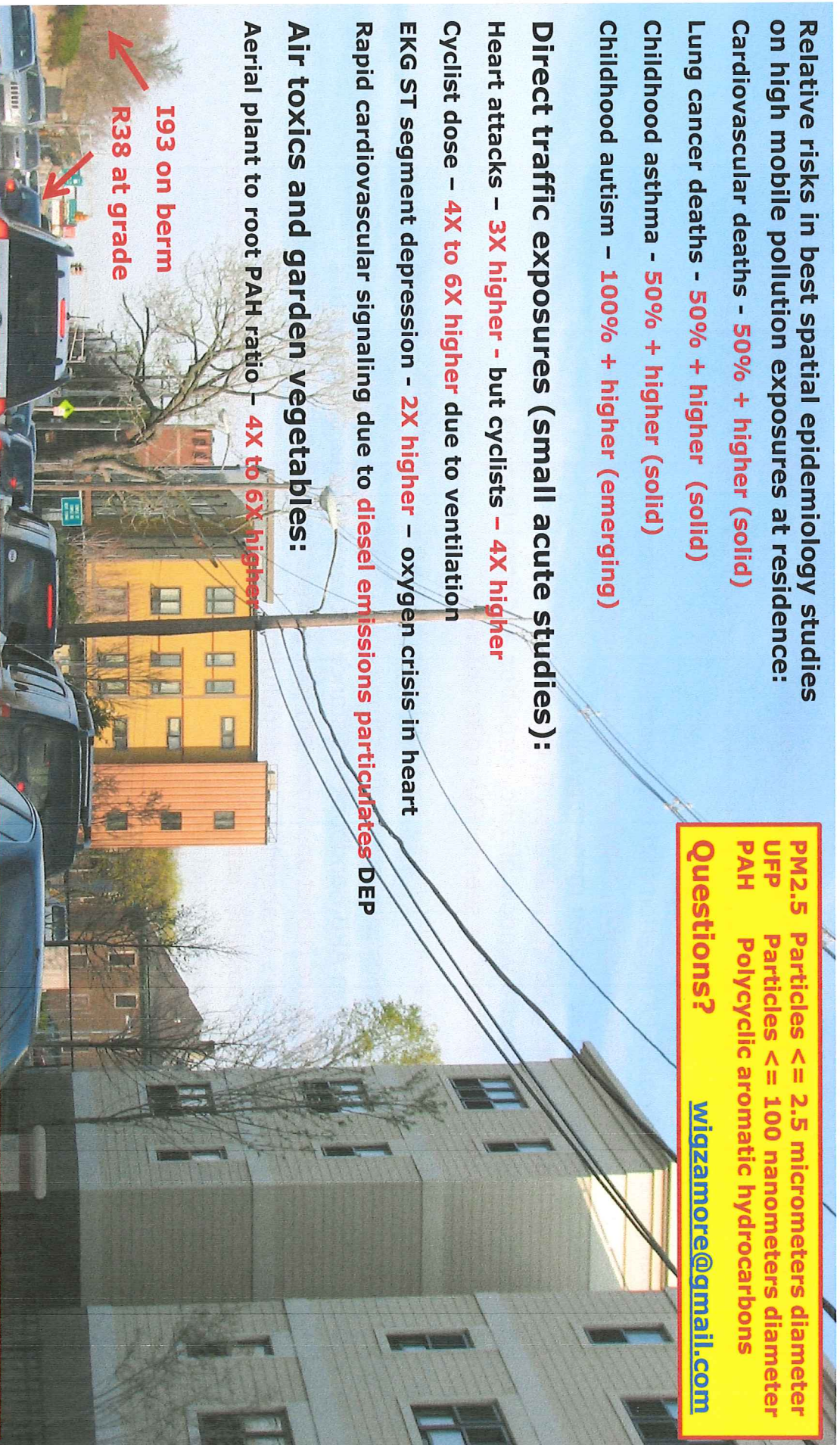
Rapid cardiovascular signaling due to **diesel emissions particulates DEP**

Air toxics and garden vegetables:

Aerial plant to root PAH ratio - **4X to 6X higher**

I93 on berm

R38 at grade



PM2.5 Particles ≤ 2.5 micrometers diameter
UFP Particles ≤ 100 nanometers diameter
PAH Polycyclic aromatic hydrocarbons

Questions?

wiazamore@gmail.com

Cardiovascular Disease and Lung Cancer relative risks appear to be similar for truck industry workers, diesel rail engineers and near highway residents - these elevated risks are not driven by PM2.5 mass, but may be driven by UFP

Individual Exposure is determined by:
How big is the source - e.g., vehicles per day
Meteorology - sun, wind, temperature, etc.
Built or geographic ... protection or traps
How close are you, how many hours per day
Activity based ventilation and metabolic rates

WIS Zanna

Work remains to refine these engineering / design elements that can be used for charrette focus

+++++

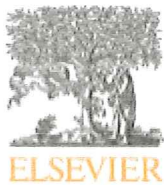
All of the following are engineering tactics:

- Residential and school HEPA filtration and other protective building systems
 - 90 to 95% reductions possible, maybe 80% after human behavior included
- Air intake locations could be chosen more carefully
 - Good idea but little good quantification in literature
- Sound proofing through extra window glazing, insulation and other features
 - Large reductions possible as seen in FAA noise proofing

+++++

All of the following are design tactics with potentially strong co-benefits:

- Land use buffers ala California ARB Handbook – distance between sources and receptors
 - 50% or greater exposure reductions from 500 foot buffers for sensitive uses
- Vegetation or built wall barriers to absorb or block pollution
 - 10 to 25% reductions possible, especially with height, but geometric trade-offs are complex
- Street trees, hedges and pleasant vegetation
 - -25 to +25% increases / reductions but also heat island and green space co-benefits
- Decking over of highways to link urban areas and block pollution
 - 20 to 50% reductions (rough est.) of long term urban design as in Back Bay, Freeway Park, etc.
- Urban design such as healthy placement of buildings and open space
 - 10 to 25% reductions (est.) but not much literature, site planning used by San Francisco
- Garden locations, including healthy vegetables
 - Small but strong literature, including from mainland China, about near highway air toxins
- Park locations for active recreation and for susceptible people
 - Important due to human ventilation, susceptible populations – children, seniors, co-benefits
- Active travel locations, including bicycling and walking paths (reductions of 50% possible)
 - Important because of human ventilation rates which yield high effective biological doses



Association of modeled long-term personal exposure to ultrafine particles with inflammatory and coagulation biomarkers

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ARTICLE INFO

Article history:

Received 13 October 2015

Received in revised form 13 March 2016

Accepted 14 March 2016

Available online xxx

Keywords:

Ultrafine particles

Time-activity

Systemic inflammation

Particle number concentration

Cardiovascular risk

ABSTRACT

Background: Long-term exposure to fine particulate matter has been linked to cardiovascular disease and systemic inflammatory responses; however, evidence is limited regarding the effects of long-term exposure to ultrafine particulate matter (UFP, <100 nm). We used a cross-sectional study design to examine the association of long-term exposure to near-highway UFP with measures of systemic inflammation and coagulation.

Methods: We analyzed blood samples from 408 individuals aged 40–91 years living in three near-highway and three urban background areas in and near Boston, Massachusetts. We conducted mobile monitoring of particle number concentration (PNC) in each area, and used the data to develop and validate highly resolved spatiotemporal (hourly, 20 m) PNC regression models. These models were linked with participant time-activity data to determine individual time-activity adjusted (TAA) annual average PNC exposures. Multivariable regression modeling and stratification were used to assess the association between TAA-PNC and single peripheral blood measures of high-sensitivity C-reactive protein (hsCRP), interleukin-6 (IL-6), tumor-necrosis factor alpha receptor II (TNFRII) and fibrinogen.

Results: After adjusting for age, sex, education, body mass index, smoking and race/ethnicity, an interquartile-range (10,000 particles/cm³) increase in TAA-PNC had a positive non-significant association with a 14.0% (95% CI: –4.6%, 36.2%) positive difference in hsCRP, an 8.9% (95% CI: –0.4%, 10.9%) positive difference in IL-6, and a 5.1% (95% CI: –0.4%, 10.9%) positive difference in TNFRII. Stratification by race/ethnicity revealed that TAA-PNC had larger effect estimates for all three inflammatory markers and was significantly associated with hsCRP and TNFRII in white non-Hispanic, but not East Asian participants. Fibrinogen had a negative non-significant association with TAA-PNC.

Conclusions: Our findings suggest an association between annual average near-highway TAA-PNC and subclinical inflammatory markers of CVD risk.

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Table 5
Comparison of regression models for association between an interquartile-range change in time-activity adjusted annual average particle number concentration (IQR = 10,000 particles/cm³) and biomarkers of systemic inflammation (hsCRP, IL-6 and TNFRII) and coagulation (fibrinogen) stratified into white non-Hispanic and East Asian participants.

Model	hsCRP	IL-6	TNFRII	Fibrinogen
	% change (95% CI)	% change (95% CI)	% change (95% CI)	% change (95% CI)
White non-Hispanic				
Unadjusted	36.3% (–0.9%, 73.5%)	28.7% (4.4%, 53.0%)	15.5% (7.3%, 23.8%)	2.3% (–5.6%, 10.2%)
Adjusted ^a	32.7% (3.7%, 67.2%)	22.6% (–0.2%, 45.5%)	16.8% (5.8%, 27.7%)	–0.02% (–0.7%, 0.7%)
East Asian				
Unadjusted	9.7% (–13.5%, 32.9%)	5.0% (–9.9%, 19.7%)	–0.3% (–7.9%, 1.3%)	–1.8% (–6.4%, 2.7%)
Adjusted ^a	6.1% (–18.3%, 31.0%)	2.6% (–12.2%, 17.3%)	0.1% (–1.2%, 1.4%)	–0.06% (–5.4%, 4.2%)

^a Adjusted for age, sex, continuous BMI, smoking status and education.