

The Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES
STATE HOUSE, BOSTON 02133-1054

DAVID PAUL LINSKY
REPRESENTATIVE
5TH MIDDLESEX DISTRICT
NATICK - SHERBORN - MILLIS

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David.Linsky@MAhouse.gov

Committees on:
Chairman, House Committee on
Post Audit & Oversight

August 15, 2011

Mr. David Mohler
Chair, Transportation Planning and Programming Committee
Boston Metropolitan Planning Organization
10 Park Plaza, Suite 2150
Boston, MA 02116

RE: Boston Region MPO's TIP – FFYs 2012-2015

Dear Mr. Mohler:

We write to thank you for the inclusion of improvements to the Oak Street/ Route 9 intersection in Natick on the Boston Region MPO's Transportation Improvement Program (TIP) for FY2012 – FY2015. We ask that this project remain on the TIP list and advocate for the passage of the DRAFT TIP at the September 22, 2011 meeting.

As you know the Route 9/Oak Street intersection vital intersection in the MetroWest and is in dire need of improvements. Right now, this intersection experiences heavy traffic flow and significant delay almost all day long, especially at rush hour. This project is 100 percent designed and is ready to be advertised in FY12. The town's proposed redesign and reconstruction of the Oak Street/ Route 9 intersection will reduce congestion, add vehicular capacity, reduce waiting times, and improve turning functions. Driver safety will be greatly increased and access for emergency vehicles will be vastly improved.

Again, thank you for the inclusion of the Oak Street/Route 9 intersection on the Boston Region MPO's TIP. Please do not hesitate to contact any of us if you have any questions.

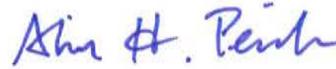
Sincerely,



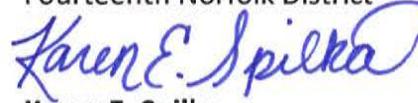
David P. Linsky
State Representative
Fifth Middlesex District



Richard Ross
State Senator
Norfolk, Bristol and Middlesex District



Alice Peisch
State Representative
Fourteenth Norfolk District



Karen E. Spilka
State Senator
Second Middlesex and Norfolk District

cc: Secretary Jeffrey B. Mullan
Richard Davey, MBTA Director
Martha White, Town Administrator
Natick Board of Selectmen



The Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES

STATE HOUSE, ROOM 466, BOSTON, MA 02133

REP. JASON M. LEWIS

31ST MIDDLESEX DISTRICT
PROUDLY SERVING THE PEOPLE
OF STONEHAM AND WINCHESTER
(617) 722-2017

Jason.Lewis@MAhouse.gov
www.RepJasonLewis.com

Committees:

Vice Chair, Public Health
Children, Families and Persons with Disabilities
Community Development and Small Business
State Administration and Regulatory Oversight

August 24, 2011

Mr. David Mohler
Chair, Transportation Planning and Programming Committee
Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02166

Dear Mr. Mohler:

We are writing to request that the Tri-Community Bikeway/Greenway Project be programmed on the 2012-2015 Transportation Improvement Program (TIP).

The Tri-Community Bikeway is a proposed six mile pedestrian and bicycle path that would connect the communities of Winchester, Woburn, and Stoneham. The path would connect residential, commercial, recreational and civic areas, including commuter rail stations, town buildings, shops, restaurants, and schools located within close proximity to the path.

In 1998, the project received \$186,000 through the state's Transportation Enhancement Program to complete the preliminary (25%) design. In December 2007, Mass Highway issued a Notice to Proceed for final (100%) design contract. The contract value of \$587,000 was funded in the FY07 TIP through the Congestion Mitigation and Air Quality Improvement (CMAQ) Program.

Following this funding granted for design, the three communities have worked extensively to ensure that the Bikeway plan meets the highest safety standards for both riders and the surrounding neighborhood residents. Community leaders have worked with the Massachusetts Department of Transportation, neighborhood business owners, and school committees to ensure that this Bikeway will be a success in the three towns. With increasing momentum, the Tri-Community Bikeway is gaining popularity and support throughout the three towns. We need to harness this energy to move this important project forward.

We strongly support this project because it will promote economic development, provide a more environmentally friendly means of transportation, and improve the quality of life in the region as a whole.

We understand the difficult choices facing the MPO, but hope that construction funding for the Tri-Community Bikeway will be restored on the 2012-2015 TIP.

Thank you for your consideration.

Sincerely,



Jason Lewis
State Representative
31st Middlesex District



Patricia Jehlen
State Senator
Second Middlesex District


James Dwyer
State Representative
30th Middlesex District



Katherine Clark
State Senator
Middlesex and Essex District



The Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES

STATE HOUSE, ROOM 466, BOSTON, MA 02133

REP. JASON M. LEWIS

31ST MIDDLESEX DISTRICT
PROUDLY SERVING THE PEOPLE
OF STONEHAM AND WINCHESTER
(617) 722-2017

Jason.Lewis@MAhouse.gov
www.RepJasonLewis.com

August 25, 2011

Mr. David Mohler
Chair, Transportation Planning and Programming Committee
Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02166

Dear Mr. Mohler:

We are writing to request that the Four Intersections project in Winchester be programmed on the 2012-2015 Transportation Improvement Program (TIP).

This project proposes to install new signals at two locations – Cambridge Street (Route 3) at Everett Avenue/Myopia Road, and Cambridge Street at Pond Street – and to upgrade existing signals at two additional locations – Cambridge Street at High Street/Church Street, and the intersection of Church, Bacon, and Fletcher Streets.

Cambridge Street (Route 3) is a state road control by MassDOT, who has completed the design for all four of these intersection projects. The 100% design for this project has been completed since 2006. Route 3 is an important north-south transportation corridor that provides regional access to Route 95/128 in Burlington and intersects with Routes 16 and 60 to the south. The MBTA also operates a bus route (#350) along Cambridge Street that provides service between North Burlington and Alewife Station.

The proposed intersection upgrades represent critical safety improvements that will benefit both vehicles and pedestrians by providing an improved level of service, improving substandard roadway geometry, and providing improved pedestrian and handicapped access amenities. The Ambrose Elementary School is located approximately 800-feet west of the intersection of Route 3 and Church/High Streets; therefore, all of the intersections (with the exception of Cambridge and Pond Streets) are heavily utilized by students walking to school.

The four intersections in question have above average accident rates. Between 2005 and 2010, the Winchester Police Department reported 35 accidents at the intersection of Cambridge Street at Church/High Street and 49 accidents (8.2 per year average) at the intersection of Church, Bacon, and Fletcher Streets. This represents a significant increase in the number of accidents at these intersections over what was reported in the Functional Design Report prepared for MassDOT in 2002. That report

Committees:

Vice Chair, Public Health
Children, Families and Persons with Disabilities
Community Development and Small Business
State Administration and Regulatory Oversight

listed the intersection of Church, Bacon and Fletcher Streets as the worst with 19 accidents between 1996 and 1998 (6.3 accidents per year average).

This important project will improve safety and efficiency in this major regional transportation corridor.

We understand the difficult choices facing the MPO, but hope that construction funding for the Four Intersections will be restored on the 2012-2015 TIP.

Thank you for your consideration.

Sincerely,



Jason M. Lewis

STATE REPRESENTATIVE



Patricia Jehlen
STATE SENATOR



The Emerald Necklace: Chosen as one of America's Top Ten Great Public Spaces for 2010
- American Planning Association

BACK BAY FENS * RIVERWAY * OLMSTED PARK * JAMAICA POND * ARNOLD ARBORETUM * FRANKLIN PARK

President
Julie Crockford

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The Fenway Alliance
Fenway Civic Association
Fenway Community Development Corporation
Fenway Garden Society
Forest Hills Educational Trust
Franklin Park Coalition
Franklin Park Zoo/Zoo New England
Friends of Jamaica Pond
Friends of Leverett Pond
Friends of Pinebank
Friends of the Muddy River
Garden Club Federation of MA
Isabella Stewart Gardner Museum
Jamaica Hills Association
Jamaica Pond Association
MASCO
Museum of Fine Arts

August 25, 2011

Mr. David Mohler
Chair, Transportation Planning and Programming Committee
Boston Region Metropolitan Planning Organization (MPO)
State Transportation Building
10 Park Plaza, Suite 2150
Brookline, MA 02116-3968



RE: **CARLTON STREET FOOTBRIDGE REHABILITATION**
Endorsement of MassDOT Project No. 606316 (Brookline)
FFYs 2012-15 Transportation Improvement Program (TIP)

Dear Mr. Mohler:

On behalf of the Emerald Necklace Conservancy, I am pleased to offer our organization's full support of the Town of Brookline's commitment to rehabilitate the Carlton Street Footbridge, an historic pedestrian entry to the region's Emerald Necklace Parks. Designed by the father of American Landscape Architecture, Frederick Law Olmsted, the Emerald Necklace Parks are listed on the State and National Registers of Historic Places, and considered a jewel within the nation's landscape patrimony.

We at the Emerald Necklace Conservancy hold sacred our mission to foster excellent stewardship of the historic park system through effective restoration and maintenance programs, projects to improve access to and between the parks, and the promulgation of activities that increase both appreciation and use. *A primary intended impact of our work is to increase perception of the Emerald Necklace as a single well-used park system, valued as a unique civic asset, and vital to the region's sustainable climate, quality of life, and sense of community.* The Rehabilitation of the Carlton Street Footbridge is wholly consistent with the Conservancy's mission, and representative of exactly the sort of responsible stewardship for which the Conservancy advocates.

The Rehabilitation of the Carlton Street Footbridge has long been a fundamental and regional action cited within **The Emerald Necklace Parks Master Plan**, a publication most recently updated in 2001, and ascribed to by the Commonwealth of Massachusetts, the City of Boston and the Town of Brookline - the primary owners and stewards of the park assets. The Master Plan calls for the restoration of "the Carlton Street pedestrian bridge over the MBTA tracks to re-establish pedestrian access to the park." It further notes that currently the MBTA tracks along the northwesterly edge of Riverway Park form a lengthy

barrier to park access from the Brookline side – a barrier that can be significantly overcome by rehabilitating and re-opening the historic footbridge, and thereby enhancing both park access and use.

Perhaps most importantly is the linkage that would be provided for commuters, thereby encouraging more travel by public transit, foot and bicycle, with the attending benefits of decreasing automobile traffic, air pollution and consumption of fossil fuels.

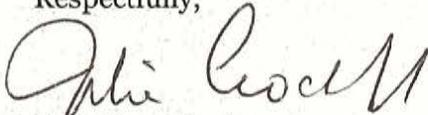
Specifically, the Carlton Street Footbridge above the MBTA D-line aligns with the Chapel Street Bridge in Riverway Park above the Muddy River, together creating a direct pedestrian link above both track and river between the Carlton Street Corridor in Brookline and the signalized pedestrian crossing at the Riverway parkway (roadway) leading directly to the multiple Longwood Medical Hospitals and Riverway Educational Institutions. The possible pedestrian commuter population is substantial.

The Carlton Street Corridor offers a direct connection to these institutions from Cambridge (over the BU Bridge, also in alignment), the Boston University campus at Commonwealth Avenue, and the dense Brookline/Boston residential communities.

Last, we see Riverway Park as an increasingly popular recreation destination, and potential footbridge users would draw not only on the immediate Monmouth/Beacon/Cottage Farm neighborhoods, the Longwood Medical area employees and visitors but also those further north on the Carlton Street corridor, namely the Boston University community.

In light of the exemplary stewardship demonstrated by Brookline's footbridge rehabilitation commitment, and the rare opportunity to both restore an historic park pedestrian facility and establish universal access for all to Riverway Park, the Emerald Necklace Conservancy urges those in decision making positions at the Boston Region's Metropolitan Planning Organization (MPO) and the Massachusetts Department of Transportation, Highway Division, to accelerate review and programming approval of this vital project – a project quite literally crafted for Transportation Enhancement funding.

Respectfully,



Julie Crockford
President

CC: Richard Davey, MassDOT Secretary/CEO
Frank DePaola, MassDOT Highway Administrator
Marie Rose, MassDOT, Highway, Project Management
Alexander Bardow, P.E., MassDOT, Bridge and Structures
Karl Quackenbush, CTPS, Acting Director
Sean Pflazer, Boston Region MPO/CTPS, Project Manager
Marc Draisen, MAPC, Executive Director
Eric Bourassa, MAPC, Transportation Manager
Honorable Cynthia Stone Creem, State Senator
Honorable Frank Smizik, State Representative
Board of Selectmen, Town of Brookline



495/METROWEST PARTNERSHIP

Leaders for Regional Prosperity

September 2, 2011

Mr. David J. Mohler
Chair, Transportation Planning and Programming Committee
Boston Region Metropolitan Planning Organization
10 Park Plaza, Suite 2150
Boston, MA 02116

RE: Boston Metropolitan Planning Organization's draft Transportation Improvement Program, FFY 2012-2015

Dear Mr. Mohler:

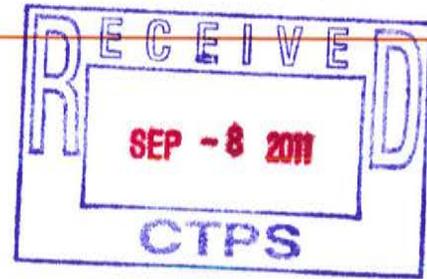
On behalf of the 495/MetroWest Partnership, please accept the following as our official comments regarding the draft *Transportation Improvement Program* (TIP) for FFY 2012 to FFY 2015.

The 495/MetroWest Partnership is a non-profit advocacy organization serving thirty-two communities, over half a million residents, and an employment base of approximately \$17 billion, by addressing regional needs through public/private collaboration, and by enhancing economic vitality and quality of life while sustaining natural resources. The Partnership is concerned about regional constraints and limitations, and conducts numerous initiatives on transportation, workforce housing, and water resources.

The 495/MetroWest region has experienced significant growth over recent years which has resulted in opportunities and benefits, as well as presented a series of complex and conflicting transportation challenges. If ignored, these challenges threaten the quality of life and economic wellbeing of a region that has become an economic engine for the Commonwealth. Our regional transportation challenges affect the state's ability to remain economically competitive. These challenges include: increasing traffic congestion, an increase in vehicle miles traveled, highway capacity issues, gaps in public transit, and aging transportation infrastructure.

The Partnership commends the Boston MPO for the transparency of their evaluation process but we are concerned that the scoring system favors dense urban communities, particularly with existing transit infrastructure. We agree with the establishment of regional-level criteria and welcome consideration of the "economic benefit" of a project as part of the MPO's policies. However, we feel the scoring system should be based on a percentage of possible points for a community versus possible points for the region due to some criteria being unattainable for many of our communities within the Boston Region MPO. This holds particularly true in the case of "reducing auto dependency" and "improving transit reliability" as well as other transit accessibility points. The Partnership has long been an advocate for increased transit options in our region and we will continue to push for alternative modes of transportation. Nevertheless, our existing transit infrastructure does not allow the region a fair comparison with urban communities within the Boston MPO region under the current project evaluation scoring system. We ask for your consideration for regional equity when scoring projects.

We recognize that there are not enough financial resources to meet all the transportation demands of the Greater Boston region; the fiscal challenges related to the state's transportation



495/METROWEST PARTNERSHIP

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infrastructure have been well documented. The draft TIP for FY 2012-2015 is another clear indication of the dire condition of transportation financing in the Greater Boston region.

The Partnership strongly supports the recommendation to fund **Route 9/Oak Street in Natick (Project #601586)** in FFY 2012. The Partnership believes this project is important to the continued economic prosperity of the region and in particular to the large and growing employer, Mathworks. Additionally, improvements to this major intersection will reduce congestion, resulting in improved air quality and greater public safety access.

Additional projects included in the FFY 2012 element of the 2012-2015 TIP supported by the Partnership include:

- **Assabet River Rail Trail Design in Acton/Stow (Project #604531)**
- **I-95 Bridge over Green Street in Foxborough (Project #605414)**
- **Central Street Bridge over the Sudbury River in Framingham (Project #602839)**
- **Interstate Maintenance of I-495 from Franklin to Milford (Project #606169)**
- **Route 2 Resurfacing in Acton, Foxborough and Littleton (Project #604472)**

We strongly endorse the above mentioned projects in the 495/MetroWest Region and support their being scheduled in the FFY 2012 portion of the FFY 2012-2015 TIP. The Partnership is also pleased to see Year 3 funding for the **Acton Rail Shuttle** listed under the Clean Air and Mobility Program in FFY 2012. The Boston MPO's recognition of the transit gaps and the use of CMAQ funding to address transit needs in the 495/MetroWest region is much appreciated.

The Partnership strongly supports the recommendation to include the **Reconstruction of Route 126 in Framingham (Project # 606109)** in FFY 2013. The use of these funds in a timely manner is imperative to the project's realization, which will result in improvements to congestion, air quality, and livability. Additional projects in the FFY 2013 element of the TIP supported by the Partnership include:

- **Cochituate Rail Trail in Framingham**
- **Crosswalk Beacon at Church and Main Streets in Hopkinton**
- **Route 140 Improvements (Project #604988)**
- **Interstate Maintenance of I-95 in Foxborough**

The Partnership recognizes and appreciates the number of projects within the 495/MetroWest Region in the first two years of the FFY 2012-2015 TIP. However, this number drops significantly in FFY 2014 and 2015, resulting in only the following two projects, which we support:

- **I-90 Ramp over I-495 in Hopkinton (Project #605774)**
- **Interstate Maintenance of I-495 from Foxborough to Franklin (Project #606176)**

Again, we recognize the inadequate and uncertain level of funding for transportation projects, but would like to see a greater distribution of the limited funds to the 495/MetroWest region. The lack of sound financial footing for transportation infrastructure going forward continues to jeopardize the state's and the region's economic recovery and future success. Due to these financial straits major projects that would have significant regional impact sit idle in the TIP's "Universe of Roadway Projects for Discretionary Funding" list. Below is a listing of projects within the Partnership's service area, for which we would like to reiterate our support.

<i>ID</i>	<i>Municipality</i>	<i>Name</i>
604531	Acton, Maynard	Assabet River Rail Trail

604532	Acton, Carlisle, Westford	Bruce Freeman Memorial Bicycle Path, phase 2A
606223	Acton, Concord	Bruce Freeman Rail Trail Construction (Phase II-B)
1316	Framingham	Downtown Corridor Traffic and Streetscape Improvements
955	Framingham	Route 126 (Route 9 to Concord St.)
1066	Framingham, Natick	Cochituate Rail Trail
601359	Franklin	Pleasant Street
602929	Holliston	Upper Charles Trail
1006	Hopkinton	School Street/W. Main Street Intersections
606043	Hopkinton	Route 135 at Route 85
604732	Hudson	Washington Street Bridge
601906	Hudson	Cox Street Bridge
1460	Littleton	Harvard Street
604231	Marlborough	Traffic Signal Improvements - Intersection of Route 20 at Concord Road
604811	Marlborough	East Main Street
604810	Marlborough	Route 85 South (Maple Street)
604697	Marlborough	Farm Road
360	Medway	Route 109 (Main Street)
602134	Medway	Village Street
602364	Millis	Village Street
605034	Natick	Route 27 (North Main Street)
1130	Natick	Route 9/Route 27 Intersection
604989	Southborough	Route 30/Main Street Rehabilitation

1064	Southborough	Cordaville Road/Route 85 Rehabilitation
971	Sudbury	Old Sudbury Road (Route 27)
1069	Sudbury	Route 20/Wayside Inn Road
1015	Sudbury	Route 20/Landham Road Intersection
1037	Sudbury	Route 20/Horsepond Road
1305	Sudbury	Bruce Freeman Rail Trail, Phase 2E
601579	Wayland	Route 27 (Main Street)/Route 30 (Commonwealth Road)
1163	Wrentham	Taunton Street

The addition of several projects in the 495/MetroWest region to the Universe of Projects list has not gone unnoticed. However, we eagerly await many of these projects to be programmed on the TIP. The lack of movement on these projects and omission of others threatens the economic vitality of the 495/MetroWest region, a region that has become a critical component of the Commonwealth's economy.

The Partnership would like to once again commend the Boston MPO for the reliable funding stream provided to the **MetroWest RTA (MWRTA)**. The MWRTA has created substantial transit options for the residents of Ashland, Framingham, Holliston, Hopkinton, Marlborough, Natick, Sherborn, Southborough, Sudbury, Wayland, and Weston. The MWRTA continues to expand service and convenience through new routes and bus tracking technology. Moreover, the MWRTA has shown leadership and ingenuity in increasing the interoperability between the MBTA and the MWRTA with projects like the CharlieCard service. However, the transportation challenges and need for transit services continue to grow, requiring consistent and equitable financial contributions from the state. Currently, the MWRTA has only limited Saturday service and no Sunday service, unlike many of its counterparts throughout the state. Much like with transportation projects, transit projects are underfunded.

Finally, the Partnership would like to suggest a new level of transparency to the TIP. Throughout the Draft FFY 2012-2015 TIP, there is evidence of project cost changes without much explanation. It would be helpful going forward to know exactly how those numbers total, either in the positive or the negative, and if in the positive, how the newfound funds can and will be dispersed for the many waitlisted projects. Such transparency will further highlight the need for greater transportation revenues in order for the Commonwealth to meet its infrastructure maintenance, enhancement and expansion backlog.

The Partnership is well aware that transportation needs in the 495/MetroWest region far outweigh the financial resources for any given fiscal year in the entire Boston Region MPO's TIP. However, we encourage you and the other members of the Boston MPO to recognize the economic impact of delaying projects in a region responsible for one out of every eleven jobs in the state. Projects like **Oak Street/Route in Natick** and **Route 126 in Framingham** must be addressed sooner rather

than later to successfully confront major congestion, safety, air quality, and sustainable development issues in the 495/MetroWest region.

If there are any questions regarding these projects or our commentary on the TIP, please contact Jessica Strunkin at 774.760.0495 x.103, or by email at Jessica@495partnership.org. Thank you for your time and consideration.

Sincerely,



Paul F. Matthews
Executive Director



Jessica Strunkin
Deputy Director of Public Policy & Public Affairs

cc: 495/MetroWest Legislative Delegation
Secretary Richard A. Davey

TOWN OF SOUTHBOROUGH



BOARD OF SELECTMEN

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September 6, 2011

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

RE: Draft 2012-2015 Transportation Improvement Plan

Dear Chairman Mohler and Members of the MPO:

The Southborough Board of Selectmen is disappointed to see that the Town's Main Street (Route 30) Reconstruction Project is not listed within the draft of the Boston Metropolitan Planning Organization's (MPO) 2012 to 2015 Transportation Improvement Plan (TIP). We realize that the TIP must be a fiscally constrained document; however we respectfully request that the MPO amend this draft TIP to include the Main Street Project. This is a very important project to the Town of Southborough, and its positive impacts will be felt on a regional basis. We note that using the new project evaluation process put into place by the MPO this past year, Southborough's Main Street project is ranked #14, out of the entire project universe of 137 projects. We believe that this high ranking demonstrates the value and importance of this project.

This past May, a revised 25-percent design plan was submitted to the Massachusetts Department of Transportation (MassDOT) for review. This revised design plan was the result of an extensive project development process that began in 2007. Since the process began, there have been over two dozen public meetings and hearings to discuss the project, and the project enjoys the strong support of the community. This process has allowed the Town to craft a project that meets the transportation needs of the whole community, while protecting Southborough's small New England town look and feel.

Main Street (Route 30) is an important commuting corridor in the MetroWest area. This project includes improvements to the vehicular, bicycle, and pedestrian use of the roadway, as well as upgrades to the drainage system. The project scope includes the upgrade of the Route 30 and Route 85 intersection, to better accommodate both the current and expected future volume of traffic using the intersection. Given its close proximity to Route 9, Route 495, and Route 90, Main Street and the Route 30/85 intersection are used by many commuters to reach, and in times of congestion to avoid, those major routes. It is also an important route from the north to the Southborough Commuter Rail Station located on the south side of town.

Many of the improvements recommended by the MPO's "Bicycle and Pedestrian Improvements in Town Centers" 2007 study are incorporated into the design of this project. We feel it is important that the MPO back the implementation of measures recommended by its studies.

This project maintains a high degree of readiness for construction in the 2012-2015 time period. MassDOT is currently reviewing the revised 25-percent design submittal. There are a minimum number of takings required for the project, and these are all expected to be "friendly" takings.

In summary, we believe that this is a worthwhile project with many benefits to the Town of Southborough and the Metrowest region. We ask that the MPO strongly consider listing the Main Street (Route 30) project in the 2012-2015 TIP. The Town also suggests that any future funding decisions by the MPO are made based upon the project evaluation matrix developed by the MPO, and that highly rated projects are provided funding before lower rated projects, in order to maintain the integrity of the competition for the limited amount of available federal and state transportation funds.

The Town thanks the MPO for this opportunity to comment upon the draft TIP. We look forward to continue working with the MPO to obtain funding for this important local and regional project. If you have any questions regarding this project, please contact John Woodsmall, Town Engineer, at 508-485-1210, or at jwoodsmall@southboroughma.com.

Sincerely,

TOWN OF SOUTHBOROUGH
BOARD OF SELECTMEN



William J. Boland, Chairman

CC: James B. Eldridge, State Senator
Carolyn C. Dykema, State Representative
Steven L. Levy, State Representative
Southborough Planning Board
Jean Kitchen, Southborough Town Administrator
Karen Galligan, Southborough Superintendent of Public Works
John Woodsmall, Southborough Town Engineer



c/o Metropolitan Area Planning Council
60 Temple Place, Boston, MA 02111
617-451-2770 fax 617-482-7185

September 12, 2011

David J. Mohler, Chair
Transportation Planning and Programming Committee
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116-3968



RE: SWAP Comments on the DRAFT FFY2012-2015 Transportation Improvement Program

Dear Mr. Mohler and Members of the Committee,

The SouthWest Advisory Planning Committee (SWAP), a subregion of the Metropolitan Area Planning Council (MAPC) wishes to present its comments and priorities to the Transportation Planning and Programming Committee in regards to the Draft FFY 2012-2015 Transportation Improvement Program.

SWAP wrote a comment letter in June to identify projects for inclusion in the Draft TIP. Several of these projects are not included, and there is concern that if they are not listed in the Universe of Projects, they will not be scheduled in future Transportation Improvement Program years.

FFY2012-2015 TIP

I. Projects Identified Previously Currently Included in FFY2012-2015 TIP

SWAP previously prioritized the following projects for inclusion in future TIPs:

- Route 140 (Main and Emmons Streets) in downtown Franklin
We note that this project was proposed to be constructed with HPP funds in the 2011 TIP and is now scheduled for **FFY 2013**.
- Taunton Street in Wrentham is included in the Universe of Roadway Projects

II. Projects Identified Previously Not Currently Included in the FFY 2012-2015 TIP

The following projects were identified and requested by SWAP to be included in future TIPs:

- Route 109 in Medway (Main Street from Holliston St. to Winthrop St.)
- Route 140 Resurfacing in Wrentham
This project had been expected to be advertised 10/2011 so we ask that it remain in the Universe of Projects
- Route 1A/I-495 slip ramps in Wrentham

-Continued-



c/o Metropolitan Area Planning Council
60 Temple Place, Boston, MA 02111
617-451-2770 fax 617-482-7185

Page 2

III. New Projects for the TIP, First Priority by Community

The following new projects are identified as highest priority for inclusion in future TIPs:

Pleasant Street in Franklin

Main Street Traffic Improvements in Hopkinton

Route 16 Traffic Signal Improvements in Milford

Congestion Mitigation – Rtes. 1A, 140, Common, David Brown and Bank Streets in Wrentham

IV. New Projects for the TIP, Second Priority by Community.

Lincoln Street and Main Street in Franklin

School Street/W. Main Street Intersections in Hopkinton

Veteran's Memorial Drive Extension in Milford

If you have any questions, please contact Cynthia Wall, MAPC's SWAP coordinator, at cwall@mapc.org. Thank you for the opportunity to provide comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Gino Carlucci".

Gino Carlucci, Chair
SouthWest Advisory Planning Committee

Cc: SWAP email list

Town of Hudson

Community Development

78 Main Street, Hudson, MA 01749
Tel: (978) 562-2989 Fax: (978) 568-9641



September 9, 2011

David Mohler, Chairman
Transportation Planning and Programming Committee
Boston Metropolitan Planning Organization
10 Park Plaza
Boston, MA 02116

Re: TIP Comment Letter

Dear Chairman Mohler and Members of the Boston MPO:

The Town of Hudson is enormously grateful to the Boston MPO for all of the support it has given Hudson projects in recent years. We enthusiastically await the start of construction for Route 85 and the Houghton Street Bridge, all thanks to the Boston MPO.

As we look at the upcoming TIP development, we wish to note the importance of two of our other bridge projects. The first is the Washington Street Bridge (BR# H25-003, PROJIS #604732). This bridge, presently at 25% design, is structurally deficient but still must carry more than 19,000 vehicles per day into the heart of our downtown. Owned by MassDOT, this bridge needs to be addressed soon before conditions deteriorate further. We were pleased to learn that this bridge is part of the Accelerated Bridge Program and are working actively with the MassDOT designers and project managers to ensure that local collaboration will help move the project along rapidly. The reconstruction of the Washington Street Bridge connects to the project limits of Route 85 and is important to the functioning of the intersection that lies a mere 100' south of the bridge. Thus, it is our hope that the Washington Street Bridge can be scheduled to commence as soon as practical after the completion of Route 85 to allow that new intersection to perform the way it was designed.

The second bridge, the Cox Street Bridge (BR# H25-008, PROJIS #601906), is a functionally obsolete bridge which has not been moving through the design process despite being in the pipe-line since 1994. A 25% design hearing was held by MassHighway back in 1997. However, no further action or design development has occurred in the 14 years since then.

The Cox Street Bridge is a narrow, weight restricted bridge that sits next to our new Fire Station Headquarters, at the edge of the Public Works Department, the Town's solid waste Transfer Station, and a grammar school. School buses, fire engines, waste disposal trucks, and other large DPW vehicles need to traverse Cox Street but those over the weight limits are required to be routed around the bridge at much delay in response time adding inconvenience and reducing our ability to perform efficient operations.

We are anxious to see some progress on this bridge's design so that it can be scheduled in the near future before it too becomes structurally deficient. Closing this bridge, should deteriorating conditions force this outcome, would effectively impair our ability to respond to public safety and snow emergencies.

Finally, regarding the Assabet River Rail Trail, we wish to highlight our enthusiasm for the Acton-Maynard design funds in the TIP. This programming will allow that section to advance and eventually connect to the Hudson-Marlborough section of the trail presently in use.

In closing, we remain extremely grateful to the Boston MPO and MassDOT officials for their continued assistance and support on behalf of these important projects.

Sincerely,

A handwritten signature in black ink, appearing to read "Michelle Ciccolo". The signature is fluid and cursive, with the first name "Michelle" being larger and more prominent than the last name "Ciccolo".

Michelle Ciccolo
Community Development Director

C: Ronald Dionne, MassDOT, District 3 Director



TOWN OF BROOKLINE
Massachusetts
DEPARTMENT OF PUBLIC WORKS

September 9, 2011

Andrew M. Pappastergion
Commissioner

Mr. David Mohler, Chair
Transportation Planning and Programming Committee
Boston Region Metropolitan Planning Organization (MPO)
10 Park Plaza, Suite 2150
Boston, MA 02116-3968



RE: BROOKLINE - Carlton Street Footbridge Rehabilitation
MassDOT Project No. 606316
Prioritization in the FFY's 2012-15 TIP

Dear Mr. Mohler:

The Town of Brookline welcomes the opportunity to comment on the draft Transportation Improvement Program (TIP) for Fiscal Years 2012-15, and specifically to the prioritization of Brookline's Carlton Street Footbridge Rehabilitation project # 606316, currently cited within Appendix A-1, Universe of Projects, but not programmed in the draft TIP.

PROJECT STATUS

After unanimous approval in April, 2010 by the State's Transportation Enhancements Steering Committee of the Town of Brookline's Application for the Rehabilitation of the Carlton Street Footbridge, Brookline Engineering and consulting bridge engineer, Kleinfelder/SEA Associates, first presented the project for inclusion on the TIP at the MPO's May 5, 2010, TIP Input session.

Since then, in response to PNF and PIF submissions, the Town of Brookline received a letter dated January 13, 2011, from the MassDOT, District 6 Highway Director, informing us that the Project Review Committee had evaluated the footbridge project and determined it eligible for Federal Aid STP/Enhancement Funds up to \$2M, and that MassDOT would begin the requisite project development process. This same letter further noted that the decision to program funding for the footbridge rehabilitation is made by the MPO during their annual TIP process.

To that end, the Town of Brookline completed the MPO's Project Information Form on March 4, 2011, for evaluation, and submitted to MassDOT the 25% Plans, Specifications and Cost Estimates, as well as the Early Environmental Coordination package, on June 7, 2011, for review. Brookline is currently working to complete the 75% submittal, pending comments from MassDOT.

PROJECT STRENGTHS

The Carlton Street Footbridge is a regional asset whose rehabilitation would provide a universally accessible pedestrian link above the active MBTA D-Greenline tracks, and an

historic entry point, into Riverway Park, a part of the Emerald Necklace Parks, designed by famed Brookline landscape architect, Frederick Law Olmsted, and listed on the State and National Registers of Historic Places. Stewardship for the parks and its historic landscape and pedestrian/bicycle facilities rests in the hands of Brookline, Boston and the Commonwealth of Massachusetts. In fact, these same stewards cite the rehabilitation of the footbridge as an urgent and regional action in the State's 2001 issuance of **The Emerald Necklace Parks Master Plan**.

Brookline and its regional colleagues firmly uphold that the key positioning of the footbridge will again prove a vital link for recreational and commuter foot traffic, alike. The MBTA tracks and their secured right-of-way is a lengthy barrier along Riverway Park through both Brookline and Boston – a barrier that can be overcome by rehabilitating and re-opening this historic footbridge, and thereby enhancing park access and bolstering park use.

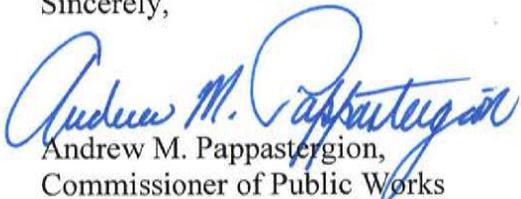
The Carlton Street commuter corridor, with which the footbridge aligns, offers those traveling by foot and bicycle a direct connection from the BU Bridge, the BU Campus at Commonwealth Ave, the Simmons College campus at Monmouth St, along with the abutting, dense Brookline/Boston residential communities, through Riverway Park (crossing the Muddy River at the Chapel Street Bridge alignment), to the multitude of Riverway educational institutions and Longwood medical facilities at the other side of the parkway.

FFY'14 TIP PRIORITIZATION

The Town of Brookline is committed to funding and completing Final Design, adhering to the MassDOT design development process. In fact, the Town of Brookline is contractually bound to pursue the Rehabilitation of the Carlton Street Footbridge, a commitment contained in the current Muddy River Improvements project funding agreements developed by the Commonwealth's EOEEA, and signed onto by all project participants: the Town of Brookline, City of Boston, Commonwealth of Massachusetts and Army Corp of Engineers.

In light of the firm local commitment, the historical importance, the clear benefits to the pedestrian and bicycle communities, and the multi-party, binding agreement to rehabilitate the historic footbridge, **the Town of Brookline would respectfully ask that the MPO seriously consider programming Construction Funding for the Carlton Street Footbridge Rehabilitation (Project #606316) in Federal Fiscal Year 2014 at the MassDOT suggested project sum of \$2,000,000, an assigned Federal Aid STP/Transportation Enhancement encumbrance.**

Sincerely,



Andrew M. Pappastergion,
Commissioner of Public Works

CC: Board of Selectmen



CITY OF CAMBRIDGE • EXECUTIVE DEPARTMENT

Robert W. Healy, City Manager

Richard C. Rossi, Deputy City Manager

September 13, 2012

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

RE: Draft FFYs 2012–2015 TIP

Dear Mr. Mohler:

Thank you for the opportunity to comment on the MPO's Draft FFYs 2012–2015 Transportation Improvement Program (TIP).

I am very concerned that the draft TIP proposes to move the Cambridge Common project from FY12 to FY13. The City of Cambridge has been rapidly advancing this project for advertisement in FY12 and we request that this project be returned to the FY12 element of the TIP.

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

If this project must remain in the FY13 element of the TIP, we hope that MassDOT would continue to give the project priority review such that the project could be advertised in FY12 if other projects are not ready, or advertised no later than October 2013 in FY13. The 75% design submittal will be provided to MassDOT in late October 2011, the 100% design submittal in February 2012, and the PS&E submittal in June 2012. We expect that MassDOT will maintain an appropriate review schedule to meet the projected advertisement date.

Another very disappointing aspect of this TIP is that the MPO has proposed to eliminate the very successful Clean Air and Mobility grant program after FY13. This program has

been enormously helpful in funding many small, but effective programs and projects that help to promote clean forms of transportation either through outreach or physical improvements to transportation infrastructure. Given that the region does not set aside funds for these types of projects, including Enhancements, it is disappointing that this relatively small pot of funds cannot be set aside.

Thank you for the opportunity to comment on this document. I appreciate the MPO's support for projects which are important to Cambridge and surrounding communities. Please contact Jeff Rosenblum with any questions you might have at (617) 349-4615. Thank you.

Very truly yours,

A handwritten signature in black ink, appearing to read "Robert W. Healy". The signature is written in a cursive style with a prominent loop at the end.

Robert W. Healy
City Manager



Mike Gowing, Chairman
Board of Selectmen

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September 12, 2011

David Mohler, Chair
Transportation Planning & Programming Committee
Boston Region Metropolitan Planning Organization
10 Park Plaza, Suite 2150
Boston, MA 02116

**RE: Assabet River Rail Trail (ARRT)
Bruce Freeman Rail Trail (BFRT)**

Dear Mr. Mohler:

Once again we would like to express our appreciation for the work and time that the MPO and its staff have invested in preparing the Draft FFYs 2012-15 Transportation Improvement Program (TIP) and the Draft of Paths to a Sustainable Future, the 2012-2035 Long Range Transportation Plan (LRTP). Both are now posted for public review and comment until September 13, 2011. Therefore, we wish to restate our strong and determined support for the Assabet River and the Bruce Freeman Rail Trails.

Assabet River Rail Trail (ARRT)

The TIP lists for 2012 the remaining ARRT Federal earmark funds (High Priority Projects – HPP 1761). Thank you! As Acton is the lead community for this project engaged in facilitating the design process in Acton, Maynard, Stow and Hudson, we can assure you that having it listed in the TIP makes it a lot easier to move the project forward quickly.¹ We ask that it remains listed for 2012 in the Final FFY 2012-15 TIP.

The LRTP shows the anticipated construction funding for the ARRT (Hudson to Acton) in the 2016-2020 time band (\$23,830,000). Thank you! We ask that the ARRT remains firmly placed in this position in the Final LRTP for the region. The design work for the Acton-Maynard section is well under way; MassDOT Agreement #62931 funds the complete design for this section. We

¹ However, the actual amount of remaining HPP funding may be less than the number shown in draft TIP.

have recently amended our contract with the design engineer to add preliminary design work in Stow. With the HPP funding listed in the TIP for 2012 we intend to coordinate with Stow to move aggressively forward with the design in Stow.

Bruce Freeman Rail Trail (BFRT)

The LRTP shows the anticipated construction funding for the BFRT (Concord to Westford) in the 2021-2025 time band (\$29,940,000). Thank you! We ask that the BFRT remains firmly placed in this position in the Final LRTP for the region. We have MassDOT Agreement #64287 that funds the complete design for the project phases 2A and 2C. Phase 2B is funded through the 25% design stage.

The Town of Acton is committed to the completion of both trails and counts on the continued MPO support in this endeavor.

Sincerely,



Pamela Harting-Barrat, Vice Chairman
Board of Selectmen

cc: Anne McGahan, CTPS
Sean Pfaelzer, CTPS
Towns of Maynard, Stow, Hudson, Concord, Westford, Carlisle
City of Marlborough
Thomas Kelleher, ARRT, Inc.
Tom Michelman, Friends of the Bruce Freeman Rail Trail
Senator James Eldridge
Representative Kate Hogan
Representative Jennifer Benson
Representative Cory Atkins
Congresswoman Niki Tsongas
Jane Adams, Regional Coordinator for Niki Tsongas

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TOWN OF HINGHAM

OFFICE OF SELECTMEN

John A. Riley, Chairman
Laura M. Burns
Bruce Rabuffo



Ted C. Alexiades
Town Administrator

September 13, 2011

Mr. David Mohler, Chairman
Transportation Planning and Programming Committee
The Boston Regional Metropolitan Planning Organization
Boston Metropolitan Planning Organization
10 Park Plaza, Room 2150
Boston MA 02116

Re: Response to Request for Comments on Draft FFY 2012-2015 Transportation Improvement Plan and Draft Long Range Transportation Plan (LRTP)

Dear Mr. Mohler:

Thank you for the opportunity to review the Draft FFY 2012-2015 TIP and Draft Long Range Transportation Plan (LRTP). On behalf of the Hingham Board of Selectmen I would like provide you with an update on the Town's efforts to have the **Derby Street Corridor Improvement Project** included on the TIP for FFY 2013-2016. (Derby Street is located within the MassDOT right of way and is not part of the Town's inventory)

As you may be aware, the Hingham Board of Selectmen has identified the commercial and industrial development along the Derby Street corridor as a critical goal for the Town and the region, and has identified the proposed improvements to the Derby Street Corridor as their number one infrastructure priority. In 2010 this project was submitted to Mass DOT's project review committee; it was then advanced to the Metropolitan Planning Organization at which point a secondary presentation was also well received.

Hingham's 2011 Town Meeting Article 24 resulted in the appropriation of \$75,000 for civil engineering services for the development of plans and specifications for the Derby Street improvements. The Town has also identified an additional \$75,000 in private funds, through a public/private partnership. The Town has undertaken solicitation of a consultant and is working closely with MassDOT to advance the project. The Town will be requesting construction funds for the project through the TIP program in the near future. The project cost is estimated at \$7.2 million dollars.

The area of work would include Derby Street from the Gardner Street/Derby Street/Whiting Street intersection (Route 53) to the Weymouth town line. The primary issues/needs in the corridor relate to roadway capacity, safety, promotion of alternative modes and economic

development. Roadway capacity concerns are most notable at the Gardner Street/Derby Street/Whiting Street intersection, which currently has the highest crash rate in the town and the Route 3/Derby Street interchange (Exit 15) which ranks among most problematic intersections in the Town.

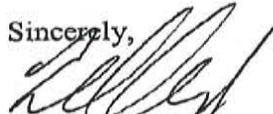
The stop-controlled ramp intersections with Derby Street were found to operate at a level of service (LOS) F during peak hours in 1997 and traffic volumes on Derby Street have grown 12% since that time. Existing gaps in the sidewalk network and a non-existent bicycle network in the Derby Street and Whiting Street corridors result in isolated neighborhoods. Finally, safety at the Gardner Street/Derby Street/Whiting Street intersection is a concern given the very high crash rate measured at this location.

This project would enhance mobility and safety for vehicular, bicycle and pedestrian traffic by upgrading the Derby Street and Whiting Street corridors. Generally, minor roadway widening would occur to provide bike accommodations in the traveled way, a two-way left-turn lane and a continuous sidewalk network. Realignment of the Derby Street/Whiting Street intersection would occur to address existing safety problems. A phased project is contemplated for the Derby Street/Route 3 interchange that would first involve signalization of the two ramp intersections with Derby Street.

Along with the Derby Street Project, the Board of Selectmen is interested in having the proposed improvements to Route 3A and the Hingham Rotary included in the next version of the Long Range Transportation Plan. This project is critical to addressing the existing documented hazards on this portion of Route 3A. This project also offers the promise of enhancing regional economic development by providing a vital connection between Hingham's Downtown and Hingham Harbor.

We look forward to speaking with you about these two projects in the near future.

Sincerely,



Ted C. Alexiades



City of Medford

Office of The Mayor
Rooms 202-204, City Hall
Medford, Massachusetts 02155
Telephone (781) 393-2408

MICHAEL J. MCGLYNN
MAYOR

FAX (781) 393-2514
TDD (781) 393-2516

Richard A. Davey
Secretary of Transportation and MPO Chairman
10 Park Plaza, Suite 3170
Boston, MA 02116

September 13, 2100

Dear Secretary Davey:

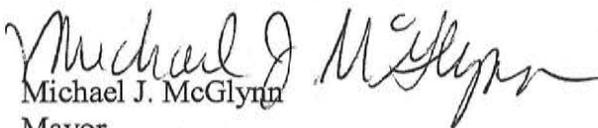
The City of Medford has reviewed the Boston Metropolitan Planning Organization's (MPO) Draft Long Range Transportation Plan - Paths to a Sustainable Region (LRTP) and the draft Transportation Improvement Program (TIP) for fiscal years 2012-2015 and would like to submit the following comments.

The Green Line Extension project has been documented for air quality, transportation and economic development benefits. Of these, the air quality benefits should be of overriding concern. The City is concerned that the Green line Extension Project has been underfunded and construction delayed as a result. In addition to the fact that legal commitments have not been fulfilled of more concern should be the fact that even additional and necessary, planning, design and engineering has failed to progress to the point of making this project "construction ready" in the event federal funding becomes available as part of an economic stimulus package.

The City respectfully requests that the MPO revise the LRTP and TIP to allocate the necessary funding for implementation the Green Line Extension Project in keeping with the State's current legal commitments and that the project be allocated sufficient funding for planning and design to make the project "shovel ready".

Thank you for your consideration of these comments.

Very truly yours,


Michael J. McGlynn
Mayor



cc.

Anne McGahan

Regional Transportation Plan Coordinator
10 park Plaza, suite 2150
Boston, MA 02116

Sean Pfalzer

Transportation Improvement Plan Coordinator
Central Planning Transportation Planning Staff
Certification Activities Group
10 park Plaza, suite 2150
Boston, MA 02116

Marc Draisen

Executive Director
Metropolitan Area Planning Council
60 Temple Place
Boston, MA 02111



TRANSPORTATION ADVISORY COMMITTEE

Arlington Planning Department, 730 Mass Ave,
Arlington, MA 02476, c/o Laura Wiener

September 13, 2011

Ms. Christine Kirby, Mass Department of Environmental Protection
Mr. Jerome Grafe, Mass Department of Environmental Protection
Mr. David Mohler, Chair, Boston MPO Planning & Programming Committee
Ms. Katherine Fichter, MassDOT Office of Transportation Planning

RE: Green Line Extension delay

Dear Ms. Kirby, Mr. Grafe, Mr. Mohler, Ms. Fichter, and the Boston MPO Staff

As Co-Chairs of the Town of Arlington's Transportation Advisory Committee, we would like to express our concerns regarding the intentions of the Massachusetts Department of Transportation to further delay the Green Line opening to 2018-2020.

Recent revisions called for a proposed limited extension of the Green Line only to College Avenue, Medford by the end of 2014. The Town of Arlington remains strongly in favor of any and all efforts to continue the proposed extension to the Route 16/Mystic Valley Parkway location as part of the original Phase I construction. The Route 16/Mystic Valley Parkway terminus would clearly provide the best location for many Arlington residents to use the Green Line Extension and thereby greatly increase the number of riders using the T.

The reduction in vehicles miles traveled for Arlington residents with access to the planned Route 16/Mystic Valley Parkway terminus (who may now have little choice but to drive into Boston via Route I-93), together with improvements to air quality and the many other environmental, economic, and social benefits of increased access to public transportation directly into Boston are all commendable features. There is no question that Arlington residents who work in and near Boston, and who currently either drive to Boston or make use of multiple modes of other public transportation, would utilize the new station, given its proximity to East Arlington and Arlington Center.

Transportation Advisory Committee Members:

Elisabeth Carr-Jones, Wayne Chouinard, Jean Clark, Steve Kurland, Jeff Maxtutis, Howard Muise,
Officer Corey Rateau, Scott Smith, Edward Starr, Richard Turcotte, and Laura Wiener

Web site; www.arlingtonma.gov/tac

The extension of the regional Minuteman Path bike and pedestrian network contemplated as part of this Green Line project would likewise benefit Arlington residents and visitors by encouraging greater usage and providing additional opportunities for the public to utilize alternatives means to travel to and from downtown Boston.

We are concerned that the most recent announced delays to the longstanding SIP transit commitments violate the spirit and intent of the original plans to provide sustainable public transportation in accordance with the MassDOT's own principles and obligations. Further delays, inconsistent with commitments already made by public officials and agencies, again deny area residents the many health, transportation, and economic benefits anticipated by this project.

To postpone completion of this vital project calls into question the intentions of MassDOT to honor its legal and civic obligations. All state residents will bear the burdens of additional costs resulting from this unwarranted delay.

We are strong proponents of efficient public transportation, and strongly encourage the enforcement of existing obligations to complete the Green Line Extension Project to Route 16/Alewife Brook Parkway without further delay.

Sincerely,

Howard Muise and Jeffrey Maxtutis
Transportation Advisory Committee
Town of Arlington

Cc: Ms. Anne Arnold, Manager, EPA Region 1 Air Quality Planning Unit
Mr. Donald Cooke, Conformity and mobile monitoring, EPA Region 1 Air Quality
Ms. Rosemary Monahan, EPA Region 1 Smart Growth Coordinator
Ms. Pamela Stephenson, MA Division Administrator, Federal Highway
Mr. Michael Chong, Federal Highway Planning and Environ. Program Manager
Ms. Mary Beth Mello, Regional Director, Federal Transit Region 1

Transportation Advisory Committee Members:
Elisabeth Carr-Jones, Wayne Chouinard, Jean Clark, Steve Kurland, Jeff Maxtutis, Howard Muise,
Officer Corey Rateau, Scott Smith, Edward Starr, Richard Turcotte, and Laura Wiener
Web site; www.arlingtonma.gov/tac

REGIONAL TRANSPORTATION ADVISORY COUNCIL



September 13, 2011

David Mohler, Chair
Transportation Planning and Programming Committee
Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 4150
Boston, MA 02116

RE: Draft FFYs 2012-15 Transportation Improvement Program

Dear Mr. Mohler,

The Regional Transportation Advisory Council (Advisory Council) is an independent group of citizen and regional advocacy groups, municipal officials, and agencies charged by the Boston Region Metropolitan Planning Organization (MPO) with providing public input on transportation planning and programming. The Advisory Council and its TIP Committee participated throughout the development of the draft federal fiscal years 2012-15 Transportation Improvement Program (TIP). In this letter we outline our priorities, offer comments, and express concerns that we would like to see addressed through greater investment in future TIPs.

The Advisory Council set forth five priorities for TIP programming in 2009. The priorities listed below continue to guide our evaluation and decisions related to the TIP.

- Mobility improvements for people and goods
- Regional benefit and connectivity
- Safety
- Modal split balance
- Support of economic development

We believe the draft TIP addresses each of our priorities to varying extents. However, we have several concerns. The Clean Air and Mobility Program advanced our priorities of mobility improvement and modal split balance through innovative and low cost projects. It enabled several improvements to the transportation system and our environment in recent years through improved traffic signal timing, cleaner taxi cabs, new suburban transit services, and the bike share program. Unfortunately, the Draft TIP eliminates funding for the Program in the 2014 and 2015 elements of the TIP and diverts the funds to projects that do little to improve air quality. We urge the MPO to restore funding to this program in order to help MassDOT achieve its greenhouse gas emissions reduction goals expressed in the GreenDOT policy directive. The

Providing transportation policy advice to the Boston Region Metropolitan Planning Organization

**State Transportation Building • Ten Park Plaza, Suite 2150 • Boston, Massachusetts 02116-3968
Tel. (617) 973-7100 • Fax (617) 973-8855 • TTY (617) 973-7089 • ctps@ctps.org**

Clean Air and Mobility Program should be funded at a level at least \$2 million per year in 2014 and 2015, and the funding should certainly be increased beginning in 2016.

In future TIPs we urge the MPO to do more to address the region's freight distribution needs. The State Freight Plan released in September 2010 projected a 70 percent increase in freight volume by tonnage moved in Massachusetts between now and 2030. The MPO should prepare for the increase by identifying projects that will improve the distribution of freight and increase the mode share of rail and other alternatives. We urge the MPO to give freight benefits greater weight in future project evaluations.

The mode split for personal travel is another major concern of the Advisory Council. The region's residents are highly dependent on automobiles. During the next four years a large majority of the funds at the MPO's discretion will be spent on highway modernization and expansion projects that do little to support other modes. While we are not disputing the merits of any individual project in the TIP, we urge the MPO to invest in a manner that will produce a better balance among the modes, which will help reduce harmful emissions and provide healthy transportation options.

One way for the MPO to gauge its success at improving alternative modes for personal and freight transportation would be to model greenhouse gas emissions from the transportation system. The MPO should set a target for annual greenhouse gas emissions that it strives to meet within the four-year time period of the TIP. This target should decline over time and help the MPO focus on projects and programs that will reduce vehicle miles traveled and emissions.

We understand that addressing our concerns requires funds and that the MPO is facing severe fiscal constraint that limits the TIP and Long-Range Transportation Plan. We stated in our comments last year that reform of the state's transportation agencies is not enough to address the financial gap between available resources and what is needed to simply maintain the transportation system. Additional revenue is clearly needed now.

In conclusion, the Advisory Council commends the MPO for the difficult work and decisions that went into developing the TIP. While we have offered some policy directions for the future, we realize your work is difficult and there are many stakeholders involved. We look forward to working with you soon on the next TIP and are prepared to support the difficult choices necessary to move us towards a more sustainable future.

Sincerely,



Laura Wiener, Advisory Council Chair



Monica Tibbits, TIP Committee Chair



September 13, 2011

To:

Mr. Jerome Grafe, MA DEP

Ms. Christine Kirpy, MA DEP

Mr. David Mohler, Chair, MPO Planning and Programming Committee

Ms. Katherine Fichter, MassDOT Office of Transportation Planning

The Community Corridor Planning Group and its Advisory Team stands with the city of Somerville and other local community groups to urge the state and federal authorities to move forward on the Green Line extension (GLX) without delay – thus enforcing the SIP air quality and Transportation Conformity Measures in the Boston MPO 2012 – 2015 TIP and LRTP.

Community Corridor Planning (CCP) is a grassroots participatory planning initiative led by 16 resident members and coalition partners including Somerville Community Corporation, Groundwork Somerville, Somerville Transportation Equity Partnership, Friends of the Community Bike Path, and the Somerville Community Health Agenda. Since 2009, we have been hard at work to engage over 1000 residents of Somerville in the visioning and planning of the GLX corridor in Somerville.

Through door-knocking, house meetings, large community meetings, station design workshops, land use envisioning workshops, interactive mapping, and other efforts we have motivated hundreds of people who have traditionally felt disenfranchised from public planning to get involved. Many of those involved had not realized the Green Line would be coming to Somerville until we knocked on their doors. Our work has given people the enthusiasm and civic spirit to restore people's faith and hope in true democratic participation. **A delay in the Green Line of this nature threatens to disengage people from public participation and increase a collective sense of skepticism in a way that severely undermines public planning.** We have done our part over these last few years to contribute organizational resources, time, and hundreds of volunteer hours to take part in this exciting effort to include the community voice in this process, and request State and Federal authorities to uphold their end of the commitment by finishing the project without a delay beyond 2015.

The green line corridor is already suffering from the increased traffic and the accompanying pollution that the GLX was designed to elevate. The GLX is a sustainable transportation project that will address traffic density and air quality by reducing car trips and curbing greenhouse gases. The State's obligation under the Clean Air Act to complete the project by 2015 is an important factor driving CCP to ask the state to rescind the recently announced GLX schedule delay. However, the project's short and long-term economic benefits – realized both during construction and after completion – motivates our request as much or more.

The stakes are high: people stand to shorten their work day, and get to better jobs with the arrival of GLX, significantly increasing quality time home with families; asthma and other respiratory diseases may decline with more access to public transportation and decreased traffic congestion; school and

community amenities could significantly improve with added money to the City budget with new economic development in response to the Green Line; small businesses are positioned to grow and thrive with the arrival of the Green Line. Additional years of delay will be costly and burdensome to the entire community, both local and regional.

On behalf of the citizens of Somerville, including people who operate businesses, raise families, and who work and play in this diverse and vibrant city, we respectfully ask that the GLX project be expedited and returned to the 2014 schedule as previously mandated.

Sincerely,

Peter John Marquez
On Behalf of the Community Corridor Planning Advisory Team

Aly Lopez,
John Robinson,
Bernal Murillo,
Leanne Darrigo,
Karen Molloy,
Danny McLaughlin,
Claudia Rabino,
Peter Marquez,
Sal Islam,
Rosemary Park,
Rolare Dorville,
Edson Lino,
Mekdes Hagos,
Lenora Deslandes,
Santiago Rosas,
Shelia Harris,
Sarah Shugars,
Josh Wairi,
Jen Lawrence

Cc:

Ms. Anne Arnold, Manger, EPA Region 1 Air Quality Planning Unit
Mr. Donald Cooke, Conformity and Mobile Monitoring, EPA Region 1 Air Quaility
Ms. Rosemary Monahan, EPA Region 1 Smart Growth Coordinator
Ms. Pamela Stephenson, MA Division Administrator, Federal Highway
Mr. Michael Chong, Federal Highway Planning and Environment Program Manager
Ms. Mary Beth Mello, Regional Director, Federal Transit Region 1



Friends of the Community Path
112 Belmont Street
Somerville, MA 02143
617.776.7769
friendspath@yahoo.com
www.pathfriends.org/scp/

September 13, 2011

To:

Mr. Jerome Grafe, Mass Department of Environmental Protection
Ms. Christine Kirby, Mass Department of Environmental Protection
Mr. David Mohler, Chair, Boston MPO Planning & Programming Committee
The Boston MPO Staff

Re: Community Path, Green Line Extension Delay – Please fully enforce the SIP Air Quality requirements and Transportation Conformity Measures in the Boston MPO 2012 – 2015 TIP and LRTP

To Mr. Jerome Grafe, Ms. Christine Kirby, Mr. David Mohler, and the Boston MPO Staff:

We are writing on behalf of the Friends of the Community Path, a community group of almost a 1000 members that was formed ten years ago. We are writing here for a number of reasons, first to express our thanks and support for the 2012 Transportation Improvement Program (TIP) funding of the Cedar-to-Lowell Community Path section.

We are also writing to emphatically protest the State's attempt to further delay the Green Line Extension (GLX), and we urge that the project be put back on schedule as legally required. As such, we urge Federal and State government entities to enforce the legal and environmental obligations (Federal Transportation Conformity Measures and SIP air quality) of the GLX project to their full extent. The Green Line extension is a legal obligation under the Clean Air Act, and the project should not be allowed to be delayed further. Full funding of the project and any interim replacements must be identified in the Boston MPO 2012-2015 TIP and in the Long Range Transportation Plan (LRTP).

Community Path: Lowell to Cedar Street

We wish to thank the MPO for the draft programmed 2012 TIP funds to be used for the construction of the next quarter-mile section of the Community Path from Cedar Street to Lowell Street at the location of the Lowell Street GLX station. We request that the final 2012-2015 TIP be approved with this funding intact. There were (at least) 138 letters written to the MPO in March to support funding this section of the Community Path.

Community Path and the Green Line extensions

There is ubiquitous regional support to extend the Community Path all the way to Lechmere and North Point along with the Green Line extension project. We are attaching here over 200 letters supporting the simultaneous construction of these projects. These letters were written just two weeks prior to the State's August 1st announcement of its intention for further GLX delay. However, it is clear from these letters that there is vast public support not only for the Community Path extension, but also for the timely construction of the Green Line extension.

Delaying GLX project also delays the Community Path, since the two projects need to be designed and built together. This proposed Community Path connector from Lowell Street (Somerville) to Lechmere/NorthPoint (East Cambridge) cannot be designed and built without sharing infrastructure, right-of-way, and heavy construction with the Green Line extension.

Full funding of the Community Path should also be programmed in the 2012-2015 TIP and LRTP along with the GLX. The GLX and Community Path are wonderful sustainable transportation projects that will help more people get around with fewer car trips, curb greenhouse gases, and provide needed regional economic development opportunities.

The Community Path will connect the walking and biking neighborhoods of Somerville and Cambridge to four of the new Green Line Extension stations, bringing riders to the MBTA system in the most cost-effective manner. Harnessing the synergy of these transportation modes with mass transit will vastly increase Green Line extension ridership at a low cost per rider and make the GLX a truly multi-modal project.

This Path will create a regional network of path connectivity of almost 50 miles of continuous path to 11 Boston MPO cities and towns. The 2.3-mile Community Path connector project is the missing link (as shown in the attached regional map) will link the Minuteman Bikeway network and Charles River path network, producing a zero-emissions active transportation network.

The City of Somerville is not planning to apply for a TIGER III grant for the Community Path as they did last year (i.e., TIGER II). The TIGER application requires a match, which was to be the shared infrastructure construction (bridges, retaining walls, etc.) for the GLX from MassDOT. With the pending GLX delay, MassDOT cannot make this shared infrastructure construction commitment (estimated value of ~\$10 Million) in good faith now. Thus, this multi-million grant opportunity for the Community Path is sadly lost at this time due to the pending GLX delay.

Getting the Green Line Back on Track

The original legal agreement in 1990 to extend the Green Line was revised in 2000 for planned completion in 2011. Then it was delayed to 2014 in revisions to the State Implementation Plan (SIP), legal obligations under the Clean Air Act. Then, last year MassDOT announced that the Green Line Extension (GLX) would not open until 2015. Now, they have announced even more delays, to 2018 to 2020. While the reasons given are claimed to be out of MassDOT's control, the delays can be alleviated by State funding of the GLX, a plan always envisioned if federal funding is not forthcoming – which MassDOT admits is the case.

Legal

The Green Line extension has been the State's single largest Transportation Control Measure (TCM) obligation under the State Implementation Plan (SIP) for air quality for twenty years. Thus, it is a binding legal obligation under the Clean Air Act. Federal Transportation Conformity Regulations require that SIP TCMs like the Green Line Extension must be given funding and completion priority by the region and state. The Green Line Extension has never been given top priority, even though the State is legally mandated to do so.

This newest proposed delay violates the Commonwealth's legal requirement to give highest priority in all transportation planning documents to those projects the State has promised will complete in order to become compliant with the federal Clean Air Act (SIP projects). The Green Line Extension not only is one of those projects, but it is the one the State says this project will provide by far the greatest air quality benefits. Therefore, money should be reallocated from other optional and lower priority transportation projects to the GLX.

Meeting this legal obligation requires the Boston MPO to show realistic funding sources and timely completion of the Green Line Extension in both the 2012- 2015 TIP and the LRTP. Currently the TIP shows less than 50% of the money and less than 50% of the Green Line Extension being completed by the legal deadline of 2014. The state must pursue full bond funding of GLX to satisfy Federal Transportation Conformity.

The Draft 2012-2015 TIP and the Draft LRTP "Paths to a Sustainable Region" fail to meet both the "fiscal constraint" requirement for full funding and the "environmental" requirement for timely completion of the SIP Transportation Conformity Measures (TCMs). And, beyond the binding legal obligations, MassDOT and the Commonwealth have failed over and over again to meet promised deadlines given to the Green Line Extension communities

The state is legally obligated to extend the Green Line to Medford Hillside; a terminus station at College Avenue is not in Medford Hillside. Failure to allocate funding for the extension to Route 16 by current legal deadline (Dec. 31, 2014) also violates the existing legal requirement.

Health Impacts

The purpose of the Green Line Extension is to mitigate the health effects of vehicle pollution from I-93 and regional highway traffic, as well as regional ozone levels. Delaying completion of the project without mitigation of the pollution will continue to negatively affect the health of Somerville and regional residents. Somerville has the greatest daily exposure to commuter traffic and diesel rail pollution in the state from 250,000 vehicles on I-93, Mystic Avenue (Route 38) and McGrath Highway (Route 28). Somerville also breathes fumes from 200 daily diesel commuter and freight trains that cut through the City but (fortunately) do not stop.

The Green Line is desperately needed, especially in environmental justice neighborhood of East Somerville and the economic justice neighborhood of East Cambridge.

People who live in the most transportation-polluted 10% of a large urban region may have:

- 20% higher overall mortality rates
- 50% higher lung cancer mortalities
- 50% higher heart attack mortalities
- 50% higher childhood asthma rates

Sustainability

The Green Line Extension is an excellent, sustainable transportation project. With the GLX, 85% of Somerville residents will have access to rail and many of our neighbors in East Cambridge, Medford and Arlington will have access to new light rail.

It is no wonder the Green Line is overwhelmingly supported in Somerville and surrounding communities. The GLX light rail system will provide clean transit to the city most health-burdened by highway and diesel commuter rail pollution.

The state points to the Green Line Extension as the hallmark of its “GreenDOT” environmental campaign, and a key to achieving the Massachusetts Global Warming Solutions Act’s requirement to reduce statewide greenhouse gas emissions by 25% of their 1990 levels by 2020. If this is the case, the project should be accelerated, not delayed. The Green Line Extension fully embodies the principles espoused by MassDOT’s GreenDOT initiative:

“GreenDOT, a comprehensive environmental responsibility and sustainability initiative that will make MassDOT a national leader in "greening" the state transportation system. GreenDOT will be driven by three primary goals: reduce greenhouse gas (GHG) emissions; promote the healthy transportation options of walking, bicycling, and public transit; and support for smart growth development”

<http://transportation.blog.state.ma.us/blog/2010/06/massdot-launches-greendot.html>

Impact Of Delay On Transportation Funding and Regional/Statewide Economics

The GLX delay could jeopardize the State’s federal transportation funding - a loss of \$650 million per year. The delay would also:

- Significantly increase the cost of the GLX project and needlessly cost taxpayers statewide \$200 million or more, plus the costs of required air quality mitigation to offset the delay.
- Deny a key regional transit link for employers, universities, research centers and residents.
- Result in significant loss of sales and income tax revenues to the Commonwealth because it misses the opportunity to create construction and other jobs when we really need them.
- Cause us to miss the benefits seen by other regions in the country - such as Salt Lake City, Utah and Dallas, Texas - that have recently built light rail on time and sometimes under budget.

Funding, Timing and Transparency

Governor Patrick committed to build the Green Line Extension during his term in office. Governor Patrick and Lieutenant Governor Murray must honor this commitment.

The Green Line Extension communities have repeatedly welcomed project staff from MassDOT, the MBTA and their consultants. Cooperation, good rapport, and enthusiasm have generally been high on both sides whenever people have rolled up their sleeves to tackle project details. However, MassDOT has not been transparent at major steps with regard to securing real funding for the project and making reasonable time commitments.

MA DOT states that securing federal “New Starts” funding for the Green Line is risky because of the MBTA financial condition, but MassDOT has not demonstrated it has a funding plan and

design and construction schedule to meet the SIP requirements using only state funding – which has been agreed to by the Commonwealth in the SIP agreement. Monthly SIP reports as recent as May 2011, committed to completing the Green Line Extension at the end of 2015, provide no hint of further possible delays. This reflects a lack of transparency and seriousness in meeting the legal SIP requirements.

MassDOT's assertion that land acquisition is a primary factor in the latest delay is not acceptable. Commuter rail track could be moved and track could be laid while waiting to acquire land for the Ball Square and Union Square Stations. The Greenbush Line land acquisition delays are not a valid comparison to the GLX because the land required for Greenbush was for right-of-way. GLX land acquisition is not for right-of-way, but for station locations and the maintenance facility. The maintenance facility not even included in the SIP agreement – and could be done much later, after the rest of the GLX is built

The suggested phasing scenario proposed for constructing the GLX should only be permitted if the State is legally bound to complete of the full GLX to Route 16 by 2018. By contrast: This year, through the groundbreaking I-93 Fast14 Bridge Replacement Project, the state demonstrated a new commitment to completing transportation projects on time and on budget. The Green Line Extension project deserves an infusion of the same commitment and innovation, not yet another delay.

In summary, we hope our public comments have presented the compelling and even overwhelming case not to allow MassDOT to delay the Green Line Extension (and Community Path Extension) any longer.

Thank you very much.

Sincerely,

Handwritten signatures of Lynn Weissman and Alan Moore in cursive ink.

Lynn Weissman and Alan Moore
Co-Presidents, Friends of the Community Path

“To Lechmere – and beyond!”

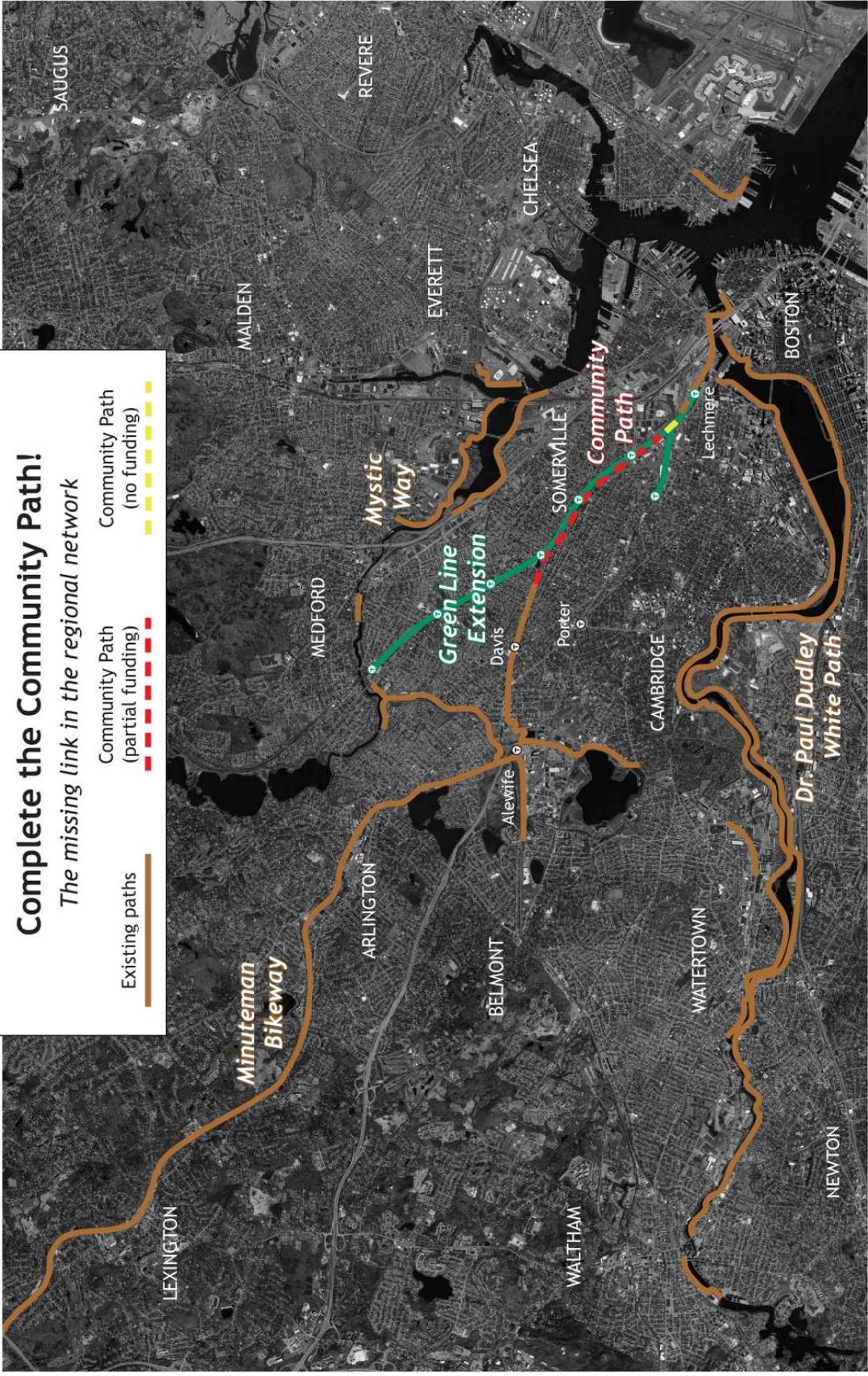
Attachments:

- Map of proposed Community Path along the GLX Route
- Over 200 letters supporting the Community Path and GLX Projects (to MPO, DEP, Governor Deval Patrick, Lieutenant Governor Timothy Murray, Congressman Michael Capuano, MassDOT Board)

cc:

Governor Deval Patrick
Lt. Governor Timothy Murray

Ms. Anne Arnold, Manager, EPA Region 1 Air Quality Planning Unit,
Mr. Donald Cooke, Conformity and mobile monitoring, EPA Region 1 Air Quality, Ms.
Rosemary Monahan, EPA Region 1 Smart Growth Coordinator
Ms. Pamela Stephenson, MA Division Administrator, Federal Highway
Mr. Michael Chong, Federal Highway Planning and Environ. Program Manager
Ms. Mary Beth Mello, Regional Director, Federal Transit Region 1
Congressman Michael Capuano
MassDOT Board of Directors
Transportation Secretary Rich Davey
Ms. Katherine Fichter, MassDOT Office of Transportation Planning,
Mayor Joseph Curtatone, City of Somerville
Hayes Morrison, City of Somerville
Sara Spicer, City of Somerville
Somerville Board of Aldermen
Senator Patricia Jehlen
Representative Denise Provost
Representative Carl Sciortino
Representative Timothy Toomey
Ellin Reisner, STEP





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Somerville, MA 02144
617-776-4100
www.somervillechamber.org

September 13, 2011

David Mohler, Chair, Transportation Planning and Programming Committee
Massachusetts Department of Transportation (MassDOT)
10 Park Plaza, Suite 2150
Boston, MA 02116

RE: Boston MPO 2012-2015 TIP; Boston MPO LRTP; SIP Transit Commitments

Dear Chairman Mohler:

Can the MBTA build out a mile of the Green Line Extension (GLX) on time and on budget? The transit authority in Dallas, Texas recently completed a 28 mile, light rail Green Line on time and under budget.

Economic development comes with new transit service. The MassDOT Board of Directors, itself, “unanimously endorsed this project not only as a transportation project but as an economic development project.” From the NorthPoint area in East Cambridge, the very next stations would be in Somerville’s GLX development zone. This zone is comprised of four contiguous business districts – Innerbelt, Brickbottom, Union Square, and Boynton Yards. This zone is as close to the Green Line’s Government Station as the Prudential Center and is larger than the Longwood Medical Area.

Located in the most densely populated city in New England and in the Brainpower Triangle of the MIT, Harvard, and Tufts communities, this zone is ideally situated for a 21st Century workforce. The City, this local chamber and international planners and consultants have found that the GLX would help unlock the area for millions of square feet of office and R&D development; thousands of jobs; and thousands of housing units – all in an urban, mixed-use, transit-oriented development.

As such development unfolds, one of this Commonwealth’s most dependent cities – where the municipal budget is the lowest per capita, while the MBTA is the largest property owner – would become more self sufficient and fiscally sustainable. This major city in the urban core would be less and less dependent on annual state aid.

There is arguably no other mile in New England where a transit authority holds clearer title to the right of way, where a metropolitan area could build smarter infrastructure and where transit oriented investment could sooner take off. This region could use the construction jobs and the permanent jobs. We hope Governor Patrick, MassDOT and the MBTA can come together to make it happen.

Sincerely,

A handwritten signature in blue ink, appearing to read "Stephen V. Mackey".

Stephen V. Mackey
President/CEO



PO Box One, Somerville MA 02143

September 13, 2011

Kate Fichter, Mass DOT Office of Transportation Planning
Jerome Grafe, Mass DEP Bureau of Waste Prevention

Dear Ms. Fichter and Mr. Grafe,

Union Square Main Streets (USMS) welcomes this opportunity to comment on the Boston Region MPO draft Long Range Transportation Plan (LRTP) and draft 2012 – 2015 Transportation Improvement Plan (TIP). USMS is a non-profit community organization whose mission is to improve the commercial viability of Union Square. We consider the timely completion of the Green Line Extension (GLX) to Medford and Union Square, Somerville, essential to achieving our goals. We are concerned and disappointed by the GLX project's slow pace and ever-mounting delays.

USMS asks the DEP to reject the delayed GLX project schedule contained in the 2011 SIP Transit Commitments Annual Status Report. Additionally, the MPO should not accept the draft LRTP and SIP since they do not satisfy Transportation Conformity Regulations.

Low priority given to SIP transit commitments

Massachusetts' long-standing nonattainment status with regard to ozone has required several Transportation Control Measures (TCMs) to be contained within the State Implementation Plan (SIP). Of these TCMs, the GLX is the largest unfinished project and when complete will provide most significant air quality benefits. Despite its central importance to air quality, it is clear that the GLX project will not be complete by December 2014. The GLX project cost (without the section from College Avenue to Route 16/ Mystic Valley Parkway) is estimated at \$1120 million in the LRTP. For FY 2012 through 2015, GLX funding amounts to \$476 million in the TIP, and \$560 million in the LRTP.

Since less than half of the GLX project cost is programmed through FY 2015, the TIP does not meet the Transportation Conformity Rules requirement that "all State and local agencies with influence over approvals or funding for TCMs are giving maximum priority to approval or funding of TCMs over other projects within their control." Although Mass DOT will presumably petition the Department of Environmental Protection (DEP) to delay the GLX project, it apparently has not done so. Lacking approval

by DEP of such a petition to delay, the current deadlines for TCMs in the SIP should be used to determine the lack of conformity.

While the GLX is underfunded by over 50%, other projects are being pushed forward and funded in direct violation of the requirement that delayed TCMs in the SIP must be given the highest priority in the LRTP and TIP. The Route 128 add-a-lane megaproject, for example, if deferred could supply funding needed by the GLX.

No credible financing for the GLX

Metropolitan planning statutes require the LRTP and TIP to include a financial plan that "indicates resources from public and private sources that are reasonably expected to be available to carry out the program," and accordingly the Transportation Conformity Rules state that a conformity determination can only be made on a fiscally constrained LRTP and TIP. The state's 2008 transportation bond bill authorizes up to \$700 million for the SIP transit commitments, of which \$600 million could be allocated for the GLX project. However a provision of the bill states that "any federal grants received by the commonwealth or the Massachusetts Bay Transportation Authority for the Green Line to Medford Hillside and Union Square spur project shall be applied to reduce the state authorization by that amount." Using the LRTP's assumptions that the GLX project will cost \$1120 million, and \$560 million (50%) New Start funding will be obtained, the bonding authority would be reduced to \$40 million (\$600 million - \$560 million), leaving a \$520 million shortfall. Additional bonding authority is clearly needed even if 50% New Starts funding is awarded. Without this bonding authority, or another source of funding, the GLX project cannot be financed. Therefore the LRTP and TIP are not fiscally constrained and should not be judged to be conforming.

Negative economic consequences of delay

In May 2011 Mass DOT estimated the GLX project cost at \$934 million, but now, as a result of the delay until 2018 - 2020, the estimate is 20% higher, or \$1120 million. Because of the delay, from January 1, 2015, until the GLX is in full operation, Mass DOT must provide an interim offset project with air quality benefits equal to at least 110% of the GLX within the GLX cities and towns. Since no specific projects have yet been proposed, it is difficult to estimate cost, but it is hard to imagine a replacement project that can be completed in just over 2 years and that would cost significantly less than the GLX itself. Over a period of 4 to 6 years, it is easily possible that its cost could amount to hundreds of millions of dollars.

The greatest costs to the Commonwealth are likely to be due to postponement of the economic benefits from the GLX. According to the 2011 Draft Needs Assessment (volume 2 of the LRTP), the GLX project would have economic benefits important not only locally, but also at the regional and state scale: "Rezoning and redevelopment of the Inner Belt, Brickbottom, Boynton Yards and Union Square areas along the Green Line extension have the potential to add more than 5 million square feet of retail, office, and residential space, with 1,300 new housing units and up to 9,500 new jobs." Close proximity of these development areas to MIT, Harvard and Tufts would make them very attractive for the innovative businesses spawned by these major research universities if better access was provide by the GLX.

The latest delay is particularly frustrating in light of substantial public and private investments in the Union Square area that have been predicated upon the opening of a Green Line station in 2014. Over the past few years the City of Somerville has created a master plan for Union Square, Boynton Yards and adjacent areas, and a similar effort is now underway for the Inner Belt district. Somerville has adopted new zoning ordinances, with participation by USMS, which promote transit-oriented development in the Union Square area, encouraging greater density closest to the proposed Union Square station. Major infrastructure improvements have been made along Somerville Avenue, and more are planned in the Union Square area to support future development.

Conclusion

It is simply unacceptable that 30 years after the Commonwealth committed to build the Green Line Extension that so little has been achieved: on a cost basis less than 5% of the project has been completed; current sources of funding are inadequate; and completion is now claimed to be farther off than when the SIP commitments were revised in 2007. It would be a mistake to reward the wavering and dilatory pursuit of this project with yet another extension, particularly in view of the blatant non-conformity of the LRTP and SIP with regard to missed project deadlines, inappropriate TCM priorities and lack of fiscal constraint.

USMS therefore asks the DEP to reject the delayed GLX project schedule contained in the 2011 SIP Transit Commitments Annual Status Report. Additionally, the MPO should not accept the draft LRTP and SIP since they do not satisfy Transportation Conformity Regulations.

Signed,

Mimi Graney, Executive Director

Livingston Parsons III, President, Board of Directors

James McGinnis
26 Bow Street
Somerville, MA 02143

September 13, 2011

Kate Fichter, MassDOT, Office of Transportation Planning
Jerome Grafe, Mass DEP, Bureau of Waste Prevention

Dear Ms. Fichter and Mr. Grafe,

I am writing to comment on the Boston Region Metropolitan Planning Organization's (MPO) draft Long Range Transportation Plan (LRTP) and draft 2012 to 2015 State Implementation Plan (SIP), and MassDOT's "State Implementation Plan – Transit Commitments 2011 Status Report". My particular concern is the proposed delay in completing the Green Line Extension (GLX) project until 2018 – 2020, several years past the SIP deadline of December 31, 2014. Although my understanding is that MassDOT has not formally requested a revision of the SIP with a later deadline, the above three documents generally incorporate this date. (An important exception to this is that air quality improvements from the GLX still assume it will be completed in 2014.)

As the largest Transportation Control Measure (TCM) required by the SIP (310 CMR 7.36), completion of the GLX is a legal obligation of the Commonwealth under the Clean Air Act (CAA). As such Transportation Conformity Regulations require the Boston MPO to give SIP TCMs the highest priority for funding and project completion. The LRTP and TIP must conform to the goals of the SIP, and no project may receive federal review, approval or funding with a finding by the federal Department of Transportation conformance with the SIP.

The GLX project's postponed completion to 2018 – 2020 in the LRTP and TIP and its lack of sufficient funding clearly do not conform to the SIP. Although Mass DOT has not yet petitioned the Department of Environmental Protection (DEP) to delay the GLX project as required by 310 CMR 7.36(4)(c), the funding proposed in the LRTP and TIP for FY 2012 – FY 2015, \$586,654,000 and \$476,200,000 respectively, is less than 50% of the project's estimated cost of \$1,120,000,000. This funding schedule appears to correspond to the unapproved project delay.

If DEP and the MPO do not produce a LRTP and TIP that conform to the SIP, it is possible that the US Department of Transportation (USDOT) will not certify the state Transportation Improvement Plan (STIP). This would repeat the situation that occurred in December, 2007, when USDOT did not approve the STIP due to similar problems. The previous TIP would then remain in effect, so no new projects could be initiated, and when those projects were completed, eventually all federal transportation funding to the state could be cut off.

Although previously accepted by the MPO and the DEP, the possibly indefinite postponement of the section of the GLX between College Avenue and Route 16/Mystic Valley Parkway is yet another way in which these plans fail to meet the SIP requirements. The problem is that College Avenue is *not* Medford Hillside, the main branch terminus named in the SIP. Abundant research into the current and historic meaning of "Medford Hillside" does not support Mass DOT's contention that College Avenue is, or ever was, part of this district; and in fact it arguably it is not even on Medford Hillside's eastern boundary.

As a person who has followed the progress of the GLX since the Beyond Lechmere Major Investment Study, the announcement of yet another major "unavoidable" delay is all too familiar. Since the current SIP was adopted in 2007, the GLX project has continually missed important milestones. There was even a

period of 8 to 10 months when, as far as I could tell, nothing was being done to advance the project; apparently staff were working on other projects like the aborted 28X RT scheme. However, now we must acknowledge how little has been achieved in the last 4 years - but I hope you will not encourage or tolerate this kind of dismal performance in the future.

Many of the stated reasons for the latest delay could and should have been anticipated much earlier. For example, the need to avoid commuter rail service interruptions during construction was known from the start of this project, but somehow only recently taken into account in the schedule. The failure of the GLX project team last fall to prepare for competitive bidding on the extension of the design contract also put the project back several months.

One of the most commonly cited causes of delay is the 2 years needed to acquire land and relocate any businesses thereby displaced. The actual land taking only requires determining property ownership, assessing its value, and then title may be taken and a *pro tanto* payment made. According to experts this requires 6 to 12 months at most. The only land acquisitions that displace businesses are for the Ball Square and Union Square stations, and for the maintenance facility. Relocating a business could certainly take longer than 12 months, but none of the properties where businesses will be displaced are needed for the early construction phases, and thus are not on the critical path. The largest property acquisitions, and the largest displaced business, are for the maintenance facility, which significantly is not mandated by the SIP.

The purpose of our national air quality standards, and the Transportation Conformity Regulations, is to protect public health, and residents of Somerville are uniquely motivated to see these rules enforced. Somerville is heavily burdened by regional transportation with highways carrying over 250,000 vehicles per day including I-93, Route 38 and Route 28. In addition 8 train lines pass through Somerville without stopping, including over 200 commuter rail trains per day. The Boston Engine Terminal in Somerville services the entire MBRC system, and is a major source of airborne pollution. Current public health research indicates inner core pollution levels like those in Somerville produce sharply higher overall mortality rates, increasing lung cancer and heart attack mortality by as much as 50%. Somerville is literally dying to see the GLX finished.

The lack of transparency and candor throughout this project is disappointing. Through May 2011 monthly SIP status reports stated that the GLX would only be 10 months late, until in July 2011, an added 3 to 5 year slippage was revealed. Although there has been vigorous public participation in many aspects of this project, it has been coupled with enthusiastic support and a spirit of cooperation. It would be wonderful if the MPO and DEP could restore the public's trust in process by holding the GLX project to a schedule as close as possible to the end of 2014.

Signed,
James McGinnis

Jeff Reese Comments regarding GLX delays

Ms. Kate Fichter
MassDOT, Office of Transportation Planning
Room 4150, Ten Park Plaza
Boston, MA 02116
Katherine.fichter@dot.state.ma.us

Mr. Jerome Grafe
MassDEP, Bureau of Waste Prevention
Boston, MA 02018
jerome.grafe@state.ma.us

Ms. Christine Kirby, Mass Department of Environmental Protection,
christine.kirby@state.ma.us

Mr. David Mohler, Chair, Boston MPO Planning & Programming Committee,
David.mohler@state.ma.us

Boston MPO Staff at publicinformation@ctps.org

RE: The "SIP transit commitments," the "Boston MPO 2012-2015 TIP" and the "Boston MPO LRTP."

To whom it may concern:

I am writing to express my shock, dismay, disgust, anger, disappointment... you name a negative emotion and I'm feeling it, regarding the recent announcement that the MBTA green line extension ("GLX") into Somerville, MA and Medford, MA is AGAIN being FURTHER delayed. Now you are saying completion may be later than 2020??? This is unacceptable. The GLX is a MANDATORY project. The state agreed to it as a part of the Big Dig, and the state's obligation to complete the GLX was confirmed in a Conservation Law Foundation lawsuit, which I believe was in the year 2000. Originally this project was to be completed by 2011. Then it was delayed, with no interim offset projects that I'm aware of, until 2014. Then I believe it was delayed until 2015. Now you are saying there is a low probability of it even being completed by 2018??? OUTRAGEOUS!!! This is unacceptable. The timeline needs to be restored to 2014 completion by any and all means. This project should be FAST-TRACKED. The state has been NEGLIGENT in its duties to complete this project. Any interim projects should address both environmental improvement AND transportation improvement, and at this stage of neglect, economic improvement as well. If the project is going to be late (technically it will be late at the end of 2011) then I want a rapid transit bus that stops only at each proposed GLX station area, at green line trolley intervals/frequency, that will take me directly to north station until the green line is operational. I also think Somerville and Medford should be exempted from state taxes during the period that the state is late with the GLX due to the economic loss caused by the delay. I am extremely angry.

I believe the MPO's draft TIP and LRTP should be REJECTED until they show 100% of the GLX's \$1 billion funding provided through 2015, with much of that money provided in 2011-12 for GLX property purchases and GLX bridge rebuilding.

TABLE OF CONTENTS FOR MY DETAILED COMMENTS

Note: "GLX" is the abbreviation I use for "Green Line Extension".

1. The reasons given for the GLX delays are lies.
2. The GLX should be the state's top priority, but the state is, other than some lip service, not acting like it is even a high priority, much less the top priority.
3. Personal impacts of the delay for me
4. Impact of the delays on Somerville and Medford
5. Consequences of the delays to you (the Commonwealth of Massachusetts, Mass DOT, MPO, MBTA, etc.)
- APPENDIX: Importance of the GLX project
 - o Somerville & Medford have been neglected, are woefully underserved while simultaneously overburdened.
 - Environmental & Health
 - Transportation/mobility
 - Economic

DETAILED COMMENTS

1. **The recent reasons given for the newest delays are absolutely PHONY, FICTITIOUS LIES.** I do not believe them for a second. You are stalling for more funding or more years to spread the funding out over.
 - 1.1. Reason #1 you gave for the delay: A cost/schedule/risk analysis performed in March that provided "a much deeper and more nuanced understanding of the constraints and limitations that must be managed in order to implement the Green Line project":
 - 1.1.1. I have been a structural engineer for 13 years. Although I don't work on transportation projects, I am familiar with the construction and design industries. There is no "nuance", "limitation", or "challenge" that would have been so badly overlooked or underestimated during schematic planning and design that would have resulted in a 6 year delay, tripling the schedule, during design development. Are you telling me that you had a bunch of 5th graders doing the schematic planning phase for you???
 - 1.1.2. Using Greenbush Line land acquisition delays as a lesson learned for the GLX is not a valid comparison because the land required was for right of way. This is not the case for the GLX. GLX land acquisition is for station locations and the maintenance facility (not included in the SIP agreement)
 - 1.2. Reason #2 you gave for the delay: "Complexities of FTA New Starts funding"
 - 1.2.1. Irrelevant. You are to proceed with or without New Starts funding. Obtaining federal funding is not a requirement for this project to proceed. Talk to the FTA. Talk to President Obama, he's a Democrat, so he'll be reasonable about getting mass transit projects built. Persuade New Starts to let you proceed with the project while applying for New Starts

Jeff Reese Comments regarding GLX delays

simultaneously and get expenditures made pre-New-Starts-award funded retroactively. If that doesn't work, fully funding the project on your own NOW will allow you to continue on schedule even if your New Starts application fails.

- 1.2.2. From what I've heard, getting New Starts funding for this project is unlikely anyway. Why are you wasting project schedule pursuing it so aggressively that it dictates the schedule and causes 6 year delays???
- 1.3. The most likely reason I see for the delay is an attempt to spread out funding over more time and delay to get more funding. A lot of non-GLX supporters whine that the MBTA is already broke, so it shouldn't spend money on the GLX. Problems I see with that argument include:
 - 1.3.1. The MBTA was saddled with Big Dig debt by the state when "Forward Funding" was instituted, so at least half of its debt is the state dumping its obligations on the MBTA. See the April 2009 report "Born Broke: How the MBTA found itself with too much debt..." by the MBTA Advisory Board. If this debt is putting the GLX project at risk, then the state should re-assume the debt and the Forward Funding legislation should be repealed.
 - 1.3.2. Mass transit projects are better than highway projects. Mass transit projects create long term jobs (much needed at this point in time, wouldn't you say?), are better for the environment, charge user fees and thus are less heavily subsidized than highway projects
 - 1.3.2.1. According to the organization Transportation for America, "Only 18 cents of every transportation dollar supports public transportation."
2. **The GLX should be the state's highest priority.** Refer to my appendix on the need for the GLX for additional reasons why this project should be priority #1. It is a LEGAL obligation.
 - 2.1. The state is not treating the GLX as the highest priority, nor even a high priority, other than lip service.
 - 2.1.1. Highway expansion projects sneaking into the TIP, stealing money from the GLX. For example, in the Wellesley area, route 128 is being expanded from 3 lanes per direction to 4. How is this project even close to being as necessary as the GLX??? The highway capacity might not be what users want there, but at least they already HAVE a highway with 3 lanes per direction that they could have used just fine without that project... we on the other hand have ZERO green line trolleys to ride. You want to convince me that the state is serious about its commitment to the GLX, then **SHOW ME THE MONEY!!! CEASE ALL LESS-IMPORTANT HIGHWAY EXPANSION OR IMPROVEMENT PROJECTS IN THE TIP UNTIL THE GLX IS COMPLETED. Only repair and maintenance... even those I wouldn't mind seeing some highways shut down due to disrepair until the GLX funding is fully accounted for. Flex ALL money in the TIP to the GLX.**

Jeff Reese Comments regarding GLX delays

- 2.1.2. Not fully funding the GLX in the TIP: Through 2015, less than 50% of the projected \$1 billion GLX cost is funded in the proposed TIP (and most of that money comes at the end of the 2011-2015 period). This is unacceptable. You need to fund the GLX as if it will meet its 2014 deadline, otherwise it will never make the deadline. This project needs to be completed on schedule, without New Starts funding if need be. Again, **SHOW ME THE MONEY!**
 - 2.1.2.1. You need to purchase properties (taken by eminent domain). **DO IT NOW!!! FUND THIS NOW!!!**
 - 2.1.2.2. You need to rebuild bridges to make them longer for the trolleys to fit below. **DO IT NOW!!! FUND THIS NOW!!!**
 - 2.1.2.3. You need utility companies to move utility lines. **MAKE THEM DO THIS NOW!!!** If they drag their heels, take the sections of utilities that need moving by eminent domain and move them yourselves. **MOVE THEM NOW!!! FUND IT NOW!!!**
- 2.1.3. 20+ years of delays, more recently delayed 2011 to 2014, then 2014 to 2015, now 2015 to possibly not even completion by 2020. There is a history of the state dragging its heels on this project. It is time to make up for years of neglect and abuse. **MAKE THIS HAPPEN ON TIME!**
- 2.1.4. Find creative solutions to solve schedule problems.
 - 2.1.4.1. Hire multiple contractors to work on different areas simultaneously.
 - 2.1.4.2. For now, scale back on station complexity. Build foundations that will work for the ideal station designs, but start off the first few years with stations that, like Science Park or Charles/MGH, or Lechmere, are just a blockade of turn-styles to get in, followed by stairs and an elevator to get to an uncovered platform. I don't care if I have to wait in the rain or snow the first few years, just so long as I have an actual trolley to wait for!

3. Personal impacts of the delay for me:

- 3.1. At a recent MPO TIP meeting, employees leading the meeting said that most GLX riders would be merely changing from riding the bus to the GLX and new ridership wouldn't go up much for the MBTA. I rarely take the bus and I have to drive just about everywhere. The bus is slow, it gets caught in the same traffic jams as everyone else, it stops frequently while riding it, arrives infrequently when waiting for it, and it isn't as environmentally friendly or efficient as a subway. The GLX would motivate me to use my car less. I would be someone who would change from auto to MBTA. I don't appreciate leaders of the MPO talking about the GLX like it is some insignificant little project. It is a HUGE deal to Somerville and Medford.
- 3.2. Some examples for you:
 - 3.2.1. Recently I had to go to the Cambridgeside Galleria Mall. There was a store there that was the only place I could go to get what I needed. Had the GLX been completed, I could have walked a couple of blocks, taken the

Jeff Reese Comments regarding GLX delays

Green Line to Lechemere, walked a couple more blocks, and been there in no time. Without the Green Line, my best method of transportation was to drive there in my car.

- 3.2.2. I work in Salem, MA. If the GLX were completed, I could walk a couple of blocks, take the Green Line to North Station, then a commuter rail to work. As it is now, I have to take a bus, which is unreliable and slow because of it's infrequent schedule, frequent stops, and road traffic jams that a bus can't avoid, to a subway, to a commuter rail. The GLX could cut at least 30 minutes off of each 1-way commute. Imagine what I could do with an extra hour each day! As it is now, commutes to work via public transportation can take as long as 2 hours, each way, if I'm unlucky making connections between types of vehicles. That excludes missing trains due to the bus being late. As it is now, driving my car (sometimes even in gridlock traffic) is a better option for me. The GLX would likely convert me to public transportation. There will also likely be a lot of people using the Community Bike Path to bike from more northern cities to get to the Green Line, which would be new riders too, given that the GLX and bike path projects go hand-in-hand.
- 3.2.3. I like to buy groceries at Whole Foods. If the GLX were in operation to Route 16 in Medford, riding the Green Line to get groceries would be my best option. As it is now, my best option is to drive to Cambridge.

4. Impact on Somerville and Medford:

- 4.1. Continued poor environment, health, mobility, and economic prospects.
- 4.2. We have Magoun and Ball Squares primed and ready for the type of success that occurred in Davis Square when the Red Line stop arrived, but lack of parking means only high quality public transportation will ignite these squares economically. Every day the GLX project is delayed robs these squares of income.
- 4.3. Boloco Restaurant in Medford recently announced that they are closing, specifically because of the delays in the GLX. They were depending on GLX to increase customers.
- 4.4. See the Appendix for additional impacts and further detail.

5. Consequences to you (the state, Mass DOT, MPO, MBTA, etc.):

- 5.1. The shame of the majority of the most densely populated region in New England, a mere 3 miles from the heart of Boston, not having ANY metro service. (See Appendix for additional detail)
- 5.2. Losing FTA funding for EVERYTHING in the state because GLX delays broke your legal obligations.
- 5.3. Another lawsuit, which I will be actively encouraging.
- 5.4. Paying for Interim offset project. What can you possibly give us as interim offset projects that would match the environmental benefits of the GLX, as you would be legally required to provide??? How much extra are those offsets going to cost??? How will you pay for them??? It would be cheaper just to get

Jeff Reese Comments regarding GLX delays

the GLX project done ON TIME!!! Even if you have to spend more money than you are currently projecting, in order to get multiple contractors working simultaneously with extra coordination among contractors.

- 5.5. Increased construction costs as costs always rise with time, making the GLX project more expensive the more you delay.
- 5.6. Angry constituents. I will vote in elections for whichever candidate takes the GLX project the most seriously and will work hardest to complete it ON TIME. I am a single issue voter. I will vote Republican for the first time in my life if a Republican candidate shows more dedication to this project.

Appendix *(signature line is after appendix)*

- I'll reiterate, the GLX is needed. It is needed for:
 - o Environmental/Health reasons: I93 cuts through Medford and Somerville dumping large quantities of pollutants and carcinogens into these two towns. The GLX is green technology that will reduce local traffic, helping reduce some of those pollutant and carcinogen levels. The cities of Somerville and Medford bear a heavy burden that the rest of the state enjoys tremendous benefit from. Extending the green line into these two cities should be PRIORITY NUMBER ONE, and should not be delayed. The GLX and Big Dig were supposed to go hand-in-hand. If the GLX is delayed, then maybe it's time to consider restricting traffic volume on I93 to reduce the negative environmental and health effects on Somerville and Medford.
 - o Transportation reasons: The T subway and trolley system has HUGE gaps in service coverage in this region. No other region that is in this 2 mile to 5 mile range of distance from the center of Boston is so poorly served. Quincy, which is much further from Boston center, has tremendously better subway/trolley service than Somerville and Medford. Because this area is so densely populated and developed, not having adequate transit forces residents to use cars, and that large of a population in that small of a geographical area means gridlock on the roads. Transit is the only way out of the gridlock. Getting to work for me should not take 2 hours via walking, then a slow bus that gets stuck in traffic, then a subway, then a commuter rail (which the slow bus might have made me miss), then walking. I've been on many subway/metro systems across the United States and Europe, and they all make the MBTA's coverage and service SHAMEFUL.
 - o Economic reasons: because such a densely populated area (Somerville is the most densely populated city in all of Massachusetts) is FORCED to use cars due to piss poor MBTA service coverage, the economy suffers. It is impossible to provide ample road service and parking in such a densely populated and developed area. Transit is the only hope for improved economics. It is also unfair to residents who are low income and cannot afford to own and operate a car.

- The state of Massachusetts benefits tremendously from the many passenger rails, freight rails, and highways (including interstate 93, which will see more traffic due to the Big Dig) that go through Somerville and Medford, yet Somerville and Medford bear a heavy burden for Massachusetts's with little to no benefits. Somerville and Medford have been COMPLETELY NEGLECTED when it comes to transit and environmental protection

SOMERVILLE AND MEDFORD ARE NEGLECTED WHEN IT COMES TO TRANSIT AND ENVIRONMENTAL PROTECTION:

WHAT'S WRONG WITH THIS PICTURE?:

Mapquest.com driving distances to cities from Boston combined with number of T-subway stops:

Boston to Somerville (the most densely populated city in MA): **3.32 miles** with **1** T-subway stop (Davis Square) at the perimeter of the city that actually serves VERY little of Somerville.

Boston to Brookline: **4.61 miles** with more than **17** T-subway stops (per the Brookline city transit web page: "The C Line travels through Brookline along Beacon Street from Cleveland Circle to St. Mary's Street with 12 stops along the way. The D Line travels through the Town from the Reservoir Station near Cleveland Circle to Chapel Street in the Longwood Medical area. There are five stations or stops for Brookline residents on the D Line. Although not located in Brookline, the B Line of the Green Line is also accessible to residents living in North Brookline.")

Boston to South Medford (where I live): **4.65 miles**: nearest subway stop is 1.37 miles away (Davis Square)

Boston to Medford: **6.00 miles** with **1** T-subway stop (Wellington) at the perimeter of the city that actually serves VERY little of Medford.

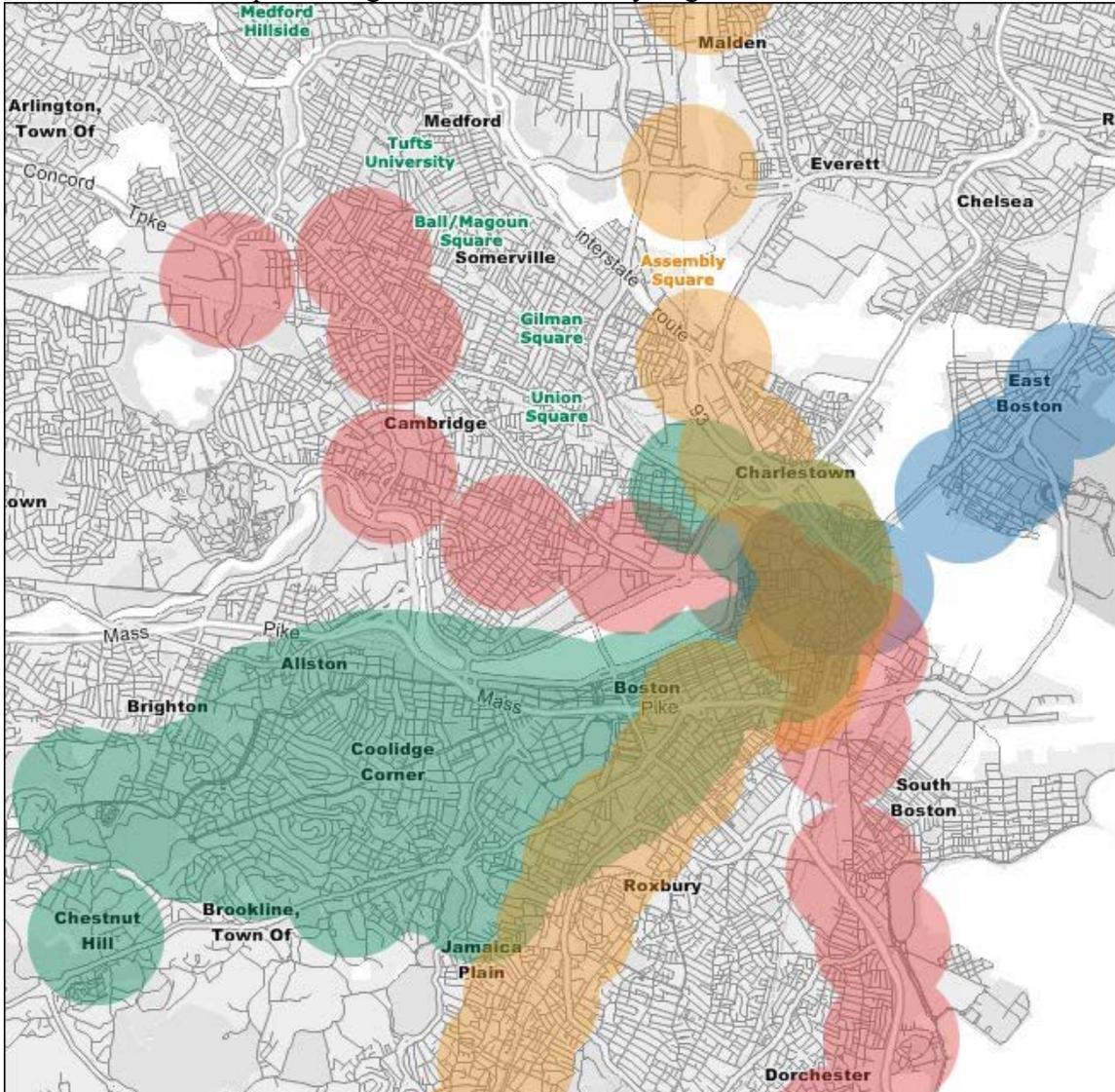
Boston to Malden: **6.47 miles** with **two** T-subway stops (Malden and Oak Grove)

Boston to Quincy: **9.51 miles** with **four** T-subway stops (North Quincy, Wollaston, Quincy Center, Quincy Adams)

**from the Somerville Transportation Equity Partnership website:
Eight passenger train lines pass through Somerville. Only one of them stops.**

We carry many burdens of the region's transportation and deserve a greater share of the benefits.

transit service map showing how transit currently neglects Somerville and Medford:



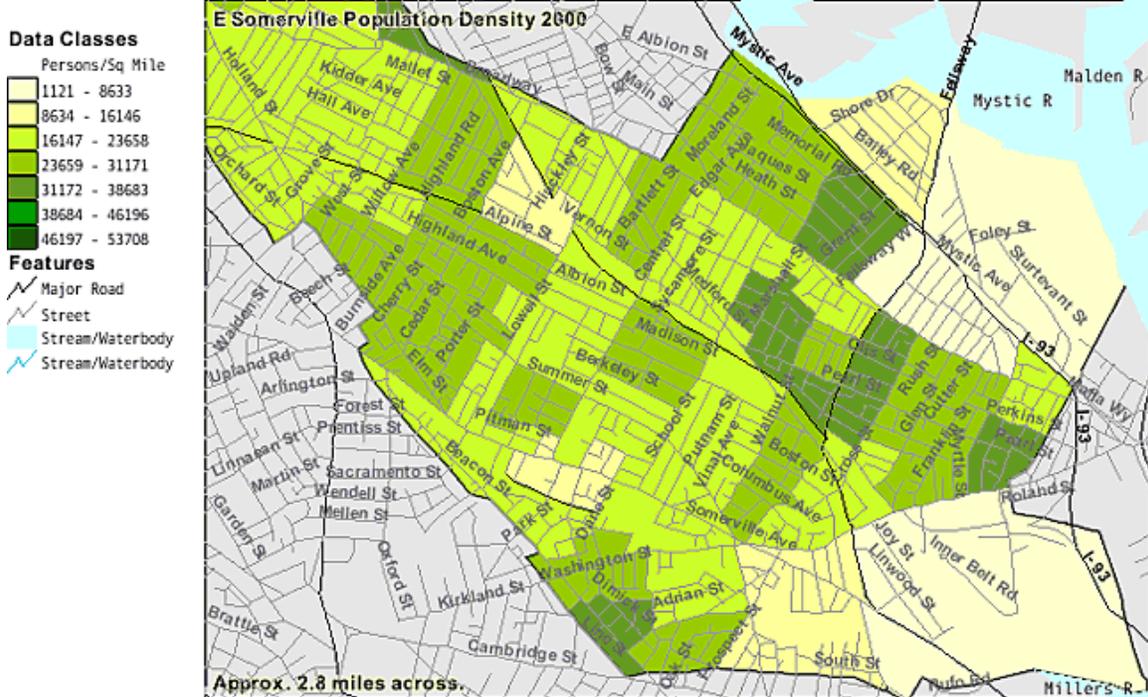
Studies show that the 12 miles from Swampscott to North Station can be covered in 26 minutes by commuter rail, while it can take 30 minutes to make the 2.5-mile commute by bus and subway from Union Square to North Station. Somerville's residents are the second most reliant on public transit to get to and from work, but we have only one T stop. And yet, we pay about as much to the MBTA as Newton does, which is well served

by the Green Line, a commuter rail line with three stops, and an express bus service to downtown Boston. Is this fair?

Somerville is the densest city in New England, and the sixth densest city in the U.S.

Tens of thousands of us live within walking distance of potential T stops.

2000 census map showing persons per square mile:



Over one quarter of Somerville households have no cars. We have nearly 6,000 immigrants per square mile (second highest after Chelsea). Environmental justice policies require that transportation benefits and burdens be shared fairly, with special protection extended to neighborhoods like East Somerville that have high concentrations of immigrants and of moderate and low-income residents. But instead we are poorly served by public transit. Is this fair?

Somerville has the most excess lung cancer and heart attack deaths per square mile of any of Massachusetts' 350 cities and towns.

Our health is in danger because of the pollution brought by excess traffic.

As a whole, our city has the second greatest exposure to pollution and the least open space in Massachusetts. And the Route 28 Corridor is facing a doubling of traffic, if nothing is done, from today's 50,000 vehicle trips per day. Bringing transit to Somerville is the largest unfunded Clean Air Act obligation for our state when it comes to transportation dollars. Is this fair? ([Read more about Health and Environmental Justice.](#))

Massachusetts is legally obligated to extend the Green Line by 2011.

We must work together to hold the state to its commitments.

To offset the environmental impacts of the Big Dig, the state agreed to extend the Green Line. This obligation falls under the Clean Air Act and appears in two places: The Ozone State Implementation Plan between the state and the EPA, and the Administrative Consent Order overseen by the state's Department of Environmental Protection. But it's becoming clear that the state intends to break its promise. Is this fair? ([Read more about Massachusetts agencies.](#))

The T stop revitalized Davis Square and can revitalize other parts of Somerville.

Better transportation means stronger businesses, more jobs, and faster commutes.

Train service can help businesses grow and bring critical tax dollars to the city to pay for needed services. Davis Square thrived after the Red Line extension provided access to good public transportation. The same thing can happen in Union Square and other locations in Somerville. Expanded T service is a crucial component of the city's future economic viability. Somerville used to have eight passenger train stops. Now that sounds fair!

-
- The Green Line extension still has not been fully funded as previously promised.
 - Federal regulations require it to be a strong priority in state and MPO plans, but it is not.

Background Information

1. In Somerville, the densest city in the Northeast, we are exposed to dangerous vehicle pollution from traffic on I93 and Route 28, and 200 diesel commuter rail trains that pass through every day. State public health records show many excess deaths in Somerville from lung cancer and heart attack compared to Massachusetts averages even though our residents smoke less.
2. Somerville is an "environmental justice" community with a very high density of minority, low-income, non-English speaking residents. Many in Somerville do not have cars and are completely dependent on public transit. Buses stuck in traffic and the lack of clean, convenient transit stink.
3. Since 1990 the state has been legally obligated to extend the Green Line through Somerville to Medford to partially offset the dangerous levels of pollution from the Big Dig (I-93). Service was supposed to begin in 2011. The Green Line extensions will improve our air quality and service.
4. In November 2006, to settle a lawsuit over the lack of progress, the state committed to fully fund the project but delayed its completion to 2014. Since then it has not provided the necessary resources to meet the schedule and there has been too little progress.

from the city of Somerville's webpage (circa 2007):
Green Line Extension Info

THE PROJECT

- The MBTA is evaluating alternatives for extending transit service to Somerville

THE NEED

- Somerville grew prior to the automobile age as a streetcar suburb with narrow streets, little off-street parking, and better transit service than today
- This historic development has created the most densely populated community in New England
- Our roadway system is at capacity and bears large regional traffic volumes
- Existing traffic produces high levels of mobile source air pollution
- Most residents are required to take slow moving, unreliable buses operating on congested streets requiring a transfer to transit stations
- The City suffers from the unbalanced tax base and needs economic development to provide better city services, support capital investment, and operate a sustainable budget

THE BURDEN

- Somerville bears more burden than benefits from existing transportation infrastructure and service
- A large portion of Somerville includes environmental justice population areas designated by the State based on factors related to household income and minority populations
- Eight passenger rail lines pass through Somerville and only one stops
- The city is home to the 46-acre (tax-free) MBTA Commuter Rail Facility that has major environmental impacts on the East Somerville and Ward 2 neighborhoods
- The City bears the regional roadway infrastructure of I-93, Route 28, and many major arterials that carrying large volumes of the regional traffic
- The City currently pays an annual assessment of \$4.5 million to the MBTA

THE COMMITMENT

- The extension of the Green Line to Ball Square/Tufts University is a legal commitment in the State Implementation Plan (SIP) to meet federal air quality regulations
- The extension of the Green Line to Ball Square/Tufts University is a transit mitigation project in the Administrative Consent Order (ACO) from the Big Dig
- Both commitments require the project to be constructed and operating by December 31, 2011

THE BENEFITS

Better transit means frequent, fast, direct, and reliable transit service

Better Transit will:

- Improve community health, environment, and quality of life
- Create better access to employment, cultural and education opportunities
- Increase off-road transportation system capacity and improved connections to Boston and the region will assist our commercial districts to reach their full potential, create economic development, and facilitate future growth
- Reduce Vehicle Miles Traveled and promote alternative travel modes
- Provide opportunities to fulfill regional development demand from Cambridge and Boston
- Only with transit improvements can the City facilitate the concentrated development that promotes smart and sustainable growth for the region
- Reconnect Somerville's urban fabric to the inner core, **COMPLETING THE HUB**

-
- **The state is trying to back away from its promise to fund 100% of the extensions.**
 - **The project is late now and may be delayed by two more years to look for Federal funds.**
 - **The state's application to US EPA to change the transit commitment deadline from 2011 to 2014 has not been honest about the project status. The Green Line project is at risk.**
-

From Friends of the Community Path (circa 2011):

LEGAL

The Green Line Extension has never been given top priority, even though the State is legally mandated to do so.

The Green Line extension has been the state's single largest Transportation Control Measure (TCM) obligation under the State Implementation Plan (SIP) for air quality for twenty years. Thus, it is a binding legal obligation under the Clean Air Act. Federal Transportation Conformity Regulations require that SIP TCMs like the Green Line Extension must be given funding and completion priority by the region and state.

The original legal agreement in 1990 to extend the Green Line was revised in 2000 for planned completion in 2011. Then it was delayed to 2014 in revisions to the State Implementation Plan (SIP), legal obligations under the Clean Air Act. Then last year MassDOT said the Green Line Extension (GLX) would not open until 2015. Now, they have announced even more delays, to 2018 to 2020!

Meeting this legal obligation requires the Boston MPO to show realistic funding sources and timely completion of the Green Line Extension in both the 2012 – 2015 Transportation Improvement Program (TIP) and the Long Range Transportation Plan (LRTP). Currently the TIP shows less than 50% of the money and less than 50% of the Green Line Extension being completed by the legal deadline of 2014. The state must pursue full bond funding of GLX to satisfy Federal Transportation Conformity.

The Draft 2012 – 2015 TIP and the Draft LRTP "Paths to a Sustainable Region" fail to meet both the "fiscal constraint" requirement for full funding and the "environmental" requirement for timely completion of the SIP TCMs. And, beyond the binding legal obligations, MassDOT and the Commonwealth have failed over and over again to meet promised deadlines given to the Green Line Extension communities

IMPACT OF GLX DELAY ON HEALTH

The Green Line Extension is supposed to mitigate the health effects of vehicle pollution from I-93 and regional highway traffic as well as regional ozone. Delaying completion of the project without mitigation of the pollution will continue to negatively affect the health of Somerville and regional residents.

Somerville has the greatest daily exposure to commuter traffic and diesel rail pollution in the state from 250,000 vehicles on I-93, Mystic Avenue (38) and McGrath Highway (28). We also breathe fumes from 200 daily diesel commuter and freight trains that cut through the city but (fortunately) do not stop.

People who live in the most transportation-polluted 10% of a large urban region may have:

- 20% higher overall mortality rates
- 50% higher lung cancer mortalities
- 50% higher childhood asthma rates
- 50% higher heart attack mortalities

The Green Line is desperately needed, especially in environmental justice neighborhood of East Somerville and the economic justice neighborhood of East Cambridge.

SUSTAINABILITY

The Green Line Extension is a great, sustainable transportation project.

It is no wonder the Green Line is overwhelmingly supported in Somerville and surrounding communities.

The Green Line delay would stall the Community Path extension. Once built, the Community Path will provide convenient access to Green Line stations and will connect the Charles River and Minuteman Path Networks.

The GLX is light rail that will provides clean transit to the city most health-burdened by highway and diesel commuter rail pollution.

85% of Somerville residents will have access to rail and many of our neighbors in East Cambridge, Medford and Arlington will have access to new light rail.

The Green Line Extension fully embodies the principles espoused by MassDOT's GreenDOT initiative:

<http://transportation.blog.state.ma.us/blog/2010/06/massdot-launches-greendot.html>

Jeff Reese Comments regarding GLX delays

“GreenDOT, a comprehensive environmental responsibility and sustainability initiative that will make MassDOT a national leader in "greening" the state transportation system. GreenDOT will be driven by three primary goals: reduce greenhouse gas (GHG) emissions; promote the healthy transportation options of walking, bicycling, and public transit; and support for smart growth development.”

IMPACT OF DELAY ON REGIONAL/STATEWIDE ECONOMICS

The GLX delay could jeopardize the State’s federal transportation funding - a loss of \$650 million per year. The delay would also:

- Significantly increase the cost of the GLX project and needlessly cost taxpayers statewide \$200 million or more, plus the costs of required air quality mitigation to offset the delay.
- Deny a key regional transit link for employers, universities, research centers and residents.
- Result in significant loss of sales and income tax revenues to the Commonwealth because it misses the opportunity to create construction and other jobs when we really need them.
- Cause us to miss the benefits seen by other regions in the country such as Salt Lake City, Utah and Dallas, Texas that have recently built light rail on time and sometimes under budget.

FUNDING, TIMING and TRANSPARENCY

Governor Patrick committed to build the Green Line Extension during his term in office. Governor Patrick and the Lieutenant Governor must honor this commitment.

The Green Line Extension communities have repeatedly welcomed project staff from MassDOT, the MBTA and their consultants. Cooperation, rapport and enthusiasm have generally been high on both sides whenever people have rolled up their sleeves to tackle project details. However, MassDOT has not been transparent at major steps with regard to securing real funding for the project and making reasonable time commitments.

MA DOT states that securing federal “New Starts” funding for the Green Line is risky because of the MBTA financial condition, but MA DOT has not demonstrated it has a funding plan and design and construction schedule to meet the SIP requirements using only state funding – which has been agreed to by the Commonwealth in the SIP agreement.

Monthly SIP reports as late as May 2011, committed to completing the Green Line Extension at the end of 2015, provide no suggestion of further possible delays. This reflects a lack of transparency and seriousness in meeting the legal SIP requirements.

MassDOT's assertion that land acquisition is a primary factor in the latest delay is not acceptable. Commuter rail track could be moved and track could be laid while waiting to acquire land for the Ball Square and Union Square Stations. Using Greenbush Line land acquisition delays as a lesson learned for the GLX is not a valid comparison because the land required was for right of way. This is not the case for the GLX. GLX land acquisition is for station locations and the maintenance facility (not included in the SIP agreement)

The suggested phasing scenario proposed for constructing the GLX should only be permitted if the State is legally bound to complete of the full GLX to Route 16 by 2018.

Why is GLX not being moved as aggressively as the Fast14 Bridge replacement project? With all the brain power of our region, why can't we get a 7-station transit extension built in a timely, cost-effective way? We have just recently built a massive new highway bridge on the Cape and we are widening our highways with a multi-year Route 128 mega-project, but we just can't seem to get a shovel in the ground on time for a sustainable urban light rail project.

From Somerville Transportation Equity Partnership circa 2011:

- *MA DOT states that securing federal "New Starts" funding for the Green Line is risky because of the MBTA financial condition, but MA DOT has not demonstrated it has a funding plan and design and construction schedule to meet the SIP requirements using only state funding - which has been agreed to by the Commonwealth in the SIP agreement.*
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Jeff Reese Comments regarding GLX delays

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IMPACT OF DELAY ON REGIONAL/STATEWIDE ECONOMICS:

- Could jeopardize the State's federal transportation funding, a loss of \$650 million per year.
- Would significantly increase the cost of the GLX project and needlessly cost taxpayers statewide \$200 million or more, plus the costs of required air quality mitigation to offset the delay.
- Will deny a key regional transit link for employers, universities, research centers and residents.
- Will result in significant loss of sales and income tax revenues to the Commonwealth because it misses the opportunity to create construction and other jobs when we really need them.
- Will cause us to miss the benefits seen by other regions in the country such as Salt Lake City, Utah and Dallas, Texas that have recently built light rail on time and sometimes under budget.

IMPACT OF DELAY ON THE COMMUNITY PATH

- Delaying GLX also delays the Community Path. The 2.3 mile Community Path extension will connect the regional Minuteman Path network to Boston and to the Charles River network.

TRANSPARENCY/CREDIBILITY:

- Governor Patrick committed to build the Green Line Extension during his term in office.
- Governor Patrick and the Lieutenant Governor must honor this commitment.
- The Green Line Extension was legally mandated in 1990. Thirty years is an unacceptable delay.
- The Green Line Extension has never been given top priority, even though it is a legally obligated Transportation Control Measure specified in the State Implementation Plan (SIP).
- The state must pursue full bond funding of GLX to satisfy Federal Transportation Conformity.
Why is GLX not being moved as aggressively as the Fast14 Bridge replacement

Jeff Reese Comments regarding GLX delays

project? With all the supposed brain power of our region, why can't we get a 7 station transit extension built in a timely, cost-effective way? We have just recently built a massive new highway bridge on the Cape and we are widening our highways with a multi-year Route 128 mega-project, but we just can't seem to get a shovel in the ground on time for a sustainable urban light rail project.

**GreenDOT*

"[GreenDOT](#), a comprehensive environmental responsibility and sustainability initiative that will make MassDOT a national leader in 'greening' the state transportation system. GreenDOT will be driven by three primary goals: reduce greenhouse gas (GHG) emissions; promote the healthy transportation options of walking, bicycling, and public transit; and support for smart growth development."

(END OF APPENDIX)

Sincerely,
Jeff Reese
Current resident of Medford, MA
former resident of Somerville, MA

Cc:

- Governor Deval Patrick and Lt. Governor Murray
Office of the Governor
Office of the Lt. Governor
Room 280
Boston, MA 02133
- Ms. Anne Arnold, Manager, EPA Region 1 Air Quality Planning Unit,
arnold.anne@epa.gov
- Mr. Donald Cooke, Conformity and mobile monitoring, EPA Region 1 Air Quality,
cooke.donald@epa.gov
- Ms. Rosemary Monahan, EPA Region 1 Smart Growth Coordinator,
monahan.rosemary@epa.gov
- Ms. Pamela Stephenson, MA Division Administrator, Federal Highway,
pamela.stephenson@dot.gov
- Mr. Michael Chong, Federal Highway Planning and Environ. Program Manager,
michael.chong@dot.gov
- Ms. Mary Beth Mello, Regional Director, Federal Transit Region 1,
william.gordon@dot.gov
- Richard K. Sullivan, Secretary
Executive Office of Energy and Environmental Affairs
100 Cambridge Street, Suite 900
Boston, MA 02114
- Curt Spaulding, Administrator, Region 1
Rosemary Monahan, Smart Growth Coordinator

Jeff Reese Comments regarding GLX delays

Carl Dierker

Environmental Protection Administration Region 1

5 Post Office Square - Suite 100

Boston, MA 02109-3912

- Mr. Richard A. Davey, Secretary and CEO of the Massachusetts Department of Transportation (MassDOT), 10 Park Plaza, Suite 3170, Boston, MA 02116
- Jonathan R. Davis, Acting General Manager, Massachusetts Bay Transportation Authority, 10 Park Plaza, Suite 3910, Boston, MA 02116
- **Lisa P. Jackson, EPA Administrator, US EPA Headquarters**, Ariel Rios Building, 1200 Pennsylvania Ave., N.W., Washington, DC 20460
- **Peter M. Rogoff: Administrator**, U.S. Department of Transportation, **Federal Transit Administration**, East Building, 1200 New Jersey Avenue, SE, Washington, DC 20590

Jeff Reese Supplemental Comments after the 9/13/11 MassDEP meeting

Ms. Kate Fichter
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Mr. David Mohler, Chair, Boston MPO Planning & Programming Committee,
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Boston MPO Staff at publicinformation@ctps.org

RE: Supplemental comments about the "SIP transit commitments," the "Boston MPO 2012-2015 TIP" and the "Boston MPO LRTP" after the Public meeting 9/13/2011 at the MassDEP offices.

To whom it may concern:

I have already (prior to the 9/13/2011 meeting) submitted official comments regarding the Green Line Extension delays. This letter is meant to supplement, but not replace those comments, with additional comments regarding the meeting I attended last night.

I believe it was Mr. Mohler who, about 2 hours into the meeting, said that neither he, nor anyone on the GLX planning staff, thought that 2014 or 2015 was an achievable schedule. I'm still not buying it. Give me a shovel and I'll start digging today and could get this project done in 9 years myself! 9 years is an absurdly long time for a project that is in an existing right of way.

There are 3 basic components of any project: 1) cost, 2) schedule, and 3) quality. Had you asked me 10 years ago if I thought cost was important, and whether we should get federal funding I would have said yes, but at this late stage of utter neglect, I no longer care about cost, especially since the cost of mitigation and delays would exceed the cost of getting it done on time. Had you asked me 10 years ago if I wanted nice, fancy stations, I probably would have said "sure", but at this late stage of utter neglect, I can live with lower quality. **All I care about now is schedule.** All I'm asking is that the bare bones of barely functional transit system be operational before the deadline, and you can add the finishing touches after the deadline. For now, just give me a functioning track, green line cars running on it, a platform to board it from, and a way to access that platform. Cut or delay any non-essential scope. Here are a few suggestions:

- **Maintenance Facility**: build it last, AFTER you have bridges lengthened, retaining walls built, utilities moved, platforms built, and everything else that is on the critical path to getting trolleys moving. Either start it, or continue working on it, after the GLX is up and operational. I don't care if transporting trolleys in need of repair to somewhere in Brookline is a pain in the butt for the MBTA, they can live with it for a few years after the GLX is operational while the maintenance facility is still being built in Somerville. Get the GLX operational by 2014, and then worry about getting the maintenance facility operational sometime between 2015 and 2020. If delaying it reduces the scope of work and speeds up the schedule for getting the GLX running, it should be done. The maintenance facility is already a huge concession on the part of Somerville, and it is not a part of the legal mandate for the GLX. This should help speed up property acquisitions too, since the most severe property takings are for this facility.
- **Stations**: Build temporary (or permanent if they can later be incorporated into full station designs) platforms with simple handicap elevators and exterior stairs down to the platforms to get the system up and running on time (2014). Then later (2015-2020) build the "real" stations around the temporary platforms, elevators, and stairs. It might take some creative engineering, but if it cuts time out of the schedule for getting things operational then it should be done. Like I said in my previous comments: I don't care if I have to wait for a trolley in the rain or snow, just so long as I have a trolley to wait for.
- **Contractors and Design Team**: If the contractors and design team selected aren't up to the challenge or have insufficient personnel, then maybe they should be replaced or their scope of work reduced and other parts of the work given to other contractors or design teams to expedite the schedule. Get one team whose sole task is excavating and installing retaining walls. Get a different team whose sole task is sound abatement. Another team whose sole task is station designs. Another team whose sole task is the maintenance facility. And so on until you get one final team whose responsibility is to coordinate all the different teams and assign and prioritize tasks.
 - o You show final Retaining Wall designs not being due until July 22, 2014. That's nearly 3 years from now. I am a structural engineer. Give me the site survey, final grades, soil conditions, and design parameters and I can get retaining wall designs to you in a matter of a few weeks. This demonstrates how ridiculously long you think the design schedule needs to be.
 - o Similarly, Station designs are shown as not being due until May 20, 2015. My architect friends and I could bust out a complete station design in about 2 months. Incorporate enough mini-teams of architects and engineers like us and you could have ALL the stations designed in a matter of a few months rather than 3.5 years.
- **Funding**: Either work with New Starts to allow the project to proceed on schedule prior to receiving New Starts funding, or abandon New Starts.
- **Compress the schedule for state reviews**: This should be the state's top priority project. Add staff if you need to, and make this project their top priority, so that

review processes shown on the schedule as taking 3 weeks or more get done in 1 week (such as “Review VHB Doc. & Commence Design”).

- **Work in 2013:** On your detailed schedule, nothing but congressional review and property acquisitions appears to be happening in the entire year of 2013. Continue working during this congressional review and property acquisitions period. You shouldn't be stopping for a year in the middle of the project.
- **Use the state's power of eminent domain:** I find it hard to believe that property acquisitions would take 2 years. This project is critical to the well-being of this area, and if ever there were a project that exemplified the justification for eminent domain, this would be that project. The state should be flexing its muscles and making this happen MUCH faster than that. Take business properties immediately, rent the same building back to the company using that building during GLX design to give that company time to move out (charging them either the same as their mortgage or maybe even letting them use it for \$1/month if you really want to sweeten the deal), and then terminate the lease and kick them out on the day that their property is scheduled for GLX construction. Subsidize companies for lost time if you need to kick them out before their new facility is ready.

Sincerely,

Jeff Reese

Current resident of Medford, MA

Current property owner in and former resident of Somerville, MA

Cc:

- Ms. Anne Arnold, Manager, EPA Region 1 Air Quality Planning Unit, arnold.anne@epa.gov
- Mr. Donald Cooke, Conformity and mobile monitoring, EPA Region 1 Air Quality, cooke.donald@epa.gov
- Ms. Rosemary Monahan, EPA Region 1 Smart Growth Coordinator, monahan.rosemary@epa.gov
- Ms. Pamela Stephenson, MA Division Administrator, Federal Highway, pamela.stephenson@dot.gov
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September 13, 2011

David Mohler, Chair
Transportation Planning and Programming Committee
Boston Metropolitan Planning Organization
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Boston, MA 02116-3968

Dear Mr. Mohler,

Thank you for the opportunity to comment on the Boston Region Metropolitan Planning Organization's draft Long Range Transportation Plan (LRTP) and draft Transportation Improvement Program (TIP) for federal fiscal years 2012-15.

I am pleased that the MPO is focusing on creating "Paths to a Sustainable Region" and that the LRTP has added "climate change" and "livability" as two new areas of emphasis.

With those criteria in mind, I feel it is most appropriate for the Boston MPO to accord the four remaining State Implementation Plan (SIP) transit commitment projects maximum priority in the LRTP, with the Green Line Extension (GLX) to Somerville and Medford atop the list.

The GLX is projected to provide an estimated 80% of the air quality improvements that the Commonwealth is required to attain from the remaining SIP projects in order to become compliant with the federal Clean Air Act. In addition, it will provide the frequent, reliable, safe and clean transit service that is sorely lacking in the Green Line Extension corridor today.

While I am pleased that the LRTP and TIP designate funding for the Green Line Extension, I recommend the following revisions before it is approved:

- The LRTP allocates \$586.6 million for the GLX in FFY2012-15, yet the TIP only allocates \$475.7 million for the same period. The TIP amount should be increased to equal the amount in the LRTP so the needed funds are available to advance the project in a timely fashion.
- MassDOT recently re-stated the projected completion date for Phase I of the GLX – to College Avenue in Medford and Union Square in Somerville – to sometime between September 2018 and July 2020. The LRTP currently allocates \$533.3 million for Phase I of the GLX in the 2016-20 period, but it also allocates \$1.85 million for Phase II of the GLX – from the temporary terminus at College Avenue to Mystic Valley Parkway at the Medford-Somerville boundary – in 2016-20. Given that these two phases of the project have melded into one on the MassDOT calendar, the LRTP should combine the two separate 2016-20 allocations for the GLX into one that funds the second half of the work in Phase I and all of Phase 2. This would also, once and for all, assure that the Commonwealth fulfills its legal obligation to extend the Green Line to Medford Hillside, which a terminus station at College Avenue does not.

The LRTP allocations for the other three SIP transit commitment projects also should be adjusted. Not only are these projects emblematic of the goals set forth in the LRTP, but as Transportation Control Measures in the SIP, they must be accorded full funding in all state transportation planning documents in order for these plans to gain federal approval. Therefore, the LRTP and TIP should be revised to allocate the funding amounts required to complete the Red Line-Blue Line connector design (\$49 million), the Fairmount commuter rail line improvements (\$54.1 million) and the addition of 1,000 park-and-ride parking spaces in the MBTA system (\$32 million).

I would also like to record my support for two other long overdue Medford projects in the LRTP's Recommended Plan – reconstruction of the Revere Beach Parkway bridge over the Malden River (\$41 million, 2012-15) and reconstruction of the Cradock Bridge (Main Street) over the Mystic River (\$11.6 million, 2012-15). These projects will help improve user safety for all modes (autos, bicycles and pedestrians) and also benefit the waterways the bridges span, especially the Mystic River. The latter project will remove the century-old and defunct Cradock Bridge locks, eliminating the existing water flow constrictions and decreasing the risk of flooding in Medford and Somerville after heavy rains.

Thank you for the opportunity to comment on these plans. I look forward not only their approval on Sept. 22, but more importantly, to the speedy delivery of the projects contained therein, in particular the over-delayed and over-due Green Line Extension to Somerville and Medford.

Sincerely,

Ken Krause

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