

Comments Received Regarding the Following MPO Action:

FFYs 2016-2020 TIP Amendment 4: Reprogramming Green Line Extension (GLX) Phase 2 Funding to GLX Phase 1

30-Day Comment Period Ending on Wednesday, June 8, 2016

| NAME | AFFILIATION | DATE | REQUEST/ SUPPORT/ OPPOSE | COMMENT |
|------------------------------------|---------------------------|-----------|--------------------------------|--|
| Elisabeth Bayle | Resident, City of Medford | 3/1/2016 | Request | Requests that funding for the Phase 2 of the Green Line Extension should remain programmed in the FFYs 2016-20 TIP prior to completion of the current re-evaluation of the project. States that reprogramming the funds at the present time would be premature. |
| Lee Auspitz | Resident | 3/3/2016 | Request | Requests a deferral and reconsideration of Amendment Four to the FFYs 2016-20 TIP. States that coordinated efforts between MassDOT and the Fiscal and Management Control Board regarding Green Line Extension should be completed prior to the MPO's decision on the proposed amendment. Adds that a premature decision by the MPO would undercut the work of the GLX team and contribute to a negative tone in discussions. |
| Richard C. Howard, Town Manager | Town of Winchester | 4/12/2016 | Request | Requests Phase 2 of the Green Line Extension remain programmed in the FFYs 2016-20 TIP. States the project will bring over 10,000 people within walking distance of light rail access, reduce traffic congestion, and improve the region's air quality. Extending the Green Line past College Avenue will provide an estimated additional reduction in VMT of more than 10% and decrease GHG emissions by an additional 5%. Adds that the project will equitable access to five state-defined environmental justice communities, increase healthy transportation options, and support transit-oriented development as well as employment and housing opportunities. Requests that if reprogramming Phase 2 funding is determined to be unavoidable, commitment to planning, design, and funding of Phase 2 should continue. |
| Elisabeth Bayle | Resident, City of Medford | 4/27/2016 | Request | Requests that funding for Phase 2 of the Green Line Extension should remain programmed in the FFYs 2016-20 TIP prior to completion of the current re-evaluation of the project. States that reprogramming the funds at the present time would be premature. Notes the legal commitment to extend the Green Line to Medford Hillside. |

Summary of Public Comments on the FFYs 2016-20 TIP

| NAME | AFFILIATION | DATE | REQUEST/ SUPPORT/ OPPOSE | COMMENT |
|--|--|-----------|--------------------------------|---|
| John Roland Elliott | Resident, City of Medford | 4/28/2016 | Request | Requests a deferral of any action that would adjust funding for Phase 2 of the Green Line Extension in the FFYs 2016-20 TIP until the review is complete and there has been adequate time to contemplate the conclusions. States that Phase 2 has faced a number of challenges, and that the promise of funding from the MPO has sustained the project for five years. |
| Edward Starr, Representative to the Board of Selectmen | Town of Arlington, Transportation Advisory Committee | 5/4/2016 | Request | <p>Requests that Phase 1 of the Green Line Extension receive funding with the reductions proposed by Jack Wright.</p> <p>Requests a reasonable work schedule for the contractor to work efficiently and lower the risks to the public and project. States that the original work schedule is inefficient, expensive, and risky to the public, as it would allow work only at late night hours. Suggests that work be done in one section at a time, using buses to replace the Commuter Rail trains in the section where the contractor is working.</p> <p>Requests that Phase 2 funding for the design and environmental work remain programmed in the FFYs 2016-20 TIP. States that completing the extension to Route 16 will have a major positive impact on residents in Cambridge, Somerville, Medford, and Arlington. Adds that the project will improve quality of life for many residents, including those with lower incomes, by providing access to mass transit, reducing vehicle traffic, and improving air quality. States that removing Phase 2 funding would create a costly gap between Phases.</p> |
| State Representative Christine P. Barber | | 5/5/2016 | Request | Requests that funding for Phase 2 of the Green Line Extension remain programmed in the FFYs 2016-20 TIP if it is decided that its funds would not be needed for the Phase 1 project budget. States that a Route 16 terminus will provide numerous opportunities for economic development in the region, as well as improvements in air quality. The project will improve corridor mobility, boost transit ridership, ensure equitable distribution of transit services, and support sustainable development. Notes that the Route 16 terminus would serve a number of state-designated environmental justice communities facing intense traffic congestion. |

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| State Representative Sean Garballey | | 5/5/2016 | Request | Requests that funding for Phase 2 of the Green Line Extension remain programmed in the FFYs 2016-20 TIP if it is decided that its funds would not be needed for the Phase 1 project budget. States that a Route 16 terminus will provide numerous opportunities for economic development in the region, as well as improvements in air quality. The project will improve corridor mobility, boost transit ridership, ensure equitable distribution of transit services, and support sustainable development. Notes that the Route 16 terminus would serve a number of state-designated environmental justice communities facing intense traffic congestion. |
| State Senator Patricia Jehlen | | 5/5/2016 | Request | Requests that funding for Phase 2 of the Green Line Extension remain programmed in the FFYs 2016-20 TIP if it is decided that its funds would not be needed for the Phase 1 project budget. States that a Route 16 terminus will provide numerous opportunities for economic development in the region, as well as improvements in air quality. The project will improve corridor mobility, boost transit ridership, ensure equitable distribution of transit services, and support sustainable development. Notes that the Route 16 terminus would serve a number of state-designated environmental justice communities facing intense traffic congestion. |
| State Representative Denise Provost | | 5/5/2016 | Request | Requests that funding for Phase 2 of the Green Line Extension remain programmed in the FFYs 2016-20 TIP if it is decided that its funds would not be needed for the Phase 1 project budget. States that a Route 16 terminus will provide numerous opportunities for economic development in the region, as well as improvements in air quality. The project will improve corridor mobility, boost transit ridership, ensure equitable distribution of transit services, and support sustainable development. Notes that the Route 16 terminus would serve a number of state-designated environmental justice communities facing intense traffic congestion. |
| State Representative Timothy J. Toomey | | 5/5/2016 | Request | Requests that funding for Phase 2 of the Green Line Extension remain programmed in the FFYs 2016-20 TIP if it is decided that its funds would not be needed for the Phase 1 project budget. States that a Route 16 terminus will provide numerous opportunities for economic development in the region, as well as improvements in air quality. The project will improve corridor mobility, boost transit ridership, ensure equitable distribution of transit services, and support sustainable development. Notes that the Route 16 terminus would serve a number of state-designated environmental justice communities facing intense traffic congestion. |

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| NAME | AFFILIATION | DATE | REQUEST/ SUPPORT/ OPPOSE | COMMENT |
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| Sonia Lipson | Resident, City of Somerville | 5/6/2016 | Request | <p>Requests full funding and construction of Phases 1 and 2 of the Green Line Extension, including the Community Path Extension, in the FFYs 2016-20 TIP. States the MPO should revert Phase 2 funding if its funds are not needed for Phase 1. There should be no Commuter Rail substitutions for GLX due to diesel pollution, and construction of the Community Path should be concurrent with GLX construction. Any proposed re-designs, new budget estimates, and financing options should have a period of public review prior to voting.</p> <p>Requests adoption of the Friends of the Community Path's (FCP) design proposals for a fully off-road CPX. States that the FCP design is within the FFGA budget, maintains all street access points, and provides safer crossing by keeping the path on one side of the corridor. Adds that if on-road portions of the path are required, they should be sufficiently separated from vehicle traffic.</p> |
| Seth Avakian | Resident, City of Somerville | 5/6/2016 | Request | <p>Requests full funding and construction of Phases 1 and 2 of the Green Line Extension, including the Community Path Extension, in the FFYs 2016-2020 TIP. States the MPO should revert Phase 2 funding if its funds are not needed for Phase 1. There should be no Commuter Rail substitutions for GLX due to diesel pollution, and construction of the Community Path should be concurrent with GLX construction. Any proposed re-designs, new budget estimates, and financing options should have a period of public review prior to voting.</p> <p>Requests adoption of the Friends of the Community Path's (FCP) design proposals for a fully off-road CPX. States that the FCP design is within the FFGA budget, maintains all street access points, and provides safer crossing by keeping the path on one side of the corridor.</p> |

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| NAME | AFFILIATION | DATE | REQUEST/ SUPPORT/ OPPOSE | COMMENT |
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| Lynn Weissman & Alan Moore, Co-Presidents | Friends of the Community Path | 5/6/2016 | Request | <p>Requests full funding and construction of Phases 1 and 2 of the Green Line Extension, including the Community Path Extension, in the FFYs 2016-20 TIP. States the MPO should revert Phase 2 funding if its funds are not needed for Phase 1. There should be no Commuter Rail substitutions for GLX due to diesel pollution, and construction of the Community Path should be concurrent with GLX construction. Any proposed re-designs, new budget estimates, and financing options should have a period of public review prior to voting.</p> <p>Requests adoption of the Friends of the Community Path's (FCP) design proposals for a fully off-road CPX. States that the FCP design is within the FFGA budget, maintains all street access points, and provides safer crossing by keeping the path on one side of the corridor.</p> |
| Kevin Donovan | Resident, City of Somerville | 5/6/2016 | Request | Requests full funding and construction of Phases 1 and 2 of the Green Line Extension, including the Community Path Extension, in the FFYs 2016-20 TIP. States there should be no Commuter Rail substitutions due to diesel pollution. |
| Gwendolen G. Noyes | Resident, City of Cambridge | 5/7/2016 | Request | Requests full funding and construction of Phases 1 and 2 of the Green Line Extension, including the Community Path Extension, in the FFYs 2016-20 TIP. States the MPO should revert Phase 2 funding if its funds are not needed for Phase 1. There should be no Commuter Rail substitutions for GLX due to diesel pollution, and construction of the Community Path should be concurrent with GLX construction. Any proposed re-designs, new budget estimates, and financing options should have a period of public review prior to voting. |

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| Ellen Shea | Resident, City of Somerville | 5/7/2016 | Request | <p>Requests full funding and construction of Phases 1 and 2 of the Green Line Extension, including the Community Path Extension, in the FFYs 2016-20 TIP. States the MPO should revert Phase 2 funding if its funds are not needed for Phase 1. There should be no Commuter Rail substitutions for GLX due to diesel pollution, and construction of the Community Path should be concurrent with GLX construction. Any proposed re-designs, new budget estimates, and financing options should have a period of public review prior to voting.</p> <p>Requests adoption of the Friends of the Community Path's (FCP) design proposals for a fully off-road CPX. States that the FCP design is within the FFGA budget, maintains all street access points, and provides safer crossing by keeping the path on one side of the corridor.</p> |
| David Feeney | Resident, City of Somerville | 5/8/2016 | Request | <p>Requests full funding and construction of Phases 1 and 2 of the Green Line Extension, including the Community Path Extension, in the FFYs 2016-20 TIP. States the MPO should revert Phase 2 funding if its funds are not needed for Phase 1. There should be no Commuter Rail substitutions for GLX due to diesel pollution, and construction of the Community Path should be concurrent with GLX construction. Any proposed re-designs, new budget estimates, and financing options should have a period of public review prior to voting.</p> <p>Requests adoption of the Friends of the Community Path's (FCP) design proposals for a fully off-road CPX. States that the FCP design is within the FFGA budget, maintains all street access points, and provides safer crossing by keeping the path on one side of the corridor.</p> |
| Father Richard G. Curran | Resident, City of Somerville | 5/8/2016 | Request | <p>Requests revision of plans for the Community Path Extension. States that the design proposed by the Friends of the Community Path demonstrates expertise in approaching safety concerns while keeping the project under \$20 million. Adds that the recommendations regarding use of economical materials and designs should be reviewed and accommodated if possible.</p> |

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| Jennifer Haefeli | Resident, City of Somerville | 5/8/2016 | Request | <p>Requests full funding and construction of Phases 1 and 2 of the Green Line Extension, including the Community Path Extension, in the FFYs 2016-20 TIP. States the MPO should revert Phase 2 funding if its funds are not needed for Phase 1. There should be no Commuter Rail substitutions for GLX due to diesel pollution, and construction of the Community Path should be concurrent with GLX construction. Any proposed re-designs, new budget estimates, and financing options should have a period of public review prior to voting. Notes that the Commonwealth has a legal obligation to extend the Green Line to Route 16.</p> <p>Requests adoption of the Friends of the Community Path's (FCP) design proposals for a fully off-road CPX. States that the FCP design is within the FFGA budget, maintains all street access points, and provides safer crossing by keeping the path on one side of the corridor.</p> |
| Christopher Hogan | Resident, City of Somerville | 5/8/2016 | Request | <p>Requests full funding and construction of Phases 1 and 2 of the Green Line Extension, including the Community Path Extension, in the FFYs 2016-20 TIP. States the MPO should revert Phase 2 funding if its funds are not needed for Phase 1. There should be no Commuter Rail substitutions for GLX due to diesel pollution, and construction of the Community Path should be concurrent with GLX construction. Any proposed re-designs, new budget estimates, and financing options should have a period of public review prior to voting. Notes that the Commonwealth has a legal obligation to extend the Green Line to Route 16.</p> |
| Mark Nahabedian | Resident, City of Cambridge | 5/8/2016 | Request | <p>Requests full funding and construction of Phases 1 and 2 of the Green Line Extension, including the Community Path Extension, in the FFYs 2016-20 TIP. States the project will broaden the areas that are reachable by public transit and bicycle.</p> |
| Gary Trujillo | Resident, City of Somerville | 5/8/2016 | Request | <p>Requests consideration of the Friends of the Community Path's (FCP) design for the community path. Expresses concerns about proposed plans which include McGrath Highway and "boxes" as elements of the design. States that FCP's design avoids these elements in addition to avoiding the need to ascend or descend over significant distances, which could negatively impact persons with disabilities and some cyclists.</p> |

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| Fred Berman & Lori Segall | Residents, City of Somerville | 5/8/2016 | Request | <p>Request full funding of Phases 1 and 2 of the Green Line Extension, including the Community Path Extension, in the FFYs 2016-20 TIP. Note the federal obligation to fund transit that would mitigate Big Dig generated traffic and pollution. State there should be no Commuter Rail substitutions for GLX due to diesel pollution, adding that only a full GLX (including the CPX) would accomplish air quality mitigation.</p> <p>Unnecessary costs, such as ensuring stations are designed to avoid pedestrians crossing the tracks, should be avoided. CPX construction should be concurrent with GLX construction to reduce costs relating to heavy machinery. Note the Friends of the Community Path's fully off-street CPX design is a low-cost alternative which maintains all street access points and keeps the CPX on one side of the corridor.</p> |
| Janey Tallarida | Resident, City of Medford | 5/9/2016 | Request | <p>Requests full funding and construction of Phases 1 and 2 of the Green Line Extension, including the Community Path Extension, in the FFYs 2016-20 TIP. States the MPO should revert Phase 2 funding if its funds are not needed for Phase 1. There should be no Commuter Rail substitutions for GLX due to diesel pollution, and construction of the Community Path should be concurrent with GLX construction. Any proposed re-designs, new budget estimates, and financing options should have a period of public review prior to voting.</p> <p>Requests adoption of the Friends of the Community Path's (FCP) design proposals for a fully off-road CPX. States that the FCP design is within the FFGA budget, maintains all street access points, and provides safer crossing by keeping the path on one side of the corridor.</p> |
| Jane Katz-Christy | Resident, City of Cambridge | 5/9/2016 | Request | <p>Requests full funding and construction of Phases 1 and 2 of the Green Line Extension, including the Community Path Extension, in the FFYs 2016-20 TIP. States the MPO should revert Phase 2 funding if its funds are not needed for Phase 1. There should be no Commuter Rail substitutions for GLX due to diesel pollution, and construction of the Community Path should be concurrent with GLX construction. Any proposed re-designs, new budget estimates, and financing options should have a period of public review prior to voting.</p> <p>Requests adoption of the Friends of the Community Path's (FCP) design proposals for a fully off-road CPX. States that the FCP design is within the FFGA budget, maintains all street access points, and provides safer crossing by keeping the path on one side of the corridor.</p> |

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| Josh Elvander | Resident, City of Somerville | 5/9/2016 | Request | <p>Requests full funding and construction of Phases 1 and 2 of the Green Line Extension, including the Community Path Extension, in the FFYs 2016-20 TIP. States the MPO should revert Phase 2 funding if its funds are not needed for Phase 1. There should be no Commuter Rail substitutions for GLX due to diesel pollution, and construction of the Community Path should be concurrent with GLX construction. Any proposed re-designs, new budget estimates, and financing options should have a period of public review prior to voting.</p> <p>Requests adoption of the Friends of the Community Path's (FCP) design proposals for a fully off-road CPX. States that the FCP design is within the FFGA budget, maintains all street access points, and provides safer crossing by keeping the path on one side of the corridor. States that GLX Phases 1 & 2, including CPX, are a critical opportunity to get cars off the highway and provide sustainable means of transportation.</p> |
| Jennifer Fries | Resident, City of Cambridge | 5/10/2016 | Request | <p>Requests full funding and construction of Phases 1 and 2 of the Green Line Extension, including the Community Path Extension, in the FFYs 2016-20 TIP. States the MPO should revert Phase 2 funding if its funds are not needed for Phase 1. There should be no Commuter Rail substitutions for GLX due to diesel pollution, and construction of the Community Path should be concurrent with GLX construction. Any proposed re-designs, new budget estimates, and financing options should have a period of public review prior to voting.</p> <p>Requests adoption of the Friends of the Community Path's (FCP) design proposals for a fully off-road CPX. States that the FCP design is within the FFGA budget, maintains all street access points, and provides safer crossing by keeping the path on one side of the corridor.</p> |

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| Resa Blatman & Stefan Cooke | Residents, City of Somerville | 5/13/2016 | Request | <p>Request full funding and construction of Phases 1 and 2 of the Green Line Extension, including a complete and fully off-road Community Path Extension, in the FFYs 2016-20 TIP. State the MPO should revert Phase 2 funding if its funds are not needed for Phase 1. There should be no Commuter Rail substitutions for GLX due to diesel pollution, and any proposed re-designs, new budget estimates, and financing options should have a period of public review prior to voting.</p> <p><i>This comment was addressed to MassDOT and the MassDOT Board relative to the Capital Investment Plan, yet was also received by CTPS staff.</i></p> |
| Kate Brigham | Resident, City of Somerville | 5/13/2016 | Request | <p>Requests full funding and construction of Phases 1 and 2 of the Green Line Extension, including a complete and fully off-road Community Path Extension, in the FFYs 2016-20 TIP. States the MPO should revert Phase 2 funding if its funds are not needed for Phase 1. There should be no Commuter Rail substitutions for GLX due to diesel pollution, and any proposed re-designs, new budget estimates, and financing options should have a period of public review prior to voting.</p> <p><i>This comment was addressed to MassDOT and the MassDOT Board relative to the Capital Investment Plan, yet was also received by CTPS staff.</i></p> |
| Alice Grossman | Resident, City of Somerville | 5/13/2016 | Request | <p>Requests full funding and construction of Phases 1 and 2 of the Green Line Extension, including a complete and fully off-road Community Path Extension, in the FFYs 2016-20 TIP. States the MPO should revert Phase 2 funding if its funds are not needed for Phase 1. There should be no Commuter Rail substitutions for GLX due to diesel pollution, and any proposed re-designs, new budget estimates, and financing options should have a period of public review prior to voting.</p> <p><i>This comment was addressed to MassDOT and the MassDOT Board relative to the Capital Investment Plan, yet was also received by CTPS staff.</i></p> |

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| Chris Mancini, Executive Director | Groundwork Somerville | 5/13/2016 | Request | <p>Requests full funding and construction of Phases 1 and 2 of the Green Line Extension, including a complete and fully off-road Community Path Extension, in the FFYs 2016-20 TIP. States the MPO should revert Phase 2 funding if its funds are not needed for Phase 1. There should be no Commuter Rail substitutions for GLX due to diesel pollution, and any proposed re-designs, new budget estimates, and financing options should have a period of public review prior to voting.</p> <p><i>This comment was addressed to MassDOT and the MassDOT Board relative to the Capital Investment Plan, yet was also received by CTPS staff.</i></p> |
| Ann Peralta | Resident, City of Somerville | 5/13/2016 | Request | <p>Requests full funding and construction of Phases 1 and 2 of the Green Line Extension, including a complete and fully off-road Community Path Extension, in the FFYs 2016-20 TIP. There should be no Commuter Rail substitutions for GLX due to diesel pollution.</p> <p><i>This comment was addressed to MassDOT and the MassDOT Board relative to the Capital Investment Plan, yet was also received by CTPS staff.</i></p> |
| Robert J. Reardon | Resident, City of Somerville | 5/13/2016 | Request | <p>Requests full funding and construction of Phases 1 and 2 of the Green Line Extension, including a complete and fully off-road Community Path Extension, in the FFYs 2016-20 TIP. States the MPO should revert Phase 2 funding if its funds are not needed for Phase 1. There should be no Commuter Rail substitutions for GLX due to diesel pollution, and any proposed re-designs, new budget estimates, and financing options should have a period of public review prior to voting.</p> <p><i>This comment was addressed to MassDOT and the MassDOT Board relative to the Capital Investment Plan, yet was also received by CTPS staff.</i></p> |

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| Cynthia Snow | Resident, Town of Brookline | 5/13/2016 | Request | <p>Requests full funding and construction of Phases 1 and 2 of the Green Line Extension, including a complete and fully off-road Community Path Extension, in the FFYs 2016-20 TIP. States the MPO should revert Phase 2 funding if its funds are not needed for Phase 1. There should be no Commuter Rail substitutions for GLX due to diesel pollution, and any proposed re-designs, new budget estimates, and financing options should have a period of public review prior to voting.</p> <p><i>This comment was addressed to MassDOT and the MassDOT Board relative to the Capital Investment Plan, yet was also received by CTPS staff.</i></p> |
| Jane Katz-Christy | Resident, City of Cambridge | 5/13/2016 | Request | <p>Requests full funding and construction of Phases 1 and 2 of the Green Line Extension, including a complete and fully off-road Community Path Extension, in the FFYs 2016-20 TIP. States the MPO should revert Phase 2 funding if its funds are not needed for Phase 1. There should be no Commuter Rail substitutions for GLX due to diesel pollution, and any proposed re-designs, new budget estimates, and financing options should have a period of public review prior to voting.</p> <p><i>This comment was addressed to MassDOT and the MassDOT Board relative to the Capital Investment Plan, yet was also received by CTPS staff.</i></p> |
| Lynn Weissman & Alan Moore, Co-Presidents | Friends of the Community Path | 5/13/2016 | Request | <p>Requests full funding and construction of Phases 1 and 2 of the Green Line Extension, including a complete and fully off-road Community Path Extension, in the FFYs 2016-20 TIP. States the MPO should revert Phase 2 funding if its funds are not needed for Phase 1. There should be no Commuter Rail substitutions for GLX due to diesel pollution, and any proposed re-designs, new budget estimates, and financing options should have a period of public review prior to voting.</p> <p><i>This comment was addressed to MassDOT and the MassDOT Board relative to the Capital Investment Plan, yet was also received by CTPS staff.</i></p> |

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| Gary Trujillo | Resident, City of Somerville | 5/13/2016 | Request | <p>Requests full funding and construction of Phases 1 and 2 of the Green Line Extension, including a complete and fully off-road Community Path Extension, in the FFYs 2016-20 TIP. States the MPO should revert Phase 2 funding if its funds are not needed for Phase 1. There should be no Commuter Rail substitutions for GLX due to diesel pollution, and any proposed re-designs, new budget estimates, and financing options should have a period of public review prior to voting.</p> <p><i>This comment was addressed to MassDOT and the MassDOT Board relative to the Capital Investment Plan, yet was also received by CTPS staff.</i></p> |
| Hayward Zwerling | Resident, City of Somerville | 5/13/2016 | Request | <p>Requests full funding for Phase 2 of the Green Line Extension and the Community Path Extension in the FFYs 2016-20 TIP. States that a Community Path which extends to Route 16 will facilitate mode shift.</p> |
| Mary Anne Adduci | Resident, City of Medford | 5/31/2016 | Support / Request | <p>Supports the reprogramming of funds for Phase 2 of the Green Line Extension into Phase 1 in the FFYs 2016-20 TIP. States that planning for a Route 16 terminus should not go forward until Phase 1 is fully re-evaluated and completed. Stakeholders and the public will be able to accurately assess the need for a Route 16 terminus only when Phase 1 is complete.</p> <p>Requests that Medford should not contribute funds to the completion of Phase 1.</p> <p>Requests that the location of the Route 16 terminus be designated as "on the Somerville/Medford city boundary line" instead of "Medford." States that some portion of the terminus will likely be in Somerville. Adds that if a future budget shortfall arises for Phase 2, both Medford and Somerville should be asked to contribute funds.</p> |

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| Lee Auspitz | | 6/6/2016 | Support / Request | <p>Supports the reprogramming funds for Phase 2 of the Green Line Extension to Phase 1 in the FFYs 2016-20 TIP as needed to meet overruns in the original budget, and supports preserving Phase 2 as a live option. Discusses the following problems with Amendment 4:</p> <p>States that Amendment 4 is discrepant with the budgetary submission in the report submitted by the Interim Project Management Team (IPMT). The submission limits the MPO contribution to the 80% federal portion of Phase 2 funds; by contrast, the text of Amendment 4 refers to "the funding currently programmed," not the federal funding currently programmed, meaning both the 80% federal and 20% state portions. Questions whether FHWA can properly accept or FTA can properly approve swapping the state \$38 million portion for other non-federal support without a duly recorded MPO vote authorizing the switch.</p> <p>Raises concerns that not all budgetary contingencies have been addressed. States it would be prudent to both keep all available outside funds in play to protect against further overruns, and to recognize the possibility of under-budget performance.</p> <p>States that the entire state-plus-federal \$190 million should remain in play until the project is well advanced, and to add to it municipal contributions plus any new economies and cost sharing measures that may take shape.</p> |
| Terry Sheehan | Resident, City of Medford | 6/6/2016 | Request | Requests that Tufts University be asked to pay for a station on the Green Line Exchange in exchange for the rights to build over it. |

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| Kenneth Krause | Resident, City of Medford | 6/8/2016 | Request | <p>Requests that the MPO vote on TIP Amendment 4 be deferred until they are satisfied that all cost-saving measures for Phase 1 have been examined by the Interim Program Management Team (IPMT). Several areas identified yet not examined by IPMT could yield significant cost savings. States that the new project budget for Phase 1 of the Green Line Extension can be met with state funds, matched federal funds, contributions from Somerville and Cambridge, and additional cost savings not fully evaluated.</p> <p>Suggests a number of other cost saving measures, including: limited additional shutdowns of the Lowell Commuter Rail Line; further modifications of commuter rail service during construction; sale of 13 acres of Commonwealth-owned tidelands within the North Point project; returning excess land takings; examining citizen-sourced proposals for value engineering; negotiating additional contributions from Tufts University; and pursuing contributions from developers.</p> <p>Requests that prior to an MPO vote on Amendment 4, they should request another meeting with IMPT and any other MassDOT consultants involved.</p> <p>Requests that a resolution be attached to Amendment 4 which stipulates that if Phase 2 funding is not needed for Phase 1, it will be reverted back to Phase 2 in the first available fiscal year time bands. Notes that Phase 1 does not fulfill the state's legal obligation to extend the Green Line to Medford Hillside. Adds that the Route 16 terminus will significantly increase GLX's contributions to improved regional mobility, environmental benefits, transit access for environmental justice communities, and economic development.</p> |

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| NAME | AFFILIATION | DATE | REQUEST/ SUPPORT/ OPPOSE | COMMENT |
|---|-------------|----------|--------------------------------|--|
| State Representative Christine P. Barber | | 6/8/2016 | Support / Request | <p>Supports the reprogramming of Green Line Extension (Phase 2) funds into Phase 1 in the FFYs 2016-20 TIP, noting that Phase 2 can only be built if there is progress with Phase 1. Supports the requirement for MassDOT to conduct a full MEPA review process for Phase 2.</p> <p>Expresses concern that not all cost saving measures were fully examined, particularly suspension of Commuter Rail service for longer periods of time. Adds that she hopes that a Route 16 terminus will continue to be considered when future funding resources become available, particularly if this money is not ultimately used for Phase 1. States that a Route 16 terminus will provide opportunities for economic development in the region, in addition to improvements in air quality and mobility. Notes that the site serves a number of state-designated environmental justice communities facing intense traffic congestion. By increasing transit access and reducing congestion, Phase 2 will improve corridor mobility, boost transit ridership, ensure equitable distribution of transit services, and support opportunities for sustainable developments.</p> <p>Requests that the MPO include Phase 2 in the later years of the LRTP.</p> |

Summary of Public Comments on the FFYs 2016-20 TIP

| NAME | AFFILIATION | DATE | REQUEST/ SUPPORT/ OPPOSE | COMMENT |
|---------------------|---------------------------|----------|--------------------------------|---|
| John Roland Elliott | Resident, City of Medford | 6/8/2016 | Oppose | <p>Opposes the reallocation of funds from Phase 2 to Phase 1 of the Green Line Extension in the FFYs 2016-20 TIP. States that a College Avenue terminus does not complete the Green Line Extension as it is defined in the SIP in the following ways:</p> <ol style="list-style-type: none"> 1) The SIP identifies Medford Hillside as the destination of the GLX. There is a large body of evidence which shows the planned location for College Avenue Station is outside Medford Hillside. The College Avenue Station is .6 miles short of Medford Hillside, while the Route 16 station is .3 miles within it. 2) The boost to transit ridership is inadequate. A larger number of high-density residential buildings are within a one-third mile radius of the Route 16 terminus, while College Avenue is predominantly surrounded by Tufts-owned land. Boosts from serving affordable and senior housing near Route 16 are lost due to the distance from College Avenue. 3) Regarding mobility and air quality, the College Avenue station would be located a mile from any path or trail, while the Route 16 station would be at the intersection of two pedestrian / cycle arteries. 4) 55% of the area within a one-third mile radius of the Route 16 station are designated as environmental justice communities, compared to less than one percent of the area near College Avenue station. 5) Due to College Avenue station being surrounded by the Tufts campus, TOD adjacent to the station is impossible. At or adjacent to the Route 16 station, there is property that is either already commercial or is residential but conceivably suited to redevelopment. |
| Elisabeth Bayle | Resident, City of Medford | 6/8/2016 | Oppose | <p>Opposes the reallocation of funds from Phase 2 to Phase 1 of the Green Line Extension in the FFYs 2016-20 TIP. States that reallocation would be premature and a reversal of the MPO's vision. The Route 16 terminus offers opportunities for significant improvements in air quality, TOD, mobility, and quality of life. Notes that the Green Line Extension has been in various stages of discussion since the 1970s, and the effort among stakeholders to get the Commonwealth to fulfill its legal SIP requirement has been arduous.</p> |

Summary of Public Comments on the FFYs 2016-20 TIP

| NAME | AFFILIATION | DATE | REQUEST/ SUPPORT/ OPPOSE | COMMENT |
|---|-------------------------------|----------|--------------------------------|---|
| Alan Moore | Resident, City of Somerville | 6/8/2016 | Request | <p>Opposes the reallocation of funds from Phase 2 to Phase 1 of the Green Line Extension in the FFYs 2016-20 TIP unless the following conditions are met:</p> <ol style="list-style-type: none"> 1) MassDOT realizes the additional hundreds of millions of dollars the GLX in savings by temporarily shutting down the Commuter Rail and re-routing the Downeaster during GLX construction, and by eliminating unnecessary viaducts and lowering and shortening other viaducts. 2) A full, off-road Community Path is included. States this can be accomplished within the \$27 million FFGA budget. 3) Replacement funding for Phase 2 is identified. |
| Lynn Weissman & Alan Moore, Co-Presidents | Friends of the Community Path | 6/8/2016 | Request | <p>Express support for the various recommendations made by Lee Auspitz. Also support the comments of Ken Krause suggesting that all GLX cost-saving measures be evaluated and implemented before any funds are reallocated from Phase 2 into Phase 1, adding their support for other parts of the GLX, including the Community Path Extension (CPX).</p> <p>State that the Friends of the Community Path Alternative Design for the CPX has several advantages over the design proposed by the Interim Project Management team. The FCP design is fully off-road and connects to NorthPoint Path in Cambridge, maintains all CPX street access points, and keeps the CPX on one side of the corridor.</p> |

Summary of Public Comments on the FFYs 2016-20 TIP

| NAME | AFFILIATION | DATE | REQUEST/ SUPPORT/ OPPOSE | COMMENT |
|-----------------------|-----------------------------|----------|--------------------------------|---|
| Rafael Mares | Conservation Law Foundation | 6/8/2016 | Oppose | <p>Opposes the reallocation of funds from Phase 2 to Phase 1 of the Green Line Extension in the FFYs 2016-20 TIP. States the following reasons against reallocation:</p> <p>1) The Interim Project Management Team (IPMT) has developed a list of additional cost reductions beyond those in their report on the GLX that have merit yet were not pursued due to time constraints. Most notably, they did not evaluate the full potential of Commuter Rail interruptions during GLX construction, including measures such as single-operations, mid-day shutdowns of Commuter Rail service, longer shut downs, and allowing contractors to provide their own flagging services. Notes several transit projects that saw significant cost savings from temporary closures or breaks in services. A conservative estimate of 10% in savings would total \$230 million.</p> <p>2) The extension to College Avenue does not fulfill the Commonwealth's legal obligation to extend the Green Line to Medford Hillside. Medford Hillside's boundaries do not include the proposed location of the College Avenue station. States that the Commonwealth will continue to have its legal obligation, but without the benefit of MPO funding.</p> <p>3) Phase 2 will produce an estimated reduction in VMT of more than ten percent of those expected from GLX, more than any other new station. Equitable transit access will be provided to five environmental justice communities, and the potential for TOD will allow for mixed-income housing, job creation, and increased tax revenue.</p> <p>States that the MPO should request that the MBTA and MassDOT evaluate the full potential of cost-reductions measures prior to reallocating funds.</p> |
| Mayor Stephanie Burke | City of Medford | 6/9/2016 | Request | <p>Requests that only the amount of funds necessary for Design, Federal Review, and Procurement be reprogrammed from Phase 2 into Phase 1 of the Green Line Extension. Expresses concern that the decision to reprogram the funds is being made prematurely and that additional information and options should be more fully explored prior to reallocation of all Phase 2 funds. Adds that reprogramming the full amount appears irreversible, and that a timely and informed decision can be made when the FTA has completed its review and approval of scope, procurement, and cost estimates.</p> |

Summary of Public Comments on the FFYs 2016-20 TIP

Comments Received Regarding the Following MPO Action:

FFYs 2016-2020 TIP Amendment 4: Reprogramming Green Line Extension (GLX) Phase 2 Funding to GLX Phase 1

30-Day Comment Period Ending on Wednesday, June 8, 2016

| NAME | AFFILIATION | DATE | REQUEST/ SUPPORT/ OPPOSE | COMMENT |
|---------------------------------------|--|-----------|--------------------------------|---|
| Rafael Mares | Conservation Law Foundation | 4/28/2016 | Request | Expressed concern that if that funding for Phase 2 of the Green Line Extension is not needed for Phase 1, Amendment 4 would result in the loss of \$150 million in MPO funding to the state's General Fund and leave the Green Line extended only to College Avenue. Requested MPO members take the following steps before voting to reallocate funds: Consult Project Manager Jack Wright and others to determine if MPO funds are needed for Phase 1; request a detailed budget, ask critical questions, determine if any other entities (besides the Commonwealth and federal government) have committed funds to the project, and fully expose cost-saving measures; and decline to take a vote until members have sufficient information to determine if reallocation of funds is necessary. |
| State Senator Patricia Jehlen | | 4/28/2016 | Request | Requested that MPO members defer voting to transfer funds from Phase 2 of the Green Line Extension to Phase 1 until they have sufficient information on all cost savings and can determine if reallocation of funds is necessary. Stated the importance of Phase 2 in terms of environmental, mobility, and economic benefits, and for providing transit access to residents of Medford and surrounding communities. |
| State Representative Christine Barber | | 4/28/2016 | Request | Requested that MPO members ensure that they have sufficient information on all the cost savings that could be achieved on Phase 1 of the Green Line Extension prior to voting to reallocate Phase 2 funds. |
| Ken Krause | Resident, City of Medford / Member, Green Line Extension Citizens Advisory Committee | 4/28/2016 | Request | Requested that the MPO not make a decision regarding the reallocation of funds for Phase 2 of the Green Line Extension until other potential funding sources have been evaluated, allowing for a fully informed decision. Added that a stipulation should be added to Amendment 4 stating that if it is determined that Phase 2 funds are not needed for Phase 1, they should be reverted to Phase 2. |

Summary of Public Comments on the FFYs 2016-20 TIP

| NAME | AFFILIATION | DATE | REQUEST/ SUPPORT/ OPPOSE | COMMENT |
|---------------------------------------|---|-----------|--------------------------------|--|
| Wig Zamore | Resident, City of Somerville | 4/28/2016 | Support / Request | Supported reallocating funding for Phase 2 of the Green Line Extension to Phase 1 under the condition that some funding be reserved for the design of Phase 2 and for an off-road Community Path when funds become available in the future. Expressed the need to reduce exposure to air pollution for bicycle commuters. Noted that Somerville is the most polluted municipality in the state, and that the only portion of the Community Path which will be on-road is in East Somerville, which is an environmental justice community. Stated that major highway projects are not as closely scrutinized as the Green Line Extension. Requested the MPO study near source exposures and the impact of black carbon from diesel. |
| Mayor Stephanie Burke | City of Medford | 5/5/2016 | Request | Expressed support for a full Green Line Extension to Route 16. Stated that GLX will enhance opportunities for residents to access jobs and education, noting the five state-designated environmental justice communities in the vicinity of the project. Noted that the highest projected ridership numbers are associated with the extension to Route 16, and that the Route 16 terminus offers the most potential for promoting economic development and increasing the Commonwealth's tax base. Expressed concern regarding the potential loss of Phase 2, and requested MPO members review the new budget for Phase 1 during the 30-day public review process for Amendment 4. Added that MassDOT should attempt to meet the \$2 billion cost estimate for the project, and only after exhausting all funding opportunities should the MPO consider reallocating Phase 2 funding to Phase 1. |
| State Representative Christine Barber | Legislative delegation representing municipalities in the Green Line corridor | 5/5/2016 | Request | Expressed support for Phase 2 of the Green Line Extension. Benefits of a Route 16 terminus include increased mobility, increased transit ridership, and a more equitable distribution of transit services to environmental justice communities. Requested that if it is determined that Phase 2 funds are not needed for Phase 1, funds should be reverted to Phase 2. Requested that the MPO continue to program Phase 2 in the LRTP. Submitted a letter signed by State Senator Patricia Jehlen and State Representatives Christine Barber, Timothy J. Toomey, Sean Garballey, and Denise Provost. |
| Laurel Ruma | Resident, City of Medford / Member, Green Line Extension design working group | 5/5/2016 | Request | Expressed support for Phase 2 of the Green Line Extension. Stated that while the College Avenue terminus is surrounded by Tufts University-owned land, the Route 16 terminus would allow for transit-oriented development that would benefit the region as a whole. |

Summary of Public Comments on the FFYs 2016-20 TIP

| NAME | AFFILIATION | DATE | REQUEST/ SUPPORT/ OPPOSE | COMMENT |
|--|---------------------------|----------|--------------------------------|--|
| Elisabeth Bayle | Resident, City of Medford | 5/5/2016 | Request | Expressed long-standing support for Phase 2 of the Green Line Extension. Noted that the Route 16 terminus was the preferred build alternative chosen by MassDOT, and that the terminus meets the definition of Medford Hillside. Stated that the full extension to Route 16 will provide the greatest ridership and air quality benefits, adding that the original purpose of the GLX was improved air quality. Stated that the increased cost of the Green Line Extension is minor compared to costs to residents' health from poor air quality and diminished opportunities to access affordable housing, healthcare, jobs, education, and other quality-of-life benefits. Referred to a visioning study prepared by MAPC that illustrates the benefits of transit-oriented development at Route 16, and reported that 2,000 residents of surrounding communities signed a petition in favor of a Route 16 terminus. |
| John Roland Elliott | Resident, City of Medford | 5/5/2016 | Request | <p>Expressed long-standing support for Phase 2 of the Green Line Extension. Presented a series of maps comparing proposed stations at Route 16 and College Avenue that illustrate the following:</p> <ol style="list-style-type: none"> 1) The College Avenue terminus would be .6 miles short of Medford Hillside, while the Route 16 terminus is within the Medford Hillside area. 2) A larger number of high-density residential buildings are within a one-third mile radius of the Route 16 terminus, while College Avenue is predominantly surrounded by Tufts University-owned land. 3) The Route 16 terminus would provide better connections to planned and proposed bike/ped trails. 4) 55% of the area within a one-third mile of the Route 16 terminus is in environmental justice areas, compared to less than one percent of the area near College Avenue. 5) Commercial properties near Route 16 have the potential for development, while College Avenue offers little potential for TOD. |
| Joshua Ostroff, Partnerships Director | Transportation for MA | 5/5/2016 | Request | Expressed support for Phase 2 of the Green Line Extension. Stated that the project has the potential to be transformative for the region, reduce vehicle usage, and increase transit ridership. |

Summary of Public Comments on the FFYs 2016-20 TIP

| NAME | AFFILIATION | DATE | REQUEST/ SUPPORT/ OPPOSE | COMMENT |
|--------------|--|----------|--------------------------------|---|
| Rafael Mares | Conservation Law Foundation | 5/5/2016 | Request | Requested that the MPO use the public review period of Amendment 4 to review the revised budget for Phase 1 of the Green Line Extension and other information that will be available prior to their final vote. If the final vote results in the reallocation of funds from Phase 2 to Phase 1, the MPO would need to amend its LRTP to remove Phase 2 from the years in which its funds are currently programmed. Requested that if this occurs, MPO members should reprogram Phase 2 in an outer year of the LRTP to show the MPO's commitment to the full Green Line Extension. |
| Ken Krause | Resident, City of Medford / Member, Green Line Extension Citizens Advisory Committee | 5/5/2016 | Request | Expressed support for Phase 2 of the Green Line Extension. Noted that the Environmental Assessment for the project showed that the Route 16 terminus had the highest ridership projections (10,500 daily boardings), and those numbers may increase due to the bike/ped trail access to the terminus. Expressed hope that the Environmental Impact report will capture the environmental benefits for the Mystic River. Requested that Phase 2 funds be reverted if the MPO determines that they are not needed for Phase 1. |
| Wig Zamore | Resident, City of Somerville | 5/5/2016 | Request | <p>Expressed support for Phases 1 and 2 of the Green Line Extension, including the Community Path Extension. Expressed concern that the revised design for the Community Path would leave a half-mile gap in what will be a 20-mile length of path (Charlestown to Lexington) that would attract the most bicycle and pedestrian commuters in the state. Requested the state conduct an Environmental Impact Report and an Environmental Notification Form for Phase 2 of the Green Line Extension, adding that the project will reduce run-off into the Mystic River.</p> <p>Discussed research which showed that residents of neighborhoods within 100 meters of highways have significantly higher risk of mortality from cardiovascular disease and lung cancer, higher risk for childhood asthma, and potentially an increased risk for childhood autism. Expressed concern about a design of the Community Path that would require bicyclists to use city streets, as tailpipe emissions put those users at greater risk of heart attack. Discussed health benefits of active transportation facilities and the benefits to the region for moving away from polluting transportation modes. He distributed a study abstract and a summary of the study results.</p> |