



Charles D. Baker, Governor  
Karyn E. Polito, Lieutenant Governor  
Stephanie Pollack, MassDOT Secretary & CEO



January 4, 2017

Commissioner Martin Suuberg  
Department of Environmental Protection  
One Winter Street  
Boston, MA 02108

Attention: Christine Kirby

Dear Commissioner Suuberg -

Pursuant to Section 7 of amended 310 CMR 7.36, *Transit System Improvements*, please find enclosed our responses to public comments on the annual Status Report on transit projects required under the revised State Implementation Plan (submitted to the Department of Environmental Protection on June 30, 2016). Section 7 requires the Massachusetts Department of Transportation to file a summary of all public comments and written responses to those comments within 120 days of the public meeting also required by Section 7. A public meeting was held by DEP on September 6, 2016.

This status report will be made publicly available on the MassDOT website at <http://www.massdot.state.ma.us/SIP>.

If you have any questions or concerns or if we can be of assistance, please do not hesitate to contact me at (857) 368-8865 or [david.mohler@state.ma.us](mailto:david.mohler@state.ma.us).

Sincerely,

David J. Mohler  
Executive Director  
Office of Transportation Planning

cc: U.S. Environmental Protection Agency, Region 1  
Boston Region Metropolitan Planning Organization



Charles D. Baker, Governor  
Karyn E. Polito, Lieutenant Governor  
Stephanie Pollack, MassDOT Secretary & CEO



## **State Implementation Plan – Transit Commitments**

### **2016 Annual Status Report**

#### ***Agency Responses to Public Comments***

- I. MassDOT Certification**
- II. List of Public Comments Received**
- III. Agency Responses to Public Comments**
- IV. 2016 Annual Status Report**
- V. Public Comments**
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**COMMONWEALTH OF MASSACHUSETTS  
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION  
OFFICE OF TRANSPORTATION PLANNING  
MEMORANDUM**

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TO: Martin Suuberg  
Commissioner  
Department of Environmental Protection

FROM: David J. Mohler  
Executive Director  
MassDOT Office of Transportation Planning

DATE: January 4, 2017

RE: 310 CMR 7.36 (7)(c)

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This memo is intended to fulfill the reporting requirements of 310 CMR 7.36 (7)(c), in which the Massachusetts Department of Transportation must attest that:

- MassDOT has provided complete information for all requirements of 310 CMR 7.36 (7)(a).
- MassDOT has provided complete information about any actual or known potential need and reasons to delay any project required by 310 CMR 7.36(2)(f) through (j).
- MassDOT has provided complete information about any actual or known potential need and reasons for a project substitution pursuant to 310 CMR 7.36(4)(b).
- MassDOT has provided complete information on the interim offset projects implemented or proposed to be implemented pursuant to 310 CMR 7.36(4)(b) and (5)(g)4.

I certify that all of the information listed above has been provided and that MassDOT has, to the best of its ability, fulfilled all public process and reporting requirements described in 310 CMR 7.36 (7).



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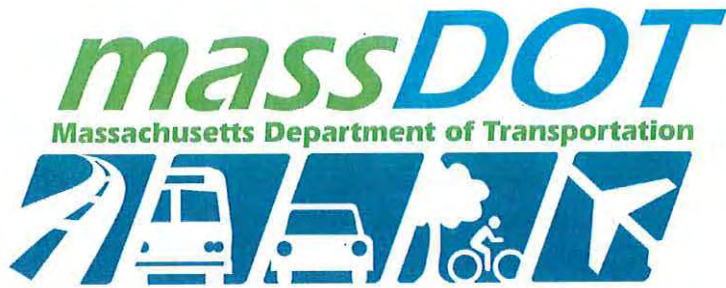
David J. Mohler  
Executive Director  
MassDOT Office of Transportation Planning

Comments Received on the MassDOT 2016 Annual SIP Status Report (by format and date)

Date	Title	First Name	Last Name	Affiliation	Additional Authors
9/6/2016	President	Ellin	Reisner	Somerville Transportation Equity Partnership	
9/12/2016	Co-President	LYnn	Weissman	Friends of the Community Path	Alan Moore
9/12/2016	Representative	Denise	Provost	Massachusetts House of Representatives	
9/16/2016	Representative	Christine P	Barber	Massachusetts House of Representatives	
9/16/2016		Ken	Krause	Medford Resident	
9/16/2016	Vice President and Program Director	Rafael	Mares	Conservation Law Foundation	
9/16/2016		John	Roland Elliott	Medford Resident	
9/16/2016		Karen	Molloy	Somerville Resident	
9/16/2016		Elisabeth	Bavle	Medford Resident	
9/16/2016	Senator	Patricia D	Jehlen	Massachusetts Senate	

Comments Received on the MassDOT 2016 Annual SIP Status Report (by format and date)

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9/6/2016	Representative	Denise	Provost	Massachusetts House of Representatives	
9/6/2016	President	Ellin	Reisner	Somerville Transportation Equity Partnership	
9/6/2016		Ken	Krause	Medford Resident	
9/6/2016				Friends of the Community Path, Somerville Resident	
9/6/2016	Co-President	Alan	Moore		
9/6/2016	Co-President	Lynn	Weissman	Friends of the Community Path	



**Massachusetts Department of Transportation  
Massachusetts Bay Transportation Authority**

**State Implementation Plan – Transit Commitments  
2016 Status Report  
*Agency Responses to Public Comments***

**Submitted to the  
Massachusetts Department of Environmental Protection  
January 4, 2017**

**For questions on this document, please contact:**

Massachusetts Department of Transportation  
Office of Transportation Planning  
10 Park Plaza, Room 4150  
Boston, Massachusetts 02116  
[planning@state.ma.us](mailto:planning@state.ma.us)  
(857) 368-9800

## INTRODUCTION

This document summarizes and responds to public comments received by the Massachusetts Department of Transportation (MassDOT) on the *State Implementation Plan-Transit Commitments 2016 Annual Status Report* (the Status Report) submitted to the Massachusetts Department of Environmental Protection (DEP) on June 30, 2016 in order to fulfill the requirements of 310 CMR 7.36, *Transit System Improvements*. The Status Report detailed the status of three public transit projects – listed below – required of MassDOT under 310 CMR 7.36. The projects are:

- Fairmount Line Improvement Project
- Red Line/Blue Line Connector - Final Design
- Green Line Extension to Somerville and Medford

MassDOT accepted public comments on the Status Report through September 16, 2016, following two public meetings (held on September 6, 2016) at which MassDOT staff presented an overview of the contents of the Status Report and members of the public asked questions and provided feedback and comments. The majority of the comments received by MassDOT pertained to the extension of the Green Line to Somerville and Medford and to MassDOT's interim emission reduction offset measures, although comments were also received on the other State Implementation Plan (SIP) projects as well as on non-SIP issues. MassDOT staff reviewed all of the comments received – they are appended here in full, as is a list of all of the submitting individuals and organizations – and have grouped and summarized them so as to capture the salient ideas while reducing redundancy and overlap. In this document, indication of the authorship of each comment has been omitted.

Each year, MassDOT receives comments and questions in response to the Status Report that are similar to comments and questions received in past years. When that happens, MassDOT will often refer the commenter back to an earlier response or, if the issue has changed in a meaningful way, will clarify and update earlier responses as appropriate. MassDOT staff recognize that major decisions relating to the implementation of SIP projects do not, and likely cannot, satisfy all project advocates, and that decisions can and will continue to generate public controversy into the future, even when MassDOT considers an issue to be resolved. MassDOT will continue to respond to questions and concerns as they come up, and is grateful for the comments received on this Status Report and for the ongoing passion and commitment that so many individuals and organizations bring to the SIP projects.

Throughout this document, the SIP regulation (310 CMR 7.36) is referenced. Additional information and detail on the regulation (310 CMR 7.36) can be viewed at:

<http://www.massdot.state.ma.us/SIP>.

### **Green Line Extension Project - Petition to Delay**

A petition to delay the completion of the Green Line Extension (GLX) project was submitted in July 2014 by the Massachusetts Department of Transportation (MassDOT), in conjunction with the Massachusetts Bay Transportation Authority (MBTA), to the Massachusetts Department of Environmental Protection (DEP). Since the GLX project was not completed by the required date in 310 CMR 7.36, steps were taken to implement projects and service improvements to mitigate the delay.

## **I. GENERAL COMMENTS**

*MassDOT failed to include the 1,000 new parking spaces required by the SIP its 2013, 2014, 2015, and 2016 status reports.*

MassDOT considers the requirement to construct 1,000 new parking spaces as part of 310 CMR 7.36 to have been completed with the opening of Wonderland Garage on June 30, 2012. MassDOT ceased reporting on the parking space commitment as of the 2013 annual SIP report. All parking related projects slated to fulfill the SIP commitment are now complete.

*MBTA has guaranteed the City of Revere access to additional parking spaces in South Garage, in furtherance of the Waterfront Square development at Revere Beach, that if exercised would reduce the spaces available for satisfying the SIP commitment from 612 to 271 or fewer. MassDOT has provided no details on how 300 parking spaces would be compensated.*

MassDOT considers the requirement to construct 1,000 new parking spaces as part of 310 CMR 7.36 to have been completed. Any potential future changes to the Wonderland Garage would be made consistent with MassDOT's compliance with this requirement.

*MassDOT failed to include the Blue Line Platform Lengthening and Station Modernization project in its 2012, 2013, 2014, 2015, and 2016 status reports.*

MassDOT previously addressed this issue in 2010. See:

[http://www.eot.state.ma.us/downloads/sip/SIP\\_CommentResponses011110.pdf](http://www.eot.state.ma.us/downloads/sip/SIP_CommentResponses011110.pdf).



## II. FAIRMOUNT LINE IMPROVEMENT PROJECT

*We expect, and the public deserves, a more concrete timeline for the completion of the Blue Hill Avenue Station from here on out.*

Community concerns regarding the construction of a station at Blue Hill Avenue, as well as construction challenges throughout the Fairmount Line, resulted in a delay of the overall Fairmount Line Improvement Project. This delay triggered the Project Delay component of the SIP regulation, and the MBTA is currently operating interim offset mitigation.

Blue Hill Avenue Station was advertised for construction in December 2016 and bids are due January 12, 2017. Construction is scheduled to commence in 2017, with an expected duration of 24 months. If this schedule holds, the station will be open in 2019.

*In response to this delay, MassDOT should continue to run two interim offset measures: shuttle bus service from Andrew Square to Boston Medical Center and increased weekday bus service on the Route 31 bus which serves Mattapan and Dorchester.*

MassDOT is committed to continue these interim offset measures until Blue Hill Avenue Station opens for service.

### III. RED LINE/BLE LINE CONNECTOR

*I oppose the removal of the Red/Blue Line Connector project from the SIP; the Commonwealth should advance the Red Line/Blue Line Connector project.*

On October 8, 2013, the Department of Environmental Protection approved a request made by MassDOT in July of 2011 to revise 310 CMR 7.36 to remove the requirement for MassDOT to complete the design of the Red Line/Blue Line Connector. This revision to the State Implementation Plan had to be approved by the U.S. Environmental Protection Agency. On December 8, 2015, EPA published a final rule in the Federal Register approving a SIP revision submitted by the Commonwealth of Massachusetts on November 6, 2013. The final rule removes from the SIP the commitment to design the Red Line/Blue Line Connector project.

### IV. GREEN LINE EXTENSION TO SOMERVILLE AND MEDFORD

*I would like to express my strong support for completing the full GLX to Route 16. There are significant environmental benefits to be incurred by residents and businesses along the GLX corridor, provided the extension includes all eight stations.*

The Green Line Extension project runs from Lechmere Station (relocated) to College Avenue in Medford and Union Square in Somerville, on two branches. MassDOT/MBTA have in the past considered a further extension of the Medford branch to a future station at Route 16/Mystic Valley Parkway. That concept was considered and ultimately rejected in the Draft Environmental Impact Report prepared for the Green Line Extension in 2009, but is again now under study at the request of the City of Medford. MassDOT/MBTA are currently initiating a new planning process for a potential Green Line station at Route 16/Mystic Valley Parkway, and will seek public input as part of that work.

In addition, MassDOT/MBTA engaged the Metropolitan Area Planning Council in 2011 to prepare a strategic vision for a potential Green Line station at Route 16/Mystic Valley Parkway. The results of that effort can be found at [http://www.greenlineextension.org/docs\\_MAPC.html](http://www.greenlineextension.org/docs_MAPC.html).

*2016 SIP Status Report does not provide an estimate for an opening of the extension, as required by the SIP. Such an estimate should be provided, and other dates for milestone should be shared with the public as part of the report.*

A detailed timeline for the construction of the Green Line Extension will be prepared by a new design/construction team, once selected by MassDOT/MBTA.

*The GLX project, as described in the 2016 SIP Status Report, does not comply with the SIP, since Medford Hillside's well-documented historical boundaries do not include the location of the proposed terminus at the intersection of College Avenue and Boston Avenue. A terminus at Route 16 will fulfil the SIP requirement to extend the Green Line to the Medford Hillside. The planned terminus at College Avenue is not situated in Medford Hillside, is approximately 0.3 miles short of Medford Hillside and spectacularly ill-suited as public transit terminus or transfer point.*

This issue has been asked and answered many times in the past. The geographic parameters of the Green Line Extension project – as currently conceived, planned, and funded – have been confirmed as compliant with both the State Implementation Plan and the Full Funding Grant Agreement for the Green

Line Extension project. Please see answer above for additional detail on current planning efforts for a possible Green Line station at Route 16/Mystic Valley Parkway.

#### Other Suggested Ideas for Offset Measures:

*The 2016 SIP Report does not provide substantiation of completion of offset measures nor does it indicate if these measures were implemented, were they measured to determine the benefits provided. And, if they were measured why are the results not reported? More detailed analyses of interim offset projects should be required, along with an assessment on whether they are producing the promised air quality benefits.*

The interim offset measure to provide a 20% increase in off-peak Green Line trips per hour on an average weekday has been implemented for all Green Line branches. This measure provides additional service to Lechmere station, which is a major transfer point for many of the customers who are currently in the GLX service area and will ultimately be customers of the GLX. A 20% increase in the number of bus trips per hour has also been implemented for five of MBTA's bus routes in the project corridor - routes 80, 88, 91, 94, and 96.

Additionally, the MBTA purchased 142 new cleaner and more efficient hybrid electric vehicles, which have allowed the MBTA to retire much older, less fuel efficient and dirtier vehicles.

*Consider expanding the temporary mitigation measures in order to ensure that air quality improvements within the corridor are realized. Specifically, the department should order the same additional 20% off-peak bus service for the 89 and 101 lines as the MBTA agreed to for other service lines along the corridor.*

The 20% increase in off-peak bus service has occurred for five MBTA bus routes (80, 88, 91, 94, and 96). At this time MassDOT does not believe that additional increases in corridor bus service are necessary to meet the mitigation requirement.

*Include the CPX as a legal SIP requirement. Design and construct the GLX Twin Cities path spur from CPX to Twin Cities Plaza. Connect this spur to the Grand Junction Path across Cambridge.*

Construction of an extension of the Somerville Community Path is a requirement under neither the State Implementation nor the Full Funding Grant Agreement for the Green Line Extension project, nor any of the environmental approvals for the Green Line Extension project. Nevertheless, MassDOT/MBTA are planning to construct 7,000 new linear feet of the Path, which will run alongside the Green Line from the existing Path terminus at Lowell Street to Washington Street in East Somerville. Any additional extensions of the Community Path will have to be planned, designed, and constructed separately and not as part of the Green Line Extension project.

*Provide free MBTA transit passes and Hubway use programs during the delay. Add Hubway services to East Somerville, Winter Hill and at the new Assembly Square T station.*

While this proposal may positively impact mode shift, providing incentives such as free or subsidized Hubway memberships to those living in the GLX corridor will prove un-equitable to other communities in the metropolitan area. Furthermore, at this time MassDOT does not believe that additional mitigation is needed to meet the requirement.

*Reject any additional diesel rail stops on commuter rail lines through the area.*

There are no current plans for MassDOT or the MBTA to implement any new diesel rail stops in the GLX project corridor.

*Designations of the new cleaner diesel rail locomotives to the GLX corridors.*

MassDOT does not believe it would be equitable to isolate the use of these locomotives in specific corridors. Other corridors within the commuter rail network pass through EJ communities as well – in fact, the Lowell Line which travels along the GLX corridor, operates within EJ communities for less mileage than any other MBTA commuter rail line.

**State Implementation Plan Public Meeting**  
*Massachusetts Department of Environmental Protection and  
the Massachusetts Department of Transportation*  
September 6, 2016 – 2:00 PM to 2:30 PM  
September 6, 2016 – 5:00 PM to 6:00 PM  
Massachusetts Department of Environmental Protection  
One Winter Street  
Washington Street Conference Center  
Boston, MA

**Attendees at Afternoon Session:**

Christine Kirby, Director, Air & Climate Division, Massachusetts Department of Environmental Protection (MassDEP)

David Mohler, Executive Director, Office of Transportation Planning, Massachusetts Department of Transportation (MassDOT)

Representative Denise Provost

Sharon Weber, Deputy Division Director, Air & Climate Programs, MassDEP

Sejal Shah, MassDEP

Anne McGahan, Central Transportation Planning Staff (CTPS)

**Attendees at Evening Session:**

Christine Kirby, Director, Air & Climate Division, MassDEP

David Mohler, Executive Director, Office of Transportation Planning, MassDOT

Sharon Weber, Deputy Division Director, Air & Climate Programs, MassDEP

Anne McGahan, CTPS

Ellin Reisner, Somerville Transportation Equity Partnership

Ken Krause, Medford resident

Alan Moore, Friends of the Community Path

Lynn Weismann, Friends of the Community Path

**Introduction**

Moderator Christine Kirby opened the annual meeting on MassDOT's 2016 annual update and status report for transit projects required by 310 CMR 7.36 in the State Implementation Plan (SIP). She provided background on the overall regulatory context of the SIP and the public process requirements.

MassDOT's annual report on the SIP was submitted to MassDEP on June 30, 2016, pursuant to the public process requirements of subsection (7) of 310 CMR 7.36, the Transit System Improvements regulation. Revisions to this regulation were effective

## 2016 SIP Public Meeting Summary

December 2006. The U.S. Environmental Protection Agency (EPA) approved the revised regulation as a revision to the Massachusetts SIP in July 2008.

Under subsection (7) of 310 CMR 7.36, MassDOT is required to submit an annual update and status report on all uncompleted SIP requirements and submit that report to MassDEP. MassDEP is then required to hold a public meeting and take public comments. Within 120 days of this meeting, MassDOT is required to summarize and respond to all comments. Within 60 days of MassDOT's submission and response to comments, MassDEP is required to determine whether the public process requirements of the regulation have been met.

Testimony may be presented orally at this meeting or in writing. Written testimony will be accepted until 5:00 PM on Friday, September 16, 2016. Written testimony must be submitted to: Scott Hamwey, at MassDOT Office of Transportation Planning, Room 4150, Ten Park Plaza, Boston, MA 02116, or [scott.hamwey@dot.state.ma.us](mailto:scott.hamwey@dot.state.ma.us); and Sejal Shah at MassDEP, Bureau of Air & Waste, One Winter Street, Boston, MA 02108, or [sejal.shah@state.ma.us](mailto:sejal.shah@state.ma.us).

On June 14, 2016, MassDEP released a certification letter regarding MassDOT's 2015 status report. The letter states that MassDEP has determined that MassDOT met the public process and reporting requirements of subsection (7) of 310 CMR 7.36. The letter is available on the MassDOT website.

### **Status Report<sup>1</sup>**

David Mohler, Executive Director, Office of Transportation Planning, MassDOT, provided a summary of the status of the outstanding SIP commitments:

#### Red Line - Blue Line Connector Project

On December 8, 2015, the EPA published a final rule in the Federal Register that has removed this project from the SIP. This project will not be reported on in the future.

#### Fairmount Line Improvement Project

One station, Blue Hill Avenue, is left to be constructed and opened for service. In the filed report, MassDOT noted there would be a public meeting in early September 2016 with plans to move to advertising in mid-September 2016. These dates have been revised to October 5, 2016 and November 2016, respectively.

#### Green Line Extension Project

After review and redesign efforts, the project currently carries an estimated project cost of \$2.3 billion. The MBTA Fiscal Management & Control Board (FMCB) and the MassDOT Board have approved this cost. FTA has preliminary approved the redesigned

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<sup>1</sup> Status report current as of September 6, 2016 date of State Implementation Plan public meeting.

## 2016 SIP Public Meeting Summary

project, but expressed concerns about MassDOT's staffing of the project; these concerns are currently being addressed. At the last FMCB meeting, the Board approved \$15 million more in contract award authority for the project, which will allow MassDOT to continue pre-procurement.

MassDOT was tasked with seeking additional regional and municipal financial contributions to the project. The Boston Region MPO reallocated \$158 million from Phase 2 of the project (Extension to Route 16) into Phase 1. \$6.4 million in FHWA funds were flexed to FTA funds in September 2016 and is now available for the project. In addition, there is a tentative commitment of \$25 million from the City of Cambridge and \$50 million from the City of Somerville. MassDOT is currently negotiating MOUs with both cities; the MOUs will hopefully be approved and endorsed in late fall 2016.

### **Oral Testimony – Afternoon Session**

#### Representative Denise Provost, 27<sup>th</sup> Middlesex District

Representative Provost stated that public outreach efforts for this meeting were not sufficient, noting a lack of email notifications to prior SIP meeting attendees and technical issues with the SIP report and the MassDOT website. She added that the day after Labor Day is not an ideal time for the annual SIP meeting.

She requested that future SIP reports contain more substantive information regarding the status of projects, noting a lack of an updated estimated completion date for the Green Line Extension (GLX). This is important to both properly summarize the project and to make the public aware of how long the interim offsets may need to be in place. She added that the interim offsets are vaguely summarized, with very little quantification of their effects. The value of the SIP report would be enhanced with the inclusion of the estimated greenhouse gas reductions of the offsets; she also requested ridership / utilization information for the additional off-peak bus service, THE RIDE, and the park-and-ride facilities in Salem and Beverly. She expressed that without this information, individuals cannot determine if these mitigation efforts are effective. If the efforts are not effective, the City of Somerville could provide mitigation efforts that would help the corridor.

Representative Provost stated that many people in Somerville make vehicle trips that they would be tempted not to make if there was a realistic transit alternative.

### **Oral Testimony – Evening Session**

#### Ellin Reisner, Somerville Transportation Equity Partnership

Ms. Reisner stated that MassDEP has not displayed leadership in addressing the impact of Green Line Extension delays on the air quality of residents in the affected

## 2016 SIP Public Meeting Summary

communities. GLX was originally scheduled to open in 2011, and she expressed that “we will be lucky” if it is completed by 2021.

She noted that GLX is a legal obligation under the Clean Air Act and is the Commonwealth’s single largest Transportation Control Measure (TCM) obligation under the SIP. Federal Transportation Conformity Regulations require that SIP TCMs be given funding and completion priority by the region and state. Despite this, there have been delays and threatened cancellation of GLX while the Commonwealth invests in projects such as South Coast Rail.

Ms. Reisner stated that the interim offset projects selected by MassDOT were not those recommended by respondents in affected communities. The 2016 SIP report does not provide substantiation of completion of these offset projects, indication if they were implemented<sup>2</sup>, or measurement of the benefits provided. She expressed that air quality in the affected communities has not improved, adding that MassDOT and MassDEP are not addressing the health impacts of the delays and possible cancellation of the project.

### Ken Krause, Medford Resident

Mr. Krause stated that this is the tenth SIP meeting he has attended. He noted the frustration of those who have waited to see the completion of the Green Line Extension, but noted that the pause in the project has had some benefits. The redesign has allowed the project to move forward, and flaws in project management and procurement have been identified and addressed. He expressed confidence that these improvements will prevent further delays, and complimented MassDOT, the MBTA, and Jack Wright of the Interim Project Management Team for their public engagement efforts.

Mr. Krause stated that the truncated Community Path Extension (CPX) is a serious flaw with regard to environmental benefits, as this project complements GLX by both providing a route to the Green Line and allowing other modes of transportation. The Community Path also connects to the larger path network, which extends to Bedford; however, the current design for the Community Path would result in a network gap in East Cambridge. He expressed hope that MassDEP identifies this as an issue that should be revisited to allow for a complete Community Path.

He expressed frustration regarding the reallocation of Phase 2 funding. He acknowledged that the Green Line needs to be extended to College Avenue before it can proceed to Route 16, but stated that the air quality benefits provided by a full extension are significant. The reduction in vehicle miles traveled at the Route 16 terminus is more than ten percent above that of the project terminating at College Avenue. As such, he stated that it is important that the Route 16 terminus remain an important part of the Green Line Extension. He noted that the MBTA and MassDOT have committed to conducting a full environmental impact report<sup>3</sup> on the Route 16 station in the fall and winter of 2016-17; in

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<sup>2</sup> For information on Green Line Extension offset measures, please refer to page 15 of the *State Implementation Plan – Transit Commitments 2016 Status Report*.

<sup>3</sup> MBTA/MassDOT are working on an environmental notification form.



## 2016 SIP Public Meeting Summary

their evaluation, MassDEP will hopefully stress that they would like to see the environmental impact report fully completed and the full extension remain on the table.

Mr. Krause stated that the SIP report does not adequately address the interim offset projects. The interim offsets were required to be implemented as of January 1, 2015 due to the Commonwealth not meeting the deadline to complete the Green Line Extension. The report states that the interim offsets were approved on July 16, 2015, presumably when they came into effect, but there is no indication if these projects are providing air quality benefits equal to those of the Green Line Extension. Mr. Krause suggested that MassDEP require evaluation and performance reports on the offset projects in future SIP reports. If they are not providing adequate air quality benefits, new projects should be put in place.

He expressed hope that MassDEP champion the Green Line Extension. Advocates for the project need the agency's support and perhaps aid in identifying additional funding.

### Alan Moore, Friends of the Community Path, Somerville resident

Mr. Moore expressed agreement with statements provided by Ms. Reisner and Mr. Krause. He stated that while he appreciates the efforts of the engineering team hired to reduce costs, most of the savings are from removing aspects of the Green Line Extension. This includes constructing simple stations and reducing the length of the Community Path Extension. He asked that MassDEP reiterate to MassDOT that there is more they can do to reduce costs, while keeping more elements of the projects.

He stated that the Friends of the Community Path (FCP) has provided MassDOT with plans for a full CPX within the current price range; cost savings can be achieved by changing what FCP views as strict engineering requirements to design the CPX. As an example, he noted that a cost saving measure for GLX stations was to allow passengers to cross tracks to reach a center platform, rather than use elevators; similar measures can be taken with the CPX. FCP is still asking that MassDOT review their design.

Mr. Moore added that other design issues were identified by a group of stakeholders which could reduce costs of the GLX, many of which have not been studied.

### Lynn Weismann, Friends of the Community Path

Ms. Weismann stated that the Green Line Extension needs to be built to Route 16. She expressed that the project should be completed before the Commonwealth takes on other multi-billion dollar transit projects. The Community Path Extension should be fully built to Lechmere as part of the Green Line Extension. She noted that FCP has requested a meeting with Green Line team to discuss alternative designs for the CPX. She expressed hope that the Green Line bids will both include a full CPX and require alternative technical concepts for the path as part of the project.