

**State Implementation Plan Public Meeting**  
*Massachusetts Department of Environmental Protection and  
the Massachusetts Department of Transportation*  
September 12, 2017 – 1:00 PM to 1:45 PM  
September 12, 2017 – 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)  
Nancy Seidman, Assistant Commissioner, Bureau of Air & Waste, MassDEP

Scott Hamwey, Office of Transportation Planning, MassDOT  
Sejal Shah, Bureau of Air & Waste, MassDEP  
Deston Barger, MassDOT

**Attendees at Evening Session:**

Christine Kirby, Director, Air & Climate Division, MassDEP  
David Mohler, Executive Director, Office of Transportation Planning, MassDOT  
Nancy Seidman, Assistant Commissioner, Bureau of Air & Waste, MassDEP

Scott Hamwey, Office of Transportation Planning, MassDOT  
Anne McGahan, Central Transportation Planning Staff  
Sejal Shah, Bureau of Air & Waste, MassDEP  
Deston Barger, MassDOT  
Wig Zamore, Somerville resident

**Introduction**

Moderator Christine Kirby opened the meeting on MassDOT's 2017 annual report on the State Implementation Plan (SIP). Nancy Seidman, Assistant Commissioner, Bureau of Air & Waste, MassDEP, 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 August 3, 2017, 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

## 2017 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.

On **March 12, 2017**, MassDEP released a certification letter regarding MassDOT's 2016 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:

#### Fairmount Line Improvement Project

A public meeting was held in September 2016 to announce the project advertisement and bid date. MBTA advertised the project on December 9, 2016 with an engineer's estimate of \$19,326,378. The bids were opened on January 17, 2017. There were seven (7) bidders, and McCourt Construction was the low bidder (\$16,973,094). Notice to Proceed was issued on February 2, 2017 and construction is currently ongoing. Substantial completion is expected March 30, 2019.

#### Green Line Extension Project

The new total program cost is estimated at \$2.3 billion. This total value includes monies that have already been spent. The gap between the last official program cost of \$1.992 billion as stated in the FFGA and the current estimate of \$2.289 billion is approximately \$300 million. To fill that gap the Boston Metropolitan Planning Organization has committed \$157 million in federal highway funding to the project. The cities of Cambridge and Somerville committed a total of \$75 million (\$50 million from Somerville and \$25 million from Cambridge). MassDOT is providing approximately \$64 million, which the MassDOT Board of Directors voted to transfer to the MBTA in June 2017.

On August 8, 2016, the MBTA began the process of procuring a new construction team using the Design-Build (DB) procurement method.

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<sup>1</sup> Status report up to date as of September 12, 2017, the date of the State Implementation Plan public meeting.

## 2017 SIP Public Meeting Summary

The MBTA started the Request for Proposal (RFP) process for the remainder of the work in November 2016 with a construction industry outreach forum, and three qualified DB teams were selected on February 23, 2017 to pursue the DB contract. The MBTA then issued a Request for Qualifications (RFQ) on December 7, 2016, with responses received on January 18, 2017. On May 23, 2017, the MBTA issued the RFP documents for the DB procurement, which included the contract, plans, specifications, and technical requirements. Responses are due on September 29, 2017. The current project schedule anticipates construction to commence in the first half of 2018, with full revenue service commencement before the end of 2021. This schedule is presented in the RFP and will be a contractual requirement of the DB Contractor. Notice to Proceed has been moved up from February 9, 2018 to December 11, 2017.

When proposals are received from bidders during Fall 2017, the MBTA will determine if options for improvement to the Community Path can be included without exceeding the MBTA's affordability limit.

Work has begun at Ball Square and at the Red Bridge Junction in Cambridge and Somerville.

The Environmental Notification Form (ENF) for the Green Line extension to Mystic Valley Parkway is to be filed by the end of September.

The Lowell Street station has been renamed Magoun Square and Washington Street station has been renamed East Somerville.

### **Testimony**

Testimony may be presented orally at this meeting or in writing. Written testimony will be accepted until 5:00 PM on Friday, September 24, 2017. 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).

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

No citizens submitted testimony in the afternoon session.

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

Wig Zamore, Somerville resident

## 2017 SIP Public Meeting Summary

Mr. Zamore expressed support for the continued progress of the Fairmount Line. He noted that the costs related to the time delay such as inflation should be factored in when measuring the cost of the project.

He then transitioned into discussing the Green Line extension. Mr. Zamore expressed that he felt that Somerville and Medford are not asking for plush and expansive stations, but room for additional amenities would be appreciated, especially given the high population density of Somerville.

Regarding the Union Square station, he noted that the East Cambridge community was committing a sacrifice with the moving of Lechmere station. Union Square station should offer improvements for East Cambridge, which is a vibrant and often underserved community.

Mr. Zamore then focused on Somerville, which has seen dramatic increases in education levels but has not seen an increase in median income relative to the rest of the state, and has low rates of home ownership. It also has the highest exposure to automobile traffic due significantly to commuters who neither live nor work in the city, as well as exposure to diesel pollution from the commuter rail.

He also commented on issues regarding mass transit in Somerville. He felt that the increase in bus service in Somerville felt almost negligible. He suggested that someone review bus routes to identify the lack of signage, particularly confusing signage along the 86 route around Harvard Square. The Green Line also sees issues with missing trains. He related an anecdote of seeing three Green Line trains heading towards Lechmere taken out of service at Park Street or Government Center.

He also expanded on the importance of the Community Path to Somerville, and discussed its utility beyond recreation but also for transportation. The paths in Somerville have seen very high usage, particularly along the riverfront. The missing connection where the Community Path was originally going to extend and connect to the Charles River Path could become the most used bike path in the state, and see massive reductions in vehicle miles traveled and emissions.

Mr. Zamore then discussed a 2015 study on physical activity and street pollution in Denmark by Andersen et al., which among other findings concluded that cyclists are at a significantly higher risk of pollution-related mortality due to proximity to roads. Based off this, Mr. Zamore recommended that cyclists should be kept away from highways, particularly Monsignor O'Brien. Keeping commuter-friendly bike paths away from high traffic roads could significantly mitigate long term health risks, and supported this with recent research that he has been working on.

Lastly, he ended with a word of support for the Green Line extension to Mystic Valley Parkway, and hoped to see progress on the plan.