



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



February 14 2018

Mr. Martin Suuberg
Commissioner
Department of Environmental Protection
1 Winter Street
Boston, MA 02108

Dear Commissioner Suuberg:

Pursuant to Section 7 of amended 31 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 August 3, 2017).

This status report will be made publicly available on the MassDOT website at 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.

Sincerely,

David Mohler
Executive Director
Office of Transportation Planning

cc: Christine Kirby, DEP



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

massDOT
Massachusetts Department of Transportation

State Implementation Plan – Transit Commitments

- I. 2017 Annual Status Report**
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**COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
OFFICE OF TRANSPORTATION PLANNING
MEMORANDUM**

TO: Martin Suuberg
Commissioner
Department of Environmental Protection

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

DATE: February 14, 2018

RE: 310 CMR 7.36 (7)(c)

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

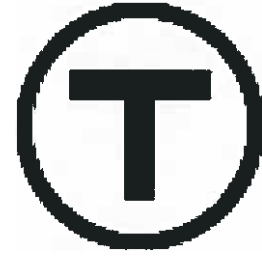
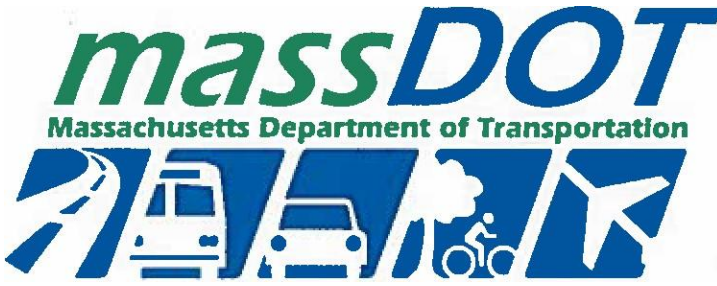
David J. Mohler
Executive Director
MassDOT Office of Transportation Planning

Comments Received on the MassDOT 2017 Annual SIP Status Report (by format and date)

Written Testimony					
Date	Title	First Name	Last Name	Affiliation	Additional Authors
9/21/2017	Vice President and Program Director	Rafael	Mares	Conservation Law Foundation	
9/25/2017	Co-President	Lynn	Weissman	Friends of the Community Path	Alan Moore
9/25/2017	Mayor	Stephanie	Burke	City of Medford	
9/25/2017	Senator	Patricia	Jehlen	Massachusetts State Senate	Representative Christine P. Barber; Representative Denise Provost; Representative Mike Connolly
9/25/2017	Representative	Sean	Garballey	Massachusetts House of Representatives	Representative Paul Donato; Senator Patricia Jehlen; Representative Christine P. Barber; Representative Denise Provost; Representative Mike Connolly
9/25/2017		Ken	Krause	Medford Resident	
9/25/2017		Pebble	Williams	Medford Resident	
9/25/2017		John	Elliot	Medford Resident	
9/25/2017		Ethan	Contini-Field	Somerville Resident	
9/25/2017		Laura	Beretsky	Somerville Resident	
9/25/2017		Christopher	Ferry	Somerville Resident	
9/25/2017		James	Bianconi	Somerville Resident	
9/25/2017		Joel	Bennett	Somerville Resident	
9/25/2017		Mark	Nahabedian	Cambridge Resident	
9/25/2017		Diane	Andronica	Medford Resident	
9/25/2017		Steve	Pomeroy	Somerville Resident	
9/25/2017		Sebastian	Banker	Medford Resident	
9/25/2017		Reynold	Dodson	Somerville Resident	
<u>9/25/2017</u>	<u>-</u>	<u>Thomas</u>	<u>Lincoln</u>	<u>Medford Resident</u>	
<u>9/25/2017</u>	<u>-</u>	<u>Robin</u>	<u>Hazard Ray</u>	<u>Somerville Resident</u>	

Comments Received on the MassDOT 2017 Annual SIP Status Report (by format and date)

Oral Testimony					
Date	Title	First Name	Last Name	Affiliation	Additional Authors
9/12/2017		Wig	Zamore	Somerville Resident	



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

**State Implementation Plan - Transit Commitments
2017 Status Report**

Agency Response to Public Comments

**Submitted to the
Massachusetts Department of Environmental Protection**

February 14, 2018

For questions on this document, please contact:

Massachusetts Department of Transportation

Office of Transportation Planning

10 Park Plaza, Room 4150

Boston, Massachusetts 02116 planning@dot.state.ma.us

I. Introduction

This document summarizes and responds to public comments received by the Massachusetts Department of Transportation (MassDOT) on the *State Implementation Plan-Transit Commitments 2017 Annual Status Report* (the Status Report) submitted to the Massachusetts Department of Environmental Protection (DEP) on August 3, 2017 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 25, 2017, following two public meetings (held on September 12, 2017) 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 emissions reduction offset measures. MassDOT staff reviewed all of the comments received – they are appended here in full, as is a list of all 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 recognizes 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.

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>.

II. GENERAL COMMENTS

MassDOT failed to include the 1,000 new parking spaces required by the SIP in its 2013, 2014, 2015, 2016, and 2017 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.

The 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 less. MassDOT has provided no details on how the loss of over three hundred parking spaces would be compensated.

The City and its Wonderland redeveloper have released all of their rights for spaces in the Wonderland garage.

MassDOT failed to include the Blue Line Platform Lengthening and Station Modernization project in its 2012, 2013, 2014, 2015, 2016, and 2017 status reports.

MassDOT previously addressed this issue in 2010, when it stopped reporting on Blue Line Platform Lengthening and Station Modernization. See: <https://www.massdot.state.ma.us/Portals/17/docs/sip/10SIPAnnualRpt.pdf>.

The Salem and Beverly parking facilities, since opening up in 2014, have experienced utilization rates much lower than assumed for the calculation of the air quality benefits.

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. There is no provision within the SIP regulation to reassess the performance of commitments after implementation. MassDOT and the MBTA expect demand for parking at these facilities to continue to grow over time.

III. FAIRMOUNT LINE IMPROVEMENT PROJECT

While six years ago the MBTA anticipated construction of the Blue Hill Avenue Station to start by May of 2012, and in 2015 predicted an opening date of December 2018, this year's update predicts substantial completion by March 30 of 2019.

Construction of Blue Hill Avenue Station commenced in June 2017, with an expected duration of 24 months. If this schedule holds, the station will be open in 2019. This delay triggered the Project Delay component of the SIP regulation, and the MBTA is currently operating interim offset mitigation.

CLF is concerned that the pilot to extend the Fairmount Line to Foxborough, as recently approved by the MBTA Fiscal and Management Control Board, will interfere with the SIP requirement to improve service and increase ridership on the Fairmount Line.

MassDOT's analysis concluded that Commuter Rail Service between Boston and Foxborough, which will be operated by the MBTA as a pilot in 2019, would not impact service levels or quality on the Fairmount Line. Furthermore, the pilot service will provide new transit connections for Fairmount corridor residents.

IV. RED LINE/BLUE LINE CONNECTOR

The EPA published a final rule in the Federal Register approving a SIP revision submitted by the Commonwealth that removes the design of the Red/Blue Line Connector project as a requirement...the Commonwealth should advance this important 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.

V. GREEN LINE EXTENSION TO SOMERVILLE AND MEDFORD

We request that MassDOT/MBTA build the full GLX including to Route 16. To comply with the SIP, MassDOT must construct an extension of the Green Line "from Lechmere Station to Medford Hillside" by December 31, 2014. See 310 C.M.R. 7.36(2)(j)1. The Green Line Extension Project, as described in the 2017 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.

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 the requirements of the State Implementation Plan by both state and federal agencies.

MassDEP should instruct MassDOT to properly characterize the nature of the reprogrammed MPO money, both in the 2017 status report, and all future GLX documents.

Going forward, MassDOT will state in all SIP documents that, in 2016, the Boston Regional Metropolitan Planning Organization reprogrammed funds that were initially programmed to construct an additional extension of the Green Line to Route 16 in order to help close a funding gap in the core Green Line Extension project.

I request here that MassDOT/MBTA design and build the GLX so that it does not preclude further extension of the Union Square branch to Porter Square.

This issue has been asked and answered many times in the past. The Union Square branch is being designed to allow for extension in the future, but there are no plans to extend the line to Porter Square at this time.

MassDOT committed to completing an Environmental Notification Form on the Route 16 Station, and to initiate the Massachusetts Environmental Policy Act process by December 31, 2016. That initial filing has yet to occur.

On October 31, 2017, the MBTA, in conjunction with MassDOT, filed a Notice of Project Change (NPC) with the Massachusetts Environmental Policy Act Office for the potential extension of the Green Line from its future terminus at College Avenue to a possible new terminus at Mystic Valley Parkway (Route 16). The NPC triggered the need to prepare an Environmental Notification Form (ENF). After an extended comment period and a community meeting on the ENF, the Secretary of Energy & Environmental Affairs issued a Certificate, including a Scope for a future Environmental Impact Report, on December 22, 2017. MassDOT will now determine how it will proceed on this project.

MassDEP should object to the diminished attention to the environmental impact of noise pollution as a result of the scaling back of the Green Line Extension.

The State Implementation Plan does not require noise or any other kind of mitigation. However, in compliance with state and federal environmental regulations, the MBTA will be providing appropriate sound abatement as needed along the Green Line Extension corridor.

It would be helpful to see a more detailed report on the initial analysis done by MassDOT, MBTA, and CTPS to determine the reductions needed in NMHC, CO, and NOx in order to compensate for the period of delay in construction.

The GLX Draft Environmental Impact Report includes detailed information on the air quality analyses conducted by MassDOT and the MBTA in support of the GLX project.

Now that these [interim mitigation] projects have been in place for more than 32 months, an assessment of their ability to produce the expected air quality benefits – specifically air quality improvements within the GLX corridor – and any feedback received from users, would be very beneficial.

MassDOT worked with MassDEP to identify interim offset measures to mitigate the delay in the opening of the Green Line Extension, and MassDEP determined that the projects proposed by MassDOT were sufficient to offset the delay. MassDOT has not analyzed the air quality benefits of the interim mitigation measures since they were put in place.

MassDEP should require MassDOT to publicly correct its inaccurate characterization of the Route 16 Station as a “concept” that “was considered an ultimately rejected in the Draft Environmental Impact Report in 2009.” in an errata document or addendum to the Agency Response to Comments on the 2016 SIP Annual Report.

As described above, MassDOT has undertaken the first steps in the environmental review process for a possible future Green Line station at Route 16/Mystic Valley Parkway. At this point and given the ongoing process, MassDOT does not feel that there is any need to revisit past documents on this topic.

In May 2016, about nine months after GLX project was paused, MassDOT discontinued presenting the monthly reports.

Under the SIP, MassDOT is required each year to submit to DEP two documents related to the SIP-mandated projects: (1) an annual Status Report and (2) a document that compiles and responds to the public comments received on the Status Report. There is no requirement for MassDOT to provide monthly reports on the status of the SIP projects. However, during the early years of the SIP, in which MassDOT was pursuing all of the mandated projects simultaneously and each project had complex issues and significant public interest, MassDOT agreed as a courtesy to provide monthly update reports to the Boston Region MPO. MassDOT continued that practice for six years. But as two of the SIP projects are now complete, one is in the final year of construction, and one is about to commence construction, the need for such frequent reporting has dwindled. MassDOT staff are always available to answer individual questions about any of the SIP projects.

The April 2016 re-design of the Community Path Extension (CPX) by the interim GLX Team removed a 3100’ critical section that will require pedestrians and cyclists to use existing busy streets and decrepit sidewalks along a fast, polluted

McGrath highway – in an environmental justice neighborhood (East Somerville) – instead of connecting the CPX from Washington Street to the existing North Point path in Cambridge leading to the Charles River paths.

As part of the recent construction procurement for the Green Line Extension, the MBTA was able to secure a bid price that included a full build of the Community Path Extension within the overall project budget. That element is now part of the project under contract.

The April 2016 re-design of the CPX by the interim GLX Team removed all 3 street access points for ~3/4 of a mile of the CPX, between School Street and Washington Street in Somerville so there is no neighborhood CPX access to neighborhoods there (including schools, libraries, businesses, residences, etc.).

See above response.

Additional Interim Offset Measures for GLX delays

The department should consider expanding interim offset measures in order to expand the realization of air quality improvements within the GLX corridor, including the addition of off-peak bus service for the 89 and 101 bus lines.

At this time, MassDOT does not believe that additional increases in corridor bus service are necessary to meet the interim mitigation requirement.

Include the CPX as a legal SIP requirement as a GLX interim offset project.

As described above, the MBTA is now building the full Community Path to Lechmere Station as part of the Green Line Extension project.

The 2017 SIP Status Report, like last year's report, does not clearly mention that all of these interim offset projects and measures have been implemented, rather it just states that they have been proposed and approved by DEP and that "they will remain in place for as long as necessary."

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.

The Friends of the Community Path urge MassDOT/MBTA to design and construct a GLX Twin Cities path spur from the CPX to Twin Cities Plaza, because the air quality benefits of this path-to-path connection are permanent, with long-term rather than just temporary air quality benefits.

As explained above, the MBTA the full-build Community Path extension to Lechmere Station will be constructed as part of the Green Line Extension project.

I request here that MassDOT/MBTA design and build the full Community Path Extension (CPX) from Lowell Street to 22 Water Street at the NorthPoint development, where the CPX will meet the bike/ped path through NorthPoint, perhaps as an interim offset project for GLX delays.

See above.

Provide free MBTA transit passes and Hubway use programs during the delay.

MassDOT does not believe that additional mitigation is warranted at this point to address the delay in the implementation of the Green Line Extension.

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 Green Line Extension project corridor.

Designate new cleaner diesel commuter rail locomotives to the GLX corridors.

MassDOT does not believe it would be equitable to isolate the use of these locomotives to specific corridors. Other corridors within the commuter rail network also pass through Environmental Justice (EJ) communities - in fact, the Lowell Line, which travels along the Green Line Extension corridor, operates within EJ communities for fewer miles than any other MBTA commuter rail line.

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 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 Report¹

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.

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.

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

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; and Sejal Shah at MassDEP, Bureau of Air & Waste, One Winter Street, Boston, MA 02108, or 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

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.