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July 30, 2010

CERTIFICATE OF THE SECRETARY OF ENERGY AND ENVIRONMENTAL AFFAIRS  
ON THE  
FINAL ENVIRONMENTAL IMPACT REPORT

PROJECT NAME : Green Line Extension  
PROJECT MUNICIPALITY : Cambridge, Medford and Somerville  
PROJECT WATERSHED : Boston Harbor  
EOEA NUMBER : 13886  
PROJECT PROPONENT : Massachusetts Department of Transportation (MassDOT)  
DATE NOTICED IN MONITOR : June 23, 2010

As Secretary of Energy and Environmental Affairs, I hereby determine that the Final Environmental Impact Report (FEIR) submitted on this project **adequately and properly complies** with the Massachusetts Environmental Policy Act (G. L. c. 30, ss. 61-62I) and with its implementing regulations (301 CMR 11.00).

The Green Line Extension Project involves the extension of the existing Massachusetts Bay Transportation Authority (MBTA) Green Line north of its current terminus at Lechmere Station to further service the communities of Cambridge, Somerville and Medford. The current phase of the project involves construction of six new Green Line stations along two branches (Medford Branch and Union Square Branch), along with the reconstruction and realignment of Lechmere station. The project also expects to further extend the Medford Branch to Mystic Valley Parkway/Route 16 in the future.

The project is one of the most significant remaining transit commitments arising out of the Central Artery/Tunnel Project (CA/T), and will significantly reduce vehicle trips and related air emissions while increasing access to fast and reliable public transit service in historically under-served areas. The project will support anticipated ridership of over 50,000 trips per day once completed. The project represents a major investment by the Commonwealth in urban mass

transit in an effort to provide critical transportation, air quality, greenhouse gas reduction and urban redevelopment benefits along the project corridor. Although the project is not projected to be in service until 2015, the conclusion of MEPA review is a major milestone towards eventual completion of the Project and achievement of these significant public and environmental benefits.

The FEIR filed by the project Proponent, the Massachusetts Department of Transportation (MassDOT), is the culmination of many years of effort by the Commonwealth's transportation agencies to study and design this critically important project. I would like to extend my ongoing appreciation to MassDOT for its efforts to fund and build the project in a manner that minimizes environmental impacts and incorporates the substantial public input that has been generated in the MEPA process and elsewhere. I would also like to express my gratitude to elected officials, municipal and State employees, special interest, advocacy and community groups, business leaders, and individuals who have been active participants in the public outreach process, through their attendance at meetings, preparation of thoughtful comment letters, and willingness to work collaboratively with MassDOT. I believe that the public dialog conducted to date has resulted in an improved project that better meets the needs of Green Line riders and neighbors alike. Although I am concluding the MEPA review process for this project, I anticipate that public participation in the project (in accordance with the public involvement plan established in the FEIR) will continue to be strong as the project proceeds to design and construction.

As with the DEIR, the FEIR document has generated significant public input including hundreds of comment letters representing a range of views about numerous aspects of the project. I have received comment letters from elected officials and municipal representatives including U.S. Representative Capuano, State Senator Jehlen, State Representative Provost, State Representative Sciortino, State Representative Toomey, Medford Mayor McGlynn, Somerville Mayor Curtatone and the City of Cambridge. I have also received comments from multiple city, State and regional agencies, from environmental, bicycle and pedestrian advocacy groups, from neighborhood groups, from groups that represent the disabled and environmental justice populations, and from businesses and residents.

As reflected in the size and scope of the MEPA review documents, the content of comment letters, and the overwhelming public interest in this project, extension of any light rail service through an active urban corridor such as Cambridge, Somerville, and Medford is a challenging and complex endeavor. However, throughout the MEPA process, the majority of comment letters have generally expressed overall support for the concept of expanding light rail service to the affected communities. Comments on the FEIR reflect a unified desire to protect and enhance the character and vitality of the corridor as a whole, as well as its neighborhoods, individual residences, and business centers. Not surprisingly, recommendations for how the project can achieve these goals in a successful fashion vary widely among project constituents. General topics presented in the FEIR comment letters include, but are not limited to: the construction of the Community Path, design refinements to the Option L maintenance facility, design refinements in the vicinity of College Avenue and Lechmere Stations, enhancements to the proposed Public Involvement Plan (PIP), and outstanding questions concerning various mitigation efforts.

Many comments on the FEIR provided commentary on design elements and project specifics that have yet to be determined given the current stage of design. The MEPA process

occurs early in the design process to identify key environmental concerns and challenges associated with a project. MEPA review therefore necessarily takes place in advance of final project design and does not generally address issues commensurate with those typically reviewed at the local site plan review or zoning board review levels within each municipality. Resolution of the final project planning details will fall primarily to MassDOT, the affected communities, and to the various project stakeholders. It is beyond the scope of MEPA to serve as a forum for reconciliation of all of the identified (and sometimes competing) concerns associated with the project. As memorialized later in this Certificate, MassDOT has committed to a broad range of project mitigation measures and established a PIP. I am confident that these measures identified in the FEIR, along with the established criteria set forth in Federal, State and municipal regulations and guidelines pertaining to noise, vibration, stormwater, hazardous materials, air quality, and traffic, and the establishment and adherence to Best Management Practices (BMPs) during the construction and operations period, will ensure that the project will avoid, minimize and mitigate Damage to the Environment as required by MEPA.

I am also confident that MassDOT can and will address those issues that are beyond the scope of MEPA responsibly and thoroughly. As project design advances, the MBTA will become the lead agency on the project and will ultimately be responsible for the construction and operation of the service. The recent integration of the transportation agencies provides new opportunities for efficient coordination among MassDOT and the MBTA on the planning, design, and eventual construction of the Green Line Extension. To ensure effective implementation and operation of the project, I encourage both agencies to continue their collaborative relationship and embrace the proposed civic engagement process outlined in the PIP.

Finally, the scope for the FEIR was limited to several key topics, as discussed later in this Certificate. Given the broad scope of potential environmental impacts of the project, in the Certificate on the DEIR, I provided guidance and recommendations for the project as it proceeds to preliminary and final design and ultimately the construction period. I remind MassDOT that while some of these topics were not selected for additional review in the FEIR (i.e., compliance with the Massachusetts Contingency Plan, land use, traffic and transportation, etc.), the direction provided in the Certificate on the DEIR remains and should be addressed during the appropriate portion of project advancement. This guidance should supplement any additional recommendations outlined in this Certificate on the FEIR. MassDOT should use the comments received on the FEIR to further inform the project's preliminary and final design process, provide additional refinement to the PIP, guide collaborative efforts with Federal, State and municipal permitting agencies, and to enlighten project mitigation efforts along the corridor.

### Project Description

As described in the FEIR, the project consists of the extension of Green Line light rail service from a relocated Lechmere Station through Cambridge, Somerville, and Medford. The "proposed project" in the FEIR includes:

- The Medford Branch - Extending Green Line service to Medford within the existing MBTA Lowell Line commuter railroad ROW, from a newly relocated Lechmere Station

- terminating at College Avenue with intermediate stations at Brickbottom, Lowell Street, Gilman Square, and Ball Square;
- The Union Square Branch – Extending Green Line Service to Union Square in Somerville, within the existing MBTA Fitchburg Line commuter rail ROW, with a station at Union Square;
  - Construction of seven new transit stations:
    - Relocated Lechmere Station, Cambridge;
    - Brickbottom Station, Somerville;
    - Gilman Square Station, Somerville;
    - Lowell Street Station, Somerville;
    - Ball Square Station, Medford;
    - College Avenue Station, Medford; and
    - Union Square Station, Somerville;
  - Relocation of existing commuter rail lines, construction of approximately four miles of new light rail track and systems, potential relocation, removal and/or elimination of freight tracks, four multi-span viaducts, a vehicle maintenance and storage facility (Maintenance Facility), and reconstruction of 11 bridge structures along the project corridor;
  - Completion of 100-percent of the planning, design, and engineering for the proposed extension of the Somerville Community Path between Lowell Street and Inner Belt Road; and
  - Construction and/or implementation of measures to mitigate potential project operational and construction period impacts associated with, but not limited to: noise and vibration, traffic (vehicle, pedestrian, bicycle), air quality, stormwater, hazardous materials management, historical and cultural resources, land use, and ongoing public involvement.

As first presented in the DEIR, current fiscal constraints have led MassDOT to propose constructing the Green Line Extension project in two phases, the first of which is that reviewed in the FEIR with a terminus of the Medford Branch at College Avenue station. The second, future phase (Phase II) extending the Medford Branch to Mystic Valley Parkway/Route 16 was not the subject of this FEIR. When the second phase of the project is advanced, MassDOT will need to file a Notice of Project Change (NPC) in accordance with 310 CMR 11.10 to initiate additional MEPA review. I expect that this NPC will present additional (and updated) information on the potential environmental impacts of this segment for review by interested parties, as the DEIR presented a ‘worst case scenario’ of possible environmental impacts based on currently available conceptual designs. This NPC will be required to address how this portion of the project avoids, minimizes, and mitigates Damage to the Environment as defined by the MEPA regulations and present additional station design alternatives and existing and proposed conditions data on potential environmental impacts along this section of the corridor.

I encourage MassDOT to consider the comments and design suggestions submitted in response to the DEIR and FEIR when preparing the NPC for Phase II. Furthermore, it is my understanding that MassDOT is working with the Metropolitan Area Planning Council (MAPC) to establish a planning study process for the future extension of the Green Line to a Mystic Valley Parkway/Route 16 station. Finally, ‘flex funding’ allocated by the Boston Area Metropolitan Planning Organization may be available sometime between 2016 and 2020 to assist in funding the construction of the Green Line College Avenue to Mystic Valley Parkway/Route 16 segment. I

anticipate that MassDOT will continue to strongly advocate for planning efforts and funding sources for the design and construction of the Phase II between now and 2016 or beyond as necessary.

As I stated in the Certificate on the DEIR, the project corridor passes through a wide cross-section of land uses: industrial, commercial, institutional, and residential. The project will provide access to a dense population of potential and existing transit riders currently serviced primarily by bus service along 15 established routes. Several of the station locations provide unique opportunities for transit-oriented redevelopment, potentially spurring economic development within the corridor. The corridor lends itself well to increasing the multi-modal transportation experience, with connections to the existing street and neighborhood network, as well as the conceptually designed Community Path.

The FEIR stated that the project is expected to increase the MBTA's anticipated daily ridership at the project's seven stations (boardings and alightings) by approximately 52,000 by 2030, with approximately 90% of these trips to take place in the project's opening year. The Green Line would also see an increase of 30,700 boardings and the entire MBTA system would see an increase of 7,900 new daily linked transit trips as a result of extension of the Green Line service. The project is estimated to reduce vehicle miles travelled (VMTs) by 25,018 per day (projected to the year 2030). Based on the current ten-percent concept level design, the FEIR estimated the overall project cost at approximately \$844.5 million (in 2009 dollars), including \$79.3 million for 24 new Green Line vehicles. Annual operating and maintenance costs are estimated at \$22.1 million (in 2009 dollars). With anticipated increases in inflation over the course of project implementation, "Year-of-Expenditure" (YOE) capital costs for the project are calculated to be approximately \$953.7 million on YOE dollars.

### Procedural History

The Expanded Environmental Notification Form (EENF) was submitted for MEPA review and noticed in the Environmental Monitor on October 10, 2006. On December 1, 2006, Secretary Gollodge issued a Certificate on the EENF outlining the scope for the DEIR.

As part of the EENF, MassDOT requested in accordance with 301 CMR 11.05(7) that it fulfill its EIR obligations under MEPA with a Single EIR, rather than the usual process of a Draft and Final EIR. The Secretary declined to grant this request for reasons discussed in the Certificate on the EENF. The DEIR received an extended comment period of 75 days, commencing on October 26, 2009 and concluding on January 8, 2010. On December 9, 2009, MassDOT issued supplemental information regarding the potential location of the Green Line vehicle storage and maintenance facility (Maintenance Facility), presenting a qualitative analysis of two additional Maintenance Facility sites (Mirror H and Option L) beyond the preferred alternative presented in the DEIR.

Within the DEIR, MassDOT requested that the DEIR be considered as the FEIR in accordance with 301 CMR 11.08(8)(b)(2). I determined that while the DEIR generally responded to the requirements of 301 CMR 11.07 and the Scope, the ongoing evaluation of maintenance facility siting alternatives, the need for additional discussion of impacts at College Avenue and

Lechmere Stations, and a requirement for clarification of the future mitigation and community participation commitments, precluded me from exercising my rights to declare that the DEIR would be considered an FEIR.

The FEIR was filed with the MEPA office and noticed in the Environmental Monitor on June 23, 2010. On July 7, 2010, MassDOT made a memorandum prepared by the Central Transportation Planning Staff (CTPS) entitled, *Medford Hillside Neighborhood Included in the College Avenue Walk Market Area – Methodology and Data Sources* available for consideration during the FEIR comment period. The FEIR received a 30-day comment period, concluding on July 23, 2010. This Certificate concludes this stage of the MEPA review process for the project as presented and reviewed in the FEIR.

### Project Permitting and Jurisdiction

The project is subject to review and mandatory preparation of an EIR pursuant to Sections 11.03 (1)(a)(1) and (6)(a)(5) of the MEPA regulations because it is being undertaken by a State Agency and will: alter more than 50 acres of land; and consists of a new rail or rapid transit line along a new, unused or abandoned right-of-way for transportation of passengers or freight, respectively. The project will require Access Permits from MassDOT. The project will require an 8(m) Permit from the Massachusetts Water Resources Authority (MWRA). It will require a Determination of Effect to Historic or Archaeological Resources (Section 106 of the National Historic Preservation Act) and a Section 4(f) Determination by the Federal Transit Administration (FTA). It will require review by the Massachusetts Historical Commission (MHC). Also, it will require a National Pollutant Discharge Elimination System (NPDES) industrial permit and a Multi-Sector General Permit for Stormwater Discharges Associated with an Industrial Activity (MSGP) from the United States Environmental Protection Agency (U.S. EPA).

Because the Proponent is a State Agency and will use State funding, MEPA jurisdiction for this project is broad and extends to all aspects of the project that are likely, directly or indirectly, to cause Damage to the Environment as defined in the MEPA regulations.

It should be noted that the project is also undergoing review under the National Environmental Policy Act (NEPA) because MassDOT is seeking federal funding for the project. While the DEIR also served as the Environmental Assessment (EA) in accordance with NEPA, at the request of the Federal Transit Administration (FTA), MassDOT is preparing a separate Final EA from this FEIR. MassDOT had indicated in the DEIR that because the proposed project would be primarily located within the existing active commuter rail ROW and would be beneficial to communities, it anticipates that the FTA will issue a Finding of No Significant Impact (FONSI) at the conclusion of the NEPA process.

### Project Changes Since Filing of the DEIR

The project has been modified since the review of the DEIR in response to the Certificate on the DEIR and associated comment letters. The most notable project change is the relocation of the proposed Maintenance Facility from the Yard 8 parcel to the Option L parcel, located in the Inner Belt section of Somerville. Another significant modification includes refinements to the

conceptual design and layout of the proposed Lechmere Station in Cambridge. Additional selected noise and vibration data were collected to support additional design modifications near Lechmere Station and the Maintenance Facility. These changes were presented and discussed in the FEIR in an effort to disclose the overall potential environmental impacts associated with the project. These changes have not substantively changed the overall project impacts, and have reduced impacts in some categories.

## **REVIEW OF THE FEIR**

### General

The FEIR included a summary of the proposed project, project background, and addressed changes to the project and public participation efforts undertaken or initiated since the filing of the DEIR. The FEIR provided a discussion of the scope items and included supporting data or graphics as necessary to supplement responses to the Certificate on the DEIR. The FEIR provided a discussion of project-related mitigation measures and contained draft Section 61 findings for use by State permitting agencies.

In accordance with the Certificate on the DEIR, the FEIR included responses to comments to the extent that comments were within MEPA jurisdiction and did not enlarge the Scope of the FEIR beyond what has been expressly identified in the Certificate. The document was circulated in accordance with Section 11.16 of the MEPA regulations and the scope for the FEIR.

### Stormwater

I note concerns raised by MassDEP, the MWRA, and businesses within the project corridor regarding the future management of stormwater runoff generated by the project (in particular, but not limited to, the Maintenance Facility). Given the complicated network of aged infrastructure in the vicinity of the Maintenance Facility, potential discharges to waterbodies with established Total Maximum Daily Load (TMDL) requirements, flows to combined sewer overflow (CSO) facilities, and challenges associated with managing stormwater discharges within a railway corridor, MassDOT, upon advancement of design, should provide stormwater management calculations and design plans for affirmation by MassDEP and the MWRA that compliance with Massachusetts Stormwater Standards, U.S. EPA NPDES permit obligations, and best management practices (BMPs) have been met.

### Community Path

MassDOT has committed to 100-percent design of the Community Path from Lowell Street to the Inner Belt neighborhood of Somerville as part of the final design of the Green Line Extension. MassDOT has designed the Green Line Extension not to preclude construction of the Community Path upon receipt of funding, and has designed and will construct bridges and retaining walls along the future path route (to Inner Belt) to accommodate the needs of the Community Path. MassDOT has also committed identifying any needed property acquisition related to the construction of the Community Path, and will perform any necessary federal-level environmental impact review for the Community Path.

I have received numerous comments on the FEIR expressing support for extending the Community Path all the way to a connection with NorthPoint in Cambridge, and requesting that MassDOT fund and construct the Community Path in its entirety concurrently with the Green Line Extension project. It is my understanding that MassDOT cannot, at this time, commit to funding the additional design or construction costs of the Community Path. Although I recognize the desire of project stakeholders to see the Community Path completed in coordination with the construction of the Green Line project, it is beyond the scope of my authority under MEPA to require MassDOT to assume these additional funding obligations. However, I expect that MassDOT will continue its efforts to support the project as much as possible. In finalizing project design plans, MassDOT should consider future path connections to NorthPoint, and ensure that the final design does not preclude these future connections. I strongly encourage MassDOT to continue to work with the City of Somerville and advocates for the Community path to identify sufficient funding for the ultimate construction of the Path.

### Maintenance Facility

The FEIR included a quantitative environmental analysis of the three potential Maintenance Facility locations: Yard 8; Option L; and Mirror H. This analysis, entitled *Environmental Analysis of Additional Maintenance Facilities*, dated April 2010, responded to the directives of the Certificate on the DEIR. This quantitative environmental analysis was presented to provide additional environmental impact information beyond that presented in the qualitative December 2009 *Additional Maintenance Facility Alternatives Analysis*, prepared by MassDOT. The FEIR provided additional comprehensive analysis of Maintenance Facility siting and operations on: land uses (including EJ populations), impervious area, parking, stormwater, hazardous materials, traffic, land acquisition, noise, vibration, air quality, open space, historic and archaeological resources, the Community Path, and construction period impacts. Furthermore the FEIR described the operational plan, impacts to existing railroad operations, real estate impacts, and order-of-magnitude capital costs for each alternative.

In brief, the three alternatives explored can be summarized as follows:

- Yard 8 is an existing railroad yard adjacent to the proposed Green Line alignment and accessed from inner Belt Road in Somerville. The yard is partially owned by the MBTA and Pan Am Railways. The area is proximate to the Brickbottom Artists Building;
- Option L is located immediately adjacent to and northwest of the MBTA's commuter rail maintenance facility (the Boston Engine Terminal, or BET). Option L is situated along the southern and southeastern fringe of the existing Inner Belt industrial area of Somerville and adjacent to the Valley Tracks just north of the MBTA's BET. A portion of Option L is presently occupied by two commercial/industrial buildings; and
- Mirror H straddles portions of the North Point site (which includes portions of Cambridge, Somerville, and Boston) and a portion of MBTA land. Mirror H is located at the north side of the proposed North Point development and partly on MBTA land south of the BET, and places new light rail facilities next to existing MBTA commuter rail facilities.



The FEIR described potential environmental impacts for each alternative based upon a specific building program for the proposed Maintenance Facility. This building program was determined pursuant to consultation with the MBTA. The Maintenance Facility program includes, but is not limited to: storage for 80 Green Line vehicles, two pit tracks, two lift tracks, one wheel truer track, support shops, Green Line vehicle wash, administrative office space, and an approximately 100-space employee parking lot. The FEIR concluded that after evaluation and balancing all operational and environmental benefits and impacts of the three facility alternatives, combined with discussions with stakeholders, MassDOT selected Option L as the preferred Maintenance Facility site for the Green Line Extension project.

The preferred alternative of Option L includes two storage yards and the maintenance building. Order of Magnitude conceptual capital cost estimates indicate that Option L will cost approximately \$129 million in 2008 dollars, the costliest of the three alternatives. The maintenance building and associated trackwork are proposed on land adjacent to and northwest of the existing BET facility and is currently occupied by two businesses at 20 Third Avenue and 44-48 Third Avenue. The vehicle storage yard is proposed at the southern end of Inner Belt Road just north of the MBTA Fitchburg Line on vacant private property and land that is currently an unused parking lot for 70 Inner Belt Road. Approximately 10.2-acres of land will need to be acquired to accommodate use of Option L for the Maintenance Facility. Storage of cars will occur in three general locations, 40 cars within the south yard, 27 cars within the east yard, and 13 cars stored in the building or tracks just outside the buildings at any given time. This alternative can accommodate potential future air rights development.

Option L has two lead tracks (Medford Lead and Union Square Lead) that provide direct access into and out of the storage yards and maintenance facility. Option L will impact Pan Am Railways' freight operations, requiring the removal of the Wiley Track that connects the south end of Yard 8 to the Valley Tracks. There is no impact to CSX freight rail operations under Option L. The FEIR indicates that alternative routes exist within the MBTA system to support Pan Am Railways' operations and existing overall freight rail operations into the Boston area would not be precluded. Pan Am Railways has indicated in its comment letter on the FEIR that it actively supports the project as outlined in the FEIR. Option L will not preclude the future North-South Rail Link project.

Option L has similar noise impacts (prior to mitigation) to those in the Yard 8 option, with potential moderate impact to two buildings (NorthPoint Properties Tango and Sierra) and potential severe impact to three existing buildings (Brickbottom Artists Building, Hampton Inn Hotel, and the Glass Factory Condominiums) and two future buildings (22 Water Street and Archstone-Smith Development – Phase II, Site1). Vibration impacts associated with a Maintenance Facility at the Option L site will be the same as those modeled under a Yard 8 scenario. No additional noise or vibration mitigation measures are necessary to mitigate the Maintenance Facility itself under the Option L scenario. Option L is not anticipated to have a measurable impact to parking or traffic operations. Option L, due to the acquisition of land and buildings, will reduce property tax revenue for the City of Somerville and will result in the loss or displacement of jobs affiliated with the existing buildings slated for acquisition. As with all property acquisitions associated with the project, they will be guided by the terms of the Federal Uniform Relocation Act.

The FEIR discussed strategies used during the conceptual design phase to limit the Maintenance Facility's footprint in light of the program requirements for facility operations. As directed in the Certificate on the DEIR, the FEIR provided additional detail on possible approaches to minimizing the land acquisitions necessary for the maintenance facility including: consolidating employee parking, shifting MBTA commuter rail system operations out of the Cobble Hill area, and splitting the maintenance and storage operations. Subsequent to additional evaluation, the FEIR concluded that implementing the aforementioned approaches would not substantially reduce land acquisitions or would be incompatible with project goals. I note MassDOT's acknowledgement that during Preliminary Engineering the exact size of the lot required for rail operational needs will be re-evaluated. MassDOT should evaluate the utility of leftover "sliver" parcels not required for the Maintenance Facility to determine if they may be of value as an "add-on" to an adjacent parcel, or for landscaping and screening buffers to adjacent private parcels. The FEIR also directly responded to suggestions for refinements to the Option L site received during the DEIR public comment period. The FEIR discussed why the option, referred to as Mirror L, was determined to be infeasible based on review with MBTA operations.

Many comment letters express support for the relocation of the Maintenance Facility from Yard 8 to the Option L site. However, a common theme of comment letters included requests for additional refinement of the Option L as project design advances. Evaluation of consolidated or dedicated Green Line Extension maintenance operations at the BET facility were conducted satisfactorily in the DEIR phase of review. As design of the Maintenance Facility advances, MassDOT should consider the concerns and suggestions presented in the FEIR comment letters including striving to further reduce the facility's footprint to limit land takings, not precluding future air-rights development and a bridge connection between Inner Belt and NorthPoint, and refining track configuration and idling locations in the Brickbottom area.

### Air Quality

The FEIR stated that the Federal Clean Air Act (CAA) strives to ensure that transportation projects improve air quality. The FEIR also indicated that modeling and review criteria for air quality analyses prepared pursuant to the Federal CAA, Transportation Conformity, and the SIP are defined via guidance from the U.S. EPA and MassDEP. The FEIR restated that the updated air quality analysis in the DEIR showed that the emission reductions calculated in the CTPS 2009 State Implementation Plan Evaluation, which includes the proposed project and other transit projects, exceed the reduction emissions established by the U.S. EPA for Massachusetts transit projects (the 2008 Federal Register *SIP Approved Projects Plus Ten Percent Package*). The FEIR noted that emission reductions were calculated following the same modeling protocol and procedures required for all Transportation Conformity and SIP air quality analyses.

The FEIR discussed in layman's terms the types of input data associated with development of the air quality model, general modeling assumptions, and challenges associated with updating modeling programs and input data. Statewide traffic models used for SIP submissions are required by the U.S. EPA to be based upon the most recent approved planning-level data. Therefore, statewide models are periodically updated to reflect new data, model enhancements, etc. Inputs into this model prepared by CTPS are constantly updated so that the model set

simulates current travel patterns with as much accuracy as possible. A challenge of the project's air quality modeling and ensuring consistency with the SIP commitments is that the statewide traffic model has been updated during interim review of the project. Each modeling effort reflects a snapshot in time of the most informative transportation network and input data available at the time the model is run.

According to MassDEP, the Transit System Improvement regulation, 310 CMR 7.36, was effective on December 1, 2006, upon publication of the Massachusetts Register, and was approved by the U.S. EPA on July 31, 2008 as a revision to the SIP (the 2008 Federal Register *SIP Approved Projects Plus Ten Percent Package*). Subsection (8) of the regulation required MassDOT to demonstrate that the Green Line extension, along with other projects required by the regulation, would meet the "baseline air quality emission reductions", using the "latest planning assumptions and latest air quality emission models." MassDEP determined that MassDOT met the requirements of 310 CMR 7.36(8) on June 1, 2007.

The FEIR states that the air quality modeling presented in the DEIR used an improved traffic model with an updated roadway network, more current land use data, and a newer version of U.S. EPA's mobile source emissions factor model (MOBILE 6.2) when compared to the traffic model of 2006 that was used to establish the 2008 SIP revision package emissions criteria (the 2008 Federal Register *SIP Approved Projects Plus Ten Percent Package*).

The FEIR concluded that the improved modeling dynamic, the most recent of which was performed by CTPS in 2009 (the State Implementation Plan Evaluation), resulted in improved accuracy of the present day and future air quality estimates. This most updated 2009 air quality analysis evaluated the air quality benefits in 2025 of the Green Line Extension to College Avenue with Union Square Spur in combination with the proposed Fairmount Line improvements and additional MBTA parking. As a result of this improved modeling accuracy, while projects have changed or been substituted in the approved SIP package over time, air quality benefits in the year 2025 for carbon monoxide (CO), nitrogen oxides (NOx) and volatile organic compounds (VOCs) are greater than the *SIP Approved Projects Plus Ten Percent Package* presented in the 2008 Federal Register Notice.

Comments I have received from MassDEP on the FEIR indicate that MassDEP considers the FEIR to be responsive to the scope provided in my Certificate on the Draft EIR by providing a more concise narrative of the modeling methodology and assumptions used in the air quality analysis. Significantly, MassDEP also believes that the information presented in the FEIR demonstrates that the proposed project will meet the air quality emission reduction requirements of 310 CMR 7.36. Based upon my review of the air quality modeling information provided in the DEIR, the FEIR and based upon the comments from MassDEP, I have concluded that the project has sufficiently demonstrated air quality benefits to meet the requirements of the SIP and of MEPA.

### *Medford Hillside*

I note ongoing commentary disputing that the project complies with the approved SIP package due to opinions that the project does not meet the criteria set forth in 310 CMR

7.36(2)(j)(1) to construct the “Green Line Extension from Lechmere Station to Medford Hillside”. While I acknowledge differing points of view regarding the reference to Medford Hillside in the SIP regulations, MassDEP has concluded that the project, as proposed in this FEIR will meet the air quality emission reduction requirements of 310 CMR 7.36. Given the status of the SIP as a MassDEP air quality regulation, I must defer to MassDEP’s assessment that the project described in the FEIR is sufficient for compliance with 310 CMR 7.36(2)(j)(1). I find that the information provided by MassDOT and MassDEP concerning compliance with the SIP is sufficient for the purposes of MEPA and to ensure that the project adequately avoids, minimizes and mitigates Damage to the Environment.

#### *Anticipated Schedule for Project Completion*

As noted previously, the Green Line Extension project is a requirement SIP and fulfills a longstanding Commonwealth commitment to increase public transit in the greater Boston area. The Massachusetts Air Pollution Control Regulations (310 CMR 7.36), which implement the SIP, require that MassDOT complete the project by December 31, 2014. I note that on July 9, 2010, MassDOT submitted its State Implementation Plan – Transit Commitments 2010 Status Report to MassDEP. In this report, MassDOT currently estimates that the Green Line Extension project can be ready for in-service start-up by October 2015. While I acknowledge the comments I have received requesting that mitigation for this project completion delay be reviewed in the MEPA process, I note that the Air Pollution Control Regulations themselves set forth the process for identifying air quality offsets that are required as a result of project delays. Pursuant to this process, MassDOT will submit a petition to delay the project that will meet the requirements of 310 CMR 7.36(4) including a proposal for the interim offset project. The review process includes opportunity for public review and comment on the proposed interim offset project(s) and petition. I therefore expect that these offsets will be adequately identified and reviewed by MassDEP and the public through that regulatory process, rather than through MEPA review. I encourage MassDOT nonetheless to consider comments received on the FEIR that address potential offset projects while preparing this petition.

#### College Avenue Station

College Avenue Station will be the terminal station for the first phase of the Green Line Extension, and will transition into an intermediate station during Phase II of the project (the future extension to Mystic Valley Parkway/Route 16). Daily ridership at this station is anticipated to be 2,420 boardings (projected to the year 2030). While College Avenue was evaluated in the DEIR as a terminal station, comments received on the DEIR expressed concern or confusion about the environmental impacts of the station functioning in this manner. The FEIR endeavored to clarify and confirm anticipated impacts associated with College Avenue Station operating as a terminus. The FEIR described: Green Line operations at the station and how the facility has been designed to accommodate terminal station modeled ridership demand; discussed potential station impacts to traffic, parking, pedestrian, and bicycle operations within the study area; clarified how train operations may impact sensitive noise and vibration receptors; and identified mitigation measures to offset identified negative impacts. The FEIR included a memorandum prepared by CTPS discussing the College Avenue Station walk market area.

The FEIR contained a station description and discussion of access and circulation in the vicinity of the station. The FEIR noted that no changes to the traffic model or analysis have occurred since the DEIR was published. In the DEIR, the traffic model assumed that Green Line service terminated at College Avenue Station, and thus there will be approximately 320 additional boardings per day at this station than when it operates as an intermediate station (upon completion of Phase II of the Extension). The model states that approximately 90 percent of these additional trips will be by pedestrians. Vehicular drop-off/pick-up trips are assigned to each station based on the expected total boardings of that station, determined from 2007 CTPS survey data related to urban core stations. MassDOT concluded that the proposed College Avenue Station layout, as presented in the DEIR, and again in the FEIR, was designed to adequately accommodate the additional daily boardings.

Since the traffic analysis in the DEIR specifically evaluated the College Avenue Station as a terminal station, no new mitigation was presented in the FEIR with regard to traffic operations, pedestrian or bicycle accommodations, parking, or bus transportation. The Proponent should continue to work with stakeholders (e.g., residents, the City of Medford, Tufts University) during the advancement of design of the College Avenue Station to best implement mitigation measures to meet anticipated offsets of project-related negative impacts. Particular topics for discussion should be informed by the comments on the FEIR, including but not limited to: kiss and ride facilities, station-area parking enforcement, and the potential conflict between station pedestrian access and institutional property.

The FEIR discussed the potential noise and vibration impacts associated with the proposed College Avenue Station, similar to that presented in the DEIR, as this document evaluated noise and vibration impacts along the project corridor, including those associated with College Avenue Station functioning as a terminal station. The FEIR concluded that new noise sources are minor and do not cause potential impacts and are less significant than noise generated by the existing commuter trains. Potential vibration sources include a crossover on the Green Line tail track north of College Avenue Station when it operates as a terminal station. Another crossover south of College Avenue is also proposed, and required regardless of whether College Avenue Station is a terminal station or an intermediate station. It is my understanding that noise and vibration measurements and modeling considered all types of traffic along the corridor (commuter rail, Amtrak, and freight) when conducting modeling exercises. Noise and vibration mitigation measures in the vicinity of the College Avenue Station are proposed to mitigate impacts of Green Line operations along the corridor; no specific additional measures are necessary to uniquely address College Avenue Station functioning as a terminal station beyond those already proposed for the project. As indicated later in this Certificate, a series of mitigation commitments have been proposed to ensure compliance with noise and vibration standards set forth by the FTA; these include addressing anticipated noise and vibration impacts in the College Avenue area.

### Lechmere Station

The project requires the relocation of the existing Lechmere Station in Cambridge and its transformation from the northern terminus for Green Line operations to an intermediate station for both the Medford and Union Square branches of the Green Line Extension. Furthermore, Lechmere Station functions as a critical transfer point for Green Line light rail and MBTA bus

routes. As part of the Certificate on the DEIR I requested that MassDOT continue to explore ways to better integrate the design and function of the relocated Lechmere Station into the East Cambridge neighborhood.

In response, the FEIR included a description and discussion of Lechmere Station layout modifications. The revised layout includes a reduction in station parking from 234 (as shown in the DEIR) to approximately 180 parking spaces, provided in two separate lots, and would replace some of the 347 spaces currently provided at the existing Lechmere Station. The FEIR included the results of a parking demand analysis that consisted of the collection of origin-destination data (a license plate survey) and an evaluation of projected parking demand and supply. The FEIR also presented a modified layout that: further separates bus operations from vehicular and pedestrian movements, locates the bus layover further away from the Glass Factory Condominiums, improves station layout to facilitate access from two sides, provides a wider crosswalk across O'Brien Highway, and the includes dedicated bicycle lanes within the station area. These conceptual design components will be explored further in the next phase of project design and development and in conjunction with the PIP. The City of Cambridge, community groups such as the East Cambridge Planning Team (ECPT), and individual commenters have made thoughtful recommendations regarding advanced design aspects of the station that I encourage MassDOT to consider during the design and PIP process.

The FEIR included a discussion of alternative station layouts investigated, but subsequently dismissed, in an effort to shift the station and tracks further away from the Glass Factory Condominiums and/or improve the functionality of the station. Scenarios evaluated included shifting the tracks, relocating the headhouse to the south side of the station site, and providing who separate headhouses. Of particular note is that the potential modifications to push the elevated track structure further to the east away from the Glass Factory Condominiums would require the use of curves that could impact train operations, could create additional noise impacts, and would significantly impact the permitted North Point development plans for this area.

The FEIR discussed modified access and circulation in the vicinity of the relocated Lechmere Station based on the revised station layout. The FEIR provided an updated traffic operations, pedestrian and bicycle access, and parking needs analysis based on reevaluated assumptions associated with station layout changes. The FEIR described general station access, traffic operations (both in an "Interim Condition" reflecting a pre-NorthPoint construction scenario (2014) and a "Future Build Condition" (2030) reflecting the final construction and implementation of the full NorthPoint development program). While the FEIR presents a proposed station layout that would include all the Lechmere Station elements within MBTA property limits, once NorthPoint is constructed, the station's internal circulation roadways will be modified, where appropriate, to match the plan approved by the City of Cambridge's special permit for NorthPoint. The design presented in the FEIR will not preclude future NorthPoint buildings or roadways from being constructed as permitted.

The notable difference in traffic circulation between the time Lechmere Station is constructed and the full construction of NorthPoint is access to and from Water Street. In the Interim Condition, buses, existing Water Street traffic, and traffic related to the 22 Water Street development will be permitted to turn left until the time that NorthPoint is complete. In the final

condition, no left-turns will be allowed out from Water Street. As the reconstruction of O'Brien Highway from Third Street to East Street will be completed prior to the opening of the relocated Lechmere Station, general travel patterns in the East Cambridge neighborhood and access to the station headhouse, as well as pedestrian and bicycle access, will not change between the Interim Condition and the Future Build Condition.

The FEIR contained a full examination of pedestrian trip patterns to address concerns related to pedestrian crossings across O'Brien Highway. The analysis used data from 2008 Green Line passenger surveys to determine how riders who walk or park at Lechmere Station access the site. New crosswalks along O'Brien Highway and at Cambridge Street and First Street will be designed to provide pedestrian crossing times that comply with applicable Federal and State requirements and design guidelines. In this portion of the roadway network, proposed traffic signal plans have been established to manage vehicle queuing and progression rather than vehicle delay. The proposed configuration, with new crossings and split phase signal operation for First Street and North First Street will increase protection for pedestrians crossing between Lechmere Station and East Cambridge. The FEIR states that "overlapping" pedestrian phases will have the result of effectively providing for a full crossing for the majority of pedestrian movements without having to lengthen phases unnecessarily. Furthermore, to accommodate pedestrians who cannot cross in a single movement, or those pedestrians who initiate crossing too late in a pedestrian phase, a minimum 20-foot wide center median has been recommended. The operations of signalized pedestrian crossings, including identification of the exact width and length of crosswalks and refinements to signal timing and phasing will be refined during the preliminary engineering process.

It is my understanding that the City of Cambridge is conducting a feasibility study of the transformation of the present Lechmere Station site into a year-round public market. In response to both the DEIR and FEIR, I have received comments requesting that the proposed right-turn lane from O'Brien Highway to North First Street be eliminated from the project, as it will require the demolition of the existing 'bus barn' at Lechmere Station. While not requested in the scope on the FEIR, MassDOT prepared an analysis of potentially reducing the number of travel lanes along O'Brien Highway near Lechmere Station. This analysis considered 2030 projected future traffic volumes *without* traffic related to the future NorthPoint development. Design challenges associated with this portion of the road cross-section include providing space for dedicated bicycle lanes and an appropriately sized median, and establishing travel lanes that meet acceptable levels of service in the design horizon year of 2030. Based upon the information provided in the FEIR, this proposed traffic mitigation measure (i.e., a right-turn lane from O'Brien Highway southbound to North First Street) is necessary to meet project design mitigation requirements. I note that the City of Cambridge has concluded that it does not appear feasible to preserve the bus barn and still meet the design and mitigation goals along O'Brien Highway. However, I encourage MassDOT to consider the results of the public market feasibility study when designing pedestrian and bicycle access between Lechmere Station and the surrounding neighborhood.

The FEIR analyzed changes to impacts to abutting land uses, specifically noise and vibration impacts, based upon modifications to the station layout. All other environmental impacts related to the station have not changed since the DEIR. Potential noise and vibration impacts were assessed, based upon methodologies defined in the FTA Guidance Manual *Transit*



*Noise and Vibration Impact Assessment* at sensitive receptors near Lechmere Station. These sensitive receptors include: a residential development planned at 22 Water Street, the Hampton Inn Hotel, the Glass Factory Condominiums, NorthPoint development properties, and two planned Archstone residential buildings. The FEIR compared existing noise and vibration conditions to future noise and vibration sources associated with the mainline Green Line operations, maintenance facility noise sources, and the bus operations at Lechmere Station. The noise assessment concluded that a total of two properties (NorthPoint Tango and Sierra) may be exposed to moderate noise impact and four properties (proposed 22 Water Street, Hampton Inn Hotel, the Glass Factory Condominiums, and the proposed Archstone Phase II Site 1 building) may be exposed to severe noise impact prior to mitigation. Proposed noise mitigation associated with the relocation of Lechmere Station includes the construction of approximately 450 feet of barriers on the northeast edge of the elevated guideway and in between the inbound and outbound tracks, as well the use of ballast masts or resilient rail fasteners on inbound and outbound tracks along this stretch of the tracks. The vibration assessment concluded that the proposed Lechmere Station would not result in vibration impact to the identified receptors. In light of comments received on the FEIR, MassDOT should continue to work with impacted properties to ensure that the FTA Guidelines for noise and vibration mitigation will be met.

### Public Involvement Plan

I appreciate MassDOT's efforts to establish a robust program for public participation during the design and construction of a major transit expansion project. The FEIR contained a PIP that will be implemented by MassDOT and the MBTA to continue efforts of public outreach through the design, engineering, and construction of the Green Line Extension. The PIP was prepared subsequent to consultation with corridor municipalities, community groups, stakeholders, comments received during the MEPA review process, and upon review of existing public outreach efforts associated with the project. This plan, as noted by MassDOT, should be updated periodically to assess successes and/or challenges of plan implementation and modified accordingly to achieve effective outreach.

The FEIR stated the four principal goals of the project's PIP as:

- To provide an interactive, collaborative, and credible public process;
- To equip the design team with ideas and recommendations from the public that would inform the design of the Green Line Extension;
- To solicit input from local residents and businesses, local and regional government agencies and interest groups; and
- To provide methods to keep residents, business owners and municipal officials informed about construction, its potential impacts and schedule, and to lessen those impacts as much as possible.

The FEIR provided a review of previous public involvement efforts and lessons learned from these efforts. The FEIR also included a general summary of the primary topics MassDOT anticipates seeking public comment on during the PIP. These topics were generally categorized as: design, land use, operations and maintenance, final design, construction impacts and testing, and the Community Path. I acknowledge that certain topics, including those related to building



and operating the transit system safely or those elements guided by applicable regulation and established practice, will remain in the purview of MassDOT and the MBTA. The FEIR listed a broad-range of stakeholders and constituencies (including local environmental justice community groups) that MassDOT has been working with, and will continue to work with, throughout implementation of the PIP.

The FEIR identified public outreach strategies that will be utilized by MassDOT and the MBTA to maintain a collaborative relationship with stakeholders and municipalities during design/engineering and construction phases. Generally speaking, as the project proceeds, public outreach will shift from gathering input on project design to information sharing and problem resolution during the construction period. The FEIR described numerous methods for public engagement as part of the PIP including public information meetings; community briefings; meetings and presentations; formation of a Design Working Group (DWG); public design workshops; maintenance of a website; production of project fact sheets and information materials; email notices and communication; media outreach; coordination with ongoing projects; and outreach to environmental justice populations. As applicable, the FEIR identified anticipated frequencies of specific outreach efforts and how information from various efforts will be shared publicly. This PIP has sufficiently outlined how a broad range of participants will continue to have a mechanism to provide meaningful community involvement throughout the duration of the entire project. During the FEIR comment period, I received comments with suggestions of how to potentially improve the PIP. I encourage MassDOT to consider these suggestions as implementation of the PIP commences.

My understanding is that members of the DWG have been charged with advising the MassDOT and MBTA on the planning of the public design workshops, participating in the workshops, sharing project information with their neighborhoods and interested parties, and serving on the corridor advisory group during engineering and construction. It is expected that these members will seek to engage members of the community in the public process, act as a bridge between citizens (and their interests/concerns) and MassDOT, and gather 'neighborhood-level' guidance to inform the design process. The DWG, along with the use of public meetings and other components to the PIP, will facilitate a broad public outreach effort to all the interest groups identified in the Certificate on the DEIR. I encourage MassDOT to strive to provide background information and meeting agendas in advance of public design workshops and DWG quarterly meetings to achieve a productive participation process. Furthermore, to facilitate effective meetings, a representative from the MBTA well-versed in system operations and facilities design policies should be present at meetings to answer questions and provide guidance to the DWG to prevent unnecessary delays or allocation of resources to exploring design ideas that do not meet MBTA operating standards. Representation by the MBTA at these meetings will assist in the anticipated transition of the project from MassDOT to the MBTA. Finally, while some ideas shared at design workshops may be constrained by technical or economic feasibility, I encourage MassDOT to clarify how public input received at workshops will be taken into consideration in the decision making process and communicate this information at public meetings held in accordance with the PIP.

The PIP provided information on public outreach efforts specific to the challenges of the construction period. In general, MassDOT and the MBTA have committed to strategies that will:

inform the public of construction plans; provide regular updates on construction, traffic detours and other impacts; and solve problems that arise during construction. The project's construction contractor will be required to commit to a spectrum of outreach activities and efforts to mitigate the impacts of construction. Notable components of these outreach efforts include the transition of the DWG into the Construction Working Group (CWG), which will review issues associated with construction and advise MassDOT and MBTA on solving construction-related problems. I expect that the structure of how the DWG facilitates public participation will be replicated once the CWG is established. The PIP also includes, but is not limited to, a commitment to develop a business outreach plan to assist local businesses during construction, preparation of quarterly construction updates, and the appointment of a Green Line Extension project Ombudsman to field all construction-period comments and complaints, coordinate with the cities, and respond to public concerns.

### Mitigation / Draft Section 61 Findings

The FEIR contained draft Section 61 findings associated with each separate State Agency Action identified for the project. These draft Section 61 findings should be revised in response to this Certificate and provided to State agencies to assist in the permitting process and issuance of Final Section 61 findings.

Mitigation decisions will be made on both a corridor-wide basis (i.e., construction of sound walls) and an individual property basis (when there are impacts to be mitigated). Through the PIP process MassDOT has indicated that they will outline avoidance or mitigation policies, construction mitigation, and mitigation for long-term operation of the system to the extent possible. Strategies that may be implemented include vehicular, bicycle and pedestrian mitigation, traffic mitigation, and construction management and detour plans. Design documents will detail how MassDOT will evaluate, monitor, and compensate affected parties along the corridor with respect to noise and vibration and other impacts. Part of the PIP includes presentations to the public of plans to mitigate noise and vibration, with adherence to existing standards (in accordance with the FTA guidance) to serve as the goal. The FEIR noted that specific mitigation elements that are subject to FTA regulations and guidelines include noise, vibration, and land acquisition (which is governed by the Uniform Relocation Act). The FEIR states that the MBTA will monitor noise and vibration after service starts to determine future noise levels generated by the Green Line Extension and the relocated commuter rail. If noise levels are found to be higher than the modeled projections, the MBTA will investigate the cause and take appropriate corrective action (i.e., installation of additional noise or vibration mitigation measures within the right-of-way or offering the homeowner additional sound insulation, etc.). In response to the comment letters I have received concerning these issues, I ask that MassDOT continue to work closely with interested parties as design advances about specific mitigation measures. MassDOT should be forthcoming with its mitigation plans as early as feasible and should be responsive to ongoing public input on this topic.

The FEIR noted that temporary, short-term impacts from construction activities will be mitigated to the extent feasible. Appropriate construction mitigation measures (as outlined below) will be incorporated into the contract documents and specifications governing the activities of contractors and subcontractors constructing elements of the Project. Prior to construction, MassDOT will prepare a detailed plan to address various construction period impacts through

coordination with cities and appropriate emergency personnel. This plan will seek to avoid, minimize and mitigate potential impacts to vehicular traffic, pedestrian and bicycle traffic, on-street parking, public access, emergency access to local businesses and residences, dust, noise, odor, rodents and construction-related nuisance conditions. MassDOT will work with contractors to establish construction protocols. On-site resident engineers and inspectors will monitor all construction activities to ensure that mitigation measures are properly implemented.

The FEIR contained both a narrative description of proposed mitigation measures, as well as a summary table that identified measures, an implementation schedule, preliminary cost estimate and responsible party. For reference, an additional narrative discussion of proposed mitigation measures is included in Section 8.3 of the FEIR. Project mitigation commitments and construction period mitigation commitments were summarized in Table 8-6 and Table 8-7, respectively, in the FEIR. These tables have been reproduced below as a means of memorializing these mitigation measures in this Certificate:

FEIR Table 8-6 Project Mitigation Commitments

| Human and Environmental Resources | Mitigation Measure   | Implementation Schedule                          | Cost Estimate   | Implementation Responsibility |
|-----------------------------------|--|--|---|-------------------------------|
| <b>Traffic</b>                    | Provide roadway and signal modifications at ten specific intersections in order to prevent adverse traffic impacts from the Project. Revisit opportunities to reduce vehicular traffic associated with the addition of new stations during design.   | Completion of construction <sup>1</sup>          | \$10 M  | MassDOT/MBTA                  |
|                                   | Provide pedestrian improvements at 33 specific locations to improve pedestrian flow and safety.  | Completion of construction <sup>1</sup>          | \$800,000   | MassDOT/MBTA                  |
|                                   | Work with cities to develop station-area parking enforcement plans.  | Completion of construction <sup>1</sup>          | N/A   | MassDOT/MBTA                  |
|                                   | Work with the MBTA to evaluate opportunities to improve connections between the new stations and existing bus connections.   | Prior to/Completion of construction <sup>1</sup> | N/A   | MassDOT/MBTA                  |
|                                   | Work with cities and applicable emergency personnel during design of intersection mitigation measures, as well as establishment of construction management and detour plans.   | Prior to/Completion of construction <sup>1</sup> | N/A   | MassDOT/MBTA                  |
| <b>Noise</b>                      | Provide noise mitigation in the form of noise barriers or sound insulation to mitigate severe noise impacts. Provide noise mitigation for moderate noise impact where existing noise levels are above 65 Ldn. Provide noise mitigation for impacts with no significant outdoor land use if interior day-night sound levels (Ldn) are above 45 dBA from Project sources or single-event maximum noise levels (Lmax) above 65 dBA. | Completion of construction <sup>1</sup>          | \$2.7 M (noise barriers), costs for sound insulation or noise barriers to be determined in next phase | MassDOT/MBTA                  |
| <b>Vibration</b>                  | Provide vibration mitigation in the form of ballast mats or resilient rail fasteners and relocated or specially-engineered special track to mitigate vibration impacts.  | Completion of construction <sup>1</sup>          | \$3.5 M (mats),<br>\$5.9 M (fasteners)  | MassDOT/MBTA                  |
| <b>Hazardous Materials</b>        | Consult with MassDEP during design and commencement of construction to ensure planning and implementation of demolition and management of contaminated soils is consistent with applicable MassDEP regulations and recommendations.  | Completion of construction <sup>1</sup>          | N/A   | MassDOT/MBTA                  |
| <b>Land Use</b>                   | Work with the community for the area of the future Mystic Valley/Route 16 to consider land use and station design elements.  | Prior to construction                            | N/A   | MassDOT/MBTA                  |
|                                   | Complete the final design for the proposed Somerville Community Path between Lowell Street and the Inner Belt area. Work with City of Somerville to identify opportunities for state and Federal funding for construction of Community Path.   | Prior to construction                            | \$2 M   | MassDOT/MBTA                  |
| <b>Water Quality/Stormwater</b>   | Prepare a Stormwater Pollution Prevention Plan (SWPPP).  | Prior to construction                            | N/A   | MassDOT/MBTA                  |
|                                   | Install detention and infiltration systems to infiltrate peak runoff and to prevent any increase in peak flows to municipal stormwater drainage systems and to remove TSS from stormwater runoff prior to discharge.   | During construction <sup>2</sup>                 | \$455,000   | MassDOT/MBTA                  |
|                                   | Install hydrodynamic particle separators to treat pavement runoff.   | During construction <sup>2</sup>                 | \$255,000   | MassDOT/MBTA                  |
|                                   | Install Low Impact Development practices, where  | Completion of                                    | TBD   | MassDOT/MBTA                  |

|  |  |   |          |              |
|--|--|---|----------|--------------|
|  | feasible, to maintain natural hydrology (e.g., raingardens to treat disconnected roof drainage and/or parking runoff).   | construction <sup>1</sup>               |          |              |
|  | Update the Operation and Maintenance (O&M) plan in the SWPPP to include a detailed outline of inspection and cleaning schedules for stormwater management practices, including detention areas and deep sump catch basins. | Completion of construction <sup>1</sup> | N/A      | MassDOT/MBTA |
|  | Implement all aspects of the SWPPP including recommendations in annual updates based on new or improved procedures or changes to operations.   | Post-construction                       | N/A      | MassDOT/MBTA |
| <b>Visual Environment</b>                | Provide vegetation on and/or above retaining walls to minimize visual changes.   | Completion of construction <sup>1</sup> | TBD      | MassDOT/MBTA |
|  | Work with affected communities on design of noise barriers and vegetated walls.  | Prior to construction                   | N/A      | MassDOT/MBTA |
| <b>Historical and Cultural Resources</b> | Perform archival documentation of historic structures to be removed or altered.  | Prior to demolition                     | \$30,000 | MassDOT/MBTA |
|  | Construct noise barriers with materials and colors compatible with adjacent historic properties.   | Completion of construction <sup>1</sup> | N/A      | MassDOT/MBTA |
|  | Provide noise mitigation (sound insulation) for sensitive historic structures that cannot be protected using noise barriers.   | Completion of construction <sup>1</sup> | N/A      | MassDOT/MBTA |
|  | Perform intensive archaeological survey before disturbing any archaeologically-sensitive areas.  | Prior to construction                   | \$50,000 | MassDOT/MBTA |
| <b>Public Involvement</b>                | Continue civic engagement opportunities during the design process. Provide transparent public information and outreach process once construction commences.  | Completion of construction <sup>1</sup> | N/A      | MassDOT/MBTA |
|  | Engage interested parties in a station Design Working Group.   | Prior to construction                   | N/A      | MassDOT/MBTA |
|  | Conduct land use workshops with affected communities to further identify community needs and issues near the proposed station areas.   | Prior to construction                   | N/A      | MassDOT/MBTA |
| <b>Design</b>                            | As design advances, facilitate future transit projects such as light rail expansion or connections to existing infrastructure to the extent possible.  | Prior to construction                   | N/A      | MassDOT/MBTA |
|  | Include "green" design component (recycled or recyclable materials or incorporate vegetation) in design of proposed retaining walls.   | Prior to construction                   | N/A      | MassDOT/MBTA |
|  | During design, refine Project designs to further minimize temporary and permanent impacts on local neighborhoods and property owners.  | Prior to construction                   | N/A      | MassDOT/MBTA |
|  | Design all stations in compliance with ADA standards, Massachusetts AAB standards; MBTA's settlement agreement with the Boston Center for Independent Living; applicable National Fire Protection Association standards.   | Prior to construction                   | N/A      | MassDOT/MBTA |

<sup>1</sup> Completion of construction (12/31/2014)

<sup>2</sup> During construction (11/11/2011 – 12/31/2014)

TBD = To be determined during final design

N/A = Cost not applicable for this item

FEIR Table 8-7 Summary of Construction Mitigation Measures

| Environmental Categories         | Mitigation Measure   | Implementation Schedule                 | Implementation Responsibility |
|----------------------------------|--|---|-------------------------------|
| <b>Traffic</b>                   | Temporary detours would be established to minimize traffic disruption due to construction.   | During construction <sup>1</sup>        | MassDOT/MBTA                  |
|                                  | Bridge reconstruction would be timed so as to minimize temporary bridge closures and to ensure that adjacent bridges were not closed simultaneously.   | Completion of construction <sup>2</sup> | MassDOT/MBTA                  |
| <b>Noise</b>                     | Use specially quieted equipment with enclosed engines and/or high-performance mufflers.  | During construction <sup>1</sup>        | MassDOT/MBTA                  |
|                                  | Avoid nighttime construction in residential neighborhoods.   | During construction <sup>1</sup>        | MassDOT/MBTA                  |
|                                  | Keep truck idling to a minimum.  | During construction <sup>1</sup>        | MassDOT/MBTA                  |
|                                  | Route construction equipment and vehicles through areas that would cause the least disturbance to nearby receptors where possible.                     | During construction <sup>1</sup>        | MassDOT/MBTA                  |
|                                  | Fit any air-powered equipment with pneumatic exhaust silencers.  | Prior to construction                   | MassDOT/MBTA                  |
|                                  | Locate stationary construction equipment as far as possible from noise-sensitive sites.  | During construction <sup>1</sup>        | MassDOT/MBTA                  |
|                                  | Construct noise barriers, such as temporary walls or piles of excavated material, between noisy activities and noise-sensitive receivers.              | Prior to construction                   | MassDOT/MBTA                  |
| <b>Vibration</b>                 | Avoid nighttime construction in residential neighborhoods.   | During construction <sup>1</sup>        | MassDOT/MBTA                  |
|                                  | Use alternative construction methods to minimize the use of impact and vibratory equipment (e.g. pile drivers and compactors).                         | During construction <sup>1</sup>        | MassDOT/MBTA                  |
| <b>Water Quality/ Stormwater</b> | Develop and implement a SWPPP in accordance with NPDES and MassDEP standards.  | Prior to construction                   | MassDOT/MBTA                  |
|                                  | Stabilize any highly erosive soils with erosion control blankets and other stabilization methods, as necessary.  | During construction <sup>1</sup>        | MassDOT/MBTA                  |
|                                  | Reinforce slopes using a hydroseed mix with a resin base, native vegetation, or other approved methods.  | During construction <sup>1</sup>        | MassDOT/MBTA                  |
|                                  | Use dewatering controls, if necessary.   | During construction <sup>1</sup>        | MassDOT/MBTA                  |
|                                  | Install a gravel entrance to prevent sediment from being tracked onto roadways and potentially discharged to surface waters.                           | During construction <sup>1</sup>        | MassDOT/MBTA                  |
|                                  | Maintain construction equipment to prevent oil and fuel leaks.   | During construction <sup>1</sup>        | MassDOT/MBTA                  |
| <b>Air Quality</b>               | Apply water to dry soil to prevent dust production.  | During construction <sup>1</sup>        | MassDOT/MBTA                  |
|                                  | Use water for compaction in the fill areas and as a dust retardant in both the soil cut areas and haul roads.  | During construction <sup>1</sup>        | MassDOT/MBTA                  |
|                                  | Follow existing MassDEP's Solid Waste and Air Quality Control regulations and MBTA retrofit procedures for construction equipment to reduce emissions. | During construction <sup>1</sup>        | MassDOT/MBTA                  |
|                                  | Comply with MassDEP's idling regulations. Post idling restriction signage on Project construction sites.   | During construction <sup>1</sup>        | MassDOT/MBTA                  |

1 During construction (11/11/2011 – 12/31/2014)

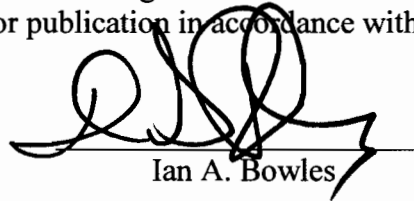
2 Completion of construction (12/31/2014)

Conclusion

Based on a review of the FEIR, comment letters and consultation with state agencies, I find that the FEIR adequately and properly complies with MEPA and its implementing regulations. Outstanding issues can be addressed during state and local permitting and review. The project may proceed to permitting. The Proponent and the State Agencies should forward copies of the final Section 61 Findings to the MEPA Office for publication in accordance with 301 CMR 11.12.

July 30, 2010

Date



Ian A. Bowles

IAB/HSJ/hsj

Comments received:

|            |  |
|------------|--|
| 06/23/2010 | James C. Simpson                         |
| 06/26/2010 | James Martin                             |
| 06/30/2010 | Stephen Paul Linder                      |
| 07/02/2010 | Eric Colburn                             |
| 07/06/2010 | Ken Westhassel                           |
| 07/09/2010 | Bathsheba Grossman                       |
| 07/09/2010 | Susanna Barry                            |
| 07/11/2010 | Joyce Tavon                              |
| 07/12/2010 | Jeff Reese                               |
| 07/12/2010 | Lenore Hill and Keith Glover             |
| 07/12/2010 | Rigel Patterson                          |
| 07/12/2010 | Linda Lintz                              |
| 07/12/2010 | Tyrone Yang                              |
| 07/13/2010 | Caitriona Cooke                          |
| 07/13/2010 | East Arlington Livable Streets Coalition |
| 07/14/2010 | Susan Piver Browne                       |
| 07/14/2010 | Stuart and Lana Camiel                   |
| 07/15/2010 | Abby Luthin                              |
| 07/15/2010 | Judith Scribner-Moore                    |
| 07/15/2010 | Thouis Jones                             |
| 07/15/2010 | Imran Khan                               |
| 07/16/2010 | Natasha Burger                           |
| 07/16/2010 | Ulandt Kim                               |
| 07/16/2010 | Felipe Regan                             |
| 07/16/2010 | April Evans                              |
| 07/16/2010 | Sherry Autor                             |
| 07/16/2010 | Polly K. Pook                            |
| 07/16/2010 | Linda M. Goulet                          |

07/16/2010 Debra Olin  
07/16/2010 Julia Shepley  
07/16/2010 Samuel Lobel  
07/16/2010 Pauline Lim  
07/16/2010 Ramon Bueno  
07/16/2010 Timothy Poisson  
07/16/2010 Alan and Paula Brody  
07/16/2010 Matthew Fallon  
07/16/2010 Mini Ann Polumbaum  
07/16/2010 Irene Valivueis  
07/16/2010 William S. Turville  
07/16/2010 Max Fine  
07/16/2010 C. Garrett  
07/16/2010 Norman Fine  
07/16/2010 Tom Devlin  
07/17/2010 Michael Bernstein  
07/17/2010 Lisa Hodson  
07/17/2010 Federico  
07/17/2010 Bob Berger  
07/17/2010 Ben Johnson  
07/17/2010 Ariyen Weissman  
07/17/2010 Zackary Weissman-Bennett  
07/17/2010 Zack Perman  
07/17/2010 Craig Murphy / Cambridge Repro-Graphics  
07/17/2010 Maura Gould  
07/17/2010 Joel Bennett  
07/17/2010 MaryAnn Wells  
07/17/2010 Lynne Baer  
07/17/2010 Tracey Kaplan  
07/17/2010 Susan Moynihan  
07/17/2010 Gavin Schnitzler  
07/17/2010 Brooke Cowan  
07/17/2010 Andrew Petrone  
07/17/2010 Nathaniel Brooks  
07/17/2010 Ariel B. Harms  
07/17/2010 Erin Artin  
07/17/2010 Patrick King  
07/17/2010 Ruth Alfasso  
07/17/2010 Mares Beeman  
07/17/2010 Darlene Matthews  
07/17/2010 Laura Feldman  
07/17/2010 Julie Bloch  
07/17/2010 David Buckley  
07/17/2010 Seth Opitz  
07/17/2010 Seenivasan Alagarsamy  
07/17/2010 Robert Orynich



07/17/2010 Maegan Lillis  
07/17/2010 Amanda Max  
07/17/2010 Jeremy Fisher  
07/17/2010 Ilya Lozovsky  
07/17/2010 Frances Fisher  
07/17/2010 Alison Moore  
07/17/2010 R. Edwards  
07/17/2010 David Matheu  
07/17/2010 Christa Beranek  
07/17/2010 Lynn Gervens  
07/17/2010 Richard Freierman  
07/17/2010 Allyson Goose  
07/17/2010 Ellen Gallagher  
07/17/2010 Beth Meserve  
07/17/2010 Tonya Salerno  
07/17/2010 Brian Matthews  
07/17/2010 Catherine Barber  
07/17/2010 Shawn Morrissey  
07/17/2010 Jennifer Bliss  
07/17/2010 J. Brandon Wilson Evitt  
07/17/2010 Margery Meadow & John Macleod  
07/17/2010 Lee-Anne J King  
07/17/2010 Brittany Peats  
07/17/2010 Liza Kitchell  
07/17/2010 Jeffrey Keller  
07/17/2010 Tom Riechele  
07/17/2010 Brian Tamm  
07/17/2010 Lucy Nunn  
07/17/2010 Daniel Wolf  
07/17/2010 Dana Allen Walsh  
07/17/2010 Sean Walsh  
07/17/2010 Martin Vaspan  
07/17/2010 Natalie Cox  
07/17/2010 Sharon Beiti  
07/17/2010 Pete Olszowka  
07/17/2010 Sean Doocy  
07/17/2010 Adina Davidson  
07/17/2010 Abigail Murray  
07/17/2010 Jonathan Soloman  
07/17/2010 Irene Abrams  
07/17/2010 Anna Rawska  
07/17/2010 Myra Durkin  
07/17/2010 Frances Rogers  
07/17/2010 Christopher Schmidt  
07/17/2010 Ben Schwalb  
07/17/2010 Mollie Tucker

07/17/2010 Daniel Singer  
07/17/2010 Jill Singer  
07/17/2010 Rosa Bento  
07/17/2010 David Lees  
07/17/2010 Alex Pitkin  
07/17/2010 Turil Cronburg  
07/17/2010 Douglas Seely  
07/17/2010 Matt Marjanovic  
07/17/2010 Allison Carter  
07/17/2010 David Salat  
07/17/2010 Mary Christy  
07/17/2010 Daniel Wallace  
07/17/2010 Matthew Rice  
07/17/2010 Kelly Lynema  
07/17/2010 Leah Tenney & Eamon Keating  
07/17/2010 Wendy Blom  
07/17/2010 Ram Kelath  
07/17/2010 Corey Johnson  
07/17/2010 Luke Grymek  
07/17/2010 Vaughn Simkins  
07/17/2010 Charles Tesch  
07/17/2010 Kelly Burke  
07/17/2010 Philip Budne  
07/17/2010 Marla Rhodes  
07/17/2010 Karl Thidemann  
07/17/2010 Todd Kaplan  
07/17/2010 Alex Helsinger  
07/17/2010 Stacey Doniger  
07/17/2010 Eric Friedrich  
07/17/2010 Sharon Kivenco  
07/17/2010 Susan Carter  
07/17/2010 Kyann Anderson  
07/17/2010 Steven Brown  
07/17/2010 Matt Malinowski  
07/17/2010 Marianna Papageorge  
07/17/2010 Tim Mueller  
07/17/2010 Franz Hover  
07/17/2010 Jonathan Winideoff  
07/17/2010 Max Garfunkel  
07/17/2010 Kevin Leppmann  
07/17/2010 Cecile Guzman  
07/17/2010 Peter Galeno  
07/17/2010 Laura Brewer  
07/17/2010 John Reinhardt  
07/17/2010 Allison Stagg  
07/17/2010 Philip Wells

07/17/2010 Tim Neunzig  
07/17/2010 Elizabeth Brewer  
07/17/2010 Isaura Vergucht  
07/17/2010 Frank Martin  
07/17/2010 Philip Anderson  
07/17/2010 Andrew Brown  
07/17/2010 Robert Breznak  
07/17/2010 Gayln Traub  
07/17/2010 Maureen Boyle  
07/17/2010 Jared Clemens  
07/17/2010 Andrew Moore  
07/17/2010 Janet Mendelsohn  
07/17/2010 Rahul Bhargava  
07/17/2010 Sundar Nagarajan  
07/17/2010 Garrett Avery  
07/17/2010 David Welch  
07/17/2010 Naomi Slagowski  
07/17/2010 Irine Rasputnis  
07/17/2010 Judy Wong  
07/17/2010 Elisabeth Fine  
07/17/2010 William Herron  
07/17/2010 Diane Andronica  
07/17/2010 Laura Liston  
07/17/2010 Laurie Gutierrez  
07/17/2010 Jonathan Mitchell  
07/17/2010 2 illegible signatures  
07/18/2010 Joshua Smift  
07/18/2010 Stephn Linder  
07/18/2010 K. Tracy Munn  
07/18/2010 Juan Bulnes-Fowles  
07/18/2010 David Cameron  
07/18/2010 Chris Page  
07/18/2010 Sarah Bergstrom  
07/18/2010 Melissa Butler Bennett  
07/18/2010 David Phillips  
07/18/2010 Amy Smift  
07/18/2010 Fran Altvater  
07/18/2010 Peter Houk  
07/18/2010 Maria Daniels  
07/18/2010 Leigh Meunier  
07/18/2010 Willa Bandler  
07/19/2010 David H. Douglas  
07/19/2010 William Gilligan  
07/19/2010 Yvette Verdieu  
07/19/2010 Josiah Lee Auspitz  
07/19/2010 Tami Kaplan

07/19/2010 Melissa Glenn Haber  
07/19/2010 Richard Kaufman  
07/19/2010 Markie McBrayer  
07/19/2010 Charlie Denison  
07/19/2010 Daniel Fairchild  
07/19/2010 Skip Schiel  
07/20/2010 Jeffrey R. Levine  
07/20/2010 Jessica Davis  
07/20/2010 Gavin R. Schnitzler  
07/20/2010 Matthew Sachs  
07/20/2010 Alice Grossman  
07/20/2010 Richard J. Barbalace  
07/20/2010 Alan Greene  
07/20/2010 Cynthia Pellegrini  
07/20/2010 Chris Mesarch  
07/20/2010 Jennifer Lawrence  
07/20/2010 David C. Osler  
07/20/2010 Timur Kaya Yontar  
07/20/2010 Sonia Lipson  
07/20/2010 Steven Orzack  
07/20/2010 Charles Russo  
07/21/2010 Mary R. Jeka, Vice President for University Relations, Tufts University  
07/21/2010 Resident – Winter Street  
07/21/2010 Alden Zecha  
07/21/2010 Bonnie Borthwick  
07/21/2010 David Sholl  
07/21/2010 W. Scott Cooledge  
07/21/2010 Jill Slosberg-Ackerman  
07/21/2010 Adelaide Smith  
07/21/2010 William Kipp  
07/21/2010 Cheryl Bakey  
07/21/2010 Margery Hamlen  
07/21/2010 Connie Blaszczyk  
07/21/2010 Deborah Davidson  
07/21/2010 Laura Beretsky  
07/21/2010 Steve Gottlieb  
07/21/2010 Lynn Weissman  
07/21/2010 Belmont Citizens Forum  
07/21/2010 Judith Weinstock  
07/21/2010 Roberta Cameron  
07/21/2010 Jeremiah Huson  
07/21/2010 Henry Milorin  
07/21/2010 Priscilla Chew  
07/21/2010 Karolina Wrobel  
07/21/2010 Kay Canavino  
07/21/2010 Craig Murphy

07/21/2010 Kamal Ayad  
07/21/2010 Karen Gardner  
07/21/2010 Steven and Julie Roix  
07/21/2010 Jennifer DesAutels  
07/22/2010 Alex Feldman  
07/22/2010 Michael Dwyer  
07/22/2010 Adrienne Landau  
07/22/2010 Fred Berman and Lori Segall  
07/22/2010 Arnold Reinhold  
07/22/2010 Marco Rivero  
07/22/2010 Alex Epstein  
07/22/2010 Leslie Fincke  
07/22/2010 Laurie Krieger  
07/22/2010 Mary Anne Adduci  
07/22/2010 Thomas W. Lincoln  
07/22/2010 Barbara Steiner  
07/22/2010 Vincent Mase  
07/22/2010 Debra Weisberg  
07/22/2010 Sandy Schafer and Bernard LaCasse  
07/22/2010 A. Raymond Bourque  
07/22/2010 Lois Bennett  
07/22/2010 M. Susanna Darling  
07/22/2010 Jacinthe Gingras  
07/22/2010 Jessica Strauss  
07/22/2010 Elissa W. Katler  
07/22/2010 Damien DiBona  
07/22/2010 Thomas Gardon and Karen Holtzman  
07/22/2010 Green Line Advisory Group for Medford (GLAM)  
07/22/2010 Dr. William Wood  
07/22/2010 Allison Goldsberry  
07/22/2010 Paula Woolley  
07/22/2010 Mark Jaquith  
07/22/2010 Alan Moore  
07/22/2010 Stephen Pomeroy  
07/22/2010 Melissa O'Shea  
07/22/2010 Anthony O'Shea  
07/22/2010 Lori Gardinier  
07/22/2010 Jared Ingersoll  
07/22/2010 Margaret Weigel  
07/22/2010 William Messenger  
07/22/2010 Stephanie Geuns-Meyer  
07/22/2010 Marc Davidson  
07/22/2010 Naomi Slagowski (2<sup>nd</sup> comment)  
07/22/2010 Heather Stockwell  
07/22/2010 Massachusetts Department of Environmental Protection – Boston  
07/22/2010 Massachusetts Department of Environmental Protection - NERO

07/22/2010 Barbara Broussard  
 07/22/2010 John M. Connolly, Alderman at Large, President, Somerville Board of Aldermen  
 07/22/2010 State Representative Denise Provost, 27<sup>th</sup> Middlesex District  
 07/22/2010 Metropolitan Area Planning Council  
 07/22/2010 Friends of the Community Path  
 07/22/2010 WalkBoston  
 07/22/2010 M.S. Walker Company  
 07/23/2010 United States Congressmen Michael Capuano, 8<sup>th</sup> District Massachusetts  
 07/23/2010 Professional Services Corporation, PC, on behalf of Brickbottom Condominium Trust  
 07/23/2010 Inner Belt Industrial Center Realty Trust and the Somerville Chamber of Commerce's Inner Belt Business Interest Group  
 07/23/2010 Robert W. Healy, City Manager, City of Cambridge  
 07/23/2010 Conservation Law Foundation  
 07/23/2010 Sierra Club, Massachusetts Chapter  
 07/23/2010 Robert G. Martel, Property Manager, Brickbottom Condominium Trust  
 07/23/2010 Trustees of the Brickbottom Condominium Trust  
 07/23/2010 MBTA Rider Oversight Committee  
 07/23/2010 City of Medford – Office of Human Diversity and Compliance  
 07/23/2010 Michael J. McGlynn, Mayor, City of Medford  
 07/23/2010 Lauren DiLorenzo, Director, City of Medford Office of Community Development  
 07/23/2010 Clodagh Stoker-Long, Economic Development Planner, City of Medford Office of Community Development  
 07/23/2010 Cassandra Koutalidis, City Engineer, City of Medford Department of Public Works  
 07/23/2010 Paul F. Mochi, Building Commissioner, City of Medford  
 07/23/2010 Karen L. Rose, Director, Medford Board of Health and Council on Aging  
 07/23/2010 Carey R. Duques, Director, City of Medford Energy and Environment Office  
 07/23/2010 Monica R. Lamboy, Executive Director, City of Somerville Office of Strategic Planning and Community Development  
 07/23/2010 Joseph A. Curtatone, Mayor, City of Somerville  
 07/23/2010 State Senator Patricia Jehlen, 2<sup>nd</sup> Middlesex District  
 07/23/2010 PanAm Railways  
 07/23/2010 Lisa Brukilacchio, Director of Somerville Community Health Agenda Cambridge Health Agenda  
 07/23/2010 State Representative Timothy J. Toomey, Jr., 26<sup>th</sup> Middlesex District  
 07/23/2010 Mystic River Watershed Association  
 07/23/2010 Jeffrey L. Roelofs, P.C., on behalf of Brickbottom Condominium Trust  
 07/23/2010 Massachusetts Bicycle Coalition (MassBike)  
 07/23/2010 Massachusetts Department of Conservation and Recreation  
 07/23/2010 Mass Central Rail Trail Coalition  
 07/23/2010 State Representative Carl M. Sciortino, Jr., 34<sup>th</sup> Middlesex District  
 07/23/2010 East Somerville Main Streets  
 07/23/2010 Livable Streets Alliance  
 07/23/2010 Somerville Chamber of Commerce  
 07/23/2010 Stephen R. Gaun  
 07/23/2010 Pat Stevens

07/23/2010 John Mann and Ellen Chase  
07/23/2010 Mike Korczynski  
07/23/2010 Randall Thurston  
07/23/2010 Lisa DiMatteo  
07/23/2010 Michael Adamian  
07/23/2010 Susan Strauss  
07/23/2010 Erik and Dina Jacobs  
07/23/2010 Charles Marquardt  
07/23/2010 Laurel Ruma  
07/23/2010 Lynn Sahaida  
07/23/2010 Joseph S. Lynch and James W. Widor  
07/23/2010 Michael Bernstein (2<sup>nd</sup> comment)  
07/23/2010 Mary Regan  
07/23/2010 Mark Chase  
07/23/2010 Bruce Kulik  
07/23/2010 Sarah Shugars  
07/23/2010 Steve Mulder  
07/23/2010 Heather Maguire Hoffman  
07/23/2010 Christopher Park  
07/23/2010 David Dahlbacka  
07/23/2010 Sean Hooley  
07/23/2010 Friends of the Bruce Freeman Rail Trail  
07/23/2010 Lynn McWhood  
07/23/2010 Caroline Kipp  
07/23/2010 William Bennett  
07/23/2010 Sarah Bapst  
07/23/2010 Kris Kipp  
07/23/2010 Patricia Lyga and Kay Canavino  
07/23/2010 Linda Fisher  
07/23/2010 P. Panda  
07/23/2010 George Gabin  
07/23/2010 L. Gordon  
07/23/2010 Heather Van Aelst  
07/23/2010 Jonathan McDowell  
07/23/2010 Lana Hermann  
07/23/2010 Diane Novetsky  
07/23/2010 Lois Fiore  
07/23/2010 Brian, Rebecca and Augustin Didier  
07/23/2010 Ellen Band  
07/23/2010 Peter John Marquez  
07/23/2010 Sean Sullivan  
07/23/2010 David F.  
07/23/2010 Ann Gallagher  
07/23/2010 Andrea Yakovakis  
07/23/2010 Stephanie Greenish  
07/23/2010 Sharon Beets

07/23/2010 Wilson Cardona  
07/23/2010 Alana Thurston  
07/23/2010 Jean Lamisere  
07/23/2010 Xavier Orellana  
07/23/2010 Jonathan Reis  
07/23/2010 Jules Stevens  
07/23/2010 Rome Thermidor  
07/23/2010 Nadier Ducasse  
07/23/2010 Ryan Kennedy-Williams  
07/23/2010 Darron Fernandes-Smith  
07/23/2010 Joseph Baldesde  
07/23/2010 Claudy Jean-Louis  
07/23/2010 Bryant Parsons  
07/23/2010 Gelrick Phanor  
07/23/2010 Marc Verhagen  
07/23/2010 Donna Laquidara-Carr  
07/23/2010 Wig Zamore  
07/23/2010 Chris Matthews  
07/23/2010 Suzanne Lipksy  
07/23/2010 Alyson Schultz  
07/23/2010 Ellin Reisner  
07/23/2010 Marguerite Scott  
07/23/2010 Stephen H. Kaiser  
07/23/2010 Cecily Harwitt  
07/23/2010 John Roland Elliott  
07/23/2010 Kenneth J. Krause  
07/23/2010 Elisabeth Bayle  
07/23/2010 Stephen Paul Linder (2<sup>nd</sup> comment)  
07/23/2010 Walter Willett  
07/23/2010 Karen Molloy  
07/23/2010 Kevin Dufresne  
07/23/2010 Jim McGinnis  
07/23/2010 Paul Morrissey, Aero Cycle Co.  
07/23/2010 Alan Moore (2<sup>nd</sup> comment)  
07/23/2010 Kathleen Tevenan  
07/23/2010 Martha Stone  
07/23/2010 Courtney O'Keefe  
07/23/2010 Lisa Gimbel  
07/23/2010 Doug Carr  
07/23/2010 Linda Carrubba  
07/23/2010 Charlie Smigelski  
07/23/2010 David Alexander  
07/23/2010 Lucy Chen  
07/23/2010 Michael Silverman  
07/23/2010 Dan Tremitiere  
07/23/2010 Rob Kassel



07/23/2010 Joseph P. Lynch, Jr, Magoun Square Neighborhood Association  
07/23/2010 Richard Briton  
07/23/2010 unsigned comment letter

Late Comments:

07/24/2010 Elizabeth Golubitsky  
07/24/2010 Ami Almendral Feldman  
07/25/2010 Wig Zamore (2<sup>nd</sup> comment)  
07/26/2010 Massachusetts Water Resources Authority  
07/26/2010 Pamela Su  
07/26/2010 David Tonnesen  
07/26/2010 Mimi Ann Polumbaum (2<sup>nd</sup> comment)  
07/26/2010 George Summers, Jr.  
07/26/2010 Gregory Atkinson  
07/26/2010 Eytan Fichman  
07/27/2010 Ellen Young