

**MEMORANDUM****To: MassDOT Planning****January 23, 2012****From: Scott A. Peterson, Manager  
Transportation Systems Analysis Group****Re: Green Line Extension SIP Mitigation Inventory**

The Central Transportation Planning Staff (CTPS) has been asked to provide modeling support to the MassDOT Office of Transportation Planning as a part of the effort to identify interim mitigation measures to compensate for any delay in opening the Green Line Extension to College Avenue in Medford and to Union Square in Somerville. As a first step, MassDOT requested that CTPS assist in cataloging and developing a database of solicited interim mitigation measure ideas, including a preliminary evaluation of key metrics. This database will enable MassDOT to begin a discussion with the public and with the Department of Environmental Protection (DEP) to identify a list of projects to analyze for their potential air quality benefits.

*The role of CTPS is purely to provide technical analysis of the ideas that MassDOT advances based on performance metrics that MassDOT has developed.*

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Green Line Ext SIP Mitigation Inventory

Strategy	Type of Program/Project	Market: Cambridge/Somerville/Medford	Market: Boston	Emission Reductions Potential	Modelable by CTPS	Implementable before 2015	Property Impacts	MBTA Operational Issues	Achievable with Existing MBTA Fleet	Significant Capital Expense	Municipal Approval and Cooperation Required	Implementing Entity	Notes
				1 = Most reduction potential N/A No reduction potential		1 = Greater likelihood of implementation	1 = lesser impacts	1 = lesser impacts		1 = lesser capital expense	1 = less municipal involvement		
Green Line B, D, & E serve Lechmere	Transit - Rapid Transit	YES	YES	1	YES	1	1	5	NO	2	1	MBTA	Concerns from MBTA operations due to viaduct issues and need for more vehicles, Potentially affected by MBTA Fare and Service Changes
Green Line D & E serve Lechmere	Transit - Rapid Transit	YES	YES	1	YES	1	1	5	NO	2	1	MBTA	Concerns from MBTA operations due to viaduct issues and need for more vehicles, Potentially affected by MBTA Fare and Service Changes
Green Line C & E serve Lechmere	Transit - Rapid Transit	YES	YES	1	YES	1	1	5	NO	2	1	MBTA	Concerns from MBTA operations due to viaduct issues and need for more vehicles, Potentially affected by MBTA Fare and Service Changes
Green Line B & E serve Lechmere	Transit - Rapid Transit	YES	YES	1	YES	1	1	5	NO	2	1	MBTA	Concerns from MBTA operations due to viaduct issues and need for more vehicles, Potentially affected by MBTA Fare and Service Changes
Green Line D & C serve North Station; E Lechmere	Transit - Rapid Transit	NO	YES	1	YES	1	1	5	NO	2	1	MBTA	Concerns from MBTA operations due to viaduct issues and need for more vehicles, Potentially affected by MBTA Fare and Service Changes
Green Line B & C serve North Station; E Lechmere	Transit - Rapid Transit	NO	YES	1	YES	1	1	5	NO	2	1	MBTA	Concerns from MBTA operations due to viaduct issues and need for more vehicles, Potentially affected by MBTA Fare and Service Changes
Silver Line to Chelsea (connecting South Station with Chelsea via Haul Road)	Transit - Rapid Transit	NO	YES	2	YES	1	1	5	NO	4	1	MBTA	Concerns from MBTA operations due to need for dual-mode vehicles
Red Line Off-peak headways reduced from 13 and 12 min to 11.5 min	Transit - Rapid Transit	YES	YES	2	YES	1	1	2	YES	1	1	MBTA	
Mattapan Line Off-peak headways reduced from 10 and 12 min to 6.67 min	Transit - Rapid Transit	NO	YES	2	YES	1	1	2	YES	1	1	MBTA	Outside study area
Orange Line Off-peak headways reduced from 8 & 10 min to 6 min	Transit - Rapid Transit	YES	YES	2	YES	1	1	2	YES	1	1	MBTA	
Green Line E Off-peak headways reduced from 8 and 14 min to 6.67 min	Transit - Rapid Transit	YES	YES	2	YES	1	1	2	YES	1	1	MBTA	Potentially affected by MBTA Fare and Service Changes
Green Line D Off-peak headways reduced from 11 & 13 min to 7.5 min	Transit - Rapid Transit	NO	YES	2	YES	1	1	2	YES	1	1	MBTA	
Green Line C Off-peak headways reduced from 10 & 14 min to 8.5 min	Transit - Rapid Transit	NO	YES	2	YES	1	1	2	YES	1	1	MBTA	
Green Line B Off-peak headways reduced from 8 and 11 min to 6.67 min	Transit - Rapid Transit	NO	YES	2	YES	1	1	2	YES	1	1	MBTA	
Blue Line Off-peak headways reduced from 9 & 13 min to 6 min	Transit - Rapid Transit	NO	YES	2	YES	1	1	2	YES	1	1	MBTA	
Phased implementation of GLX- bringing some stations on line early	Transit - Rapid Transit											MBTA/Somerville/Medford	GLX phasing strategies are already under consideration by the MBTA and MassDOT, and so will not be used as mitigation for the GLX delay
Extend Green Line from Union Sq to Porter Sq	Transit - Rapid Transit	YES	NO	3	YES	5	3	5	NO	5	4	MBTA	Could not be completed by 2015 according to MBTA, not supported by MassDOT
Green Line Design/build Rte 16 Extension	Transit - Rapid Transit	YES	NO	3	YES	5	5	5	NO	5	4	MassDOT/Somerville	Could not be completed by 2015 according to MBTA
SLS Night headways reduced from 10 min to 8.5 min	Transit - Rapid Transit	NO	YES	3	YES	1	1	2	YES	1	1	MBTA	Potentially affected by MBTA Fare and Service Changes
SL4 Off-peak headways reduced from 15 & 20 min to 12 min	Transit - Rapid Transit	NO	YES	3	YES	1	1	2	YES	1	1	MBTA	Potentially affected by MBTA Fare and Service Changes
SL2 Off-peak headways reduced from 15 & 10 min to 7.5 min	Transit - Rapid Transit	NO	YES	3	YES	1	1	2	YES	1	1	MBTA	Potentially affected by MBTA Fare and Service Changes
SL Shuttle to Silver Line Way Off-peak service (6.67 min headways)	Transit - Rapid Transit	NO	YES	3	YES	1	1	2	YES	1	1	MBTA	Potentially affected by MBTA Fare and Service Changes
Union Square - Multimodal Station - Commuter Rail/Bus/Green Line	Transit - Rapid Transit / Commuter Rail	YES	NO	3	YES	4	3	5	NO	5	5	MBTA/Somerville/Medford	Could not be completed by 2015 according to MBTA, costly to implement, takings issues, Not supported by MassDOT
Gilman Square - Multimodal Station - Commuter Rail/Bus/Green Line	Transit - Rapid Transit / Commuter Rail	YES	YES	3	YES	4	3	5	NO	5	5	MBTA/Somerville	Could not be completed by 2015 according to MBTA, costly to implement, takings issues, Not supported by MassDOT
Ball Square - Multimodal Station - Commuter Rail/Bus/Green Line	Transit - Rapid Transit / Commuter Rail	YES	NO	3	YES	4	3	5	NO	5	5	MBTA/Somerville/Medford	Could not be completed by 2015 according to MBTA, costly to implement, takings issues, Not supported by MassDOT
Union Square - Commuter Rail Station (stand-alone)	Transit - Commuter Rail	YES	NO	3	YES	3	3	5	YES	5	5	MBTA/Somerville	Could not be completed by 2015 according to MBTA, costly to implement, takings issues, not supported by MassDOT
College Ave - Commuter Rail Station (stand-alone)	Transit - Commuter Rail	YES	NO	3	YES	3	3	5	YES	5	5	MBTA/Somerville/Medford	Could not be completed by 2015 according to MBTA, costly to implement, takings issues, not supported by MassDOT
Ball Square - Commuter Rail Station (stand-alone)	Transit - Commuter Rail	YES	NO	3	YES	3	3	5	YES	5	5	MBTA/Somerville/Medford	Could not be completed by 2015 according to MBTA, costly to implement, takings issues, not supported by MassDOT
New Somerville Commuter Rail Stop at Assembly Square (Haverhill & Rockport Lines)	Transit - Commuter Rail	YES	YES	4	YES	3	3	5	YES	5	5	MBTA/Somerville	Could not be completed by 2015 according to MBTA, costly to implement, takings issues, not supported by MassDOT
Lowell Commuter Rail Line Off-peak headways reduced from 60 min to 20 min	Transit - Commuter Rail	YES	NO	5	YES	1	1	2	YES	1	1	MBTA	May be counterproductive in terms of air quality due to locomotive emissions
Fitchburg Commuter Rail Line Off-peak headways reduced from 72 min to 36 min	Transit - Commuter Rail	YES	NO	5	YES	1	1	2	YES	1	1	MBTA	May be counterproductive in terms of air quality due to locomotive emissions
Fairmount Commuter Rail Line Off-Peak headways reduced from 120 & 180 min to 90 min	Transit - Commuter Rail	NO	YES	5	YES	1	1	2	YES	1	1	MBTA	May be counterproductive in terms of air quality due to locomotive emissions
Route 91 Off-peak headways reduced from 70 & 60 min to 40 min	Transit - Bus	YES	NO	3	YES	1	1	2	YES	1	1	MBTA	Potentially affected by MBTA Fare and Service Changes
Route 87 Off-peak headways reduced from 30 min to 20 min	Transit - Bus	YES	NO	3	YES	1	1	2	YES	1	1	MBTA	Potentially affected by MBTA Fare and Service Changes
Route 86 Off-peak headways reduced from 30 & 60 min to 20 min	Transit - Bus	YES	NO	3	YES	1	1	2	YES	1	1	MBTA	Potentially affected by MBTA Fare and Service Changes
Route 85 nighttime service at 40 min headways	Transit - Bus	YES	NO	3	YES	1	1	2	YES	1	1	MBTA	Potentially affected by MBTA Fare and Service Changes
Route 80 Off-peak headways reduced from 35 & 60 min to 20 min	Transit - Bus	YES	NO	3	YES	1	1	2	YES	1	1	MBTA	Potentially affected by MBTA Fare and Service Changes
New enhanced limited rapid bus services (80E and 87E) following existing bus routes 80 and 87 to Lechmere, 80E continuing along to Govt Ctr and stopping at all existing Green Line stations between Lechmere and Govt Ctr	Transit - Bus	YES	YES	3	YES	1	1	5	NO	4	1	MBTA	Concerns from MBTA operations due to vehicle need issues as well as roadway configuration along proposed alignment
New enhanced limited rapid bus services (80E and 87E) following existing bus routes 80 and 87 to Lechmere, 80E continuing in express mode from Lechmere to Haymarket station	Transit - Bus	YES	YES	3	YES	1	1	5	NO	4	1	MBTA	Concerns from MBTA operations due to vehicle need issues as well as roadway configuration along proposed alignment
Route 66 Off-peak headways reduced from 16 & 20 min to 12 min	Transit - Bus	YES	YES	3	YES	1	1	2	YES	1	1	MBTA	Potentially affected by MBTA Fare and Service Changes
Route 39 Off-peak headways reduced from 12 min to 10 min	Transit - Bus	NO	YES	3	YES	1	1	2	YES	1	1	MBTA	Potentially affected by MBTA Fare and Service Changes
Route 111 Off-peak headways reduced from 12 & 10 min to 7 min	Transit - Bus	NO	YES	3	YES	1	1	2	YES	1	1	MBTA	Potentially affected by MBTA Fare and Service Changes
Route 101 Off-peak headways reduced from 32 & 60 min to 20 min	Transit - Bus	YES	NO	3	YES	1	1	2	YES	1	1	MBTA	Potentially affected by MBTA Fare and Service Changes
Route 1 Off-peak headways reduced from 14 & 13 min to 10 min	Transit - Bus	YES	YES	3	YES	1	1	2	YES	1	1	MBTA	Potentially affected by MBTA Fare and Service Changes
Combine and reconfigure the CT2 and CT3 routes to better connect Cambridge, Somerville, and Longwood	Transit - Bus	YES	NO	3	YES	1	1	5	NO	4	4	MBTA	Concerns from MBTA operations due to vehicle need issues; necessary infrastructure construction and municipal coordination/approval most likely not completed by 2015
CT2 Off-peak headways reduced from 30 to 25 min; new nighttime service	Transit - Bus	YES	YES	3	YES	1	1	2	YES	1	1	MBTA	Potentially affected by MBTA Fare and Service Changes
CT3 Off-peak headways reduced from 30 to 25 min; new nighttime service	Transit - Bus	NO	YES	3	YES	1	1	2	YES	1	1	MBTA	Potentially affected by MBTA Fare and Service Changes
New Route CT4 linking Assembly Square and Sullivan Square to Lechmere and Kendall Squares, by building and using new NorthPoint Inner-Belt Bridge	Transit - Bus	YES	YES	4	YES	5	5	5	NO	5	4	MBTA / Somerville / Cambridge / Medford	Bridge does not currently exist, costly to implement, not supported by MassDOT
Route 85 Off-peak headways reduced from 40 min to 36 min	Transit - Bus	YES	NO	4	YES	1	1	2	YES	1	1	MBTA	Potentially affected by MBTA Fare and Service Changes
Route 94 Off-peak headways reduced from 48 & 50 min to 30 min	Transit - Bus	YES	NO	4	YES	1	1	2	YES	1	1	MBTA	Potentially affected by MBTA Fare and Service Changes
Route 90 Off-peak headways reduced from 70 & 60 min to 40 min	Transit - Bus	YES	NO	4	YES	1	1	2	YES	1	1	MBTA	Potentially affected by MBTA Fare and Service Changes
Route 89 Off-peak headways reduced from 32 & 60 min to 20 min	Transit - Bus	YES	NO	4	YES	1	1	2	YES	1	1	MBTA	Potentially affected by MBTA Fare and Service Changes
Route 88 Off-peak headways reduced from 30 min to 20 min	Transit - Bus	YES	NO	4	YES	1	1	2	YES	1	1	MBTA	Potentially affected by MBTA Fare and Service Changes
Route 96 Off-peak headways reduced from 48 and 60 min to 20 min	Transit - Bus	YES	NO	4	YES	1	1	2	YES	1	1	MBTA	Potentially affected by MBTA Fare and Service Changes
Route 77 Off-peak headways reduced from 12 & 13 min to 10 min	Transit - Bus	YES	NO	4	YES	1	1	2	YES	1	1	MBTA	Potentially affected by MBTA Fare and Service Changes
Route 73 Off-peak headways reduced from 20 & 13 min to 10 min	Transit - Bus	YES	NO	4	YES	1	1	2	YES	1	1	MBTA	Potentially affected by MBTA Fare and Service Changes
Route 71 Off-peak headways reduced from 20 & 13 min to 10 min	Transit - Bus	YES	NO	4	YES	1	1	2	YES	1	1	MBTA	Potentially affected by MBTA Fare and Service Changes
Route 69 Off-peak headways reduced from 23 & 35 min to 20 min	Transit - Bus	YES	NO	4	YES	1	1	2	YES	1	1	MBTA	Potentially affected by MBTA Fare and Service Changes
Route 61L - limited stop version of Route 66	Transit - Bus	YES	YES	4	YES	1	1	2	NO	1	1	MBTA	Concerns from MBTA operations due to vehicle need issues as well as roadway configuration along proposed alignment
Route 47 Extension to Harvard Sq	Transit - Bus	YES	YES	4	YES	1	1	2	NO	1	1	MBTA	Concerns from MBTA operations due to vehicle need issues as well as roadway configuration along proposed alignment
Route 28 Off-peak headways reduced from 11 & 20 min to 9 min	Transit - Bus	NO	YES	4	YES	1	1	2	YES	1	1	MBTA	Outside study area
Route 23 Off-peak headways reduced from 12 & 15 min to 10 min	Transit - Bus	NO	YES	4	YES	1	1	2	YES	1	1	MBTA	Outside study area
Route 22 Off-peak headways reduced from 14 & 20 min to 11 min	Transit - Bus	NO	YES	4	YES	1	1	2	YES	1	1	MBTA	Outside study area
Route 15 Off-peak headways reduced from 16 & 20 min to 12 min	Transit - Bus	NO	YES	4	YES	1	1	2	YES	1	1	MBTA	Outside study area
Route CT2 operate on weekends (currently only weekday)	Transit - Bus	YES	YES	5	YES	1	1	2	YES	1	1	MBTA	Potentially affected by MBTA Fare and Service Changes

Green Line Ext SIP Mitigation Inventory

Strategy	Type of Program/Project	Market: Cambridge/Somerville/Medford	Market: Boston	Emission Reductions Potential	Modelable by CTPS	Implementable before 2015	Property Impacts	MBTA Operational Issues	Achievable with Existing MBTA Fleet	Significant Capital Expense	Municipal Approval and Cooperation Required	Implementing Entity	Notes
				1 = Most reduction potential N/A No reduction potential		1 = Greater likelihood of implementation	1 = lesser impacts	1 = lesser impacts		1 = lesser capital expense	1 = less municipal involvement		
Financial subsidy for the public to purchase electric vehicles	Vehicle Policy	YES	YES	4	NO	1	1	1	YES	4	1	Executive/Legislative	
Lowering of speed limits on highways	Vehicle Policy	YES	YES	4	NO	1	1	1	YES	1	1	Executive/Legislative	Difficult to implement and enforce, limited effectiveness
Expansion of Clean Cab program to Boston, Medford, Somerville	Vehicle Policy	YES	YES	5	NO	1	1	1	YES	1	4	Boston/Medford/Somerville	Extensive municipal buy-in needed, not within MassDOT jurisdiction
Hybrid taxi subsidy	Vehicle Policy	YES	YES	5	NO	1	1	1	YES	1	5	Executive/Legislative	
Zip Car / Shared vehicle subsidy for the public	Vehicle Policy	YES	YES	5	NO	1	1	1	YES	4	1	Executive/Legislative	
Electric/hybrid SOVs eligible to use HOV lanes	Vehicle Policy	YES	YES	5	NO	1	1	1	YES	1	1	MassDOT	Would require a revision to MassDEP's regulations and a State Implementation Revision by EPA
Mandate Eco-driving for Trucks	Vehicle Policy	NO	NO	5	NO	1	1	1	YES	1	1	RMV/Exec./Leg.	Difficult to implement and enforce in trucking community
Mandate Eco-driving for public vehicles	Vehicle Policy	NO	NO	5	NO	1	1	1	YES	1	5	RMV/Exec./Leg.	Difficult to implement and enforce across all agencies
Mandate Eco-driving for all vehicles	Vehicle Policy	YES	YES	5	NO	1	1	1	YES	1	1	RMV/Exec./Leg.	Difficult to implement and enforce
Free air at gas stations for better tire inflation, which reduces emissions	Vehicle Policy	YES	YES	5	NO	1	1	1	YES	1	1	Executive/Legislative	Difficult to implement, limited MassDOT jurisdiction, often already exists
Electric plug-in power sources for idling trucks at Conley intermodal marine terminal in Seaport District (Boston)	Technology	NO	YES	3	NO	1	1	1	YES	2	1	Massport	
Commuter rail locomotive engine/fuel upgrades	Technology	YES	YES	2	YES	1	1	1	NO	3	1	MBTA	Potentially costly to implement due to rolling stock conversions, MBTA is currently working towards improvements
Electric motor/batteries for commuter rail	Technology	YES	YES	2	YES	1	1	1	NO	3	1	MBTA	Potentially costly to implement due to rolling stock conversions
Exclusive use of low emissions MBTA buses in Cambridge, Medford, Somerville	Technology	YES	YES	3	YES	1	1	5	NO	4	1	MBTA	Concerns from MBTA operations due to need for new vehicles over existing low-emissions fleet
Retrofit all 24-hour diesel-powered train switches to low-emissions automatic train switches for CRR and freight trains	Technology	YES	YES	3	NO	1	1	1	YES	2	1	MBTA	
Require auxiliary power units on commuter rail trains as well as on freight trains	Technology	YES	YES	3	NO	1	1	1	NO	2	1	MBTA	Potentially costly to implement due to rolling stock conversions, limited MassDOT jurisdiction
Cleaner and more extensive Central Artery Tunnel ventilation system	Technology	NO	YES	3	NO	1	1	1	YES	4	1	MassDOT	Costly to implement as a result of capital and lengthy environmental review process; would require a revision to MassDEP's regulations and a State Implementation Revision by EPA
Open-road tolling on all MassDOT tolled facilities (Tobin, Masspike)	Technology	YES	YES	4	NO	1	1	1	YES	2	1	MassDOT	
Retrofit or make electric/hybrid - university, employer, TMA buses/vehicles	Technology	YES	YES	4	NO	1	1	1	YES	4	1	Universities / Healthcare facilities / Major employers / TMAs	Limited MassDOT jurisdiction
Retrofit or make electric/hybrid - schoolbuses/delivery trucks	Technology	YES	YES	4	NO	1	1	1	YES	4	1	DEP	Limited MassDOT jurisdiction
Electric vehicle charging stations in Cambridge, Somerville, Medford	Technology	YES	YES	4	NO	1	1	1	YES	3	5	Cambridge/Somerville/Medford	Potential difficult and costly to implement, currently have limited utility until widespread electric car use
Electric motor/batteries required for all buses in Massachusetts (MBTA and other)	Technology	YES	YES	4	YES	1	1	1	YES	3	1	MBTA	
Improved emissions on ferries and water shuttles via cleaner engines	Technology	NO	NO	4	YES	1	1	1	YES	5	1	MassDOT	
Plug-ins available for idling trucks in Chelsea and Everett	Technology	NO	NO	4	NO	1	1	1	YES	2	3	MassDOT/Massport/MassDEP/DPU	
Plug-ins available for idling boats and cruise ships	Technology	NO	NO	4	NO	1	1	1	YES	2	1	MassDOT	
Hybrid retrofit for Duck boats	Technology	YES	YES	5	NO	1	1	1	YES	2	1	Private Party	
Upgrade municipal fleets to hybrids/electric	Technology	YES	YES	5	NO	1	1	1	YES	4	5	Municipalities	Limited MassDOT jurisdiction
Waste hauler emissions control	Technology	YES	YES	5	NO	1	1	1	YES	3	5	MassDOT/Massport/MassDEP/DPU	Limited MassDOT jurisdiction
Better snow removal - using electric plows - along MBTA bus routes	Technology	YES	YES	5	NO	1	1	5	YES	3	5	MassDOT	
Wind turbine construction at MBTA and MassDOT facilities	Technology	NO	NO	4	NO	5	5	1	YES	5	5	MassDOT	
Installation of noise barriers to block emission exposure along area highways	Technology	YES	YES	N/A	NO	1	2	1	YES	3	5	MassDOT	Does not eliminate emissions - just controls dispersion
Solar panels on MBTA facilities & shelters	Technology	YES	YES	5	NO	1	1	1	YES	2	1	MBTA	
Sustainable Transp. Analysis / AQ - University Research Grants	Research	NO	NO	N/A	NO	1	1	1	YES	1	1	Executive/Legislative	No air quality benefit
Increase funding for Massachusetts Green Communities Act Initiatives	Research	YES	YES	5	NO	1	1	1	YES	1	1	Executive/Legislative	
Energy audit of MBTA Systems	Research	YES	YES	N/A	NO	1	1	1	YES	1	1	MBTA	No air quality benefit
Salem Parking Garage construction	Parking/Transit	NO	NO	4	YES	1	1	1	YES	4	1	MBTA/MassDOT/Salem	Outside study area
Beverly Parking Garage construction	Parking/Transit	NO	NO	4	YES	1	1	1	YES	4	1	MBTA/MassDOT/Beverly	Outside study area
Priority parking offered to carpools/hybrid vehicles @ MBTA park-and-ride stations and worksites	Parking Policy	YES	YES	5	NO	1	1	1	YES	2	1	MBTA/MassDOT	Difficult to enforce, occasional limited jurisdiction (many lots are privately operated)
Use of Charlie Card to pay for pkg @ MBTA park-and-ride station (aim to reduce idling)	Parking Policy	YES	YES	5	NO	1	1	1	YES	1	1	MBTA	
Mandating pre-paid parking at garages (aim to reduce idling)	Parking Policy	YES	YES	5	NO	1	1	1	YES	1	1	MBTA	
Demand-responsive parking pricing and real-time information program for Boston, Cambridge, Somerville to eliminate idling and circling	Parking Policy	YES	YES	5	NO	1	1	1	YES	1	5	Boston/Cambridge/Somerville	Difficult to implement, limited MassDOT jurisdiction
Convert auto lanes to bus/bike lanes on Rte 28 in Cambridge, Medford, Somerville	Non-Motorized / Transit - Bus	YES	NO	4	YES	1	1	5	YES	4	4	MassDOT/Somerville/Cambridge	
Bikesharing programs to Cambridge, Medford, Somerville	Nonmotorized Policy	YES	YES	5	NO	1	1	1	YES	1	5	Hubway	
Healthy Lifestyles Education - promote biking	Nonmotorized Policy	YES	YES	N/A	NO	1	1	1	YES	1	1	Executive/Legislative	No air quality benefit
Community Path in Somerville construction	Nonmotorized	YES	NO	5	NO	1	1	1	YES	2	2	Somerville/Cambridge/Boston	
Mystic River Reservation Multi-use Trail in Medford construction	Nonmotorized	YES	NO	5	NO	1	1	1	YES	2	2	Medford	
Grand Junction Multi-Use Path in Cambridge construction	Nonmotorized	YES	YES	5	NO	1	1	1	YES	2	2	Cambridge	
Early Implementation of Pedestrian/bike/traffic mitigation from GLX DEIR	Local Improvements	YES	NO	3	NO	1	1	1	YES	3	4	Somerville/Cambridge	
Impact of new McGrath Hwy boulevard configuration in Cambridge and Somerville	Local Improvements	YES	NO	5	YES	4	1	1	YES	4	1	MassDOT/Somerville	Study analysis will not be completed by 2015 according to MassDOT
Install Mini-high platforms for ADA compliance at West Medford Station	Local Improvements	YES	YES	N/A	NO	1	1	1	YES	1	1	MBTA	No air quality benefit
Better bus shelters along GLX corridor in Cambridge, Medford, Somerville	Local Improvements	YES	YES	5	NO	1	2	1	YES	2	3	MBTA	
Store all Green Line trains at new Somerville Maintenance Facility	Local Improvements	YES	YES	N/A	NO	5	5	5	YES	5	1	MBTA	Could not be completed by 2015 according to MBTA Operations, not supported by MassDOT, unnecessary impacts on abutters, no air quality benefit
Re-route Lowell Commuter Rail Line around Inner Belt area in Somerville	Local Improvements	YES	YES	5	NO	4	5	5	YES	5	4	MBTA/Somerville	Not supported by MassDOT or MBTA, conflicts with GLX designs
Tax incentive mortgage program for living near MBTA station	Land Use	YES	YES	5	NO	1	1	1	YES	3	5	Executive/Legislative	Difficult to implement in time period
Move MBTA Cobble Hill Offices to new Somerville MBTA maintenance facility	Land Use	YES	NO	N/A	NO	1	1	1	YES	5	1	MBTA	Maintenance Facility will not be completed by 2015, no air quality benefit
Tree planting in study area to absorb pollutants and Carbon Dioxide	Land Use	YES	YES	5	NO	1	1	1	YES	3	5	Municipalities/State Agencies	
Free or discounted Charlie Card passes for study area	Fare Policy	YES	YES	5	YES	1	1	5	YES	1	1	MBTA	Difficult to implement in strained fiscal climate, especially if MBTA is considering a fare increase; fraud concerns