

*The Commonwealth of Massachusetts*

HOUSE OF REPRESENTATIVES  
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**COMMITTEES:**

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September 15, 2009

Kate Fichter

Executive Office of Transportation, Office of Transportation Planning  
10 Park Plaza, Rm. 4150  
Boston, MA 02116

Dear Ms. Fichter:

I write today to submit written public comment pertaining to the annual update and status report for transit projects required by 310 CMR 7.36 (2) (f) through (j), and specifically regarding the Green Line extension to Somerville and Medford. There are a couple of items in the "State Implementation Plan – Transit Commitments 2009 Status Report" I would like to comment on.

First, I want to comment on the time frame of this project. As the document states, the SIP requirement includes a completion deadline of December 31, 2014. The report acknowledges the deadline for filing of the DEIR has been missed, and it is hoped that it will be filed "by Autumn 2009," but that is "assuming the resolution of the support facility question and the availability of necessary funding." As of today, I am not aware of any final resolution to the facility question. I am concerned, since autumn 2009 is only a matter of days away that no DEIR has been circulated. I recognize the discussions of the support facility have proven challenging, but nonetheless, it is important for our communities and state agencies to work aggressively to resolve these issues to avoid further delay.

Secondly, I am writing to express concern about the issue of the terminus at Route 16. I stand in support of the extension of the line to a terminus at Route 16. EOT has indicated there aren't sufficient funds to complete the Route 16 extension by Dec. 31, 2014, and expects to complete this in a later phase beyond the deadline. The 2009 Status Report does not reflect the proposed two-phase approach. In fact the 2009 Status Report still lists the Route 16 location as one of the proposed stations, which I am grateful for, but gives no indication that it isn't expected to be completed by the deadline. The project needs to be described consistently with finance documents submitted to the Boston MPO,

including having consistent information about completion dates for all parts of this project.

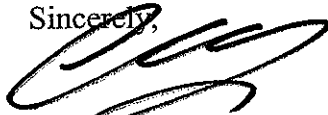
More importantly, I do not believe that terminating the project at College Avenue by Dec. 31, 2014, is adequate to meet the SIP requirements, nor do I believe it is consistent with the Secretary's Certificate issued on December 1, 2006. In the "Certificate of the Secretary of Environmental Affairs on the Expanded Environmental Notification Form," regarding the terminus, the Secretary noted, "the regulations do not specify the terminus of the line within Medford Hillside and final project designs will be dependent upon the attainment of specific emissions reductions."

The December 1, 2008 Air Quality Presentation made to the Advisory Group, on all measures of air quality presented (carbon monoxide, volatile organic compounds, carbon dioxide, particulate matter, nitrogen oxides), and in the reduction of the numbers of vehicle miles traveled, the extension of the green line to Route 16 has the strongest benefits of any of the alternatives studied, including significant benefits over terminating at College Avenue. Considering it is the air quality benefits that define the terminus, not some arbitrary designation of College Avenue, I believe putting the Route 16 station beyond the Dec. 31, 2014 deadline is inconsistent with the goals of this project, and is not in conformity with the SIP regulations.

Lastly, the Certificate made clear that a thorough study of the section between College Avenue and Route 16 be completed. And in particular, stops at Winthrop Street, Route 16, and the possibility of combining a College Ave/Winthrop Street station into one. The 2009 Status Report gives no indication of the status of the Winthrop Street station. I have attended every meeting of the Advisory Group, and I have reviewed all of the public comments submitted during this process. I cannot find justification for removal of the Winthrop Street stop, and believe dropping this location without adequate and verifiable justification is unwarranted, and is in violation of the Secretary's Certificate.

I appreciate your taking the time to consider my comments.

Sincerely,



Carl Sciortino  
State Representative