

**Stephanie Muccini Burke**

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July 23, 2015

David Mohler, Chair  
Boston Region Metropolitan Planning Organization  
State Transportation Building  
10 Park Plaza, Suite 2150  
Boston, MA 02116-3968

Re: FFY2016-20 Transportation Improvement Program (TIP)

Dear Mr. Mohler,

Please accept this comment letter on the Boston Region MPO's draft Transportation Improvement Program for federal fiscal years 2016-20.

I wish to express my support for the funding programmed for the Green Line Extension (GLX) to Medford, both for Phase 1 to College Avenue (\$1.2 billion) and Phase 2 from College Avenue to Route 16/Mystic Valley Parkway (\$158 million).

As I stated in my January 6, 2010 comment letter on the Draft Environmental Impact Report for the GLX (when I was a Medford City Councillor), I support the Route 16 location as the terminus station because it serves the greatest number of Medford residents, in particular a large environmental justice community in West Medford; provides the most regional air quality benefits; and reduces the negative impacts that a College Avenue terminus station would have on the abutting residential neighborhood.

Further, many of the concerns I expressed in 2010 about the Route 16 station have been addressed, including the elimination of any consideration of a commuter parking structure, and modifying the design to not require the office buildings at 200 and 222 Boston Avenue to be removed, preserving dozens of businesses, hundreds of jobs, and significant property tax revenue for Medford.

In addition, many other issues related to the Route 16 terminus – including strategies to maintain neighborhood character and preserve affordable housing – were addressed in a year-long study of the Route 16 station impacts by the Metropolitan Area Planning Council in 2011. It will be important that this study be kept top-of-mind as planning for the Route 16 station resumes in federal fiscal year 2016, pending MPO approval of the TIP.

As I have continued to closely follow the Green Line Extension Phase I planning, I have been pleased with the consideration MassDOT and the MBTA have given to citizen

input as the station designs have progressed (and been improved) at Ball Square and College Avenue in Medford. I encourage the project managers to embrace the same approach for the Route 16 station, particularly with regard to appropriate mitigation for noise, vibration, and visual impacts.

Along those lines, I offer two suggestions for minimizing the construction impacts on the Hillside and West Medford neighborhoods going forward. First, consider adaptive reuse (rather than demolition) of the U-Haul building at Mystic Valley Parkway and Boston Avenue for the terminus station. Second, work toward simultaneous construction of the College Avenue and Route 16 stations. This would be prudent, given that the College Avenue completion date (previously December 2014) has been delayed to 2020 or 2021, and money to design and build the Route 16 station is now becoming available through the MPO.

As I concluded in my 2010 letter on the DEIR, the Green Line Extension will be the best it can be by not carving it into two phases whereby negatively impacting the quality of life on abutters for a longer period of time.

Respectfully submitted,

Stephanie Muccini Burke, CPA  
Candidate for Mayor, City of Medford  
Former Medford City Councillor